

# Communities Overview & Scrutiny Committee

Date: Wednesday, 12 February 2020  
Time: 2.00 pm  
Venue: Committee Room 2, Shire Hall

## Membership

Councillor Alan Cockburn (Chair)  
Councillor Dave Shilton (Vice-Chair)  
Councillor Jenny Fradgley  
Councillor Seb Gran  
Councillor John Holland  
Councillor Andy Jenns  
Councillor Keith Kondakor  
Councillor Bhagwant Singh Pandher  
Councillor Caroline Phillips  
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

- (I) Minutes of the meeting on 27 November 2019
- (II) Minutes of the special meeting on 9 January 2020

5 - 20

## 2. Public Speaking

## 3. Questions to Portfolio Holders

21 - 22

### (1) Economic Development Update

23 - 28

## 4. Road Safety

29 - 50

<b>5. Warwickshire Major Road Network (MRN) Proposed Programme and Priorities</b>	51 - 78
<b>6. S106 Developer Contributions Update</b>	79 - 90
<b>7. Waste Management Review</b>	91 - 100
<b>8. One Organisational Plan Quarterly Progress Report - Q3</b>	101 - 106
<b>9. Communities OSC Work Programme</b>	107 - 110
<b>10. Urgent Items</b>	
<b>11. Reports Containing Confidential or Exempt Information</b> “That members of the public be excluded from the meeting for the items below on the grounds that their presence would involve the disclosure of confidential or exempt information as defined in Paragraph 3, Schedule 12A of the Local Government Act 1972 as amended”	
<b>12. Nuckle 1.2. Bay platform at Coventry station</b>	111 - 114

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# Communities Overview & Scrutiny Committee

Wednesday, 27 November 2019

## Minutes

### Attendance

#### Committee Members

Councillor Alan Cockburn (Chair)  
Councillor Jenny Fradgley  
Councillor John Holland  
Councillor Keith Kondakor  
Councillor Bhagwant Singh Pandher

#### Portfolio Holders

Councillor Peter Butlin, Deputy Leader (Finance & Property)  
Councillor Kam Kaur, Customer & Transformation  
Councillor Heather Timms, Environment and Heritage & Culture

#### Other Members Present

Councillor Jonathan Chilvers

#### Officers

David Ayton-Hill, Assistant Director - Communities  
Ian Marriot, Legal Service Manager  
Scott Tompkins, Assistant Director for Environment Services  
Victoria Mumford, Principal Transport Planner  
Christopher McNally, Performance and Improvement Service Lead  
Tom McColgan, Senior Democratic Services Officer  
Margaret Smith, Team Leader Transport Planning

### 1. General

#### (1) Apologies

Councillors Shilton, Wright, Gran, Jenns, Clarke and Crump sent their apologies for the meeting.

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

There were none.

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

The Chair reminded members that there would be a special meeting of the Committee on 9 January 2020 to consider a report on On Street Parking Pricing Review and Changes to Virtual Permitting Scheme.

The Chair also welcomed Councillor John Holland who had joined the Committee replacing Councillor Richard Chattaway.

### **(4) Minutes of Previous Meeting - 18 September 2019**

Councillor Kondakor noted that the removal of a disused railway bridge on Hinkley Road which was mentioned in the previous minutes under item 3 had not started in October 2019 and was now expected to begin in February 2020 at the earliest.

**Resolved** – That the minutes of the previous meeting be agreed as a correct record.

## **2. Public Speaking**

There was none.

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

In response to the Chair, Councillor Butlin stated that Cabinet had agreed funding from the Community Infrastructure Fund for two cycle routes; one in Nuneaton and one connecting Kenilworth to Leamington Spa. While the Kenilworth to Leamington Spa route was relatively short it required a lot of engineering work to implement. Councillor Butlin was hopeful that it would be completed in the next two years.

Councillor Kondakor stated that Bedworth Town Council was currently in the process of developing a town master plan and he felt installing a cycle path through the town centre was a priority as the current route was treacherous for cyclists. He stated that he wanted to see cycling infrastructure schemes integrated with town and local plans.

Councillor Butlin responded that the County Council would take a holistic view of cycle and footpaths to ensure they were integrated into existing infrastructure and represented good value for money.

## **4. Warwickshire Draft Rail Strategy Consultation Update**

Margaret Smith introduced the report highlighting the good response rate and key issues. She also emphasised that financial implications of the programmes mentioned in the report were not yet known and funding had not been identified.

Councillor Holland welcomed the report particularly the news that lifts were to be installed at Warwick Station. The works needed at the station required some additional funding to join the County Council provided cycle route to the Network Rail provided scheme and he asked Cabinet to be mindful of this cost when considering the budget. He also stated that the level of demand for rail travel would be largely determined by the district and borough council's local plans which set

out how many new houses would be built and where. It was thus important for the County Council to gain a clear understanding of housing allocations in the local plans.

The Chair responded that officers had been asked to prepare a briefing note on development that had been identified through local plans after the last Chair and Spokesperson meeting.

Councillor Kondakor stated that he was disappointed by the lack of young people responding to the consultation and by the lack of a response from Nuneaton and Bedworth Borough Council and the Nuneaton Rail Users Forum.

Margaret Smith responded that the report only listed organisations that had responded by writing and she confirmed that Nuneaton and Bedworth Borough Council had responded online.

Councillor Kondakor noted the Nuneaton Parkway Station on the A5 mentioned in the report. He stated that this station would not have any public transport links and he felt that there was not a lot of demand locally for the station.

Margaret Smith responded that the Council aimed to provide a mix of stations to balance existing travel demands with services to the centre of communities. She stated that transport planners took a wider corridor approach to travel and that a station on the A5 would help to intercept existing car journeys and encourage modal shift as Stratford Parkway had done in the south of the County.

Councillor Kondakor stated that he would welcome a review of the placement of the parkway station and that a station on Eastboro Way seemed to be a better option. He also stated that there was a risk of parkway stations reducing services to town centre stations.

In response to Councillor Chilvers, Margaret Smith stated that she wanted to manage expectations around a potential Warwick University Station. While the Council did have an aspiration to bring forward a new station early feasibility work had shown that significant investment in rail infrastructure would be required in order to provide a level of service that would attract rail users.

Councillor Pandher noted the low level of response from BAME communities and asked officers how the consultation had been advertised and if officers knew why it had not elicited more of a response.

Margaret Smith responded that the consultation had been mainly carried out online through the council's consultation portal and advertised through Council mailing lists that residents could sign up to. The consultation had also been sent to a standard list of stakeholders. Margaret Smith stated that she would relay Councillor Pandher's concerns to the council's consultation team.

Councillor Pandher stated that he would welcome a review of how the Council consulted residents to ensure that all residents were able to respond.

## **5. Draft Report and Recommendations of the Climate Change Adaptation Task and Finish Group**

Councillors Fradgley and Chilvers introduced the report. They thanked Councillor Timms for her involvement as the portfolio holder and thanked officers from across the council who had provided evidence to the group. The recommendations aimed to provide officers with a framework to help them address the challenges presented by a changing and less predictable climate.

Communities Overview & Scrutiny Committee

27.11.19

Councillor Timms stated that she welcomed the report and felt that the recommendations aligned well with the work being undertaken by the Council as part of its Climate Emergency Work. She stated that consideration of climate change needed to be embedded across the council and that climate change mitigation and adaptation needed to be driven forward together.

In response to the Chair, Councillor Chilvers stated that the MET Office's climate projections were taken from the best available science and then broken down to a regional level.

Councillor Holland welcomed the report and reflected upon the difficulties caused by very high temperatures in the summer that had been reported by a local NHS hospital trust to the Adult Social Care and Health Overview and Scrutiny Committee. He stated that the best science available was not as complete as it could be and that the Council had to be mindful that projections would change. Councillor Holland also praised the Council's Water Management and Flood Risk Team whose work had improved water management and flood risk alleviation works associated with both new developments and redevelopment of brown field sites.

Councillor Kondakor echoed the praise for the Water Management and Flood Risk Team but that work needed to be done to ensure that planning conditions were enforced. He emphasised the need to act to safeguard homes and business against flooding by designing in better ways to manage rainfall.

Councillor Butlin stated that while the report focused upon hotter weather it was important not to lose sight of the need to prepare for winter pressure in the social care and health system.

Councillor Kondakor noted that better insulated houses would both stay cooler in the summer and hotter in the winter.

The Committee unanimously agreed to forward the report to Cabinet.

**Resolved:**

*That the Communities Overview and Scrutiny approves the following recommendations to be forwarded to Cabinet for endorsement:*

1. Adopts the Met Office's UK Climate Projections as the basis of Warwickshire County Council's expectation of the climate in 2050 and plans to this effect.
2. Provide clear direction through the Council Plan 2020-2025 detailing actions that will be taken to prepare Warwickshire for the change in climate to come.
3. Includes the impact of projected climate change in the assessment criteria for prioritising options and schemes that come forward for capital investment, which will prepare Warwickshire for the 2050 projected climate.
4. Produces an updated Climate Impact Assessment for Warwickshire assessing the economic and social impact of the expected changes in climate on key areas of the Council's responsibility and quantifying the costs of investment against the costs of inaction.

Communities Overview & Scrutiny Committee

27.11.19



5. Establishes a standing group comprised of members from all political groups and officers, chaired by the Portfolio Holder for Environment and Heritage & Culture to advance work on climate change adaptation.

i) That the standing group uses the themes identified in this report to develop an action plan within six months setting out the activity to be undertaken by the County Council in the short, medium and long term.

ii) That consideration be given to the establishment of a dedicated resource to coordinate climate change adaptation and mitigation efforts.

## **6. One Organisational Plan - Quarter 2, 2019**

David Ayton-Hill introduced the report. He stated that from quarter three onwards the performance figures would be presented in a different format and there would be some change in the measures that were being reported which reflected a change in the software being used to track performance.

The Chair noted the worrying rise in those Killed or Seriously Injured on Warwickshire's roads.

David Ayton-Hill responded that the Council was part of a reenergised Road Safety Partnership which brought together the Council, Fire & Rescue, Police and the Police and Crime Commissioner to take a whole system approach to road safety from engineering and education work through to the blue light response.

In response to Councillor Kondakor, David Ayton-Hill confirmed that accident cluster sights were continually monitored and that more information would be provided with the road safety report at the next meeting.

In response to Councillor Kondakor, Scott Tompkins confirmed that the Bermuda Bridge scheme was on track to start in February and was currently out to tender. He also confirmed that although the majority of work on Coton Arches had been completed in the last financial year there was still some scheme spend coming through in financial year 2019/20 and he could provide more detail in writing.

The Chair noted that the composting, reuse and recycling rate seemed had plateaued. David Ayton-Hill responded that a new County Council Waste Management Strategy would review the approach to encouraging recycling. Councillor Timms added that the County Council's approach would also depend upon the Government's own waste strategy the consultation on which included several options for increased plastic recycling and extended producer responsibility.

In response to Councillor Kondakor, Councillor Timms stated that the Council's existing contracts would not expire before the Council was able to produce a new Waste Management Strategy.

## **7. Communities OSC Work Programme**

Members noted the reports scheduled to come to 12 February meeting; Road Safety, Major Road Network's integration into WCC's Transport Strategy, Waste Management Review and an update on Section 106 funding. Members also noted the briefing note on residential development outlined in local plans.

Communities Overview & Scrutiny Committee

Councillor Kondakor suggested a report on air quality be added to the committee work programme. Councillors Kondakor, Holland and Fradgley all stated that they had been part of an air quality survey run by public health and that it would be good if the data collected by Public Health could be fed back to the committee.

## **8. Urgent Items**

None.

The meeting rose at 15:00

# Communities Overview & Scrutiny Committee

Thursday, 9 January 2020

## Minutes

### Attendance

#### Committee Members

Councillor Alan Cockburn (Chair)  
Councillor Dave Shilton (Vice-Chair)  
Councillor Jenny Fradgley  
Councillor Seb Gran  
Councillor John Holland  
Councillor Keith Kondakor  
Councillor Bhagwant Singh Pandher  
Councillor Caroline Phillips  
Councillor Andrew Wright

#### Portfolio Holders

Councillor Izzi Seccombe, Leader of the Council  
Councillor Jeff Clarke, Transport & Planning

#### Warwickshire County Councillors

Councillor Kate Rolfe  
Councillor Jerry Roodhouse  
Councillor Alan Webb  
Councillor Jonathan Chilvers  
Councillor Nicola Davies

#### Residents

Mr Marsh Whieldon  
Mr Richard Lees  
Mrs Ellen Boylin  
Mr Jed Master  
Ms Sarah Watson  
Mr Keith Madden

#### Officers

Mark Ryder, Strategic Director for Communities  
David Ayton-Hill, Assistant Director for Communities  
Paul Taylor, Traffic and Safety Manager  
Tom McColgan, Democratic Services Officer

## 1. General

### (1) Apologies

Councillor Jenns sent his apologies for the meeting.

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

Councillor Gifford declared that he lived in a parking permit zone and his wife was a permit holder.

## 2. On-street Parking Consultation Analysis and Proposed Way Forward

The Chair noted that six residents had registered to speak, and he invited Mr Whieldon to speak on behalf of Mrs Owen who could not attend the meeting.

Mr Whieldon raised the follow points:

- Old Town in Stratford-upon-Avon consisted of rows of terraced houses on narrow streets which meant that parking spaces were in high demand especially as the current permit scheme allowed two hours of free parking for visitors.
- While residents welcomed the reduced increase in the prices of permits, they remained concerned about the digital system for managing visitor permits. Residents did not think that a system requiring every car to be scanned by the traffic warden to check if they had a proper permit would offer any efficiencies over a system that simply required a warden to check the dashboard of a car.
- The digital system would also be challenging for elderly residents who may not have access to the internet or may be less confident managing an online account.
- Mr Whieldon called on the Council to: continue with paper permits particularly for visitor permits, increase the cost of permit by 20% for all residents regardless of the number of permits, and to move to residents only parking on evenings and Sundays in Old Town, Stratford-upon-Avon

The Chair invited Mr Lees to address the Committee.

Mr Lees raised the following points:

- Shakespeare's England had publicly stated that they believed that the proposed changes to the scratch card system would be a detriment to those wishing to stay in Stratford. Overnight guests represented the greatest value to the local economy not only as they paid for accommodation but also through spending more in local businesses. Overnight visitors represented £200 million to the local economy while only making up around 10% of the total visitors in the area.
- Guesthouse owners in Stratford felt that the current system of scratch off tickets was working well and allowed guests flexibility. The online system would require more conversations between guesthouse owners and visitors and would lack the flexibility of the current system as it would require booking parking in advance.

- The new system increased the risk of a guesthouse paying for parking that was not needed or of a guest receiving a parking ticket in error.

The Chair invited Mrs Boylin (Chair - Concerned Rugbeians Against Parking Proposals) to address the Committee.

Mrs Boylin raised the following issues:

- Paragraph 1.16 of the report being considered by the Committee stated that both Leamington Spa Business Improvement District and the Chamber of Commerce were consulted but it did not mention Rugby First.
- Paragraph 2.19 provided information about the original survey given to residents. The consultation had only provided two potential new permit schemes to choose from and so residents had chosen the lesser of two evils but this did not indicate support.
- Paragraph 2.22 outlined the reduced price increase which was welcomed by residents but the new pricing model would still have a significant impact on families as households with three permits would see an 47% increase in the cost of parking permits.
- Paragraph 2.26 stated that the permitting scheme needed to be self-financing. The fact that the scheme was operating at a loss raised questions about why the permit scheme was outsourced in the first place as the scheme operated by Rugby Borough Council had worked well and Concerned Rugbeians Against Parking Proposals called for a new system to be brought inhouse either by the Borough and District Councils or by the County Council.
- Paragraph 2.28 referenced civil enforcement officers who before September 2019 had seldom been seen in Rugby but now appeared to be patrolling in new vans and uniforms. Their patrols had also included Sundays despite parking restrictions only applying from Monday – Saturday.
- Houses in Multiple Occupation were also increasing the pressure on parking with multiple households occupying one house and using more cars than a single family home would usually require.

The Chair invited Mr Master (Concerned Rugbeians Against Parking Proposals) to address the Committee.

Mr Master raised the following points:

- Paragraph 2.31 of the report stated that 74% of respondents to the consultation agreed that it would be good to offer an online service and 49% felt misuse could be better tackled using an online system. These responses however could not be taken as representative of the 17,000 permit holders as only 2,000 responses had been received. This meant that the vast majority of permit holders were not aware of the potential move to a digital system.
- The costs of a digital scheme would largely remain the same as enforcement would still take place in person so the only saving would be the cost of printing permits and scratch cards.
- There was no obvious benefit to residents of the new scheme and the implementation deadline of April 2020 did not provide enough time to smoothly transition from the current system.

The Chair invited Ms Watson (Concerned Rugbeians Against Parking Proposals) to address the Committee.

Ms Watson raised the following points:

- The current visitor permit system was working well and an equivalent digital system that had been introduced in Peterborough had proved to be inefficient and intrusive. For those who were unable to access the internet the new system would be entirely inaccessible and the suggestion that family or friends could help them access permits precluded the possibility of them being independent and was discriminatory.
- The new system only allowed for one visitor at a time which did not allow for situations when multiple parking spaces may be required such as when trades people were working, carers were at an address, or a party.
- The new system was invasive and demeaning to residents who were essentially being required to limit their visitors and log them with the Local Authority.

The Chair invited Mr Madden (Concerned Rugbeians Against Parking Proposals) to address the Committee

Mr Madden raised the following points:

- The report provided to the Committee by officers was an inditement of the proposed changes to the permit scheme. It was a catalogue of complaints and mistrust of the Council and did not address the concerns residents had raised.
- The BBC reported in November 2019 that Councils in England had raised a £900 million surplus from parking charges and the Rugby Observer reported that parking enforcement in Warwickshire which included the permit scheme raised a surplus of just over £2 million in 2018/19. The surplus had grown on average by £144,000 annually over the last four years. This did not support the claims made in the report that the current scheme was not self-funding.
- The proposed increases in charges were unfair in light of the £2 million surplus generated for the Council by parking currently.
- Precedents had been set by the High Court that Local Authorities would not be allowed to use parking charges to raise surplus revenue for other transport costs in a case brought against the London Borough of Barnet. Mr Madden stated that Warwickshire County Council risked a similar legal challenge if they pursued a scheme that raised a surplus.

The Chair thanked the residents for attending and for making their representations to the Committee.

The Chair noted that several Councillors who were not members of the Committee had requested to speak and invited them to address the Committee.

Councillor Rolfe raised the following issues:

- The older people who had spoken to Councillor Rolfe had been unanimously opposed to an online permit system and their preference would be to retain the physical visitor parking permits. The online system would not work for older people in Stratford.

- Individuals who did not have access to the internet or are not confident using it would likely not have responded to the consultation which was primarily conducted online meaning their views were not reflected.
- Misuse of visitor permits could be tackled within the existing permitting scheme through simply removing permits if they were misused. An online system did not offer any additional protections beyond this.
- Limiting the number of permits to two plus a visitor permit per household would help to manage demand for parking in congested areas.
- The system proposed by officers would not work and the changes should not go ahead. A small increase in pricing may be acceptable but the increases suggested in the report were not reasonable.

Councillor Chilvers raised the following points:

- The Avenue Road to Adelaide Road Residents Association had raised concerns and had written a letter to the Chief Executive which had also been passed to the Committee. Their key point was that there was a lack of justification for the increase in cost proposed by the Council. Officers had since confirmed that the permit scheme cost around £1million while raising £350,000, leaving a shortfall of around £650,000 pa, but this was not publicised within the consultation. However, the Residents Association argued that the whole parking system is integrated and generated a surplus when taken as a whole. Thus, any price increase was akin to intentionally creating a surplus which as a previous speaker had pointed out was not permitted under law. The Residents Association also reported that they could not find any annual parking reports that had been published after 2016/17. A report outlining the financial position of the County's parking schemes should be published annually and would have provided the financial information that was lacking in the consultation.
- Parking permits were a way of rationing a scarce resource and should be administered fairly. Due to the increasing levels of Houses in Multiple Occupation in Leamington the pressure on parking permits had increased but the actual levels of demand and supply for parking spaces was not included within the report or consultation. The level of oversubscription would be a worthwhile subject for investigation by the Task and Finish Group recommended in the report as understanding the level of demand would help to determine how best to ration parking spaces.
- Misuse of parking permits was an issue that most residents would welcome a crackdown on and this would be another topic for the Task and Finish Group to review.

Councillor Gifford raised the following points:

- Residents were not happy with the manner in which the consultation had been conducted. There was no demand to change the system which residents felt was flexible and working well. The systems the District and Borough Councils had previously operated had also worked well.
- The change in the parking scheme seemed to be primarily for the benefit of the contractor and not for the residents.

Councillor Roodhouse raised the following points:

- A change in the permit scheme could be an opportunity to create a fairer system but the report in front of the Committee did not represent this. It was disappointing that since the initial proposals were brought to Cabinet in April 2019 there that not been more investigation into how the system could be made fairer.
- The current supplier's change in software that seemed to have necessitated the change in permit scheme halfway through the contract may be a matter for Audit to investigate as it did not seem to have been a transparent process. The full business case for the changes had not been made available for members to scrutinise nor had a timeline of when officers and the Portfolio Holder were made aware of the changes that would be required. A significant and fundamental change to Council policy should be subject to a full business case and project timeline.
- The revised equalities impact statement had not be included in the report and given the concerns raised about the impact on older people of the change to a digital solution it was important that this document was included with the report.
- Any increase in the cost of permits and changes to the system should be delayed until issues raised by residents had been addressed.

Councillor Davies raised the following points:

- Leamington Clarendon had the majority of free on-street parking in Leamington Spa and residents appreciated that there was a balance between businesses, residents and visitor parking. The key issues that residents had raised about the proposed changes were a desire to move to a fairer system and concerns about accessing an online system.
- An online system risks discriminating against groups who did not have access to the internet particularly older people. Allowing the option of a paper based system for those who need it especially for visitor permits would help to reassure residents.

Councillor Webb raised the following points:

- The overall parking budget for the County was in surplus while the residents permit scheme was in deficit. Permit holders were forced to pay a premium for parking near their homes out of necessity and it may not be the most equitable approach to increase this levy as every resident had the right to use the highway and contributed to its upkeep through council tax. Cross subsidising the residents permit scheme with other parking revenue was a more equitable approach.
- There was no mention of relief or discount schemes as was available for council tax.

The Chair thanked the Councillors who had addressed the Committee and invited Councillor Clarke to introduce the report.

Councillor Clarke thanked the residents who had addressed the Committee and the 2,500 individuals who had responded to the consultation. He stated that all 17,000 permit holders had received information in the post about the consultation. The permit system had to provide a fair way to manage parking spaces balancing the needs of businesses, visitors and residents. The report recommended that a task and finish group investigate how parking permits impact upon business including the issues around guest houses raised by a previous speaker. Councillor Clarke sought to reassure Councillors and residents that the new system would not be completely digital and that there would be ways for those who did not have online access to obtain permits.



He stated that Cabinet would give due consideration both to the consultation responses and to comments made in the Committee meeting before taking a decision.

David Ayton-Hill responded to some of the key points raised in the representations from Councillors and residents:

- There was a broader trend towards digitising services both within the council and the public sector more widely. The change in the permitting system fell in line with this approach. Moving to a digital system would also help to secure savings when the Council recommissioned the resident permit scheme as nationally the market was moving to using digital platforms. There would however be a helpline that residents could call to either get help with the online system or order permits over the phone.
- Moving to a digital platform would aid in enforcement and detecting misuse as civil enforcement officers would be scanning number plates to check for valid permits. If the same car is scanned using a permit on the same street between 9-5, Monday to Friday but not at any other times it may indicate that the permit was not being used by a resident.
- The digital visitor permit system did not change the current rules that allowed for one permit, one visitor.
- The Council did not want to negatively impact on guesthouses and the new system was designed to allow a permit to be issued as a visitor checked in rather than in advance.
- The Council reached out to all Business Improvement Districts and was keen to engage with town centre partnerships to explore how the parking system works and how the demands of residents and businesses could best be balanced.

Councillor Fradgley welcomed the additional consultation period including the special meeting as she felt that stakeholders had not been fully engaged before the report first came to Cabinet in April 2019. She stated that she had previously been involved in running workshops with residents of Old Town, Stratford in respect of parking times and one of the key points to come out of the workshops was a feeling that moving to two residents permits per house rather than three would assist in alleviating overcrowding issues. She stated that the bed and breakfasts in Stratford tended to be small family owned businesses that were vulnerable to pressure from 'Air B'n'B' as well as larger hotels coming into the area. She stated that she understood the new system only allowed one parking permit per room. A lot of business came in the form of group bookings with multiple guests sharing a room and there would be no flexibility for booking in their cars. She hoped that these sorts of details would be looked at by the Task and Finish Group.

Councillor Holland stated that he had lived in a residents parking zone for almost 30 years and that it had completely transformed the environment for the better and he believed that most residents living in a permit parking zone would not want to give it up. He stated that with the residential development outlined in local plans parking permit schemes would become even more important as the demand for spaces increased. Councillor Holland also stated that he felt that the financial burden of the parking schemes was not fairly shared among road users; residents paid for permits and in some areas visitors had to purchase tickets for on street parking, but there were areas covered by a permit scheme where visitors could park free of charge. This was an area that should be looked at as it was effectively asking residents to subsidise visitor parking. Ensuring that the parking scheme was fairly funded had to be one of the first issues the Task and Finish Group tackled. Councillor Holland also felt that the Task and Finish Group should investigate whether one group of enforcement officers could be employed by the Districts and Boroughs and County to

monitor both on and off-street parking. Car Parking also formed part of Traffic Management Strategies developed by the district and boroughs and was a key part of improving air quality and ensuring that town centres thrived. Councillor Holland suggested that any changes to the scheme should be delayed until the Task and Finish Group had reported as any new pricing should support the recommendations of the group.

Councillor Shilton thanked residents for their representations. He stated that he felt it was particularly important that concerns about accessing the digital system were addressed to ensure that no one was excluded from the new system. Councillor Shilton proposed an amendment to recommendations three as below:

“That **following Cabinet the Communities OSC establish** a short-duration Task and Finish Group ~~be established~~ to investigate other aspects of on-street parking management, such as business permitting, ~~and~~ environmental considerations **and tourism.**”

Councillor Shilton stated that this amendment clarified that the Task and Finish Group would be established by the Communities Overview and Scrutiny Committee thus giving Members more control over its scope which he hoped would help to address some of the concerns expressed by previous speakers.

Councillor Gran seconded the amendment.

Members agreed the revised wording.

Councillor Kondakor stated that he had requested additional financial information from officers to confirm the figures Councillor Chilvers had stated earlier. He noted that the figures showed that there was around a £675,000 deficit in the current scheme. The deficit could be reduced in two ways; either through raising additional revenue or through reducing the running costs, and the Task and Finish Group needed to look at both aspects. Finding ways to reduce running costs could enable a diminished increase in price to reach a breakeven point. Councillor Kondakor also noted that the report did not identify the parking capacity of permit areas. The purpose of a permit scheme was to manage demand but if the levels of demand and supply were not known it was hard to evaluate any proposed scheme. He also stated that he felt the scratch card system for bed and breakfast worked well and cautioned that moving to a less flexible electronic system would have a negative impact on visitor spending. He also noted the significant mismatch in the value of a parking space used by a resident compared to one used by a bed and breakfast guest.

Councillor Phillips stated that she did not believe in principle that asking residents to pay for permits was a fair system. She stated that the Task and Finish Group should consider how the parking permit system would work for houses of multiple occupation where there may be multiple households living in a single house.

Councillor Clarke thanked the Committee for their comments in addition to the representations already made by residents and local Members. He reminded Councillors that resident permit schemes had been introduced at residents' behest. He also confirmed the figures quoted by Councillor Chilvers and others that put the scheme at around £675,000 pa in deficit. The overall parking surplus was mostly a result of penalty charges issued to drivers parking on double yellow lines. As well as supporting the resident parking scheme the surplus also went towards maintaining the highway including footpaths and public transport schemes.

The Chair asked Councillor Clarke to take forward the representations made at the meeting for Cabinet to consider when they took a decision on parking permits. This was expected at their March 2020 meeting.

The Chair called a vote on the recommendations as amended. The recommendations were approved with 5 votes for, 3 against and 1 abstention.

**Resolved:**

1. That the analysis of the parking consultation feedback as provided in Appendix A is noted.
2. That the proposed changes to on-street parking management as provided in section 2 below are endorsed by the committee and put forward for consideration at Cabinet.
3. That following Cabinet the Communities OSC establish a short-duration Task and Finish Group to investigate other aspects of on-street parking management, such as business permitting, environmental considerations and tourism.

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## Communities Overview and Scrutiny Committee

12 February 2020

### 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 20 January 2020.

Decision Title	Description	Date	Decision Maker
New Highway Safety Inspection Manual	Highway safety inspections are designed to identify defects likely to create danger or serious inconvenience to users of the highway network. The new Highway Safety Inspection Manual sets out how Warwickshire County Council (WCC) will manage the inspection and maintenance of its highways to fulfil its statutory obligations and deliver a safe, serviceable and resilient highway network. The manual also sets out how WCC will apply the principles of the national code of practice 'Wellmanaged Highway Infrastructure'.	19 March 2020	Cabinet
Approval for Increasing Fees and Charges in Country Parks and Waste Management	Annual update of fees and charges for Country Parks and Waste Management	21 February 2020	Portfolio Holder for Environment and Heritage & Culture

Fees and Charges within Waste Management 2020/21	Waste Management accept non-household and commercial wastes on a chargeable basis at our Household Waste Recycling Centres. The drop-off charging scheme allows local small businesses to access good quality waste disposal services at locations around the county at a competitive price. The service provides a comprehensive range of recycling opportunities that are not readily available to businesses by other means. The recommendation is for the waste fees and charges to be changed from 1 April 2020 to reflect increases in treatment gate fees and inflation.	20 March 2020	Portfolio Holder for Environment and Heritage & Culture
Parking consultation for Attleborough		20 March 2020	Portfolio Holder for Transport and Planning

## 2.0 Background Papers

None

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## Communities O&S – February 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.***

- The new **Coventry and Warwickshire Duplex Fund** has been launched. Duplex – which is a joint initiative between Coventry and Warwickshire Local Enterprise Partnership, Coventry City Council and WCC – is a new fund designed to help finance capital investments by local businesses. It offers a combined loan and grant to businesses unable to generate sufficient cash to progress other viable investment projects. Loans of £30,000 to £100,000 are available and up to 40% of expenditure could be available as a grant, allowing businesses to manage their cash flow flexibly. Duplex is funded by £3.9 million of Government grants via CWLEP, a £2 million loan from CCC and a £2 million loan from WCC via the Capital Investment Fund. It is delivered by Coventry and Warwickshire Reinvestment Trust. Duplex is part of a £5 million investment by WCC in access to finance programmes for Warwickshire businesses including WCC’s own small capital grants programme.
- WCC has been invited by MHCLG to apply for a further 18 months of funding from the European Regional Development Fund (ERDF) to support the **Warwickshire Business Support Programme**. The programme – which is now its second phase of delivery – has so far met or exceeded all targets. It has supported 498 businesses, helped 343 people to start a business, and created 264 new jobs. The ERDF grant part funds a comprehensive county-wide start-up service which is delivered by Coventry and Warwickshire Chamber of Commerce on behalf of WCC and the Districts and Boroughs; the “Business Ready” programme for tech-based and other innovation-led businesses which is delivered by University of Warwick Science Park; the “Creative Springboard” programme for micro and start-up businesses in the creative sector which is delivered by Coventry and Warwickshire Reinvestment Trust; and WCC’s own access to finance and other support services for businesses looking to grow or invest in Warwickshire. The MHCLG application, if approved, will extend the programme for an additional 18 months from January 2022 to June 2023.
- Interactive Futures** returned to Leamington on 31<sup>st</sup> January and 1<sup>st</sup> February. The two-day conference and expo once again showcased to the industry and the public the rich seam of talent within the Leamington Games Hub. The event highlighted Leamington’s heritage within the UK games industry, its talent and creativity, the unrivalled community of studios, and career opportunities both for students and those already working in the games industry. Day 1 saw an Indie Investment Forum and a “speed dating” event where the area’s independent studios had the opportunity to meet investors, publishers and advisors. A conference also highlighted key issues relevant to Leamington Spa, the wider region and the games industry. Day 2 saw Interactive Futures open its doors to consumers and students to inspire the next generation of talents with career opportunities the key focus for the day. The day also featured a range of practical activities including the chance to try out the best of the

games created in Leamington, competitions and e-sports challenges plus a CV clinic and portfolio reviews for students. Interactive Future is funded by WCC, CWLEP, and Warwick District Council alongside support of local industry.

- Interactive Futures also saw the launch of a highly-anticipated report by UKiE – the video games industry trade body. **UKiE’s “Regional Economic Impact”** report takes a look at where the UK games industry clusters are centred, highlighting the growth of individual regions, the jobs that have been created and the impacts those areas have had on the country’s games output. The report highlighted that Leamington Spa was the largest cluster in terms of economic output outside of London. Our strength and depth in this sector is also set to increase - the organisers of Interactive Futures conducted a poll of the area’s leading games development studios to help understand the careers and employment opportunities that will emerge over the next two years. This found that the Leamington Spa Games Hub is set to create 500 new jobs, which will further cement our position in this sector.
- **The UK Battery Industrialisation Centre (UKBIC)**, which is based on the Coventry & Warwickshire Gateway Site at Baginton in Warwick District, passed a major milestone in January. The practical completion of the new 18,000m<sup>2</sup> building has been achieved and phase two is now underway to add the production equipment, services and the internal finish which will be needed at the home of the UK’s new centre to help companies develop and scale-up production of the latest UK battery technology. The facility is being created with funding from the Faraday Battery Challenge which is part of the Government’s Industrial Strategy Challenge Fund to help the UK lead the world in the development of battery technology. UKBIC will offer the same industrial-standard production equipment found in major battery production factories around the world, and hopes to run at the rates and volumes needed to tip the balance of risk and confidence in favour of new UK technology. The Centre will open later this year. Further information can be found at: [www.ukbic.co.uk](http://www.ukbic.co.uk)
- **As part of the Transforming Nuneaton programme**, December Council approved the investment of almost £19.5 million into a landmark building for Nuneaton which will house the library, a new business centre, café and changing places facility. The building will act as an anchor to this prime development site on Vicarage Street and encourage investment from the private sector.
- The inaugural meeting of the **Nuneaton Town Board** took place on 15<sup>th</sup> January 2020. This new Board brings together a wide range of knowledge and skills across private and public sectors and will focus on the development of a Town Investment Plan which will be used to apply for up to £25 million from the Government’s Towns Fund. Nuneaton is one of 100 places which has been invited to develop proposals for a Town Deal, as part of the new £3.6 billion Towns Fund. This is not a competitive process, but selected towns need to develop coherent and impactful Investment Plans that will enable a “Deal” to be agreed. Town Investment Plans have to be produced by Summer 2020 and it is expected that the Town Deals will be agreed by the end of 2020/ 2021.
- Nuneaton and Leamington Spa have also been shortlisted for the new **Future High Streets Fund**. The objective of this £1 billion Government fund is to renew and reshape town centres and high streets in a way that improves experience, drives growth and ensures future sustainability. Nuneaton and Bedworth Borough Council and Warwick District Council have been invited to submit business cases for capital funds which deliver key schemes in the two town centres, and WCC are providing



support. Bids of up to £25 million can be made, however, it is expected that bids will be in the region of £10 to 15 million each. The High Streets Fund is a competitive fund, and schemes have to be submitted for consideration in June 2020.

- **Town centre business** are being offered the chance to increase their visibility and connect better with customers through WCC’s new digital training programme for retailers. There are a range of workshops taking place during the first few months of 2020 combined with one-to-one sessions to address individual business needs. The programme, which is being delivered by Coventry and Warwickshire Chamber of Commerce, is open to all town centre retailers across Warwickshire. The workshops are being held in Leamington, Rugby, Stratford and Nuneaton.
- **My World or Work 2020.** My World of work is an extensive project which is a collaborative piece of work bringing business and schools together to showcase the careers Warwickshire businesses have to offer. Working with partners such as the C&W Chamber of Commerce, CWLEP and Warwickshire Careers Hub the project supports schools to recognise and imbed certain quality benchmarks and demonstrate good practice across Warwickshire.

The project is open to all Warwickshire schools and is focused on the employability skills and employer encounters ahead of GCSE year. There are several workshops which will be delivered from January to July 2020 providing solid outcomes to those participating

Understanding your own personal attributes	Research sectors
Which careers suit my skills	Write an application
CV Creation	Preparing for an interview
Speaking with confidence to an employer	Meet the Boss

Along the programme participants will also visit a college to experience college life and visit two businesses from different sectors to understand cross sector transferable skills and what future roles in Warwickshire look like.

The ambition is to support our young people to experience first-hand what the world of work has to offer and how they access the wonderful opportunities our Warwickshire businesses have available, the relationships built between all involved will have a positive impact on NEET figures and see a rise in applications from school leavers to businesses taking part.

- **MIPIIM 2020** - Invest in Warwickshire is working closely with colleagues at Coventry City Council and Coventry & Warwickshire LEP to prepare for the Coventry & Warwickshire MIPIIM Partnership presence at MIPIIM 2020, the property show taking place in Cannes, France in March.

Coventry & Warwickshire partners, numbering 20 private and public organisations, will join up to 100 partners from across the Midlands and West Midlands to promote the region, in order to attract further investment, development and new jobs.

- Warwickshire County Council and Coventry City Council hosted the annual **Coventry & Warwickshire Automotive Dinner** this year at MIRA Technology Institute, on the outskirts of Nuneaton and North Warwickshire. Keynote speakers included event sponsors Shakespeare Martineau, CWLEP Board member Marion Plant, Tony Harper from the Faraday Institute, Jeff Pratt MD of UK Battery Industrialisation Centre, and Derek Benfield of Envision AESC, the Chinese battery manufacturer who have a base in Sunderland.
  
- **Inward Investment News** - Warwickshire County Council's inward investment service has been working with a number of companies over recent months and can report the following significant activity:
  - During games development conference **Interactive Futures**, games studio **Mediatonic** announced it would be opening a new studio in Leamington, joining recent investments from studios Sumo Digital and Electric Square.
  
  - Aerospace company **CFS Aero** has moved premises to a new facility on Wedgnock Industrial Estate in Warwick. Located on Harris Road, the new 30,000 sq ft premises includes factory and office space, as well as an additional 10,000 sq ft mezzanine which will see the company repair and overhaul over 100 turbine aero engines each year. The company has moved from another site in the district at Baginton, near Coventry Airport.
  
  - Energy company **Cadent** is relocating its HQ to a major new office development site at Ansty Technology Park; the company is currently located at Prologis Keresley, in Bedworth.
  
  - **Porterbrook**, the rail rolling stock company, and St Modwen, the developers, announced the signing of a 15 year lease at the Quinto Rail Technology Centre at Long Marston, near Stratford-upon-Avon. The deal secures the future of the site as a rail technology test and development centre, and is a major boost for the Midlands rail cluster.
  
  - **HMV** meanwhile announced they would be leaving Nuneaton, as their current landlord Ropewalk had found another tenant. We were unable to identify with local agents and landlords an alternative of the right size for the company with the right financial terms.

## **Business News**

Major business headlines from around Warwickshire.

[Funding Boost for Rural Businesses](#)

Rural businesses in Warwickshire are being urged to move quickly to take advantage of newly-released grant funding to help create jobs, boost tourism and unlock growth across the county.

The Rural Development Programme for England (RDPE) growth programme provides grants for rural start-ups and businesses to purchase equipment and machinery to create jobs, boost tourism and unlock growth in rural areas.

### Aeristech

Aeristech's 11,000 sq ft new premises in Hermes Close in Leamington was officially opened by the Royal Leamington Spa Mayor Councillor Bill Gifford and Warwickshire County Council leader Councillor Izzi Seccombe OBE during a ribbon-cutting ceremony which attracted around 100 guests.

Aeristech, which designs and manufactures clean energy applications, specialises in the development of electric air compressors for the international automotive was able to secure a total of £50,000 in grants with help from the Coventry & Warwickshire Business Support Programme which is part-funded by the European Regional Development Fund (ERDF) via Coventry City Council and the Coventry and Warwickshire Local Enterprise Partnership (CWLEP) Growth Hub. This grant contributed towards building Aeristech's new engineering and development floor.

### Borg Warner Acquires Delphi Tech

Auto engineering company Delphi Technologies, a major employer in Warwick, has been taken over by Borg Warner, a rival auto tech company. Delphi Technologies was formerly based at the AP Technologies site in Leamington but is now based at Warwick Tech Park. The combined company will be better placed to invest in new vehicle electrification technology.

### Aston Martin Lagonda in Talks

Luxury car maker Aston Martin Lagonda, who are in the process of launching the new DBX SUV vehicle developed in Warwickshire, has agreed a £500m rescue deal from Lawrence Stroll, the Canadian billionaire and Racing Point Formula 1 team owner, over a rival investment from Chinese automotive giant Geely, which owns Volvo and Lotus. It is believed that this deal will allow the company to retain more control of the business. The Stroll deal includes investment from JCB. Daimler Benz is a common thread – they provide engines to Aston and to Racing Point, and Geely own a 5% stake in the German automaker.

### LEVC in Japan

Konichiwa! to LEVC, the Ansty based maker of the iconic London electric taxi, the TXe City, which launched in January into the Japanese market. The new domestic taxi market is dominated by the Toyota JPN, a van-like vehicle whose shape was inspired by the original 'London taxi', the FX4, the forerunner to the current Ansty built vehicle.

### Mega Merger for Coventry Lion

PSA Group, the owner of Peugeot, Citroen and Vauxhall brands and retains a major presence in Coventry, announced its intention to merge with the Italian-US company Fiat-Chrysler. The announcement made a take over by PSA Group of Jaguar Land Rover less likely, as this will already be a complicated merger, and there are already similar premium brands in the new group.

Jaguar Land Rover has already announced a co-operation with BMW on EV technology, and the two companies have major engine and battery sites at Hams Hall in Coleshill.

#### Silicon Valley Comes to Nuneaton

Silicon Valley investment platform Plug and Play launched its Future Mobility focused UK presence at MIRA Technology Park in December. The plan is to attract major partners to establish a permanent UK base there.

#### Severn Lamb Announces Major Rail Order

Severn Lamb, the Alcester based specialist transport design and manufacturer, announced a major light rail order on winning the contract to replace the rolling stock at Southend Pier. The company created the current trains, which came into use in the mid-1980s.

#### CWLEP in China

A major new group is to work on creating economic and investment opportunities with a leading province in China. The Coventry and Warwickshire Local Enterprise Partnership (CWLEP) became the first LEP to use a cultural visit to a Chinese city to develop economic and investment opportunities during a visit to Fuzhou.

Vice chair Nick Abell and chief executive Martin Yardley visited Fuzhou on a cultural trip with Stratford-on-Avon District Council and Shakespeare's Birthplace Trust. The duo is now working to forge stronger economic ties with Jiangxi Province, its capital Nanchang and its cultural capital Fuzhou.

#### Nominations Open

The nominations for the Coventry & Warwickshire First Pro Awards 2020 are open which takes place on April 2nd. The event celebrates success and achievement in the professional services industries: legal, insurance, accountancy, marketing, property and business services. There are three new categories this year and nominations should be made by the 14th February deadline via the website.

## **Communities Overview and Scrutiny Committee**

**12 February 2020**

### **Road Safety**

#### **Recommendation**

1. That the Committee considers and comments on Warwickshire County Council's approach to road safety

#### **1.0 Purpose of Report**

- 1.1 To update the committee regarding current data for monitoring Road Traffic Collisions in Warwickshire, with particular reference to collisions that took place on roads managed by Warwickshire County Council in its role as Highway Authority.

#### **2.0 Executive summary**

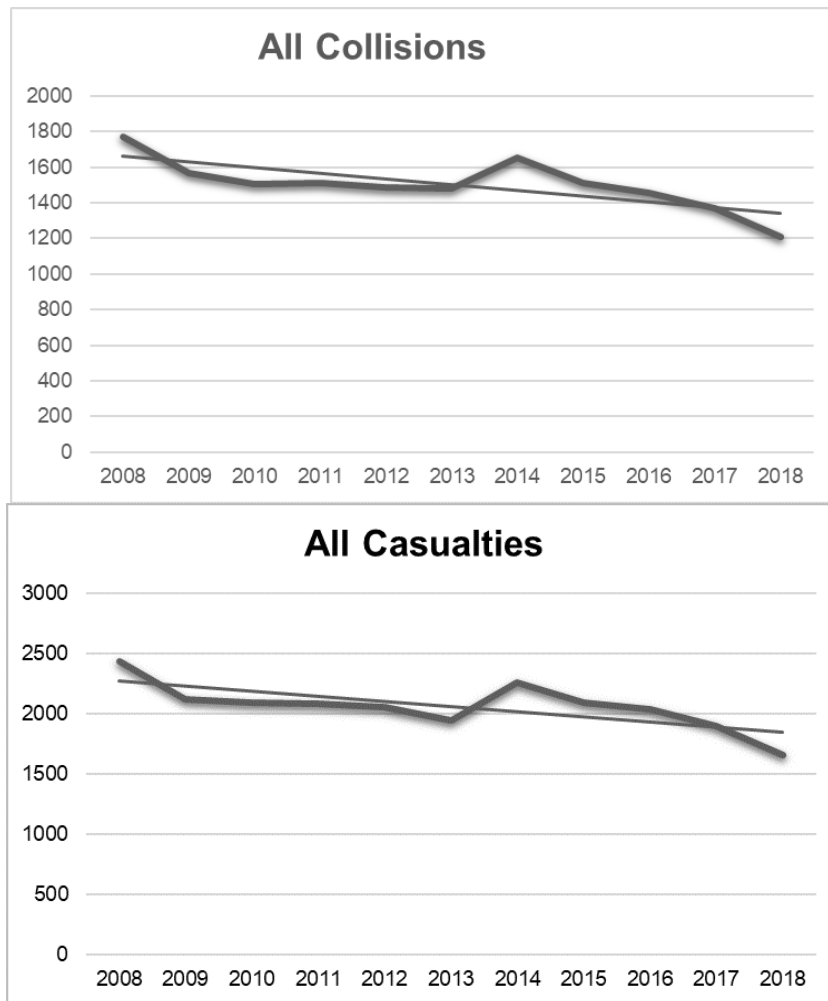
- 2.1 After a previous downward trend, the rate of Road Traffic Collisions in Warwickshire has plateaued when considered across a number of measures. This reflects national trends.
- 2.2 Motorcycle collisions under 500cc and collisions involving over 60s are showing as emerging priorities for WCC.
- 2.3 Collisions involving cyclists and children aged 0-16 are better in Warwickshire than the national picture.
- 2.4 WCC Traffic and Road Safety Group, Public Health and Fire and Rescue Service, with partners from Warwickshire Police, Warwickshire Police and Crime Commissioner and West Midlands Ambulance Service have refreshed the Warwickshire Road Safety Partnership. This will allow partners to work together strategically with shared objectives and priority actions
- 2.5 WCC's historic attention to tackling cluster sites has left several sites that regularly feature in our analysis that require expensive interventions if the problems are to be addressed. Again, this reflects national trends. The £5m ringfenced CIF allocation has gone some way towards addressing this issue.
- 2.6 Difficulties in obtaining accurate cost estimates is hampering the ability to identify schemes. This could potentially be addressed by allocating revenue funding to allow detailed scheme development prior to the allocation of capital funds.

- 2.7 The road safety industry is currently undergoing some changes in the way casualty reduction efforts are prioritised and monitored. The new approaches are being led by the DfT and charitable organisations such as the Road Safety Foundation.
- 2.8 Our own Traffic and Road Safety Group, within the Communities Directorate have recently implemented structural changes in order to be able to better interrogate available collision data with a view to bringing our practices into line with latest industry approaches by providing dedicated resource for this purpose. This will provide a stronger focus on delivering on our strategic commissioning intentions and give capacity to work both internally and with partners to improve data analytics

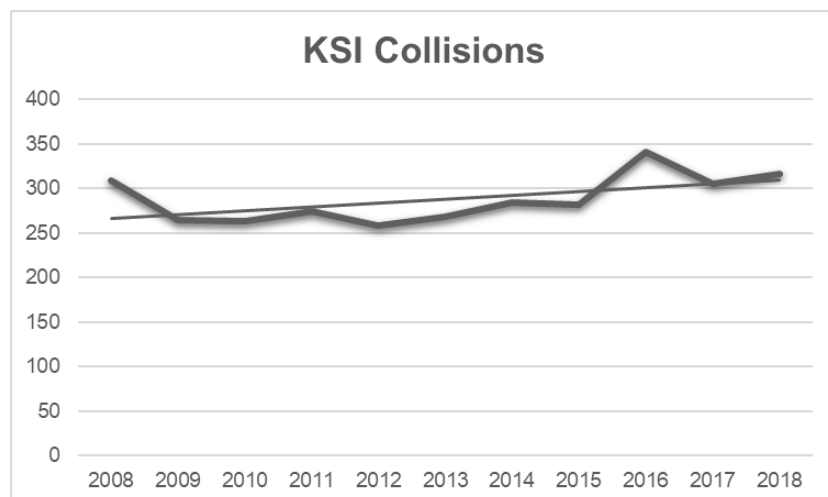
### **3.0 Warwickshire's approach to Road Safety.**

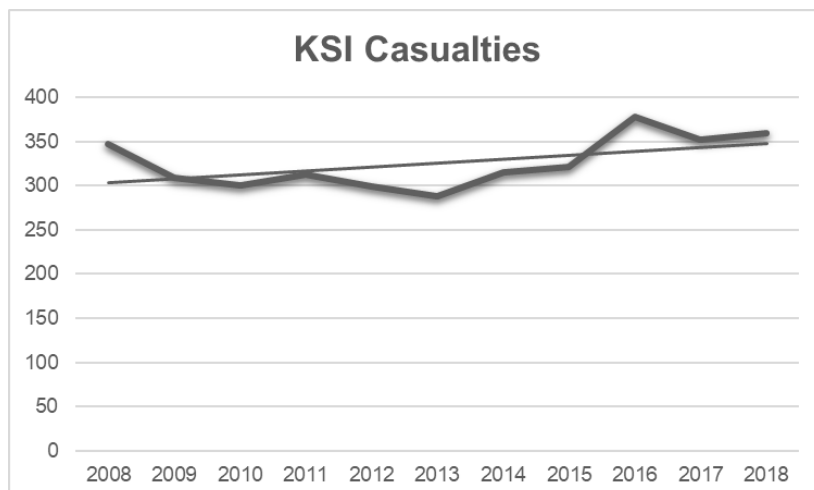
- 3.1 Warwickshire County Council currently measures its performance in casualty reduction against the following indicators,
- the number of people killed and seriously injured (KSIs) on our roads (a Key Business Measure)
  - the number of engineering schemes we deliver (a Key Business Indicator).
  - the number of schools who are active members of the Warwickshire Road Safety Club
  - the number of children receiving road safety education in primary schools
  - the number of children receiving road safety education secondary schools
  - the percentage School Crossing Patrol sites vacant
  - the number of road safety campaigns delivered
  - the number of clients receiving cycle training
  - the number of children receiving pedestrian training
- 3.2 When considering collisions on the highway there are two approaches that can be taken regarding data gathering. Firstly, the number of casualties that result from collisions on the highway and secondly the number of collisions themselves.
- 3.3 Use of casualty figures rather than collision numbers, as in 3.1, can potentially cause difficulties in making the best use of available resource as it leaves an element of variance into the data that can be partially addressed by using collision data instead. For example, a single collision involving a multi-passenger vehicle could cause 15 casualties; the same collision involving a car with a single occupant would lead to only one.
- 3.4 WCC consider several data sets when prioritising engineering measures. A full breakdown of various measures relating to collisions can be found in **Appendix A** and a full breakdown of various measures relating to casualties can be found in **Appendix B**.

3.5 In terms of overall numbers Warwickshire's statistics have decreased over the last four years both in terms of collisions and casualties.



3.6 In terms of the County Council's KBM the figures have remained largely static over recent years, trending towards a slight increase. This trend is also reflected in the related collisions data.





3.7 These trends reflect the national trend towards a plateau in terms of collisions on the highway and injuries caused by them. The causes of this are not certain. The levels of collisions and casualties are at record lows, nationally and locally. It may therefore be the case that collision levels are close to their minimum level given current technologies, volume of traffic and resource.

3.8 Together with partners Warwickshire County Council has reconvened the Warwickshire Road Safety Partnership to provide strategic direction and operational oversight to road safety interventions. All partners have provided funding for the partnership and committed to an audit of current practice throughout the county to ensure minimal duplication and most effective use of resources.

A permanent post for Warwickshire Road Safety Partnership Coordinator is currently under advertisement and will be appointed into Warwickshire County Council. The post will be jointly funded by the partners and will oversee the operation of WRSP activities.

3.9 WCC currently spend £350,000 capital annually on introducing highway engineering schemes.

3.10 This budget is used to identify sites with levels of injury causing collisions that are unusually high. This can be “cluster sites”, collections of collisions within a small radius usually at junctions, or along routes. The majority of WCC Safety Engineering schemes in recent years have related to cluster sites due to the comparative expense of treating routes.

3.11 Sites are prioritised for engineering intervention based on a cost/benefit analysis. As a result of this most of the easily treatable sites from within current budgets have received intervention. This has led to a situation where WCC’s annual analysis frequently returns the same sites that require significant engineering schemes beyond the scope of current budgets if the collisions are to be addressed.



- 3.12 In 2018 £5,000,000 of CIF monies were ringfenced for the delivery of Safety Engineering schemes. This funding lasts until 2023 and has allowed the Safety Engineering team to commission schemes to address some of these sites and bid to implement an innovative scheme to pilot average speed cameras on some of the counties more significant routes.

There are further opportunities to bid for external sources of funding from bodies such as the Department for Transport.

- 3.13 Obtaining accurate cost estimates has proven difficult, often as a result utilities diversion costs and is essentially unavoidable without committing expenditure to speculative scheme design.

- 3.14 The County Council's approach to collision investigation and scheme prioritisation has to date focussed on collision statistics at clusters or routes as described in 3.10. This data is then used to identify sites of concern in terms of injuries. The sites are subject to a light touch investigation to estimate cost/benefit and other relevant works.

The Road Safety industry is now moving away from a pure collision-based approach to scheme identification and introducing a risk-based approach to complement existing methods. This seeks to consider other pertinent factors such as distance travelled, driver behaviour and external factors.

WCC are currently looking to implement a restructure to allow greater focus on data gathering and interpretation, scheme monitoring and policy management. This will allow a greater focus on industry standards and ensure greatest possible value for Warwickshire's road safety investment.

- 3.15 Traffic and Road Safety Group have carried out monitoring of 33 engineering schemes that have been implemented over the last 10 years to determine an overview of their impact on road safety in economic terms.

The value of saving to the economy by preventing collisions is based on figures supplied annually by the Department for Transport. Based on these Safety engineering schemes implemented in Warwickshire over the last 10 years have generated £4.4 million of economic savings as a result of reduced numbers of collisions in Warwickshire.

A smaller subset of 14 schemes have full costing and savings data available. From this data we can surmise that for each pound invested from Warwickshire County Council's road safety funding £3.03 of collision savings are generated.

A more complete overview of this analysis can be found in **Appendix C**.

- 3.16 WCC also run the National Driver Offender Referral Scheme (NDORS) on behalf of Warwickshire Police. NDORS provides a suite of courses for drivers to attend as an alternative to prosecution or fixed penalty points/fine. The courses are designed to have a positive behavioural change to the attending

client. Warwickshire County Council is Licenced by NDORS as a Provider for following courses National Speed Awareness, National Motorway Awareness What's Driving us and Safe and Considerate Driving in conjunction with Warwickshire Police.

- 3.17 WCC deliver a range of education and awareness campaigns in Warwickshire. These include,
- Child Car Seat Checks. Of those seats tested, 80% are still incorrectly fitted
  - Parents Road Safety Code to complement Warwickshire Road Safety Code for children
  - SAfER approach to primary road safety education. A new joint working approach with primary schools (Sustainable and Active focussing on Environment and Road Safety)
  - Freshers Fairs at Colleges working with F&R to promote key issues
  - Mature Drivers promoting courses via health living pharmacies, F & R and surgeries
  - Delivery of road safety nursery tour
  - Warwickshire Road Safety Club now fully evaluated and shown to be effective in changing behaviour
  - Driving Ambitions review and enhancement of programme targeting specific age specific key issues for 2019/20 including Theatre in Education
  - Provision of Mature Driver courses delivered through IAM
  - Bikeability training level 1,2,3
  - Fire and Rescue are currently reviewing the programme of Road Safety Education to be delivered to Year 13 students
- 3.18 Warwickshire has 37 active School Crossing Patrols sites across the county. These sites are managed and monitored by two School Crossing Patrol Supervisors.

## **4.0 Financial Implications**

- 3.1 All Road Safety functions at Warwickshire County Council take place within the existing budgetary framework.

## **5.0 Environmental Implications**

- 4.1 Collisions on the highway have a negative environmental impact in terms of air quality due to increased queuing following the collision or additional need for the manufacture of cars, car parts or street furniture depending on the severity. By removing the cause of these collisions where possible Warwickshire County Council's Road Safety programme will generally have a positive impact on the environment.
- 4.2 The environmental impact of Safety Engineering interventions will be assessed on a scheme by scheme basis. Whilst overall impacts will be beneficial as described in 4.1, individual measures could have negative

consequences where journey efficiency is reduced to promote safety. Where a scheme is suggesting something like traffic calming for example, the anticipated safety benefits will need to be balanced against any anticipated increase in vehicle emissions.

## Background papers

1. Appendix A – Warwickshire collisions 2009-2018
2. Appendix B – Warwickshire casualties 2009-2018
3. Appendix C – Scheme monitoring and savings

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Portfolio Holder	Councillor Jeff Clarke	

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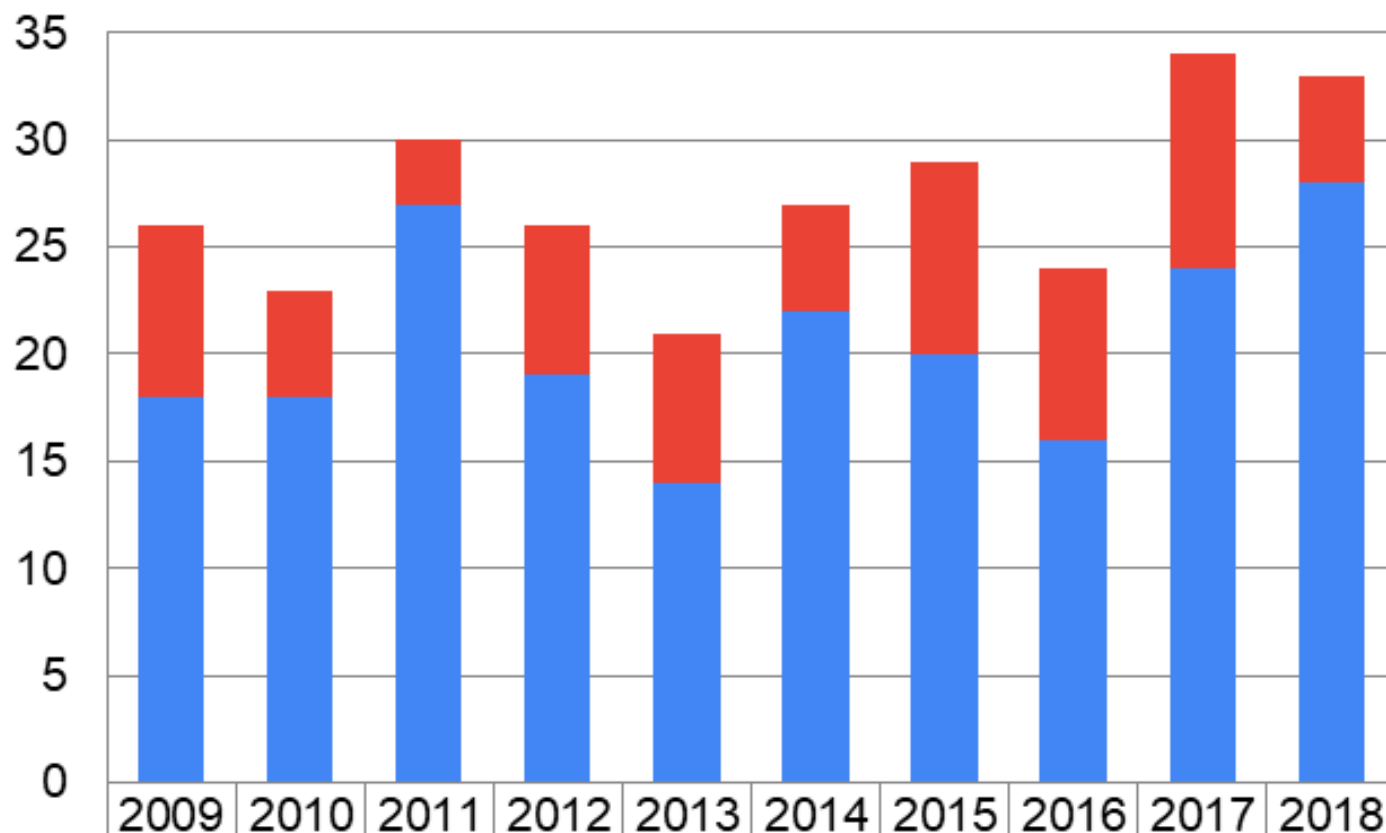
# Communities Overview and Scrutiny Committee – 12 February 2020

## Road Safety

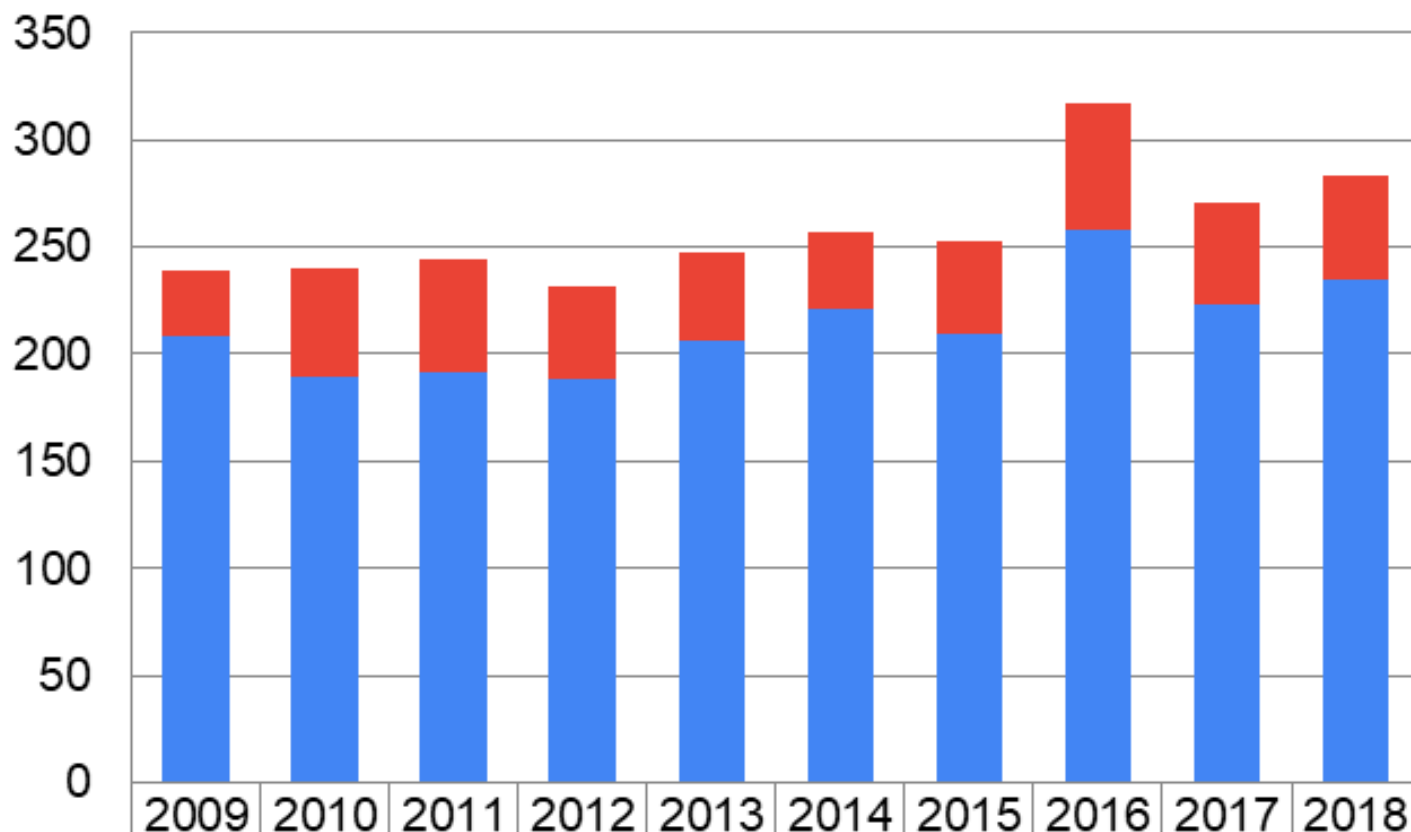
Page 37

Appendix A - Warwickshire Collisions 2009-2018

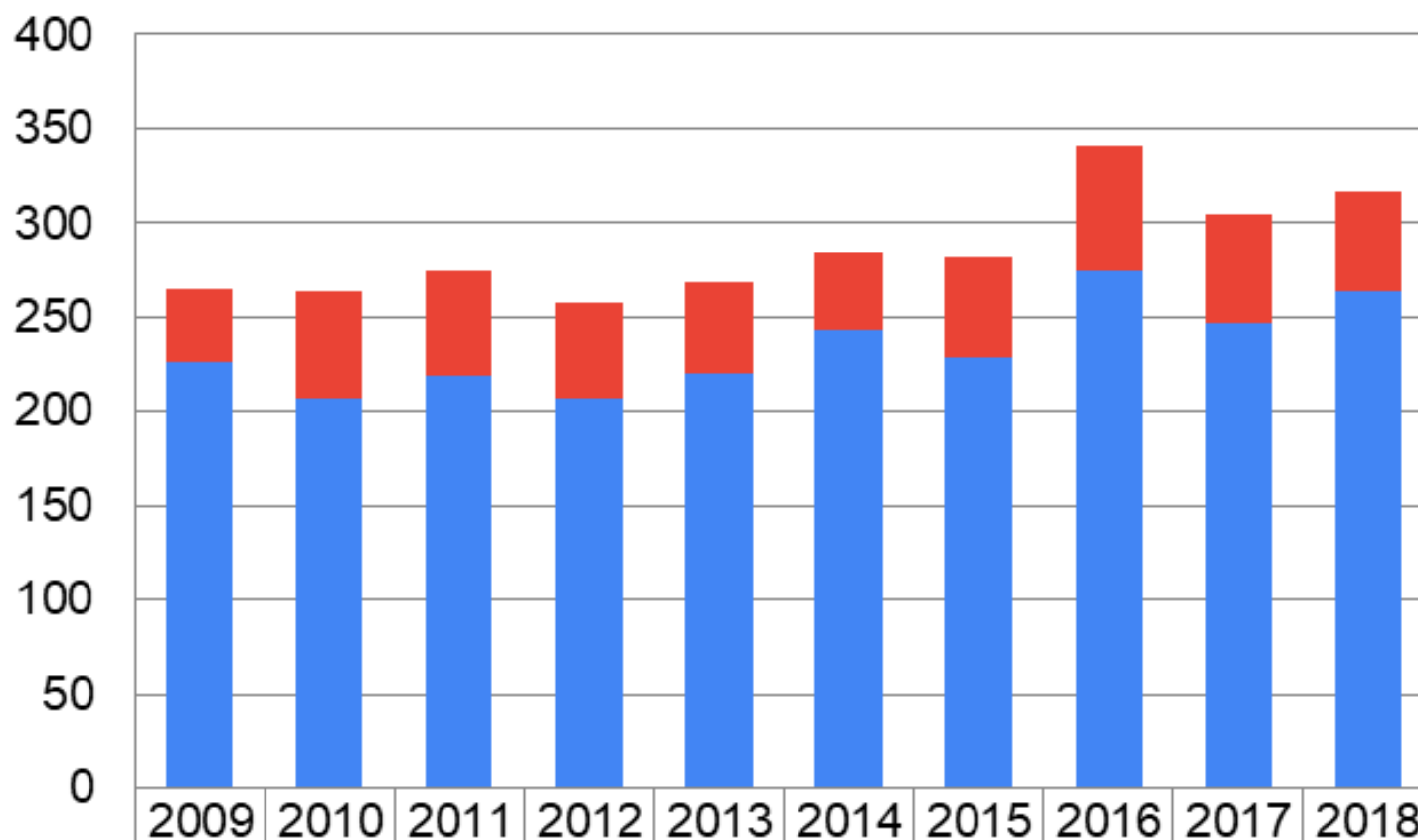
# Fatal Collisions



# Serious Collisions

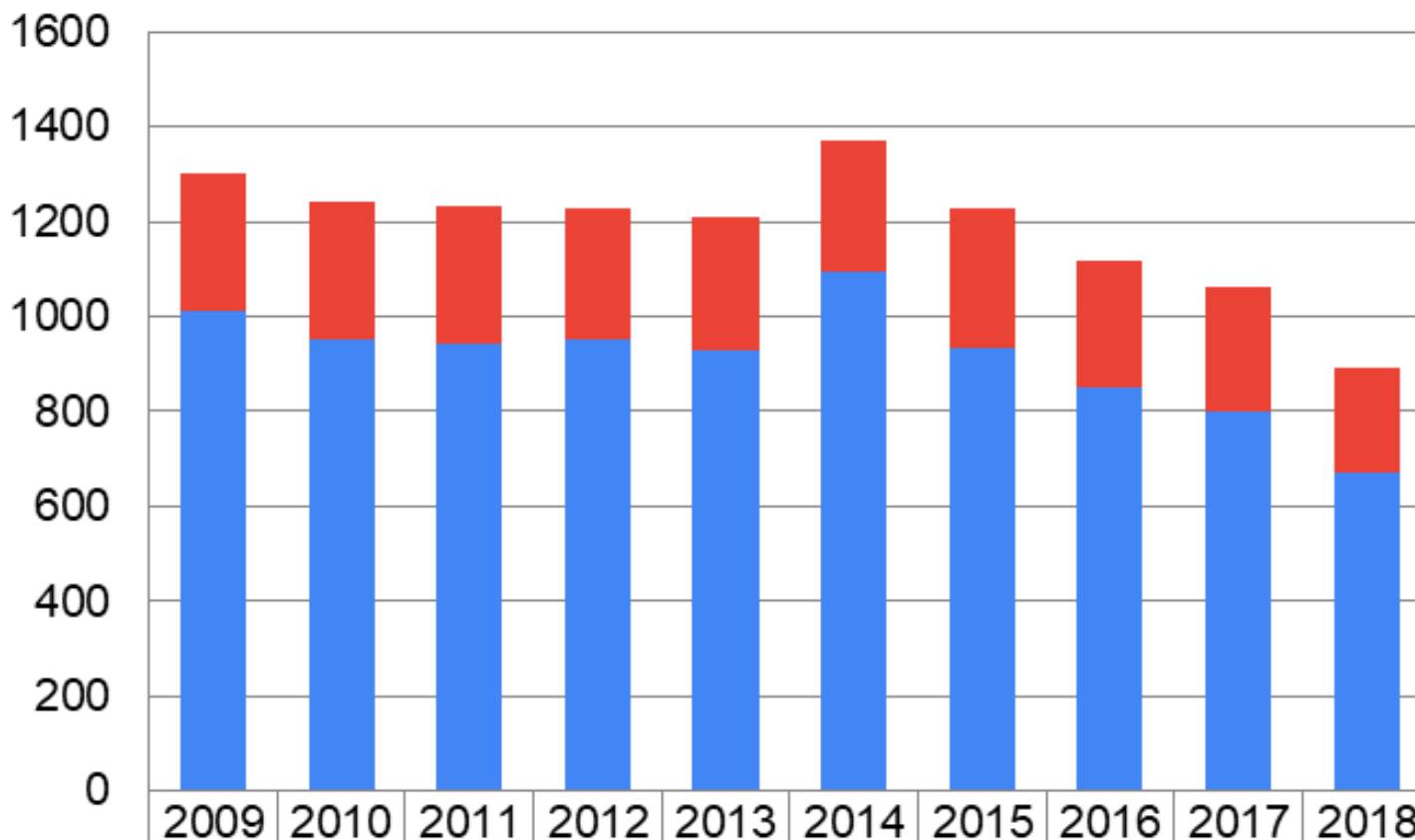


# KSI Collisions

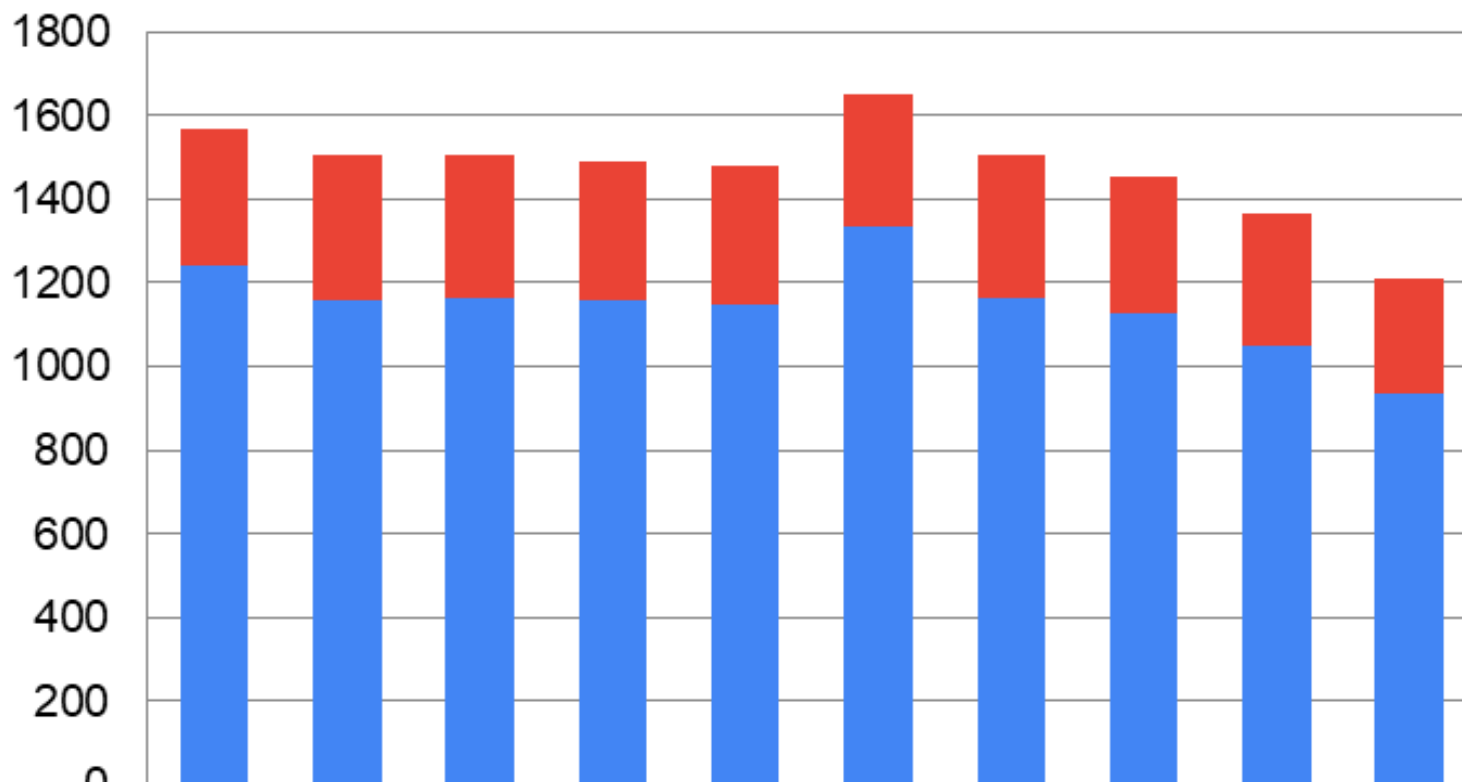




# Slight Collisions



# All Collisions



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
■ Non WCC	327	347	346	329	330	317	345	331	320	274
■ WCC	1239	1159	1162	1159	1149	1336	1163	1125	1048	935

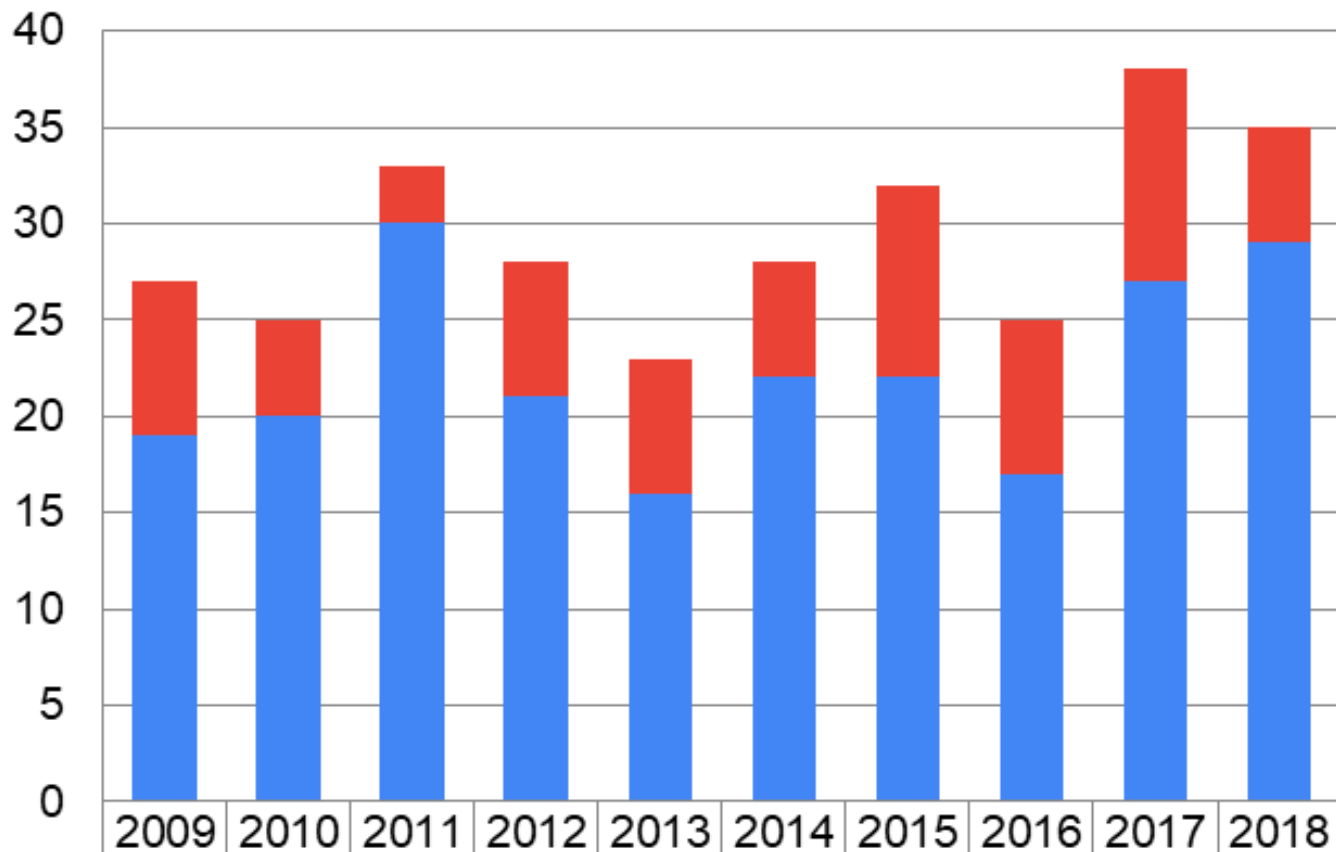
# Communities Overview and Scrutiny Committee – 12 February 2020

## Road Safety

Page 43

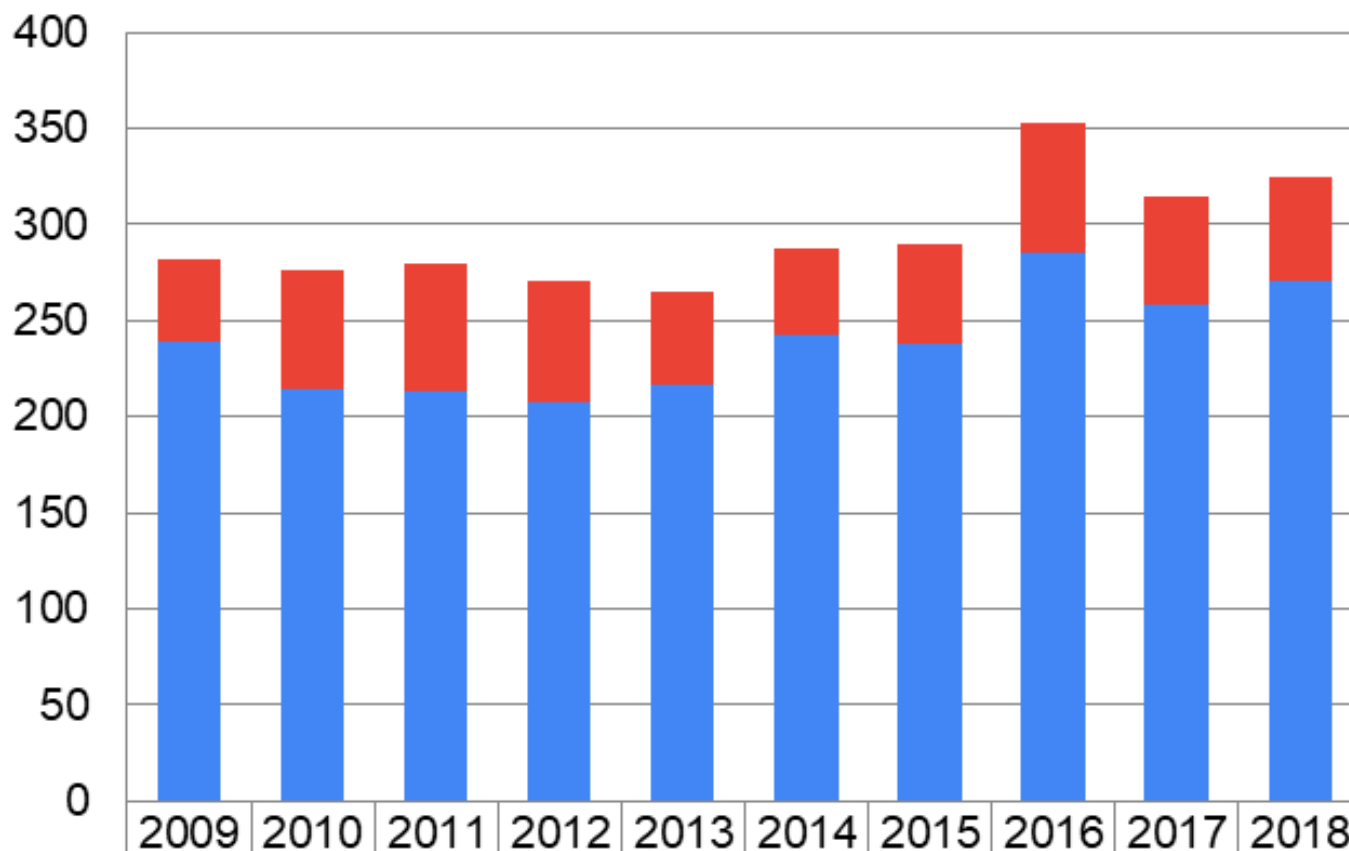
Appendix B - Warwickshire Casualties 2009-2018

# Fatal Casualties



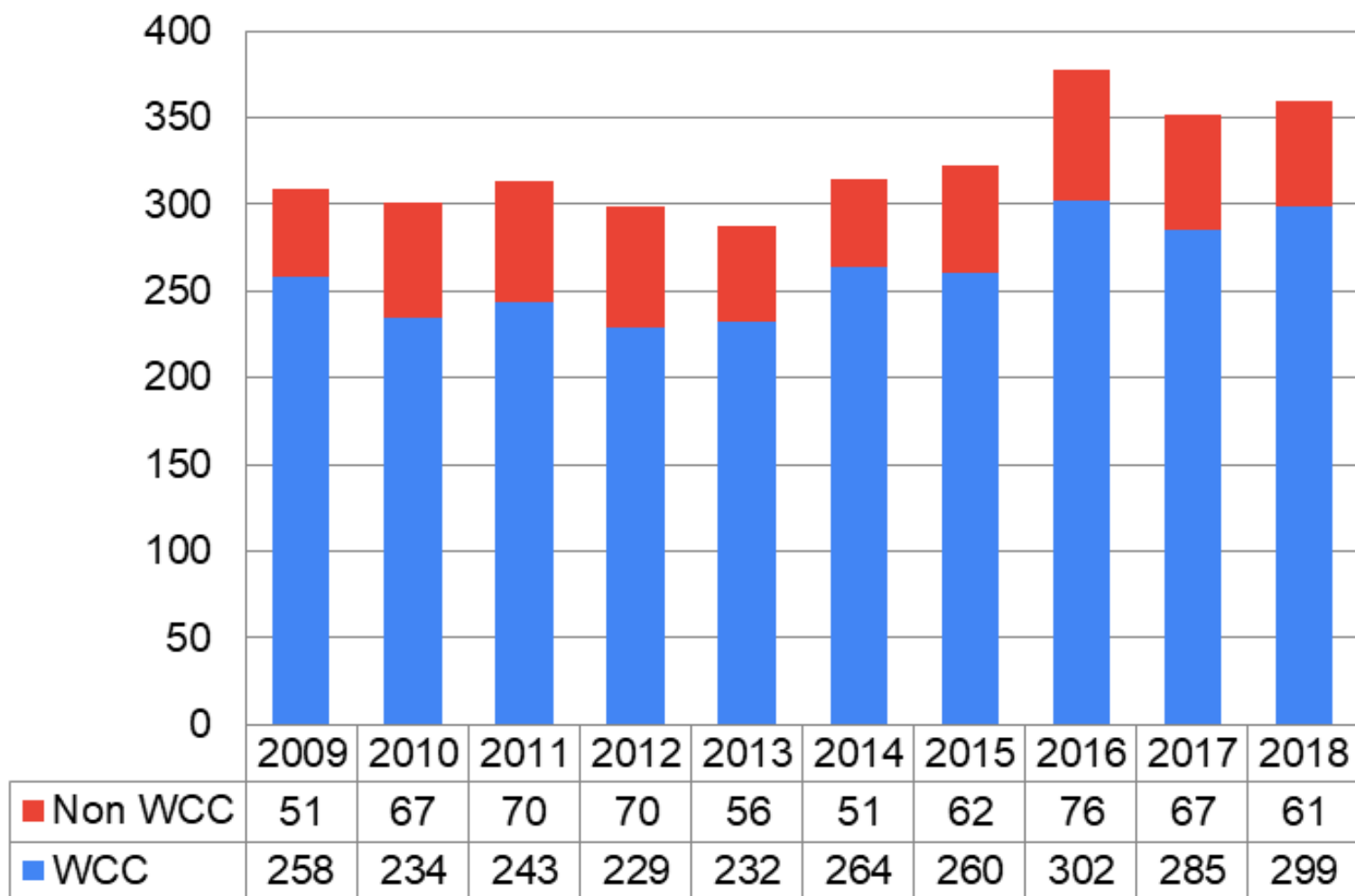
■ Non WCC	8	5	3	7	7	6	10	8	11	6
■ WCC	19	20	30	21	16	22	22	17	27	29

# Serious Casualties

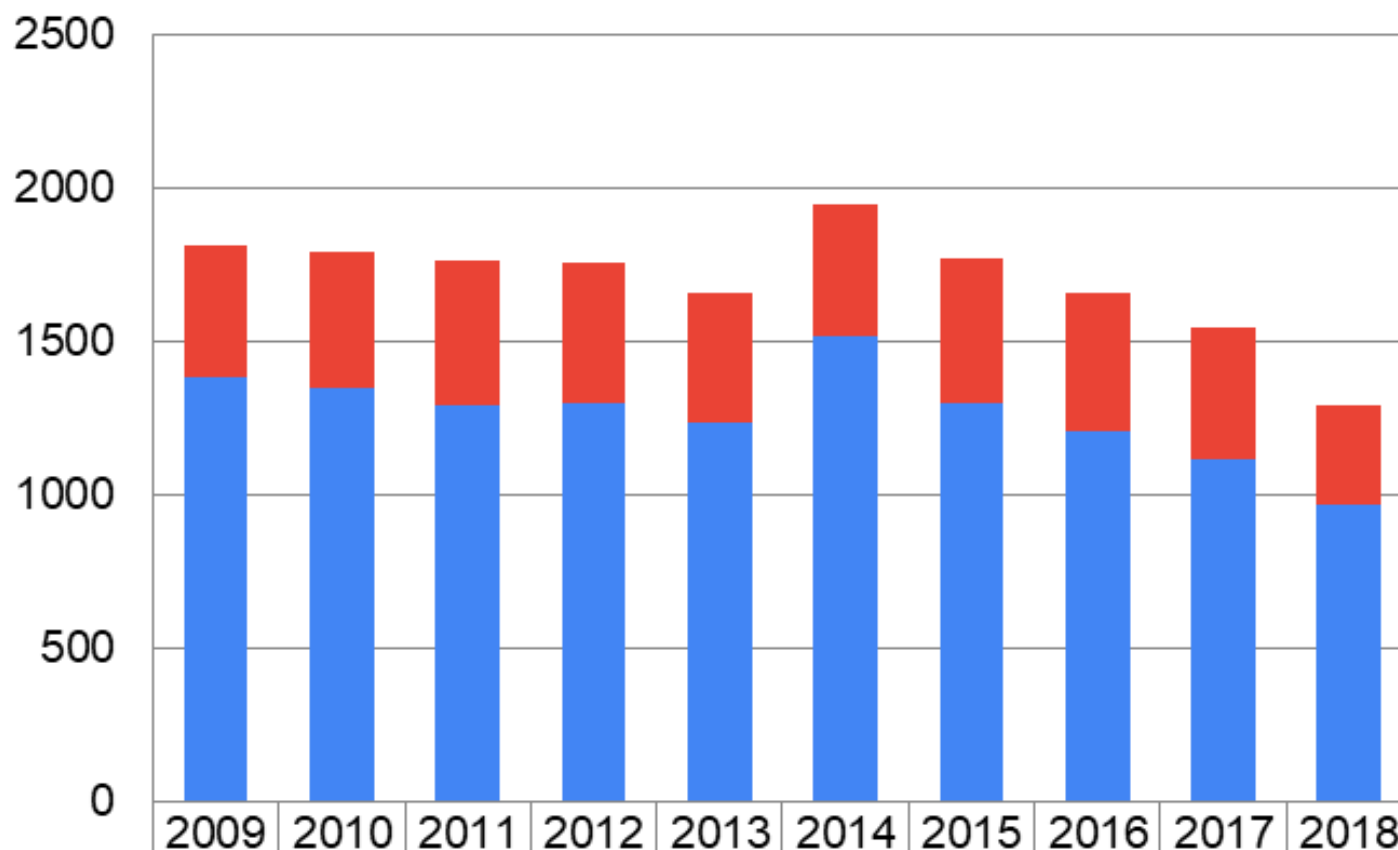


■ Non WCC	43	62	67	63	49	45	52	68	56	55
■ WCC	239	214	213	208	216	242	238	285	258	270

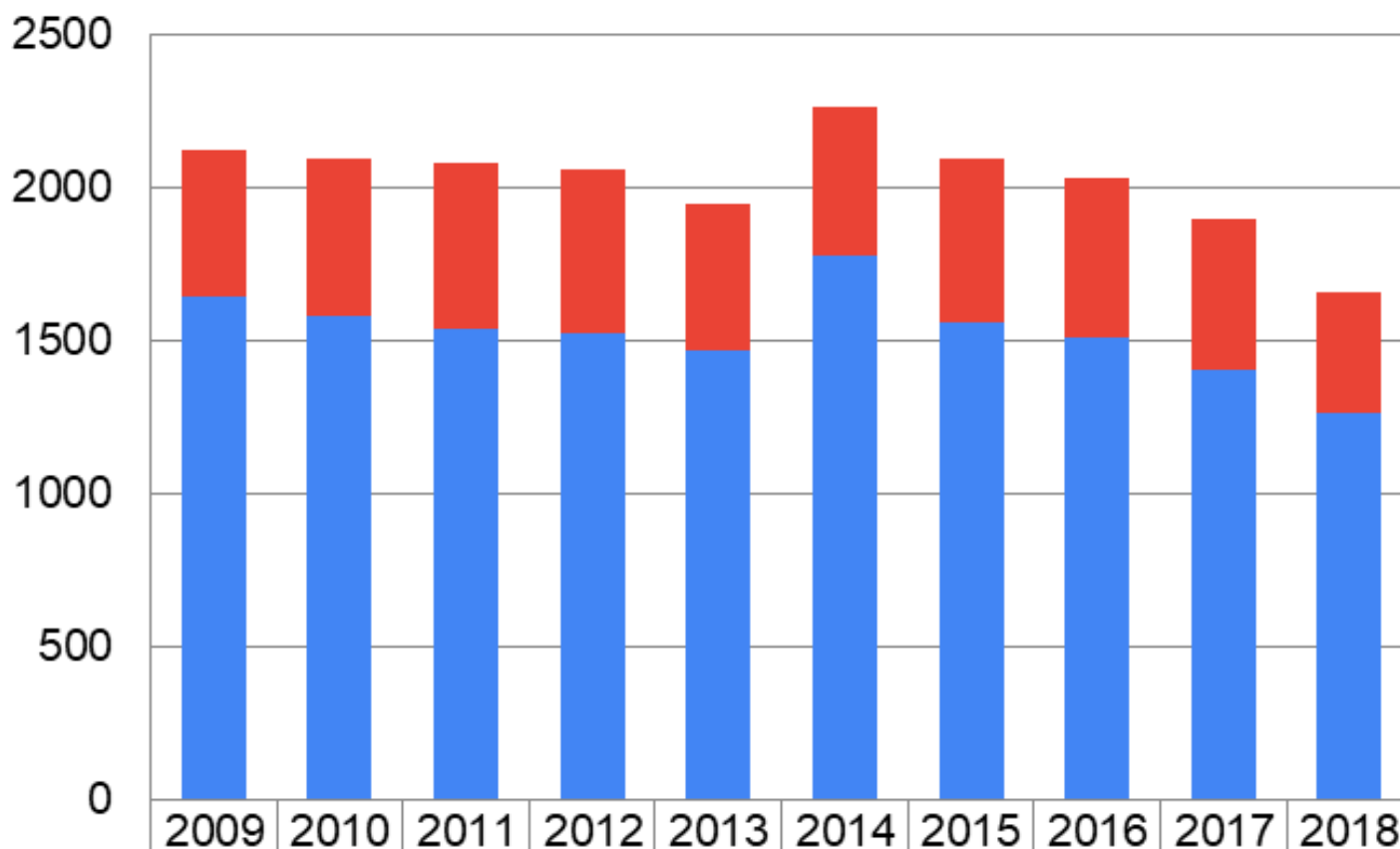
# KSI Casualties



# Slight Casualties



# All Casualties





<b>Scheme Location</b>	<b>Scheme Costs</b>	<b>Collision Savings</b>
Queens Road, Nuneaton	£66,296.00	£205,430.00
B4102/Nuthurst Lane/Red Lane, Astley	£0.00	£308,145.00
B4098/B4102, Fillongley Crossroads	£228,900.00	£308,145.00
B4087 Kenilworth Rd / Beauchamp Ave, Leamington	£46,111.00	£205,430.00
A422 Banbury Road/B4455 Fosse Way, Ettington	£81,617.00	£0.00
O/s Highfield, Station Rd, Deppers Bridge	£15,096.00	£102,715.00
B4453 Straight Mile/A4071 Blue Boar Flyover, Rugby	£0.00	£0.00
B4428 Coventry Rd o/s East Lodge, Brinklow	£51,072.00	£68,476.67
Donnithorne Ave/B4113 Coventry Road, Nuneaton	£71,369.00	£222,549.17
Lutterworth Road near J/W Burton Lane, Bramcote	£66,927.00	£256,787.50
Welsh Road east of Ford Cottages, Cubbington	£7,283.00	£102,715.00
Blythe Road River Bridge Coleshill	£4,015.00	£102,715.00
Fosse Way J/W Lighthorne Rough Road Moreton Morrell	£50,877.00	£205,430.00
<b>Total</b>	<b>£689,563.00</b>	<b>£2,088,538.33</b>
<b>Saving per £ invested</b>		<b>£3.03</b>

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## Communities Overview and Scrutiny Committee

12 February 2020

### Warwickshire Major Road Network (MRN) Proposed Programme and Priorities

#### Recommendation(s)

1. That Communities Overview and Scrutiny Committee note the contents of this report which shows how the Major Road Network (MRN) proposals in Warwickshire integrate with national and Local Transport Plan objectives and sets out the proposed prioritisation for scheme development.

#### 1.0 Key Issues

- 1.1 On 19<sup>th</sup> June 2019, Communities Overview and Scrutiny Committee considered a report on the Warwickshire Major Road Network (MRN) – Proposed Programme and Priorities which had previously been considered by Cabinet on 11<sup>th</sup> June 2019.
- 1.2 The original report recommended that Cabinet:
  - 1) Agrees the proposed Warwickshire Major Road Network (MRN) programme and priorities;
  - 2) Approves the submission of a Strategic Outline Business Case (SOBC) for the proposed A426/A4071 Avon Mill/Hunters Lane Improvement scheme in Rugby as the initial MRN priority for delivery during the period 2020-2025; and
  - 3) Notes scheme development work already undertaken or in progress on the other initial priority schemes and proposed longer-term priorities for delivery during the next MRN period 2025-2030.
- 1.3 In accordance with the Cabinet resolution to approve recommendation 2 above, the SOBC for the proposed Avon Mill/Hunters Lane scheme was submitted to Midlands Connect by the deadline of 5<sup>th</sup> July 2019.
- 1.4 The other proposed priorities set out in the Cabinet Report were as follows:
  - (a) **Proposed delivery during MRN Period 1 (2020-2025):**
    - (i) A452 Thickthorn Island to Bericote Road Roundabout Corridor Improvements, Kenilworth.
    - (ii) A444 Nuneaton Town Centre (part of Transforming Nuneaton project).

**(b) Proposed delivery during MRN Period 2 (2025-2030):**

- (iii) A435 between Alcester and Gorcott Hill.
- (iv) A446 Coleshill/Hams Hall.
- (v) A426 Leicester Road Corridor, Rugby.
- (vi) A4071 Blue Boar to Potsford Dam Roundabout south west of Rugby.

1.5 It should be noted that the purpose of MRN scheme prioritisation at this stage is to enable officers to programme further development work. Significant further work will be required on all potential MRN schemes so that they may be:

- (i) Considered by Midlands Connect for inclusion in its Regional Evidence Base submission to Government for potential delivery during MRN Period 2 (2025-2030), or
- (ii) Progressed through other potential funding opportunities which may arise (e.g. Housing Infrastructure Fund).

1.6 Following the discussion of the Cabinet Report, Overview and Scrutiny Committee recommended 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.

1.7 This report addresses the above recommendations.

## **2.0 Options and Proposal**

### **(a) Background**

- 2.1 In July 2017, the Government's Transport Investment Strategy included a commitment to create a 'Major Road Network' (MRN) comprising the busiest and most economically important local authority 'A' roads in England.
- 2.2 In December 2018, DfT confirmed that the MRN in Warwickshire includes the A446/A4097, A435/A4023, A426/A4071, A444/A47, A452 and A45 (south of the M45) as shown on the plan in **Appendix 1**.
- 2.3 Funding for schemes to improve the MRN is being made available by DfT via a competitive regional bidding process which is co-ordinated locally by

Midlands Connect, the Shadow Sub-National Transport Body (STB) for the pan-Midlands area.

- 2.4 The potential DfT contribution for those individual MRN schemes which are shortlisted by Midlands Connect and subsequently approved by DfT following submission of compelling business case evidence will normally be between £20 million and £50 million.
- 2.5 Schemes seeking a contribution of more than £50 million are dealt with as potential Large Local Major Schemes (LLMs) by DfT.
- 2.6 The MRN has five objectives which build on the commitments within the Government's Transport Investment Strategy<sup>1</sup>. DfT Investment Planning Guidance<sup>2</sup> identifies the criteria against which potential MRN schemes will be assessed against these objectives, as shown in **Table 1** below.

**Table 1 – National MRN Objectives and Assessment Criteria**

<b>Objective</b>	<b>Criteria</b>
Reducing Congestion	<ul style="list-style-type: none"> <li>• Alleviate Congestion</li> <li>• Take account for impacts on air quality, biodiversity, noise, flood risk, water quality, landscape and cultural heritage sites</li> </ul>
Support Economic Growth & Rebalancing	<ul style="list-style-type: none"> <li>• Industrial Strategy: Supports regional strategic goals to boost economic growth</li> <li>• Economic Impact: Improve ability to access new or existing employment sites</li> <li>• Trade &amp; Gateways Impact: Improve international connectivity, e.g. access to ports &amp; airports</li> </ul>
Support Housing Delivery	<ul style="list-style-type: none"> <li>• Support the creation of new housing developments by improving access to future development sites and boosting suitable land capacity</li> </ul>
Supporting All Road Users	<ul style="list-style-type: none"> <li>• Delivering benefits for public transport and non-motorised users, including cyclists, pedestrians and people with a disability</li> <li>• Safety Benefits: Ability to reduce the risk of deaths/serious injuries for all users of the MRN</li> </ul>
Supporting the SRN	<ul style="list-style-type: none"> <li>• Improved end to end journey times across both networks</li> <li>• Improved journey time reliability</li> <li>• Improved SRN resilience</li> </ul>

- 2.7 The types of scheme eligible to bid for MRN funding are:

- Bypasses or new alignments which alleviate congestion on the MRN and make through journeys quicker, safer and more reliable.

<sup>1</sup> <https://www.gov.uk/government/publications/transport-investment-strategy>

<sup>2</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/765680/mrn-investment-planning-guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765680/mrn-investment-planning-guidance.pdf)

- Missing Links – new roads that link existing stretches of the MRN or Strategic Road Network (SRN).
- Widening of existing MRN roads where there is a known congestion point or safety risk.
- Major structural renewals on roads, bridges, tunnels and viaducts on MRN roads, where significant work needs to be done to renew the carriageway or prevent closure or weight restrictions.
- Major junction improvements such as a grade separation that would improve the safety, performance or flow of an MRN road.
- Variable message signs, traffic management and the use of smart technology and data to raise the performance of the MRN.
- Packages of improvements to the MRN which may include elements of safety, widening, junction improvements and new alignment.

- 2.8 DfT also require MRN investment proposals to consider the needs of cyclists, pedestrians, people with impaired mobility and public transport users, and the anticipated benefits for them delivered as part of any scheme.
- 2.9 DfT guidance, 'A better deal for bus users'<sup>3</sup> also includes a specific commitment requiring all new road investments receiving government funding to explicitly address bus priority measures to improve bus journey times and reliability.
- 2.10 All emerging MRN projects in Warwickshire comprise multi-modal solutions to local transport problems and reflect these national objectives.
- 2.11 Schemes on roads which are not on the MRN or are wholly on the SRN will not be eligible for MRN funding.
- 2.12 The guidance also notes that Large Public Transport (only) schemes are not eligible for MRN funding due to other Government funding opportunities being available such as the Transforming Cities Fund.

### **(b) MRN Regional Prioritisation Process**

- 2.13 In order for a scheme to be considered for MRN scheme funding by DfT, it must be included in the Midlands Connect Regional Evidence Base (REB). The County Council itself cannot therefore submit bids for MRN funding directly to DfT.
- 2.14 In July 2019, Midlands Connect submitted its REB to DfT for MRN Period 1 (2020-2025)<sup>4</sup>. This included the A426/A4071 Avon Mill/Hunters Lane Improvements in Rugby as one of seven MRN priority schemes from across the region. Critically, all of these schemes were at a sufficiently advanced stage to enable delivery during MRN Period 1 and were also supported by a strong business case.

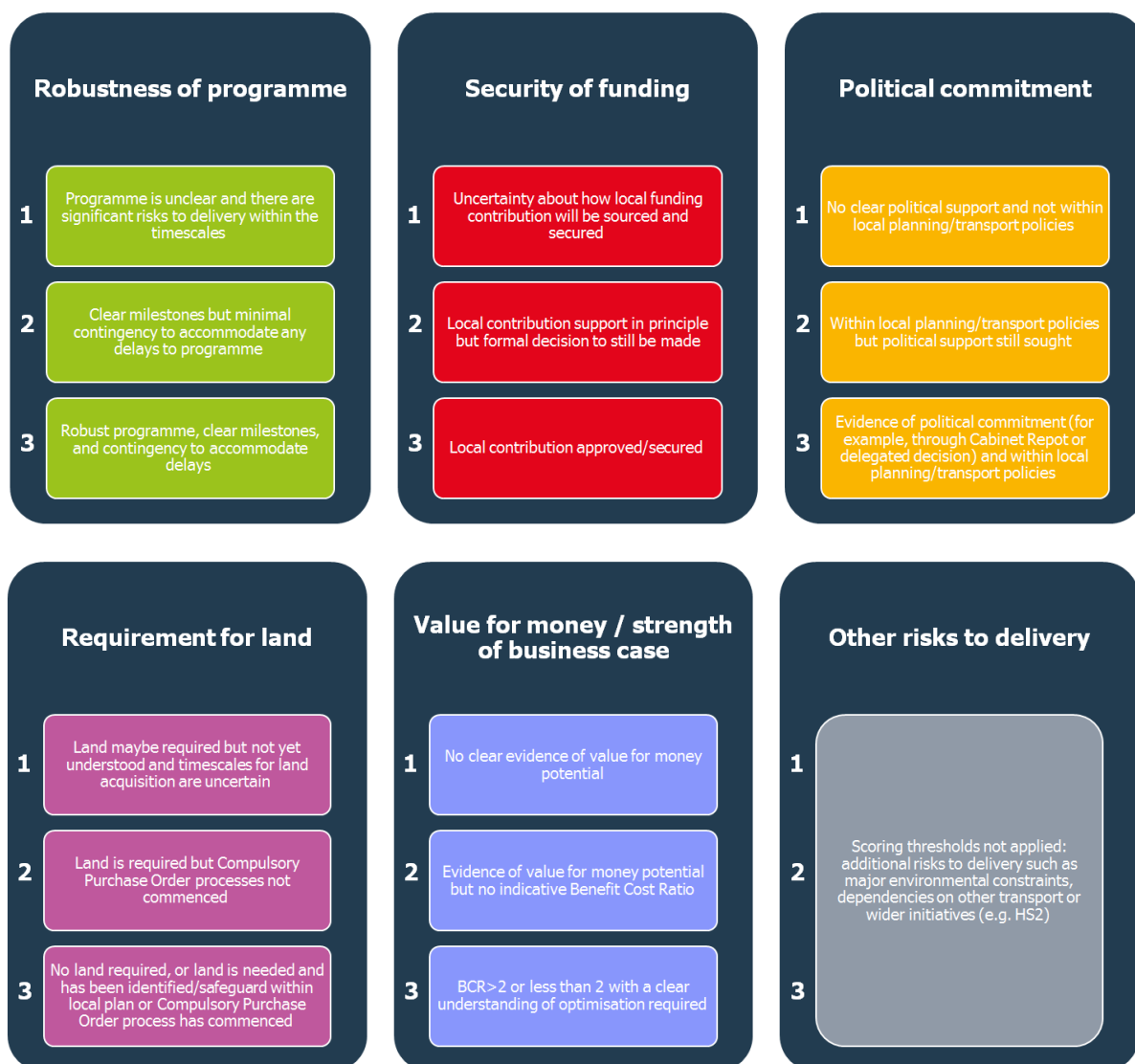
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<sup>3</sup> <https://www.gov.uk/government/publications/a-better-deal-for-bus-users/a-better-deal-for-bus-users>

<sup>4</sup> [https://www.midlandsconnect.uk/media/1603/major-road-network-regional-evidence-base\\_website-final.pdf](https://www.midlandsconnect.uk/media/1603/major-road-network-regional-evidence-base_website-final.pdf)

- 2.15 It is anticipated that the REB is likely to remain the mechanism by which Midlands Connect will submit future funding bids for potential schemes to DfT for MRN period 2 (2025-2030). Midlands Connect will therefore continue to assess and recommend which schemes from across the region to include in the REB on the basis of its evaluation process.
- 2.16 It is important to note that even if the County Council prioritises a scheme, there is no guarantee that Midlands Connect will include a funding bid in its REB submission to DfT. The County Council will however continue to engage closely with Midlands Connect so that it is aware of its emerging plans and priorities.
- 2.17 **Figure 1** below shows the deliverability criteria used by Midlands Connect to prioritise schemes for delivery during MRN Period 1 (2020-2025)<sup>5</sup>.

**Figure 1 – MRN Deliverability Criteria**



<sup>5</sup> [https://www.midlandsconnect.uk/media/1603/major-road-network-regional-evidence-base\\_website-final.pdf](https://www.midlandsconnect.uk/media/1603/major-road-network-regional-evidence-base_website-final.pdf)

- 2.18 A three-point scale was used to score each scheme against each of the deliverability criteria, with each score given a qualitative definition.
- 2.19 Each scheme was also assessed by Midlands Connect in terms of its alignment with regional priorities and support for national MRN objectives.

### **(c) Re-evaluation of MRN Priorities in Warwickshire**

- 2.20 This report includes a re-evaluation of MRN scheme priorities in Warwickshire using national MRN objectives/criteria referred to previously and the current Local Transport Plan (LTP) objectives, in particular the need to reduce transport emissions and encourage modal shift.
- 2.21 The LTP has six objectives and there is a broad level of consistency between these and national MRN objectives as shown in **Table 2** below.

**Table 2 – Consistency between National and Local Policy Objectives**

<b>Objective</b>	<b>National MRN Criteria</b>	<b>Warwickshire County Council Local Transport Plan 3 Objectives</b>
Reducing Congestion	<ul style="list-style-type: none"> <li>• Alleviate Congestion</li> <li>• Take account for impacts on air quality, biodiversity, noise, flood risk, water quality, landscape and cultural heritage sites</li> </ul>	LTP 6 - To reduce transport's emissions of carbon dioxide and other greenhouse gases, and address the need to adapt to climate change
Support Economic Growth & Rebalancing	<ul style="list-style-type: none"> <li>• Industrial Strategy: Supports regional strategic goals to boost economic growth</li> <li>• Economic Impact: Improve ability to access new or existing employment sites</li> <li>• Trade &amp; Gateways Impact: Improve international connectivity, e.g. access to ports &amp; airports</li> </ul>	LTP 2 - To seek reliable and efficient transport networks which will help promote full employment and a strong sustainable local and sub-regional economy.
Support Housing Delivery	<ul style="list-style-type: none"> <li>• Support the creation of new housing developments by improving access to future development sites and boosting suitable land capacity</li> </ul>	
Supporting All Road Users	<ul style="list-style-type: none"> <li>• Delivering benefits for public transport and non-motorised users, including cyclists, pedestrians and people with a disability</li> <li>• Safety Benefits: Ability to</li> </ul>	<p>LTP 1 - To promote greater equality of opportunity for all citizens in order to promote a fairer, more inclusive society.</p> <p>LTP 5 - To encourage integration of transport, both</p>



	reduce the risk of deaths/serious injuries for all users of the MRN	in terms of policy planning and the physical interchange of modes;  LTP 4 - To improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.
Supporting the SRN	<ul style="list-style-type: none"> <li>• Improved end to end journey times across both networks</li> <li>• Improved journey time reliability</li> <li>• Improved SRN resilience</li> </ul>	LTP3 - To reduce the impact of transport on people and the [built and natural] environment and improve the journey experience of transport users.

- 2.22 Given this broad consistency, Objectives LTP 1-5 have been accounted for under the relevant national objectives for the purposes of this re-evaluation to reduce the potential for duplication.
- 2.23 Objective LTP 6 (to reduce transport's emissions of carbon dioxide and other greenhouse gases, and address the need to adapt to climate change) is assessed as a separate criterion following the County Council's recent declaration of a Climate Emergency in July 2019.
- 2.24 Each scheme has also been assessed using the Midlands Connect deliverability criteria referred to above with the addition of scoring thresholds to 'Other Risks to Delivery'.
- 2.25 Although these criteria may be revised in future, scheme promoters seeking to ensure their proposals are prioritised through the REB process will need to demonstrate to Midlands Connect that their schemes are likely to be deliverable. It is therefore considered appropriate to include them in the scheme re-evaluation process.
- 2.26 The results of the re-evaluation process including an explanation of the individual scores are included in **Appendix 2** of this report.
- 2.27 A summary of the results is presented below for each scheme under a description of the emerging proposals and links to the appropriate evidence base where available. It should be noted that schemes are at various stages of development but typically are very much in their infancy and will require significant further work to bring them forward for delivery.
- 2.28 Local Members will be invited to input into the scheme development process at the appropriate time via a series of members' seminars/workshops.

**(i) A46/A452 Thickthorn Island to Bericote Road Roundabout Corridor Improvements, Kenilworth.**

- 2.29 The scheme is at a relatively early stage of development and comprises an integrated package of highway and sustainable transport improvements on the A452 corridor. The section of the route between the A46 Thickthorn Island and the Bericote Road junction carries an average of 27,000 vehicles per day including 12 buses per hour in each direction.
- 2.30 An integral element of the scheme comprises a high-quality pedestrian/cycle route which will form part of the overall 'K2L' cycle scheme, a key LTP priority providing the most direct and convenient route for cyclists travelling between Kenilworth and Leamington Spa. The K2L proposals are currently being progressed for delivery ahead of the wider MRN scheme having been awarded £4.749 million from the County Council's Capital Investment Fund and the scheme is now moving into the detail design phase.
- 2.31 This approach will ensure that the benefits of the K2L scheme can be achieved at the earliest possible opportunity and removes any reliance on the wider Thickthorn Island to Bericote Road Roundabout Corridor Improvements scheme coming forward. Steps are being taken to ensure that any abortive works on the cycle route that may be necessitated to accommodate the future road scheme are kept to a minimum.
- 2.32 As well as providing a key sustainable transport link between the two towns, the cycle route will assist a range of journeys on the Leamington – Kenilworth – Coventry corridor, including to the University of Warwick, Stoneleigh Park and JLR Whitley.
- 2.33 It should be noted that there remain some significant design and construction challenges which will need to be overcome before the K2L scheme can progress, particularly in relation to provision of a new bridge over the River Avon for cyclists and pedestrians.
- 2.34 The highway elements of the scheme comprise provision of a dual carriageway between Thickthorn Island and Bericote Road roundabout with bus priority measures which will reduce congestion and improve journey times for all road users.
- 2.35 The scheme will complement developer-funded proposals to improve Thickthorn Island and the St John's Gyratory in Kenilworth, both of which are expected to be delivered by 2023/24.
- 2.36 Traffic modelling commissioned by the County Council has shown that provision of the dual carriageway scheme and improvements to Thickthorn Island will address a serious road safety concern as queuing traffic currently blocks back from the roundabout off-slips onto the A46 mainline. This situation is predicted to worsen over the next 10 years as a result of local housing and employment growth as well as increased use of the A46 as a strategic corridor of economic activity and growth.

- 2.37 If the existing bridge over the River Avon is struck by a vehicle or requires major maintenance, the impacts of an extended closure would be extremely damaging to the local and sub-regional economy, with potentially serious environmental and safety impacts as traffic would be displaced onto unsuitable residential routes. The highway elements of the scheme would deliver a second river crossing and therefore provide greater network resilience.
- 2.38 There are further aspirations for a northern Leamington Park and Ride facility on the corridor which will be considered in more detail as the scheme is further developed.
- 2.39 The results of the re-evaluation process show that the overall scheme performs well against national and local policy objectives. Further work is required to ensure it is capable of being delivered towards the end of MRN Period 1 (2020-2025) or early during MRN Period 2 (2025-2030).
- 2.40 The scheme scores 25 out of a possible maximum 33 points as shown in **Table 1** in **Appendix 2**, and is ranked second in terms of relative priority.
- 2.41 The various scheme elements are outlined in Table 2 of the Kenilworth Development Brief<sup>6</sup>.

**(ii) A444 Nuneaton Town Centre Improvements (part of Transforming Nuneaton project).**

- 2.42 This scheme is at a relatively early stage of development and is being promoted by the County Council and Nuneaton and Bedworth Borough Council as part of the wider Transforming Nuneaton project. Key transport elements of the project which are located on the MRN itself or in close proximity comprise the following:
- Re-configuration of the ring road in the vicinity of the rail station including consideration of options for improving access for all modes by removal of the current gyratory / one-way system.
  - Widening of the ring road at Vicarage Street / Church Street and over the River Anker near Coton Road in order to bring the eastern side of the ring road to dual carriageway standard, linking the A444 Coton Road to the Local Plan development sites allocated to the north east of Nuneaton.
  - Provision of potential new bus bridge over the River Anker to facilitate the re-development of the bus station site, or provision of a new bus interchange at the rail station.

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<sup>6</sup>

[https://www.warwickdc.gov.uk/downloads/download/1087/land\\_east\\_of\\_kenilworth\\_development\\_brief](https://www.warwickdc.gov.uk/downloads/download/1087/land_east_of_kenilworth_development_brief)

- Improvements to the rail station, including provision of a new northern access for pedestrians and cyclists from Weddington Terrace.
- Improved public transport and cycle provision through the town centre.
- Junction improvement at Corporation Street/Roanne Ringway.

2.43 A consultants study is currently being undertaken to identify a preferred package of measures and is due to be completed in early 2020. The County Council secured £7.5 million of funding in 2018 from the Government's Local Growth Fund through CWLEP, part of which has been allocated to progress the transport scheme development work referred to above. Further funding has been allocated by the County Council towards the development of the overall project.

2.44 The results of the scheme re-evaluation process show that the overall scheme performs well against national and local policy objectives. Further work is underway to ensure it is capable of being delivered towards the end of MRN Period 1 (2020-2025) or early during MRN Period 2 (2025-2030).

2.45 The scheme scores 26 out of a possible maximum 33 points as shown in **Table 2** in **Appendix 2**, and is ranked first in terms of relative priority.

2.46 A range of documents providing background information on the wider Transforming Nuneaton project is available on a dedicated webpage<sup>7</sup>.

### **(iii) A435 Corridor Improvements between Alcester and Gorcott Hill**

2.47 Officers are in the initial stages of developing a joint MRN initiative with Worcestershire County Council which seeks to address the serious and long-standing traffic and environmental problems affecting the A435 corridor between Alcester and Gorcott Hill and capacity constraints on the parallel A441 corridor in Redditch.

2.48 It is envisaged that options for reducing traffic volumes and environmental impacts on the A435 corridor will enable public realm and sustainable transport improvements to be introduced on relieved sections of route, thus 'locking-in' a range of social and environmental benefits.

2.49 It is proposed to commission a joint A435/A441 study in early 2020 to identify potential scheme options for initial evaluation and sifting, before shortlisting options for further consideration in an 'Options Assessment Report' (OAR) which is a key requirement of MRN/LLM scheme development.

2.50 The OAR will become an integral element in future business case submissions to Midlands Connect and is expected to include a

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<sup>7</sup> <https://www.warwickshire.gov.uk/regeneration-projects/transforming-nuneaton/5?documentId=672&categoryId=20130>

complementary package of measures covering both the A435 and A441 corridors given their close functional relationship.

- 2.51 In view of the current embryonic stage of scheme development, the need for wider engagement to secure local public and political support and the considerable length of time required to develop and secure funding for major transport schemes, it is extremely unlikely that a preferred package of measures could be brought forward for delivery during MRN period 1 (2020-2025).
- 2.52 Additionally, given the likely significant costs involved in scheme development and delivery, it is also anticipated that proposals for the A435/A441 corridors will need to be prioritised and delivered in phases.
- 2.53 A notional package of schemes has been assessed and scores 18 out of a possible maximum 33 points as shown in **Table 3** in **Appendix 2**.
- 2.54 Although the package is ranked fifth in terms of relative priority which is primarily due to the factors outlined above, officers are currently working with Worcestershire County Council to identify a phased programme of improvements given the urgent need to address environmental impacts in the area.
- 2.55 Subject to the points noted above, this might allow a first phase of improvements to come forward for the A435 corridor during MRN period 2 (2025-2030).
- 2.56 No background documents are currently available as a preferred package of schemes has yet to be identified by the OAR Study referred to above.

**(iv)A446 Coleshill/Hams Hall Corridor Improvements.**

- 2.57 An indicative scheme has been developed which would upgrade a key 'pinch-point' on the southern section of the A446 corridor between Hams Hall (south of Faraday Avenue) and Gorsey Lane near Coleshill from single to dual carriageway standard.
- 2.58 It is envisaged that the scheme would include dedicated pedestrian and cyclist infrastructure along the length of the proposed dual carriageway, to provide a connection from both Water Orton and Curdworth to Hams Hall. There is existing cycling provision on Faraday Avenue from the A446 / Hams Hall roundabout, meaning that the above provision could enable a continuous cycle link to be provided between Water Orton / Curdworth and the various employment facilities at Hams Hall.
- 2.59 The measures outlined above would complement the County Council's aspirations to enhance the role of Coleshill Parkway as a more significant strategic Park and Ride facility which is currently being promoted by Midlands Connect as a measure to remove car-based trips from the Midlands Motorway Hub. A Strategic Outline Business Case has been prepared for a major

expansion of parking at the station. Discussions are taking place between the County Council and Midlands Connect to agree how to take these proposals forward.

- 2.60 It is proposed to develop the package of highway and sustainable transport improvements on the A446 south of Hams Hall for delivery following HS2 Phase 1 construction. The duration of this initial construction phase is now likely to take place over a longer period of time following the Government's decision to review the HS2 project. An announcement on the outcome of this review is expected in early 2020.
- 2.61 The A446 package will not only support planned growth within North Warwickshire and Birmingham, but will also facilitate enhanced access to the wider UK Central area. This includes Birmingham Airport, the NEC, Resorts World and the Genting Arena.
- 2.62 Officers are working closely with the West Midlands Combined Authority (WMCA), Highways England and North Warwickshire Borough Council on a joint study to review the cumulative impacts of the Birmingham Development Plan (BDP) and wider growth across the Borough on M42 Junction 9 and the surrounding area including the A446 corridor between Gorsey Lane and M42 Junction 9 and the A4097 corridor which is also part of the MRN.
- 2.63 This M42 Junction 9 Area Study is considering the full impact of growth associated with the Peddimore employment site and Langley Sustainable Urban Extensions (SUE), and will also look at other potential growth sites in the area and the mitigation that would be required to address their cumulative impacts on the transport network.
- 2.64 Critical locations identified by the study include M42 Junction 9 itself, the A446 corridor both north and south of this junction and also the A4097 corridor between the M42 and Minworth Island which passes through Curdworth. This section of the A4097 is likely to experience environmental and community severance issues which will require an appropriate package of transport interventions to be identified.
- 2.65 The scheme scores 21 out of a possible maximum 33 points as shown in **Table 4 in Appendix 2**, and is ranked third in terms of relative priority.
- 2.66 Further work is required to develop the scheme elements for inclusion in an Options Assessment Report in support of a scheme business case.

**(v) A4071/A426 Corridor between Blue Boar Interchange and A5 Gibbet Hill Roundabout.**

- 2.67 A feasibility study is currently evaluating options for potential additional interventions over and above those already proposed for A426 Leicester Road on the northern section of the corridor as part of the mitigation strategy for the recently adopted Rugby Local Plan.

- 2.68 Options include possible access improvements into the Swift Valley employment area, carriageway widening and a high-level review of potential bus priority and demand management measures including park and ride.
- 2.69 The southern section of the A4071 corridor between Blue Boar and Potsford Dam Roundabout is likely to constrain future housing and employment growth in Rugby due to capacity and safety problems at the following key locations:
- A45/A4071 Blue Boar Interchange – existing junction layout significantly constrains exit capacity.
  - A4071 Cawston Bends - insufficient carriageway width which narrows to less than 7m with HGVs mounting the verge to avoid colliding with oncoming vehicles.
  - A4071/B4642 Potsford Dam Roundabout – profile requires remediation.
- 2.70 The County Council is seeking funding contributions from the South West Rugby developers towards improving National Cycle Network Route 41, which links Potsford Dam with Draycote Water. This would require provision of a surfaced cycle track along the former railway line as part of the development of the wider National Cycle Network between Rugby and Leamington Spa.
- 2.71 Officers are currently working with the promoter of large scale B8 employment provision at South West Rugby to identify a preferred alignment for the proposed Potsford Dam Link connecting the A45/M45 at Thurlaston with the A4071 Rugby Western Relief Road (RWRR).
- 2.72 The developer is currently promoting an option for the link which would connect its northern section directly onto Potsford Dam Roundabout. This option includes provision for enlarging the roundabout which could in turn enable its profile to be improved. It is anticipated that these proposals will be developer-funded.
- 2.73 The County Council is proposing to develop MRN options for addressing capacity and safety problems at Cawston Bends and for rationalising movements at Blue Boar Interchange. These improvements would complement the Potsford Dam Link and associated roundabout improvements referred to above.
- 2.74 The scheme scores 19 out of a possible maximum 33 points as shown in **Table 5 in Appendix 2**, and is ranked fourth in terms of relative priority.
- 2.75 There are currently no background documents available as potential scheme options for improving the A426 Leicester Road corridor are currently undergoing a feasibility assessment. Potential options for improving the A4071 Cawston Bends and Blue Boar Interchange have also yet to be identified.

### 3.0 Financial Implications

- 3.1 DfT Guidance notes that schemes should aim for a local or third-party contribution of at least 15% of total scheme costs. Based on a potential MRN funding offer of between £20 million to £50 million per scheme, this would equate to a local contribution of between £3 million and £7.5 million in each case, depending upon total scheme costs.
- 3.2 Third-party contributions could come from developer contributions but are also likely to require direct investment by the County Council in order to secure the MRN funding from DfT.
- 3.3 There are significant costs involved in developing business cases to support MRN funding bids to DfT. For the A426/A4071 Avon Mill/Hunters Lane Improvements, total development costs for producing the Outline Business Case (OBC) which is the next stage in the process are currently estimated at approximately £300,000.
- 3.4 Officers have advised Midlands Connect that they will be seeking a further DfT funding contribution of £250,000 and are proposing a local funding contribution of £50,000 towards developing the Outline and Full Business Case (OBC/FBC) submissions.
- 3.5 As noted earlier, there may be opportunities to secure further S106 developer funding contributions towards MRN investment, although the availability of significant funding from this source is largely dependent on the location of development, its scale, phasing and associated triggers for payment.

### 4.0 Timescales associated with the decision and next steps

- 4.1 It is proposed to inform Cabinet of the proposed scheme priorities to enable officers to develop a work programme for the various MRN projects.

### Background papers

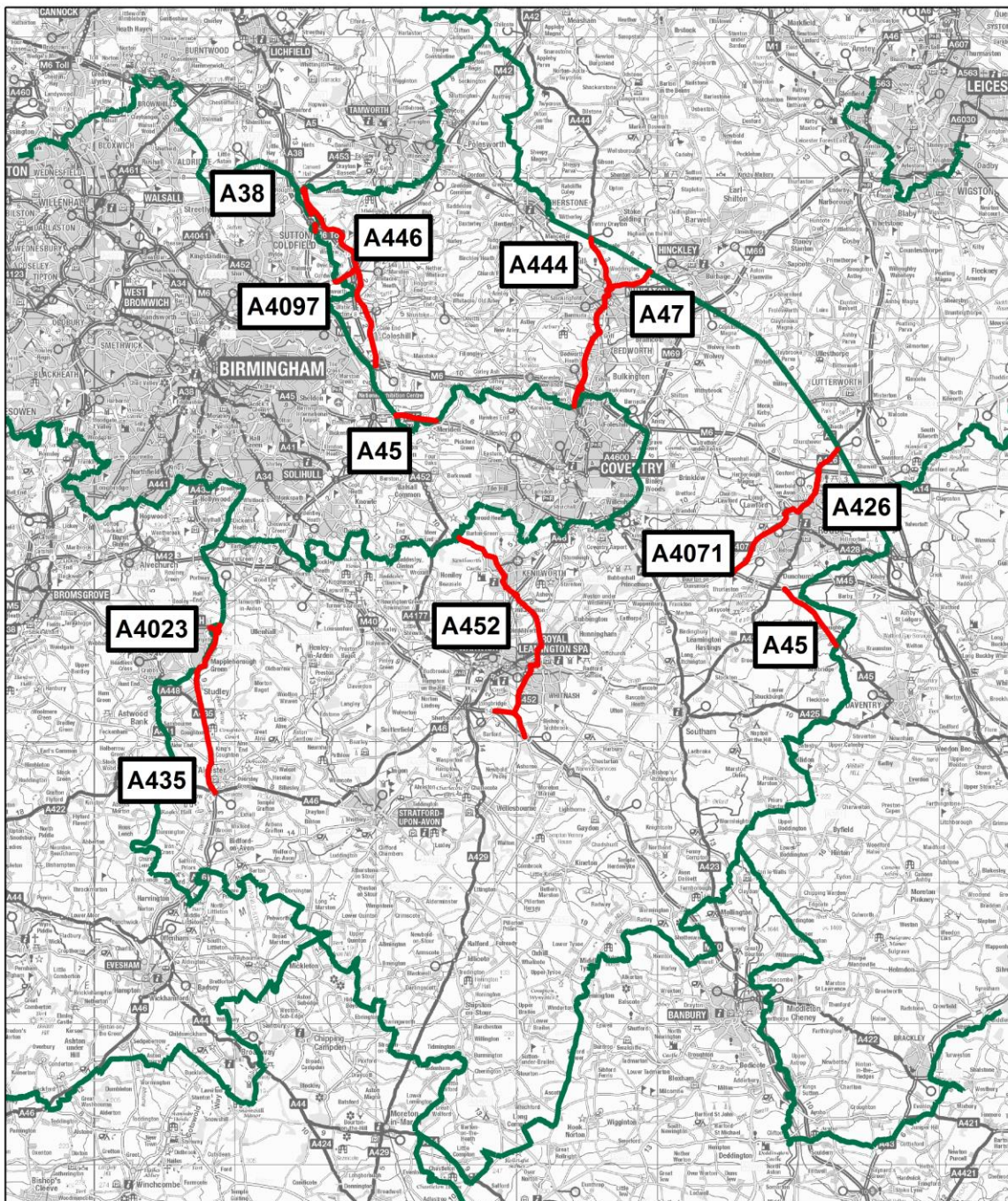
None.

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# Appendix 1

## Warwickshire Major Road Network



**Legend**  
— WCC\_Major Road Network



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Scheme: A46/A452 Thickthorn Island to Bericote Road Roundabout Corridor Improvements, Kenilworth							
Criteria		Scoring thresholds			Comment	Score	
		Score of 1	Score of 2	Score of 3			
National and Local Criteria	National MRN and Local LTP 3 Objectives	Reducing Congestion	Potential to reduce congestion at the scheme location but also likely to displace problems elsewhere on the network.	Potential to reduce congestion at the scheme location, but further evidence is required to demonstrate that problems will not be displaced elsewhere on the network	Potential to reduce congestion at the scheme location with clear evidence demonstrating problem will not be displaced elsewhere on the network	Evidence shows that the scheme will reduce congestion at the scheme location and improve journey time reliability on a key bus route corridor which currently carries approx 27,000 vehicles per day including 12 buses per hour in each direction. Extensive modelling undertaken to date on an area-wide basis indicates that the scheme would not lead to significant wider congestion impacts in Leamington Spa. If the scheme does not proceed, there would be very significant negative congestion and environmental impacts across the network as a whole.	3
		Supporting Economic Growth & Rebalancing	Limited potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites or connectivity to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites but limited connectivity improvements to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites and connectivity to ports and airports	Improves accessibility to Whitley South via A46/A45, Ansty via A46/M69.	2
		Supporting Local Plan Housing Delivery	Limited potential to support the creation of new housing developments or boost suitable land capacity	Potential to support the creation of new housing developments, but sites are relatively remote from scheme location	Directly supports the creation of new housing developments in scheme vicinity by improving access and boosting suitable land capacity	Identified as an essential element in WDC's IDP, the scheme location is directly adjacent to a major Sustainable Urban Extension (SUE) H40 at Thickthorn comprising a proposal for 1,800 houses.	3
		Supporting All Road Users	Limited potential to benefit public transport and non- motorised users or to provide safety benefits on the MRN	Likely to benefit public transport and non-motorised users and provide safety benefits on the MRN but further evidence required to demonstrate this	Potential to deliver benefits for public transport and non-motorised users, including cyclists, pedestrians and disabled people. Reduces risk of deaths/serious injuries for all users of the MRN	Significant potential to improve sustainable transport accessibility and safety for cyclists though complementary K2L scheme with potential options for bus priority and P&R. Evidence shows that the scheme will address a risk of death/serious injury on the SRN by reducing the propensity for queuing traffic to block back from Thickthorn roundabout off-slips onto the A46 mainline. This can extend into the A46 running lanes which carry fast-moving traffic. This problem is predicted to significantly worsen unless action is taken. Highways England support the principles of the scheme in view of the safety benefits it would provide for the A46 on the SRN and road users seeking to access the MRN.	3
		Supporting the Strategic Road Network (SRN)	Limited potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN or journey time reliability	Potential to improve network resilience on the SRN and improve end to end journey times on the SRN/MRN and journey time reliability but further evidence is required to demonstrate this	Potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN and journey time reliability which is based on clear evidence	The scheme is expected to boost sub-regional productivity as journey times on the A452 between Kenilworth and Leamington Spa to the A46 and forecast impacts on the A46 itself will be reduced with improved journey time reliability.	3

		Reducing Transport-Related Greenhouse Gas Emissions	Limited potential to improve air quality and reduce greenhouse gas emissions	Potential to improve air quality and reduce greenhouse gas emissions at the scheme location, but further evidence required to demonstrate this	Potential to improve air quality and reduce greenhouse gas emissions which is demonstrated by clear evidence	The scheme is expected to improve air quality through a reduction in stationary/slow moving traffic at the A46 junction and between Thicketthorn and Bericote Road. Further work is proposed to refine the scheme and to estimate its likely effects on vehicle emissions and air quality.	2
Midlands Connect criteria	Deliverability Assessment	Robustness of programme	Programme is unclear and there are significant risks to delivery	Clear milestones but minimal contingency to accommodate any delays to programme	Robust programme, clear milestones, and contingency to accommodate delays	Construction start could occur towards the end of MRN Period 1 in 2024/25. Works cannot be undertaken in parallel with HS2 construction. Delivery of A46 Link Road Phase 1 at Stoneleigh would need to precede this project.	2
		Security of funding	Uncertainty about how local funding contribution will be sourced and secured	Local contribution support in principle but formal decision to still be made	Local contribution approved/secured	Cabinet approval to be sought to add the scheme to the Capital Programme.	2
		Political commitment	No clear political support and not within local planning/transport policies	Within local planning/transport policies but political support still sought	Evidence of political commitment (for example, through Cabinet Report or delegated decision) and within local planning/transport policies	Junction improvements are identified within Warwickshire Local Transport Plan and within Warwick District Local Plan Infrastructure Delivery Plan.	2
		Requirement for land	Land may be required but not yet understood and timescales for land acquisition are uncertain	Land is required but Compulsory Purchase Order processes not commenced	No land required, or land is needed and has been identified/safeguard within local plan or Compulsory Purchase Order process has commenced	Land requirements may be a challenge to delivery. Requirements for land will be identified as preliminary design stage. CPO likely to be pursued in parallel with negotiations with third-party landowners.	1
	Economic Assessment	Value for Money / strength of business case	No clear evidence of value for money potential	Evidence of value for money potential but no indicative Benefit Cost Ratio	BCR > 2 or less than 2 with a clear understanding of optimisation required	BCR of 5.35 based on Outline Business Case developed for CWLEP Growth Deal Bid which was submitted in 2015/16	3
	Other	Other risks to delivery	Unlikely to be additional risks to delivery based on current information (score 0)	Likely to be additional risks to delivery but possible scope to reduce or mitigate these (score -1)	Likely to be additional risks to delivery such as major environmental constraints, dependencies on other transport or wider initiatives (e.g. HS2) with limited scope for reducing or mitigating these (score -2)	May be implications from HS2 linked to haul routes, however if the A46 Stoneleigh scheme is delivered in advance, then agreements are in place for the HS2 haul route to switch to A46 Stoneleigh thus enabling delivery.	-1
Total Score							25

		Score of 1	Score of 2	Score of 3	Comment	Score	
National and Local Criteria	National MRN and Local LTP 3 Objectives	Reducing Congestion	Potential to reduce congestion at the scheme location but also likely to displace problems elsewhere on the network.	Potential to reduce congestion at the scheme location, but further evidence is required to demonstrate that problems will not be displaced elsewhere on the network	Potential to reduce congestion at the scheme location with clear evidence demonstrating problem will not be displaced elsewhere on the network	Project seeks to provide capacity enhancements to accommodate Local Plan allocations and committed developments. Seeks to improve sustainable access to the town centre and rail station and to provide enhanced connectivity for sustainable modes.	2
		Supporting Economic Growth & Rebalancing	Limited potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites or connectivity to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites but limited connectivity improvements to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites and connectivity to ports and airports	Town Centre regeneration (retail/leisure/office based employment) and transformation to attract significant private sector investment. North-South corridor links towards Coventry and MIRA/A5.	2
		Supporting Local Plan Housing Delivery	Limited potential to support the creation of new housing developments or boost suitable land capacity	Potential to support the creation of new housing developments, but sites are relatively remote from scheme location	Directly supports the creation of new housing developments in scheme vicinity by improving access and boosting suitable land capacity	Essential infrastructure identified in NBBC Local Plan Infrastructure Delivery Plan.	3
		Supporting All Road Users	Limited potential to benefit public transport and non- motorised users or to provide safety benefits on the MRN	Likely to benefit public transport and non-motorised users and provide safety benefits on the MRN but further evidence required to demonstrate this	Potential to deliver benefits for public transport and non-motorised users, including cyclists, pedestrians and disabled people. Reduces risk of deaths/serious injuries for all users of the MRN	Significant focus of project is to improve connectivity across the town centre by walking and cycling, improving sustainable access to the rail station, remodelling of the station and potential for inclusion of bus priority and relocation of bus interchange	3
		Supporting the Strategic Road Network (SRN)	Limited potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN or journey time reliability	Potential to improve network resilience on the SRN and improve end to end journey times on the SRN/MRN and journey time reliability but further evidence is required to demonstrate this	Potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN and journey time reliability which is based on clear evidence	Potentially improves connectivity to the A5, M6 and M69.	2
		Reducing Transport-Related Greenhouse Gas Emissions	Limited potential to improve air quality and reduce greenhouse gas emissions	Potential to improve air quality and reduce greenhouse gas emissions at the scheme location, but further evidence required to demonstrate this	Potential to improve air quality and reduce greenhouse gas emissions which is demonstrated by clear evidence	Project will seek to address flooding issues and improve air quality - currently there are Air Quality Management Areas (AQMAs) on Old Hinckley Road and Corporation Street	2

Midlands Connect criteria	Deliverability Assessment	Robustness of programme	Programme is unclear and there are significant risks to delivery	Clear milestones but minimal contingency to accommodate any delays to programme	Robust programme, clear milestones, and contingency to accommodate delays	Further work is underway to ensure a package of improvements is capable of being delivered towards the end of the MRN 1 period (2020-2025) or early during the MRN 2 period (2025-2030).	2
		Security of funding	Uncertainty about how local funding contribution will be sourced and secured	Local contribution support in principle but formal decision to still be made	Local contribution approved/secured	£25 million allocated in CIF for wider Transforming Nuneaton project. £7.5 million growth deal funding allocation (£1 million for highway improvement schemes). £25 million in Towns Fund (MHCLG). Approx. £0.5 million developer funding secured.	2
		Political commitment	No clear political support and not within local planning/transport policies	Within local planning/transport policies but political support still sought	Evidence of political commitment (for example, through Cabinet Report or delegated decision) and within local planning/transport policies	Part of wider Transforming Nuneaton project which is a corporate priority with support from key partners including Coventry and Warwickshire Local Enterprise Partnership (CWLEP), the West Midlands Combined Authority (WMCA) and Midlands Engine.	3
		Requirement for land	Land may be required but not yet understood and timescales for land acquisition are uncertain	Land is required but Compulsory Purchase Order processes not commenced	No land required, or land is needed and has been identified/safeguard within local plan or Compulsory Purchase Order process has commenced	Requires third party land (to be secured through CPO if not through negotiation). May increase costs.	2
	Economic Assessment	Value for Money / strength of business case	No clear evidence of value for money potential	Evidence of value for money potential but no indicative Benefit Cost Ratio	BCR > 2 or less than 2 with a clear understanding of optimisation required	BCR of 2.98 (excludes the costs and benefits associated with the Bus Station and Bus Bridge element of the proposal). With additional costs added, a BCR of 2.15 is achieved. Further economic assessment work underway.	3
Other	Other risks to delivery	Unlikely to be additional risks to delivery based on current information (score 0)	Likely to be additional risks to delivery but possible scope to reduce or mitigate these (score -1)	Likely to be additional risks to delivery such as major environmental constraints, dependencies on other transport or wider initiatives (e.g. HS2) with limited scope for reducing or mitigating these (score -2)	Funding and land assembly likely to be the key risks (see 'Security of funding' and 'Requirement for land' above).	0	
Total Score							26

Scheme: A435 Alcester to Gorcott Hill Corridor Improvements (also covering parallel routes in Worcestershire including the A441 corridor)							
Criteria		Scoring thresholds			Comment	Score	
		Score of 1	Score of 2	Score of 3			
National and Local Criteria	National MRN and Local LTP 3 Objectives	Reducing Congestion	Potential to reduce congestion at the scheme location but also likely to displace problems elsewhere on the network.	Potential to reduce congestion at the scheme location, but further evidence is required to demonstrate that problems will not be displaced elsewhere on the network	Potential to reduce congestion at the scheme location with clear evidence demonstrating problem will not be displaced elsewhere on the network	Options Appraisal Study covering the A435 and parallel routes in Redditch including the A441 on the MRN is due to be commissioned jointly with Worcestershire County Council in early 2020. This will seek to identify operational constraints on the A435 corridor, develop a range of costed options to mitigate identified constraints and undertake an initial assessment and sifting of potential scheme options.	2
		Supporting Economic Growth & Rebalancing	Limited potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites or connectivity to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites but limited connectivity improvements to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites and connectivity to ports and airports	Facilitates access to Redditch Eastern Gateway (2,300 jobs). Potential scheme options will seek to support improved business connectivity and supply chain linkages between Worcestershire, south Warwickshire and south Birmingham and M42/UK Central.	2
		Supporting Local Plan Housing Delivery	Limited potential to support the creation of new housing developments or boost suitable land capacity	Potential to support the creation of new housing developments, but sites are relatively remote from scheme location	Directly supports the creation of new housing developments in scheme vicinity by improving access and boosting suitable land capacity	A proportion of traffic generated by proposals for 2,560 dwellings at Foxlidiat/Webheath on the western edge of Redditch may impact on the A448 and A435 corridors. Potential longer-term options for significant housing growth north of Redditch could not be accommodated on the corridor without potentially severe environmental, road safety and community severance impacts.	2
		Supporting All Road Users	Limited potential to benefit public transport and non-motorised users or to provide safety benefits on the MRN	Likely to benefit public transport and non-motorised users and provide safety benefits on the MRN but further evidence required to demonstrate this	Potential to deliver benefits for public transport and non-motorised users, including cyclists, pedestrians and disabled people. Reduces risk of deaths/serious injuries for all users of the MRN	Potential scheme options will seek to reduce motorised traffic in sensitive locations to address community severance problems and consider scope for possible reallocation of roadspace along relieved sections of the A435 to facilitate a shift away from private car to walk and cycle modes for local trips.	3
		Supporting the Strategic Road Network (SRN)	Limited potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN or journey time reliability	Potential to improve network resilience on the SRN and improve end to end journey times on the SRN/MRN and journey time reliability but further evidence is required to demonstrate this	Potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN and journey time reliability which is based on clear evidence	Improvements to capacity constrained sections of the A435 and A441 corridor which provide direct north-south links between the A46 and M42 are likely to support the SRN by providing greater network resilience. Further evidence required to estimate impacts on journey times.	2
		Reducing Transport-Related Greenhouse Gas Emissions	Limited potential to improve air quality and reduce greenhouse gas emissions	Potential to improve air quality and reduce greenhouse gas emissions at the scheme location, but further evidence required to demonstrate this	Potential to improve air quality and reduce greenhouse gas emissions which is demonstrated by clear evidence	Potential scheme options will seek to reduce traffic volumes and HGV impacts thereby improving air quality in the Studley Air Quality Management Area (AQMA).	2

Midlands Connect criteria	Deliverability Assessment	Robustness of programme	Programme is unclear and there are significant risks to delivery	Clear milestones but minimal contingency to accommodate any delays to programme	Robust programme, clear milestones, and contingency to accommodate delays	Given the current embryonic stage of scheme development and the need for engagement to secure local public and political support, it is extremely unlikely that scheme proposals could be put forward to Midlands Connect and Government for delivery during the MRN Period 1 (2020-2025). However, the County Council is seeking to progress scheme development work during MRN Period 1 for a first phase of improvements for potential delivery during MRN Period 2 (2025-2030).	1	
		Security of funding	Uncertainty about how local funding contribution will be sourced and secured	Local contribution support in principle but formal decision to still be made	Local contribution approved/secured	Given the likely significant costs involved in scheme development and delivery, it is anticipated that proposals identified by the Options Appraisal Study will need to be prioritised and delivered in phases.	1	
		Political commitment	No clear political support and not within local planning/transport policies	Within local planning/transport policies but political support still sought	Evidence of political commitment (for example, through Cabinet Report or delegated decision) and within local planning/transport policies	High political profile locally due to long-standing nature and severity of traffic and environmental problems affecting communities on the A435 corridor.	2	
		Requirement for land	Land may be required but not yet understood and timescales for land acquisition are uncertain	Land is required but Compulsory Purchase Order processes not commenced	No land required, or land is needed and has been identified/safeguard within local plan or Compulsory Purchase Order process has commenced	Indicative land requirements to be identified by Options Appraisal Study.	1	
		Economic Assessment	Value for Money / strength of business case	No clear evidence of value for money potential	Evidence of value for money potential but no indicative Benefit Cost Ratio	BCR>2 or less than 2 with a clear understanding of optimisation required	Initial BCR to be estimated by Options Appraisal Study.	1
		Other	Other risks to delivery	Unlikely to be additional risks to delivery based on current information (score 0)	Likely to be additional risks to delivery but possible scope to reduce or mitigate these (score -1)	Likely to be additional risks to delivery such as major environmental constraints, dependencies on other transport or wider initiatives (e.g. HS2) with limited scope for reducing or mitigating these (score -2)	Scheme deliverability and risks to be assessed by Options Appraisal Study.	-1
<b>Total Score</b>							<b>18</b>	



Criteria		Scoring thresholds			Comment	Score
		Score of 1	Score of 2	Score of 3		
National MRN and Local LTP 3 Objectives	Reducing Congestion	Potential to reduce congestion at the scheme location but also likely to displace problems elsewhere on the network.	Potential to reduce congestion at the scheme location, but further evidence is required to demonstrate that problems will not be displaced elsewhere on the network	Potential to reduce congestion at the scheme location with clear evidence demonstrating problem will not be displaced elsewhere on the network	An indicative scheme has been developed which would upgrade a key 'pinch-point' on the southern section of the A446 corridor between Hams Hall (south of Faraday Avenue) and Gorseley Lane near Coleshill from single to dual carriageway standard. The additional capacity provided will improve journey times on the A446, and the reduced congestion will help to improve productivity both locally and across the sub-region.	2
	Supporting Economic Growth & Rebalancing	Limited potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites or connectivity to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites but limited connectivity improvements to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites and connectivity to ports and airports	The A446 package of improvements will not only support planned growth within North Warwickshire and Birmingham, but will also facilitate enhanced access to the wider UK Central area including Birmingham Airport.	3
	Supporting Local Plan Housing Delivery	Limited potential to support the creation of new housing developments or boost suitable land capacity	Potential to support the creation of new housing developments, but sites are relatively remote from scheme location	Directly supports the creation of new housing developments in scheme vicinity by improving access and boosting suitable land capacity	The scheme would remove a major pinch point on the A446 corridor mitigate the impacts of housing development in North Warwickshire, Birmingham and Solihull Borough – in particular the delivery of over 6,000 houses at the Langley SUE (site GA5).	3
	Supporting All Road Users	Limited potential to benefit public transport and non- motorised users or to provide safety benefits on the MRN	Likely to benefit public transport and non-motorised users and provide safety benefits on the MRN but further evidence required to demonstrate this	Potential to deliver benefits for public transport and non-motorised users, including cyclists, pedestrians and disabled people. Reduces risk of deaths/serious injuries for all users of the MRN	It is envisaged that the scheme would include dedicated pedestrian and cyclist infrastructure along the length of the proposed dual carriageway, to provide a connection from both Water Orton and Curdworth to Hams Hall. There is existing cycling provision on Faraday Avenue from the A446 / Hams Hall roundabout, meaning that the above provision could enable a continuous cycle link to be provided between Water Orton / Curdworth and the various employment facilities at Hams Hall. The scheme would also complement the County Council's aspirations to enhance the role of Coleshill Parkway as a more significant strategic Park and Ride facility which is currently being promoted by Midlands Connect as a measure to remove car-based trips from the Midlands Motorway Hub.	2
	Supporting the Strategic Road Network (SRN)	Limited potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN or journey time reliability	Potential to improve network resilience on the SRN and improve end to end journey times on the SRN/MRN and journey time reliability but further evidence is required to demonstrate this	Potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN and journey time reliability which is based on clear evidence	An improved A446 will provide a viable and parallel alternative to the M42 and M6 Toll and so performs an important resilience function.	2
	National and Local Criteria					

		Reducing Transport-Related Greenhouse Gas Emissions	Limited potential to improve air quality and reduce greenhouse gas emissions	Potential to improve air quality and reduce greenhouse gas emissions at the scheme location, but further evidence required to demonstrate this	Potential to improve air quality and reduce greenhouse gas emissions which is demonstrated by clear evidence	The scheme has potential to reduce congestion and improve local air quality, but further evidence is required to demonstrate this.	2
Midlands Connect criteria	Deliverability Assessment	Robustness of programme	Programme is unclear and there are significant risks to delivery	Clear milestones but minimal contingency to accommodate any delays to programme	Robust programme, clear milestones, and contingency to accommodate delays	Further work is required to develop the scheme elements for inclusion in an Options Assessment Report in support of a scheme business case.	1
		Security of funding	Uncertainty about how local funding contribution will be sourced and secured	Local contribution support in principle but formal decision to still be made	Local contribution approved/secured	The A446 improvements south of Hams Hall are likely to be very costly (circa £35m 2015 prices). Although developer contributions from Birmingham Development Plan 9BDP sites will provide useful contributions towards these, further funding will be required from the County Council in order to meet DfT requirements for a minimum 15% local or third-party funding contribution.	1
		Political commitment	No clear political support and not within local planning/transport policies	Within local planning/transport policies but political support still sought	Evidence of political commitment (for example, through Cabinet Report or delegated decision) and within local planning/transport policies	Results from the BDP assessments indicate that upgrading the A446 route south of Hams Hall to dual carriageway standard is required prior the end of the plan period.	2
		Requirement for land	Land may be required but not yet understood and timescales for land acquisition are uncertain	Land is required but Compulsory Purchase Order processes not commenced	No land required, or land is needed and has been identified/safeguard within local plan or Compulsory Purchase Order process has commenced	Requires third party land (to be secured through CPO if not through negotiation). May increase costs.	2
		Economic Assessment	Value for Money / strength of business case	No clear evidence of value for money potential	Evidence of value for money potential but no indicative Benefit Cost Ratio	BCR>2 or less than 2 with a clear understanding of optimisation required	Indicative BCRs of 1.58 for dual carriageway scheme based on upper cost estimate of £34.4 million at 2015 prices. Consideration of other economic development benefits, benefits in non- modelled periods and potential accident cost savings has the potential to further increase the BCR to over 2.
	Other	Other risks to delivery	Unlikely to be additional risks to delivery based on current information (score 0)	Likely to be additional risks to delivery but possible scope to reduce or mitigate these (score -1)	Likely to be additional risks to delivery such as major environmental constraints, dependencies on other transport or wider initiatives (e.g. HS2) with limited scope for reducing or mitigating these (score -2)	It is proposed to develop the package of highway and sustainable transport improvements on the A446 south of Hams Hall for delivery following HS2 Phase 1 construction. This is now dependent upon the outcome of the Government's decision to review the HS2 programme, the outcome of which is expected to be announced in early 2020.	-2
Total Score							21

Scheme: A4071/A426 Corridor Improvements between A45 Blue Boar and A5 Gibbet Hill Roundabout							
Criteria		Scoring thresholds			Comment	Score	
		Score of 1	Score of 2	Score of 3			
National and Local Criteria	National MRN and Local LTP 3 Objectives	Reducing Congestion	Potential to reduce congestion at the scheme location but also likely to displace problems elsewhere on the network.	Potential to reduce congestion at the scheme location, but further evidence is required to demonstrate that problems will not be displaced elsewhere on the network	Potential to reduce congestion at the scheme location with clear evidence demonstrating problem will not be displaced elsewhere on the network	The A426 Leicester Road Corridor Study (LRCS) is undertaking a feasibility assessment of potential measures to reduce congestion on the northern section of the corridor to complement improvements already identified in the Rugby Borough Infrastructure Delivery Plan (IDP). These further measures could include possible access improvements into Swift Valley, carriageway widening, potential bus priority and demand management measures including park and ride. It is also proposed to develop options for improving A4071 Cawston Bends and for potential rationalisation of movements at A45/A4071 Blue Boar Interchange on the sothern section of the corridor.	2
		Supporting Economic Growth & Rebalancing	Limited potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites or connectivity to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites but limited connectivity improvements to ports and airports	Potential to improve accessibility to Coventry and Warwickshire Strategic Economic Plan (SEP) priority sites and connectivity to ports and airports	Corridor improvements will support Local Plan employment growth at Whitley South, South West Rugby, Coton Park East and Gateway Rugby. Improves strategic connectivity to Magna Park in Leicestershire on the A5 corridor.	2
		Supporting Local Plan Housing Delivery	Limited potential to support the creation of new housing developments or boost suitable land capacity	Potential to support the creation of new housing developments, but sites are relatively remote from scheme location	Directly supports the creation of new housing developments in scheme vicinity by improving access and boosting suitable land capacity	Directly supports significant Local Plan housing growth at South West Rugby (5,000 dwellings) and Coton Park East (800 dwellings) in addition extant growth at Houlton (6,200 dwellings) and Gateway Rugby (1,300 dwellings).	3
		Supporting All Road Users	Limited potential to benefit public transport and non- motorised users or to provide safety benefits on the MRN	Likely to benefit public transport and non-motorised users and provide safety benefits on the MRN but further evidence required to demonstrate this	Potential to deliver benefits for public transport and non-motorised users, including cyclists, pedestrians and disabled people. Reduces risk of deaths/serious injuries for all users of the MRN	Potential options for bus priority and park and ride are being considered by the A426 LRCS to facilitate modal shift by reducing reliance on the private car. The County Council is also seeking to secure funding towards further cycle improvements on less heavily trafficked routes parallel to the A426 corridor to link the Gateway Rugby/Coton Park East developments with the retail parks on the corridor, the railway station and town centre. It is also seeking funding contributions from the South West Rugby developers towards improving National Cycle Network Route 41, which links Potsford Dam with Draycote Water.	2

	Supporting the Strategic Road Network (SRN)	Limited potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN or journey time reliability	Potential to improve network resilience on the SRN and improve end to end journey times on the SRN/MRN and journey time reliability but further evidence is required to demonstrate this	Potential to improve network resilience on the SRN, end to end journey times on the SRN/MRN and journey time reliability which is based on clear evidence	Corridor improvements will support the SRN by improving connectivity for strategic traffic between the M1/M6/A5 to the north of Rugby and the A45 to the south west.	2	
	Reducing Transport-Related Greenhouse Gas Emissions	Limited potential to improve air quality and reduce greenhouse gas emissions	Potential to improve air quality and reduce greenhouse gas emissions at the scheme location, but further evidence required to demonstrate this	Potential to improve air quality and reduce greenhouse gas emissions which is demonstrated by clear evidence	The whole of Rugby town is a designated Air Quality Management Area (AQMA). There is significant congestion on the A426 Leicester Road corridor during weekday peaks and also at weekends due to the retail parks.	2	
Midlands Connect criteria	Deliverability Assessment	Robustness of programme	Programme is unclear and there are significant risks to delivery	Clear milestones but minimal contingency to accommodate any delays to programme	Robust programme, clear milestones, and contingency to accommodate delays	Proposals for the A426 Leicester Road corridor are at an early stage of scheme development and further work is required to identify and estimate costs for a preferred package of measures. Potential options for improving the A4071 Cawston Bends and Blue Boar Interchange have yet to be identified.	1
		Security of funding	Uncertainty about how local funding contribution will be sourced and secured	Local contribution support in principle but formal decision to still be made	Local contribution approved/secured	The LRCS is developing indicative cost estimates for potential A426 improvements. Potential options for improving the A4071 Cawston Bends and Blue Boar Interchange have yet to be identified.	1
		Political commitment	No clear political support and not within local planning/transport policies	Within local planning/transport policies but political support still sought	Evidence of political commitment (for example, through Cabinet Report or delegated decision) and within local planning/transport policies	The County Council and Rugby Borough Council are developing a new Joint Transport Strategy for the Rugby area. The strategy recognises the challenges facing the A426 Leicester Road corridor and the LRCS is seeking to identify viable options to address growing congestion pressures on this corridor and mitigate against future growth.	2
		Requirement for land	Land may be required but not yet understood and timescales for land acquisition are uncertain	Land is required but Compulsory Purchase Order processes not commenced	No land required, or land is needed and has been identified/safeguard within local plan or Compulsory Purchase Order process has commenced	Access improvements into Swift Valley are likely to require third-party land but further work is required to identify these requirements in more detail. Improvements at A4071 Cawston Bends are also likely to require third party land but the extent and timescales for acquisition have yet to be determined.	1
		Economic Assessment	Value for Money / strength of business case	No clear evidence of value for money potential	Evidence of value for money potential but no indicative Benefit Cost Ratio	BCR>2 or less than 2 with a clear understanding of optimisation required	The A426 LRCS has identified an indicative BCR of 3.49 for access improvements into Swift Valley. Further work is required to progress and evaluate scheme options at A4071 Cawston Bends.

Other	Other risks to delivery	Unlikely to be additional risks to delivery based on current information (score 0)	Likely to be additional risks to delivery but possible scope to reduce or mitigate these (score -1)	Likely to be additional risks to delivery such as major environmental constraints, dependencies on other transport or wider initiatives (e.g. HS2) with limited scope for reducing or mitigating these (score -2)	To be investigated in more detail following completion of the A426 LRCS and during scheme development work for improvements at A4071 Cawston Bends.	-1
Total Score						19

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# Communities Overview & Scrutiny Committee

## S106 Developer Contributions Update

12 February 2020

### 1. Recommendation(s)

1. The Committee note the contents of the report and the current position relating to Section 106 and Developer Contributions

### 2. Executive Summary

- 2.1 This report provides an update on the current processes supporting the collection of Developer Contributions through S106 agreements.
- 2.2 The report also explains the latest position regarding the implementation of the Community Infrastructure Levy (CIL) across the County.

### 3. Financial Implications

- 3.1 The report itself is detailing existing practice and so there are no financial implications. However, the process of securing Developer Contributions brings both capital and revenue funding into the County Council. Where S106 is to be spent on capital further reports are brought to seek approval to add the funding to the capital programme and details of the scheme and the funding are included at that time.

### 4. Environmental Implications

- 4.1 The environmental impact of all proposed development is considered as part of the planning process. The District and Borough Councils will collect contributions to help mitigate the potential adverse impact on air quality.
- 4.2 The Warwickshire, Coventry and Solihull sub-region was one of the 2012 to 2014 six national pilot areas to trial biodiversity offsetting. Following the success of this pilot all the Local Planning Authorities within the sub-region agreed to continue with offsetting on all minor and major applications.
- 4.3 Biodiversity offsetting is where conservation activities deliver biodiversity benefits in compensation for biodiversity loss, in a measurable way. It has the potential to deliver effective, widespread biodiversity gain for the natural environment in a way which is easy to use for developers. A defined methodology is used to calculate how many 'biodiversity units' need to be paid by a development to offset their biodiversity loss. Offset providers then offer for sale conservation projects that deliver biodiversity units which a developer can buy.

- 4.4 WCC Ecology will assess the biodiversity impact on all proposed development with financial or in-kind contributions requested as appropriate.

## **5. Section 106 Planning Obligations - Background**

- 5.1 Planning obligations are created under Section 106 of the Town and Country Planning Act 1990. They are legally binding obligations that are attached to a piece of land and are registered as local land charges against that piece of land. Planning obligations enable a council to secure contributions for services, infrastructure and amenities in order to support and facilitate a proposed development.
- 5.2 The requirements of a Section 106 obligation will vary according to the size, impact and nature of the proposed development. It would not be fair to expect a developer to contribute towards existing service deficiencies such as a shortage of school places or library facilities, or repairs to the highway, where no additional need would arise from the development. However, it would be fair to expect them to contribute to limiting the impact of their own development on the local area.
- 5.3 The Community Infrastructure Levy Regulations 2010 (Amended 2019) place three tests on the use of all planning obligations including S106. Obligations must meet all three tests as set out in CIL Regulation 122, these are that the obligation is:
- Necessary to make the development acceptable in planning terms
  - Directly related to the development; and
  - Fairly and reasonably related in scale and kind to the development

## **6. Community Infrastructure Levy - Background**

- 6.1 The Community Infrastructure Levy (CIL) attempts to make sure that almost all planning applications for new buildings or extensions, rather than just large applications contribute towards funding infrastructure needed to support development in that area. The CIL is in effect a development tax, to be determined set locally by the District and Borough Councils.
- 6.2 CIL may be levied on new residential and commercial development. Whilst the CIL rate will relate to the overall cost of identified infrastructure required in the area, CIL revenue may be spent on any infrastructure needed, not necessarily in the vicinity of a particular development.
- 6.3 Once implemented, CIL will be paid to the District and Borough Councils as the collection authorities.



- 6.4 It is important to note that a proportion of CIL income collected will be paid to Town and Parish Councils for them to spend. If a Neighbourhood Plan has been adopted up to 25% of the CIL income collected from development in that area will be forwarded. If a Neighbourhood Plan hasn't been adopted this amount is reduced to a maximum of 15% of the total of the contributions.
- 6.5 Currently only Warwick District Council and Stratford District Council have adopted CIL. Warwick District applies CIL and S106 to development in the area with Stratford District having adopted a higher CIL charge reducing the likelihood of securing S106 income on the major strategic sites only. The County Council has successfully secured CIL funding in support of three projects from Warwick District Council. Stratford District Council is now looking to identify possible CIL projects and has invited the County Council to bid for funds. Other councils within Warwickshire still apply s106 approaches to secure developer contributions.

## **7. Management of Planning Obligations and Internal Audit Reviews**

- 7.1 In 2014/2015, Risk and Assurance Services undertook a study into S106 Agreements. This was the first time an audit had been undertaken that had reviewed S106 processes across the whole organisation. The opinion was that at the time the controls provided Limited Assurance that risks were being managed.
- 7.2 In 2017 and most recently in 2019 there have been follow up audits which have both given the opinion of Substantial Assurance.
- 7.3 The most recent report further stated that the work of the Infrastructure Delivery Team (IDT) with the Local Planning Authorities was exemplary. However, it did identify the need for further work to be undertaken to record spend. This is an area of work the IDT will continue to work on with colleagues across the County Council.

## **8. Updated Working Practice and Next Steps**

- 8.1 The Infrastructure Delivery Team within Communities was established to address the challenges that were presented by numerous and in some cases large and historic S106 agreements and balances. The core remit of the team is to coordinate, manage and monitor infrastructure needs, including S106 funds.
- 8.2 Strong and effective links have been developed with all of the Local Planning Authorities. This has seen the Infrastructure Delivery Manager now attending Warwick District Council's Overview and Scrutiny and Finance and Audit Committee as well as being involved in the delivery of WDC Member training.

- 8.3 Work is taking place with Sports and Leisure and Open Space teams at the District and Borough Councils to ensure opportunities for partnership working and shared facilities are considered in delivering growth, most notably with regards to proposed delivery of new education facilities in Nuneaton and Warwick District.
- 8.4 A master spreadsheet is maintained to record all S106 income and subsequent expenditure. This will continue to be developed to enable service areas to estimate when funds will be received from specific developments. Appendix 1 shows the summarised position of all live S106 agreements up to 31<sup>st</sup> December 2019.
- 8.5 The IDT has worked closely with Legal Services to introduce a mechanism for collecting monitoring fees within future S106 agreements. This should provide an income stream to support the on-going work of the team. This is yet to be fully embedded but should be fully operational from April 2020. We have trialled the process through the latter part of 2019/20 on larger applications. Most notably sums of £5,000 and £20,000 have been secured for Whitley South and Coventry Gateway.
- 8.6 WCC currently requests S106 contributions in support of service delivery across a number of areas including: Highways; Public Transport; Education; Libraries and Public Rights of Way. Most recently the IDT has been working with colleagues from Fire and Rescue to ensure that service needs are reflected in responses to consultations by the District and Borough Councils on their Local Plans and associated planned development. This has seen the inclusion of land and financial contributions to enable the delivery of a new facility highlighted in the adopted Rugby Local Plan.
- 8.7 Building on from the work with Fire and Rescue, the IDT will look to support Country Parks in developing a robust case to support future requests for Developer contributions.
- 8.8 Further work is required to ensure that the County Council has clear, robust definitions of requirements for land. A great deal of work has already taken place about site requirements for potential new schools but the IDT need to work more with colleagues in Strategic Assets to ensure requirements are specific enough to provide assurance that land transferred will be fit for purpose.

- 8.9 The Infrastructure Delivery Team has developed an electronic WCC Planning Obligations Guidance Document, accessible through the County Council's website. This will enable Developers to consider obligations the County Council seek should the development go ahead within the County. The area is already live with the option for WCC to add further pages as required. This further strengthens the evidence base for the County Council to continue to successfully secure contributions wherever possible. The County's success rate in securing requested contributions has been in excess of 95% over recent years with the shortfall usually attributed to successful viability claims by Developers or needs being met through planning condition rather than financial contribution.
- 8.10 Links with Exchequer Services have seen improved control measures over outstanding debt. The IDT now engages with Developers prior to invoices being raised to agree amounts and terms. This is helping to avoid the need for intervention over late payment or challenge about the level of obligation due.
- 8.11 The amended CIL Regulations require all Local Collection Authorities to produce an Annual infrastructure statement detailing all Developer Contributions collected within a given financial year. In addition the Statement must include information about spend. The First Statements must be produced by December 2020 and relate to the 2019/20 financial year. At appendix 2 Members will see further information.
- 8.12 It should be noted that all District and Borough Councils will also need to produce Annual Infrastructure Statements and so we will continue to work with them to share information as appropriate.

## Appendices

1. Appendix 1 - Summary Financial Position December 2019
2. Appendix 2 - Example Infrastructure Funding Statement

## Background Papers

There are no background papers

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## APPENDIX 1

Live Section 106 Agreements updated balances – December 31<sup>st</sup> 2019

## 1. Overview by Districts/Boroughs

Planning Authority	Agreement Totals	Funds Received	Funds spent and committed	Balance Received and uncommitted	Funds to be Received
Stratford	£67,662,601.50	24,167,584.72	8,587,436.62	15,702,508.07	45,485,583.98
Rugby	£119,147,169.58	26,178,809.80	11,863,515.34	14,526,215.56	94,235,495.91
NBBC	£38,077,336.56	13,386,721.74	3,317,157.10	10,545,164.64	25,370,565.80
NWBC	£3,102,320.10	1,607,971	905,149.79	702,821.21	1,549,273.34
Warwick	£76,267,441.83	39,958,238.67	30,770,629.79	15,502,522.38	40,393,291.51
<b>WCC Total</b>	<b>304,256,869.57</b>	<b>105,299,325.93</b>	<b>55,443,888.64</b>	<b>56,979,231.86</b>	<b>207,034,210.54</b>

## 2. Overview by Service Area

Service Area	Agreement Totals	Funds Received	Funds spent and committed	Balance Received and uncommitted	Funds to be Received
Ecology	5,213,138.78	2,091,118.73	719,386.69	1,371,732.04	3,121,381.12
Education	210,559,762.36	67,666,132.64	42,742,010.66	31,936,992.46	149,490,475.99
Libraries	910,192.66	585,792.31	236,292	349,500.31	324,832.71
Public Health	337,425.50	55,790.25	55,790.16	0.09	283,257.50
Infrastructure	69,996.09	51,008.67	9,357.65	42,273.24	28,600
Regen Projects	225,000	225,000	178,096.87	46,903.13	0
PROW	1,131,422.18	527,257.61	41,832.61	485,425	631,778.87

Rural Service	1,790.99	1,790.99	1,790.99	0	0
Travel Packs	1,989,312.14	935,083.14	129,206.63	805,876.51	1,075,237.87
TCIS	5,217,516.08	2,638,056.68	680,604.95	1,957,451.73	2,791,790
Traffic Projects	1,090,667.72	1,217,609.63	441,702.86	775,906.77	95,060
Schools Trans	1,880,476.06	973,761.25	0	973,761.25	1,023,687.24
Public Trans	29,535,171	8,821,724.01	3,697,224.04	5,234,801.63	21,194,010
Bus Stops	966,172.09	608,968.64	227,609.49	381,359.15	381,880
Flood Risk	26,157.40	30,737.02	30,737.02	0	0
Transport Planning	33,066,464.51	15,670,457.61	5,060,263.68	10,610,193.93	17,698,846.86
Cycle Ways	5,773,143.62	1,957,468.79	535,497.50	1,421,971.29	3,854,933
Highways	4,244,253.39	207,522.89	120,200.84	87,322.05	4,037,439.38
Housing (linked to extra care development)	260,000	0	0	0	260,000
Traffic and Road Safety	1,758,807	1,034,045.07	536,284	497,761.28	741,000
WCC Total	304,256,869.57	105,299,325.93	55,443,888.64	56,979,231.86	207,034,210.54

## **APPENDIX 2**

### **1. Annual Infrastructure Statement Context.**

- 1.1 Schedule 2 of The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019, details matters to be included in the annual infrastructure statement.
- 1.2 This document gives further details of content requirement and possible issues to be further considered prior to the production of the first statement later in the year. Needs to be produced by December 2020 for information relating to the 2019/20 financial year

### **2. The matters to be included in the CIL report**

- 2.1 Although the County Council is not a CIL collecting authority, it is likely that we will receive CIL funding following successful bids to the Local Planning Authorities (LPAs) who are collecting authorities.
- 2.2 The County Council will have to provide information in support of the production of the Annual Infrastructure Statements of any LPAs who have allocated CIL money to us. We will also have to report on collection and subsequent spend within our own Infrastructure Statement.
- 2.3 Collecting Authorities will need to be able to report on -
  - the total value of CIL set out in all demand notices issued in the reported year;
  - the total amount of CIL receipts for the reported year;
  - the total amount of CIL receipts, collected by the authority, or by another person on its behalf, before the reported year but which have not been allocated;
  - the total amount of CIL receipts, collected by the authority, or by another person on its behalf, before the reported year and which have been allocated in the reported year;
  - the total amount of CIL expenditure for the reported year;
  - the total amount of CIL receipts, whenever collected, which were allocated but not spent during the reported year; relation to CIL expenditure for the reported year, summary details of—
    - the items of infrastructure on which CIL (including land payments) has been spent, and the amount of CIL spent on each item;
    - the amount of CIL spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part);
    - the amount of CIL spent on administrative expenses pursuant to regulation 61, and that amount expressed as a percentage of CIL collected in that year in accordance with that regulation;

- in relation to CIL receipts, whenever collected, which were allocated but not spent during the reported year, summary details of the items of infrastructure on which CIL (including land payments) has been allocated, and the amount of CIL allocated to each item;

### **3. The matters to be included in the S106 report**

3.1 Warwickshire County Council will need to report on S106 annually. The matters to be included in the report are

- the total amount of money to be provided under any planning obligations which were entered into during the reported year;
- the total amount of money under any planning obligations which was received during the reported year
- the total amount of money under any planning obligations which was received before the reported year which has not been allocated by the authority
- summary details of any non-monetary contributions to be provided under planning obligations which were entered into during the reported year, including details of
  - in relation to affordable housing, the total number of units which will be provided
  - in relation to educational facilities, the number of school places for pupils which will be provided, and the category of school at which they will be provided
- the total amount of money (received under any planning obligations) which was allocated but not spent during the reported year for funding infrastructure
- the total amount of money (received under any planning obligations) which was spent by the authority (including transferring it to another person to spend
- in relation to money (received under planning obligations) which was allocated by the authority but not spent during the reported year, summary details of the items of infrastructure on which the money has been allocated, and the amount of money allocated to each item
- in relation to money (received under planning obligations) which was spent by the authority during the reported year (including transferring it to another person to spend), summary details of
  - the items of infrastructure on which that money (received under planning obligations) was spent, and the amount spent on each item
  - the amount of money (received under planning obligations) spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part)
- the amount of money (received under planning obligations) spent in respect of monitoring (including reporting under regulation 121A) in relation to the delivery of planning obligations



- the total amount of money (received under any planning obligations) during any year which was retained at the end of the reported year, and where any of the retained money has been allocated for the purposes of longer term maintenance (“commuted sums”), *also identify separately the total amount of commuted sums held.*
- the matters *which may be* included in the section 106 report for each reported year are
  - summary details of any funding or provision of infrastructure which is to be provided through a highway agreement under section 278 of the Highways Act 1980 which was entered into during the reported year
  - summary details of any funding or provision of infrastructure under a highway agreement which was provided during the reported year
  - where the amount of money to be provided under any planning obligations is not known, an authority must provide an estimate
  - a non-monetary contribution includes any land or item of infrastructure provided pursuant to a planning obligation
  - where the amount of money spent in respect of monitoring in relation to delivery of planning obligations is not known, an authority must provide an estimate.”

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# Communities Overview & Scrutiny Committee

## Waste Management Review

12 February 2020

### 1. Recommendation(s)

1. That the Committee note the report including the recommendations and actions in the action plan attached.
2. That the Committee agree the service area response and timetables as set out in the report.

### 2. Executive Summary

- 2.1 A strategic demand management review of Waste Management has been undertaken by an independent Subject Matter Expert (SME). This report summarises the key findings from this review, our response to this, and how we intend to take forward the key recommendations.
- 2.2 The scope of the review was wide ranging and extensive information was provided by Waste Management and Business Intelligence. The SME was given full access to inspect services and interview employees. In a number of cases specific information was developed and provided to support the review.
- 2.3 The SME was very supportive of the work of Waste Management. He found the service to be professional and business like with good commercial relationships and delivering very credible outcomes.

### 3. Financial Implications

- 3.1 The financial implications of the recommendations and actions proposed will be addressed as part of the development and agreement of the strategies and plans detailed, using the Council's governance and decision making processes.

### 4. Environmental Implications

- 4.1 The recommendations and actions from this review will help the Council to reduce waste, increase reuse and recycling and manage residual waste more sustainably. This will reduce the Council's carbon emissions and help to protect the environment.

- 4.2 The environmental implications of specific recommendations and actions will be addressed as strategies and plans are brought forward.

## **5. Supporting Information**

- 5.1 Appendix 1 details the action plan produced by the SME. The action plan is divided into 7 sections which relate to the area investigated and highlight where the SME wanted to recommend action. The actions are a mixture of short to long term and operational and strategic.
- 5.2 The service area accepts the recommendations and the actions put forward by the SME. Some of the actions have already been delivered and others are in the process of being completed. Other recommendations and actions will be delivered or considered as part of the strategies and plans being developed by Waste Management.
- 5.3 Government has consulted on the Resources and Waste Strategy for England. This is likely to radically change that way that waste is managed to ensure it is viewed as a valuable resource and that products are designed and manufactured with their end of life in mind. 'Extended producer responsibility' will make producers and manufacturers much more responsible for the packaging they produce when it becomes a waste material post consumption. A deposit return scheme for bottles will ensure that these items are returned to retailers and then producers, so they can be recycled.
- 5.4 The Joint Municipal Waste Strategy for Warwickshire (JMWMS) is due for review and this work needs to be timed so it can be informed by the developing Resources and Waste Strategy for England. The second round of consultation is expected by Summer 2020 and it is expected that this will give enough detail for the JMWMS review to commence. The final Resources and Waste Strategy for England is expected to be published in 2021 to allow major strands of the strategy to start in 2023/24. The JMWMS for Warwickshire will be finalised and agreed after the publication of the national strategy.
- 5.5 A major focus of the SME was the household waste recycling centres (HWRCs). These facilities are the shop front of the Councils waste service and receive over 1.5 million visits every year. The current HWRC network has been in service for many years and requires investment. To plan and facilitate this we require a HWRC Strategy. This strategy could be part of the JMWMS for Warwickshire and developed on a similar time table. The larger more strategic recommendations and actions for the HWRCs will be considered as part of this strategy. Whilst we do not want to prejudice the outcome of the development of the HWRC Strategy it has already been flagged that if new or updated sites are required this will require significant investment.

- 5.6 There are a number of shorter-term more operational recommendations and actions for the HWRCs. Some of these have already been actioned and completed. The others will require some planning and to ensure they are addressed properly a HWRC Improvement Plan will be developed. This plan will also encompass other improvements and will be produced so it can begin to be implemented in 2020/21.
- 5.7 Recent investments have been made in the HWRC service. New compaction equipment has been purchased this financial year at a cost of about £600k. Also £280k has been allocated in 2020/21 for new containers.
- 5.8 Promoting behaviour change has been and continues to be a large part of work of Waste Management. Reducing, reusing, recycling and composting waste is better for the environment and financially. This will be considered as an integral part of the JMWMS review. However, in the short term, a Waste Education Commissioning Plan will be developed so we are clearer on the outcomes we are commissioning and that these are being delivered in the most cost-effective way. This plan will address the recommendations and action from the strategic review.
- 5.9 A summary of the developing Waste Management Strategies and Plans is given in Background Paper 2 attached.
- 5.10 In summary, the recommendations and actions from the strategic review are accepted and either have been addressed or will be addressed or considered through the strategies and plans detailed above. Decisions on these strategies and plans will be based on detailed business cases and consultation as appropriate.

## Appendices

Appendix 1 – Action Plan

Appendix 2 - Waste Management Strategies and Plans

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# ACTION PLAN

## Theme A: Household Waste Recycling Centres (HWRCs)

Subject Matter Expert Recommendation	Subject Matter Expert Action	WCC Service - Plan for action
Review the number and size the HWRCs to ensure efficient service provision in light of increasing housing and changing requirements	Review current service provision and identify areas for development. Develop business case for consideration for investment in new or updated HWRCs as appropriate	HWRC Strategy
Review the charging arrangements for other County Council partners at all HWRC sites to ensure effective cost recovery	Undertake comprehensive user assessment and understand where site users originate. Update annually	HWRC Strategy/Action started
Look to achieve greater separation and recycling of materials at HWRCs	Recruit staff, improve facilities and drive up recycling at all sites	HWRC Improvement Plan
Consider a Warwickshire (and agreed partner) use only policy to reduce imported waste and reduce costs	Develop proposals and business case for consideration by members of a potential new policy. Implement and enforce as agreed	HWRC Strategy
Roll out weighed trade waste acceptance to all sites with weighbridges and advertise acceptance	Ensure protocols and cashless charging system is in place	HWRC Improvement Plan/HWRC Strategy
In order to ensure efficient service provision, consider future changes to opening hours and days	Develop proposals and business case for consideration by members of a potential new policy	HWRC Strategy
Consider how best to use Hunters Lane, including the interaction with the Rugby BC depot	Options appraisal required to assess future capacity	HWRC Strategy
Consider a new site and in-house replacement for Judkins HWRC	Identify site or seek to acquire Judkins HWRC (following development of robust business case)	HWRC Strategy
Consider re-development of Princes Drive and move non-core functions to alternate location to create more space for resident and trade use	Identify locations for baling plant and review metal sorting. Develop business case for consideration	HWRC Improvement Plan/HWRC Strategy
Reconsider acceptance of mechanical sweeping arisings at Princes Drive HWRC	Provide skip for material to contractor at their depot	HWRC Improvement Plan
Review all risk assessments on a site by site basis to ensure that they are still relevant and current	All risk assessments to be reviewed and signed off by HoS on biannual basis	Completed - June 2019

## Theme B :Waste Disposal Arrangements

Subject Matter Expert Recommendation	Subject Matter Expert Action	WCC Service - Plan for action
Maximise the EFW route for waste disposal as far as possible to deliver environmental and cost benefits	Positively direct waste to lower cost disposal point (taking into account haulage costs)	Completed - June 2019
Review biowaste processing facilities (current facility in Corby c33miles from Rugby)	Monitor developments of new sites in closer proximity to Warwickshire to reduce costs and carbon footprint	Joint Municipal Waste Management Strategy
Consider whether long term contracts offer flexibility in a rapidly changing commercial environment and consider five yearly break clauses in future	Redesign contract documentation to introduce break clauses throughout long term contracts	Consider as part of commissioning strategy for future waste services
Seek extension of Coventry EFW contract	As this is an arrangement with another local authority, it does not need to be tendered but can be agreed between the two organisations	No action required as current arrangement lasts until 2033 and has a 5 year extension
Plan for 56,100 new properties up to 2033 (22.3% growth)	Ensure contracts for waste disposal are flexible.	Joint Municipal Waste Management Strategy
Full options appraisal on waste haulage contracts into the future	Undertake evaluation of cost/benefit/risk of in-house or private sector delivery	Consider as part of commissioning strategy for this service

## Theme C: Financial and Performance Monitoring

Subject Matter Expert Recommendation	Subject Matter Expert Action	WCC Service - Plan for action
Review the financial information available and create reports that identify the full operating costs of services at operational levels	Set up cost centres that are owned by individual managers and for which they are accountable	Completed - April 2019
Have financial and performance targets that are stretched but achievable	Create new set of meaningful KPIs which can be used to monitor performance as per the HWRC assessment document	Completed - April 2019
Require year on year recycling improvement so all HWRCs divert more from landfill and EFW of all received waste	Set recycling performance targets for each HWRC	HWRC Improvement Plan
Challenge internal recharges for vehicle maintenance	Meeting with vehicle maintenance to understand costs of repairs to skip loaders	HWRC Improvement Plan
Create full inventory of operational assets including containers, plant and equipment	A document for each site listing equipment and recording maintenance regimes and testing	HWRC Improvement Plan
Undertake an assessment of non-core services to demonstrate VFM	Cost benefit analysis of scrap metal sorting v additional staff at tipping face	HWRC Improvement Plan



## Theme D: Other Activities

Subject Matter Expert Recommendation	Subject Matter Expert Action	WCC Service - Plan for action
Planning issues for 56,100 new properties to 2033	Influence, at district and County level, waste collection arrangements.	Joint Municipal Waste Management Strategy
Preparation for food waste collections	Plan for government imposed food waste collections	Joint Municipal Waste Management Strategy
Use of communal underground waste storage on new developments	Work with planners to deliver simple waste separation and collection arrangements on major new developments	Joint Municipal Waste Management Strategy
Policy on restricted 'non-household waste' to HWRCs to be reviewed	Prepare plans to change how DIY and other wastes are accepted	HWRC Strategy

## Theme E: Education & Communication

Subject Matter Expert Recommendation	Subject Matter Expert Action	WCC Service - Plan for action
Produce an annual programme of events and actions predicated by inputs and outcomes	Produce plan for approval	Waste Education Commissioning Plan
Undertake proactive monitoring of HWRC site users to identify waste source and partner contribution levels	Quarterly monitoring of all sites operated by WCC	HWRC Improvement Plan
Find methodologies to measure effectiveness of programmes and interventions	Education team to recommend performance measurement and KPIs	Waste Education Commissioning Plan
Review support documentation and promotional material to assess effectiveness and lessons learned	Education team to report to HoS	Waste Education Commissioning Plan

## Theme F: Transport & Plant

Subject Matter Expert Recommendation	Subject Matter Expert Action	WCC Service - Plan for action
Introduce a planned vehicle and plant replacement programme	A long term replacement programme should highlight the need for capital or lease arrangements	HWRC Improvement Plan
Review the costs of the in-house maintenance of vehicles versus the external provision and decide appropriate future route for service	Identify the cost per skip movement of in-house service for comparison with private sector	HWRC Improvement Plan
Consider mid-life refurbishment of plant and equipment to extend the life of equipment	Rolling programme to extend life of vehicles and plant beyond current expectancy	HWRC Improvement Plan
Consider refurbishing the two best of the current HWRC waste handling units to ensure that all sites have reliable equipment	Use the sale of the oldest plant to fund the renovation in the first instance	HWRC Improvement Plan
Include the costs of capital financing or leasing in the operational costs and budgeting of the service for clarity and comparison	Understand the impact of capital financing on site and service operations	Suggest to Corporate Finance
Involve operatives in the choice of replacement equipment through demonstration and visits to ensure user satisfaction and ownership and lower operational cost	Create user groups to help identify the operators' preferred choice of equipment	Completed - April 2019

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## Waste Management Strategies and Plans

Strategy/Plan	Start	Agreement	Timescale	Formal Review
HWRC Improvement Plan	2019	2020	5 Years	Every year
Waste Education commissioning Plan	2019	2020	2 years	Every year
HWRC Strategy	2020	2021	+10 years	Every 5 years
Joint Municipal Waste Management Strategy	2020	2021	20 years	Every 5 years

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## Communities Overview & Scrutiny Committee

### Date of Meeting: 12<sup>th</sup> February 2020 One Organisational Plan Quarterly Progress Report Period under review: April 2019 to November 2019

#### Recommendation

That the Overview and Scrutiny Committee:

- (i) Considers and comments on the progress of the delivery of the One Organisational Plan 2020 for the period as contained in the report.

#### 1. Introduction

- 1.1. The One Organisational Plan (OOP) Quarterly Performance Progress Report for the period April 1st 2019 to November 30th 2019 was considered and approved by Cabinet on 30th January 2020. The report provides an overview of progress of the key elements of the OOP, specifically in relation to performance against Key Business Measures (KBMs), strategic risks and workforce management. A separate Financial Monitoring report for the period covering both the revenue and capital budgets, reserves and delivery of the savings plan was presented and considered at the same meeting.
- 1.2. This report draws on information extracted from both of the Cabinet reports to provide this Committee with information relevant to its remit.

#### 2. One Organisational Plan 2020: Strategic Context and Performance Commentary

2.1 The OOP 2020 Plan aims to achieve two high level Outcomes:

- **Warwickshire's communities and individuals are supported to be safe, healthy and independent;** and,
- **Warwickshire's economy is vibrant and supported by the right jobs, training, skills and infrastructure.**

Progress to achieve these outcomes is assessed against 64 KBMs.

Outcome	No. of KBMs
<b>Warwickshire's communities and individuals are supported to be safe, healthy and independent</b>	23
<b>Warwickshire's economy is vibrant and supported by the right jobs, training, skills and infrastructure</b>	12

In addition, to demonstrate OOP delivery by ensuring that **WCC makes the best use of its resources**, a total of 29 KBMs are monitored.

As the Organisation continues to transform, this is the first quarter that will be reported against in the a new [Commissioning Intentions Performance Framework](#) The new measures included in the Framework provide a sharpened focus on performance linked to the Organisation’s priorities. Detailed performance has been visualised utilising the functionality of the newly implemented Microsoft Power BI system.

2.2 Of the 64 KBMs, 11 are in the remit of this Overview and Scrutiny Committee. At the Quarter 3 position, 55% (6) of KBMs are currently on track and achieving target while 9% (1) of KBMs is not on track and behind target. Data is not available in regards to the remaining 4 KBM’s because the data will not be available until Quarter 4 reporting so it is too early to make a judgement on these measures. Chart 1 below summarises KBM performance by outcome for the remit of this Committee.

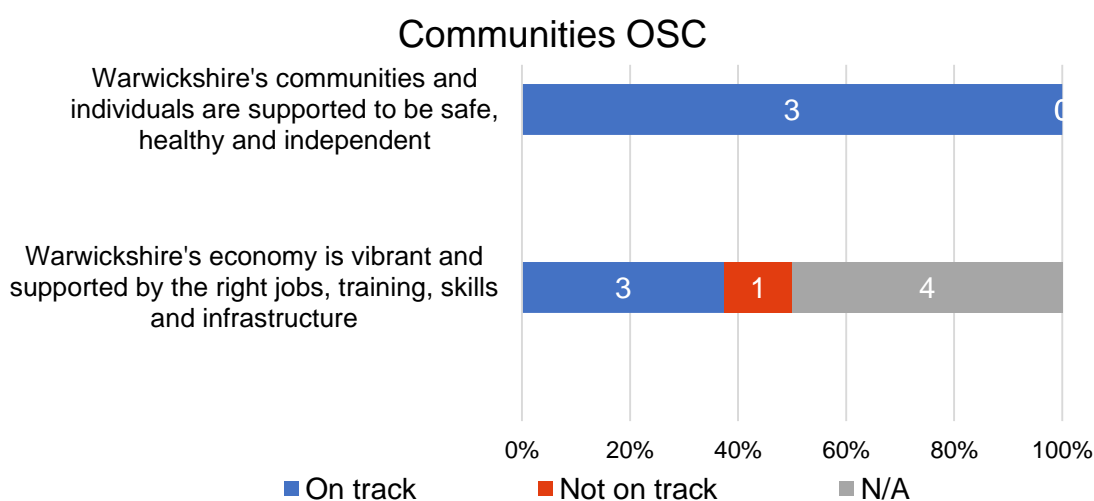


Chart 1

2.3 Of the 55% (6) KBMs achieving target there are three measures where performance is of particular note which are:

- % of household waste reused, recycled and composted, which is ahead of target even though Nuneaton & Bedworth Borough Council have started charging for green waste which has resulted in less recycled waste from them,
- Total waste (kg) per household, which is currently ahead of target, it was expected that green waste from Nuneaton & Bedworth Borough Council would have decreased, but this has been offset by an increase across the county due to the dry summer.
- Rate of crime per 1000 population which is at its lowest point this year and below target.

2.4 Chart 2 below illustrates the considered projection of performance over the forthcoming reporting period.

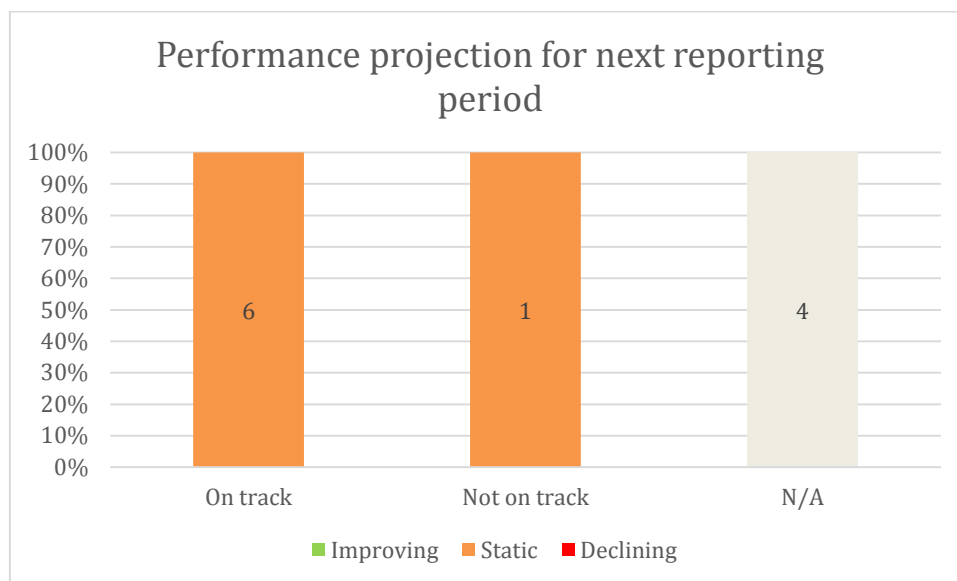


Chart 2

Of the 11 KBM's, 55% (6) are projected to remain on target over the next reporting period. One KBM which is not on target but projected to remain static is Gross Value Added (GVA) per employee as a % of the UK average, it is reported in arrears, so it will not be projected to improve over the next quarter however the medium/long term view is that it will improve over the next couple of years.

The table below highlights the 1 KBM, including remedial action being taken, where performance is projected to remain underperforming and static;

Measure	Remedial Action
Gross Value Added (GVA) per employee as a % of the UK average	Developing a new Economic Growth Strategy to highlight key actions and interventions that WCC will take to stimulate & accelerate economic growth. This will be completed in Quarter 4.

2.5 Comprehensive performance reporting is now enabled through the following link to Power BI. [OSC Quarter 3 Performance Report](#)

The Cabinet [Quarter 3 Exception Dashboard](#) contains details of those measures that are of significant note where good performance or areas of concern need to be highlighted.

There is a further dashboard split by the 2 high level Outcomes [Quarter 3 Full Dashboard](#) which provides a summary of performance for all KBM's within the remit of this Committee.

## Financial Commentary – relevant finance information taken from Cabinet report

### 3.1 Revenue Budget

3.1.1 The Council has set the following performance threshold in relation to revenue spend: a tolerance has been set of zero overspend and no more than a 2% underspend. The following table shows the forecast position for the Services concerned.

	2019/20 Budget £'000	2019/20 Outturn '000	Revenue Variance £'000 %	Retained Reserves £'000	Financial Standing £'000
Communities	23,160	23,765	605 2.61%	(2,705)	(2,100)

The current forecast overspend is largely being caused by the unrealised savings from the review of the resident parking permits, which has been delayed as a result of further public consultation and consideration by Members in the New Year. We have been pro-actively addressing overspend, and through a review of spending plans over the past quarter have successfully reduced this level by c. £300k and would hope for some further improvements by year end. It should also be noted that there will be some adjustments in this final position due to movements in reserves at year end, which will further reduce this figure.

Environment Services	24,133	23,050	(1,083) -4.49%	(1,055)	(2,138)
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Network and traffic management have continued to over-achieve on enforcement income and this is masking the income issues from CFM. We are undertaking a zero-based budget review of the CFM budget so that the 2020 budget can better reflect the reality of the service provision, it apparent that the income budgets and forecasting for the last three years have been incorrect. We are also anticipating additional overspend in the Gypsie and Traveller team as we resolve some site issues. We will continue to manage the underspend as the year progresses.

### 3.2. Delivery of the 2017-20 Savings Plan

3.2.1. The savings targets and forecast outturn for the Business Units concerned are shown in the table below.

	2019/20 Target £'000	2019/20 Actual to Date £'000	2019/20 Outturn £'000
Communities	1,141	773	773

Shortfall £0.368 million relating to the introduction of a new charging schedule for parking permits. This has been delayed while a public consultation takes place. This has impacted on year 1 savings and depending on the outcome of the consultation may impact on year.

Environment Services	605	580	580
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Shortfall £0.025 million. This relates to the move to Hawkes Point from Montague Road. This is in question because it relied on increased income being made from the installation of an MOT test facility at the new site. The move to Hawkes point has been delayed and Environment Services are now also funding the installation.



### 3.3 Capital Programme

3.3.1. The table below shows the approved capital budget for the business units and any slippage into future years.

	Approved budget for all current and future years (£'000)	Slippage from 2019/20 into Future Years £'000	Slippage from 2019/20 into Future Years (%)	Current quarter - new approved funding / schemes (£'000)	All Current and Future Years Forecast (£'000)
Communities	41,865	(2,490)	-5.95%	678	42,542
Environment Services	135,192	(2,765)	-2.05%	16,100	151,292

#### 4. Supporting Papers

4.1 A copy of the full report and supporting documents that went to Cabinet on the 30th January 2020 is available via the following [link](#) and in each of the Group Rooms.

#### 5. Environmental Implications

None specific to this report.

#### 6. Background Papers

None

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## Communities Overview and Scrutiny Committee - Work Programme

Date of next report	Item	Report detail
Standing items	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).
27 November 2019	Train stations and rail infrastructure	To receive a report detailing the revised Warwickshire Rail Strategy. The report will include feedback from the consultation and from a Member workshop on Tuesday 10 September, 2-3:30pm
27 November 2019	Report of the Climate Adaptation TFG	To receive the draft report of the climate adaptation TFG.
9 January 2020	On Street Parking Pricing Review and Changes to Virtual Permitting Scheme	Cabinet considered the review at their meeting on 11 April 2019 and Resolved That: 1) Any decisions concerning on street parking pricing and changes to a virtual permitting scheme be deferred pending the outcome of consultation with Chambers of Commerce, BIDs and other stakeholders and, 2) The Communities Overview and Scrutiny Committee be requested to consider and comment on proposals as set out in the report.
12 February 2020	Road Safety	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.
12 February 2020	Major Road Network's integration into WCC's Transport Strategy	Following a recommendation from the Committee Cabinet agreed to commission the report: "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."

12 February 2020	Waste Management Review	To receive a report detailing the findings of the waste management review undertaken by a subject matter expert on behalf of the Council.
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### 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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