

Communities Overview and Scrutiny Committee

Date: Wednesday 13 April 2022
Time: 2.00 pm
Venue: Committee Room 2, Shire Hall

Membership

Councillor Jeff Clarke (Chair)
Councillor Jonathan Chilvers (Vice-Chair)
Councillor Richard Baxter-Payne
Councillor Jackie D'Arcy
Councillor Jenny Fradgley
Councillor Dave Humphreys
Councillor Bhagwant Singh Pandher
Councillor Daren Pemberton
Councillor Tim Sinclair
Councillor Andrew Wright

Items on the agenda: -

- 1. General**
 - (1) Apologies**
 - (2) Disclosures of Pecuniary and Non-Pecuniary Interests**
 - (3) Chair's Announcements**
 - (4) Minutes of Previous Meeting** 5 - 20
 - i) 9th February 2022
 - ii) 3rd March 2022
- 2. Public Speaking**
- 3. Questions to Portfolio Holder** 21 - 22
 - (1) Economic Development Update** 23 - 36
 - (2) EDS Dashboard Update** 37 - 40

4. HS2 resources and reimbursement	41 - 44
5. Climate adaption An update on the Climate Impacts Assessment for Warwickshire County Council report from March 2021	45 - 50
6. Transport Scheme Evaluation A update on WCC's current approach, plans to improve/expand this work, and present a couple of examples to Members.	51 - 54
7. Pedestrian Crossings criteria A note providing a review on the current guidance for the implementation of pedestrian crossings and area where new pedestrian crossings would be beneficial	Verbal Report
8. Quarter 3 Council Plan 2020-2025 Quarterly Progress Report (April 2021 to December 2021)	55 - 70
9. Communities OSC Work Programme	71 - 74
10. Urgent Items	

Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

To download papers for this meeting scan here with your camera



Disclaimers

Webcasting and permission to be filmed

Please note that this meeting will be filmed for live broadcast on the internet and can be viewed on line at warwickshire.public-i.tv. Generally, the public gallery is not filmed, but by entering the meeting room and using the public seating area you are consenting to being filmed. All recording will be undertaken in accordance with the Council's Standing Orders.

Disclosures of Pecuniary and Non-Pecuniary Interests

Members are required to register their disclosable pecuniary interests within 28 days of their election of appointment to the Council. Any changes to matters registered or new matters that require to be registered must be notified to the Monitoring Officer as soon as practicable after they arise.

A member attending a meeting where a matter arises in which they have a disclosable pecuniary interest must (unless they have a dispensation):

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

Non-pecuniary interests relevant to the agenda should be declared at the commencement of the meeting.

The public reports referred to are available on the Warwickshire Web <https://democracy.warwickshire.gov.uk/uuCoverPage.aspx?bcr=1>

Public Speaking

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

COVID-19 Pandemic

Any member or officer of the Council or any person attending this meeting must inform Democratic Services if within a week of the meeting they discover they have COVID-19 or have been in close proximity to anyone found to have COVID-19.

This page is intentionally left blank

Communities Overview and Scrutiny Committee

Wednesday 9 February 2022

Minutes

Attendance

Committee Members

Councillor Jeff Clarke (Chair)
Councillor Jonathan Chilvers (Vice-Chair)
Councillor Richard Baxter-Payne
Councillor Jackie D'Arcy
Councillor Jenny Fradgley
Councillor Bhagwant Singh Pandher
Councillor Tim Sinclair
Councillor Andrew Wright

Portfolio Holders

Councillor Andy Crump, Portfolio Holder for Fire & Rescue and Community Safety
Councillor Kam Kaur, Portfolio Holder for Economy & Place
Councillor Wallace Redford, Portfolio Holder for Transport & Planning
Councillor Heather Timms, Portfolio Holder for Environment, Climate & Culture

Officers

David Ayton-Hill, Assistant Director for Communities
Isabelle Moorhouse, Democratic Services Officer
Moises Muguerza Espino, Senior Transport Planner
Victoria Mumford, Principal Transport Planner
Alison Robinson, Strategy and Commissioning Manager (Economy & Skills)
Mark Ryder, Strategic Director for Communities
Margaret Smith, Lead Commissioner for Transport Planning
Scott Tompkins, Assistant Director for Environment Services
Nigel Whyte, Principal Transport Planner

1. General

(1) Apologies

Councillor Dave Humphreys

(2) Disclosures of Pecuniary and Non-Pecuniary Interests

None.

(3) Chair's Announcements

The Chair informed the committee that the electric vehicle chargers item would be brought forward so officers could leave for another meeting.

The Chair informed the committee that he had received correspondence from several parish councils regarding the '20's Plenty' scheme; these parish councils will be invited to attend and speak at Cabinet in April where the 20mph report will be presented.

The Chair proposed that the committee have an online discussion on the on-street parking proposals before its implementation at March's Cabinet. This was seconded by Councillor Jonathon Chilvers, livestreaming the meeting online would be investigated. Councillor Jenny Fradgley requested that the on-street parking group be invited to the meeting too.

(4) Minutes of Previous Meeting

The minutes were approved as a true and accurate record.

2. Public Speaking

None.

3. Questions to Portfolio Holder

In response to Councillor Fradgley, Councillor Heather Timms (Portfolio Holder – Environment, Climate & Culture) informed the committee that prices in country parks did not increase during the pandemic and the price did not increase for Stratford Greenway for five years. Kingsbury and Ryton will not be increased because they already have day rates, the other three parks and the Stratford Greenway charge will be increased by 50p. This increase would be a day rate for the parks, and it would be variable for the greenway, but it would add up to the same amount as a day rate for the country parks. Councillor Timms concluded that the decision will be made on the 18th February and she was happy to receive comments from other members.

(1) Economic Development Update

Alison Robinson (Strategy and Commissioning Manager (Economy & Skills)) noted that the Omnicon variant had emerged since November's meeting so the economy in Warwickshire was mixed due to the restrictions impacting the hospitality industry over Christmas. Business confidence surveys showed that despite increased sales businesses were concerned about 2022. There was a strong demand for the council's business support and employability and skills programmes, especially skills because of the number of vacancies in businesses as they struggled to recruit. The Community Renewal Fund (£2.7 million of funding received at the end of November for three programmes within Warwickshire) funded a project through the employability and skills team to be delivered before July 2022. The Community Renewal Fund programme included the Brighter Futures Project that has five strands of activity, that were delivered to help young people in Warwickshire that struggled with the job market during the pandemic. The majority of the funding for the Brighter Futures Project was to support people with learning difficulties and disabilities into employment and helping employers make adjustments to accommodate them. There was a rural bus tour which took young people around Warwickshire to explain the jobs in more rural areas. There was an E-Sports programme which is a key area in Warwickshire because of the university and this was a trial project to be investigated. Alison Robinson's team were focusing on skills and helping people who were outside the job market to fill business vacancies. They also had a fair chance

employer programme that was designed to cover both problems (help people who find it more difficult to get into work and help employers who are struggling to fill vacancies adjust and shape their roles to try and fill the gap between the two). A lot of work was ongoing with the growth fund and WRIF (Warwickshire Recovery Investment Fund).

Following a question from Councillor Chilvers, Alison Robinson stated that a lot of apprenticeships could not start due to the face-to-face training needed. Councillor Kam Kaur (Portfolio Holder – Economy & Place) confirmed that there were 500 apprenticeship vacancies in June 2021.

In response to Councillor Sinclair, Alison Robinson stated that they had some work on their website including videos around hospitality businesses and encouraging careers in the hospitality industry; however, more work was needed to fill these gaps. Most people becoming displaced because of the pandemic were over 50s so the team's next focus would be training mature people which was the trend nationally.

In response to Councillor Fradgley, Alison Robinson said that they engaged with career leaders at schools and colleges regarding career support. Councillor Fradgley noted the importance of young people making the career choices for jobs.

Following a question from Councillor Sinclair, Alison Robinson stated that the fair chance employer programme was designed to get employers to employ people who had been out of work including ex-forces and ex-offenders.

In response to Councillor Bhagwant Pandher, Alison Robinson stated that work through partners and online sessions were done to ensure as many people as possible accessed the community skills hub.

The Chair noted that all skills events should be advertised.

4. Update on Warwickshire's Bus Schemes

Nigel Whyte (Principal Transport Planner) stated that this note was an update on the note provided to the committee in September 2020 and was endorsed by Cabinet in October 2021. Bus patronage in Warwick was at 70% of the level it was pre-pandemic and the commercial sector in the bus market was supported by government in terms of the bus recovery grants. This funding was supposed to end in March 2022 but the local authorities were engaging with the DfT (Department for Transport) to extend this beyond April 2022 to help recovery. The West Midlands Combined Authority had been awarded nearly £50million from the DfT to become the first all-electric bus fleet in the country. Network West Midlands ordered 150 electric buses that will come online in the Coventry area and there will be further vehicle procurement, which will include cross-boundary services into all Warwickshire boroughs and districts. This will be a five-year programme ending in 2024-25 and investment was expected into Warwickshire in 2023-25. Warwickshire will receive £1.3million from the Capital Investment Fund to provide an on-street charging infrastructure for cross-county. The bus plan at the time of the meeting was to make improvements on the North-South corridor where cross-boundary services occur to reduce journey times. The mobility scheme was used to fund a demand travel service in rural areas west of Warwick like Budbrooke and parts of Kenilworth where you can book journeys on a mobile phone app like Uber; this will launch by the end of the financial year. The national Bus Back Better scheme was

launched by central government in March 2021 to boost bus patronage to above pre-pandemic levels to push people to use buses instead of private cars. The National Bus Strategy committed the council work on an enhanced partnership which was implemented by Corporate Board in June 2021 and Cabinet in October 2021. The bus plan was done with the bus cross-party group who helped promote Warwickshire's bus survey which received 1600 responses. The next part of the bus strategy was to look at the 'hotspot' plan which was going out to consultation with the cross-party working group and bus operators, and this would change depending on the results of the public consultation which received 250 responses. A consultation for the enhanced Warwickshire Partnership Plan will be run next. The EP (enhanced partnership) scheme was recently launched by the council will be shared with bus operators and the working group. Defined minimum standards for bus/roadside information was being worked on and would be shared with the working group and bus operators before March 2022 and this define bus quality standards. Work was done with the borough and district councils to help buses deal with obstructive parking as well as where to spend money on bus improvements.

Maintenance of the network will be carried out as part of the annual bus service network review and this will look at gaps in the network and how they can be improved e.g. with feasibility studies, workplace parking levies and charging. These will be preliminary measures which could help improve bus services in terms of reduced journey times and the impact of congestion and to educate the public and members in terms of the benefits from these measures if they were delivered in the long-term. The approved bus plan will have a three-year programme running until 2024/5 and cost £216million of which £152million will need to be provided by central government via bidding; £1.5million of which is for the national network and the rest will support the commercial bus network through the pandemic. The EP board is independently chaired, and the EP plan will be subject to minor revisions before submitted to the DfT in April 2022; Cabinet will receive the report in March 2022, it was reviewed by the legal team, and it will include the DfT's bus pass charter. The second and third EP schemes were being developed in partnership with bus operators and the working group, subject to the funding announcement from the DfT at end of February; the second EP scheme will include the bus priorities, demand responsive transport and the electric bus scheme. The EP schemes will include the first Warwickshire multiple bus ticket which will run like Oyster cards, and it will resolve the safety issue on the Leicester Road dual carriage in Rugby. The transport demand service is called 'Indigo' and currently runs in Aston Cantlow and Coleshill; these journeys were used for commuting, shopping and medical appointments. Both services were subject to a DfT bid to use transport to tackle loneliness and help promote social inclusion. There were waiting to hear from the DfT if they were successful in progressing this into the next stage.

In response to Councillor Sinclair, Nigel Whyte stated that the bus services TFG would dictate what they want funding to be spent on if the council receives a fraction of what they applied for.

In response to Councillor Fradgley, Nigel Whyte stated that the Indigo service could be used to transport people into town centres, this service will soon be available in Stratford and Rugby. Councillor Fradgley noted the importance of making buses accessible.

Nigel Whyte added that they received money from the Capital Fund towards the improving on-street charges on provisional voluntary charging infrastructure cross-county in the town and rural areas. Warwickshire had to do their own electric bus work for Rugby and North Warwickshire as the North South corridor didn't cover these areas.

Councillor Chilvers praised the strategy so far and concurred that the North-South corridor needed prioritising to enable travel between Nuneaton and Stratford via Coventry/Warwick University. In response to Councillor Chilvers, Nigel Whyte stated that the multi bus ticket would not be ready in time for the Commonwealth games because of distribution issues; the ticket should be rolled out by next financial year, subject to DfT funding and consultations with distributors.

In response to Councillor Pandher, Nigel Whyte stated that the Indigo bus service would replace buses running all day and would only be sent out when booked. Nigel Whyte agreed to circulate a note on how saving would be achieved. Scott Tompkins (Assistant Director – Environmental Services) added that they combine people's journeys together by working out a time of the day that works well for all the different journeys so it ran like a normal bus service and not like a taxi.

In response to the Chair, Nigel Whyte said that the EP scheme would look at trying to level out bus tickets prices cross-county; bus services on the North South corridor will be the first to have a unified price on its route. Scott Tompkins added that there was a cross-boundary issue in the north of the county so some of the services that come out of Coventry are affected by the Combined Authority subsidising some of these services. Therefore, the service prices are cheaper than in Warwickshire, resolving this issue was being investigated.

The Chair noted the work being done and that should provide a better service for Warwickshire's residents.

5. Electric Vehicle Chargers

Margaret Smith (Lead Commissioner - Transport Planning) informed the committee that central government set a ban for the sale of new petrol and diesel vehicles from 2030; therefore, her team had been working on understanding what needs to be done for the public to have the relevant charging infrastructure to feel confident to be able to switch to electric vehicles. There had been significant changes in terms of the level of charging infrastructure that will be needed; this was done as a phased approach by 2025 initially and then by 2030. The modelling work done considered that a lot of people will have the availability to charge at home. This looked at the publicly available charging network that will need to be available for the public which was very high level, and it set out the amount of charges needed as well as the types of charging points so people are aware of the range of different charging point types (rapid and slow chargers). It was estimated that these charging points would cost £6million to implement in Warwickshire so the team were investigating the level of involvement needed from a local authority and what the private sector will provide. In the interim period, the team looked at how they could bring forward an initial roll out phase for Warwickshire's town centres and car parks; the county partnered with the districts and boroughs to do this. The private sector was being worked with for on-street provision as they do not control highway space; local authorities would step in here, but the private sector would only provide these charging points if they are commercially attractive. Local authorities must look at this on a more equitable scale and ensure an even distribution. An uptake of electric vehicles is predicted following the ban, at the time of the meeting <1% of vehicles on roads were electric, this was expected to increase to 15% by 2025 and 40% by 2030. An increase in electric vehicles should lead to a decrease in emissions which will help Warwickshire achieve net zero carbon. It was assumed Warwickshire's vehicle fleet will grow by 1.5 so measures would be needed to try and achieve net-zero, like active travel for short journeys, public transport, car share etc. The council successfully obtained just over £800,000 in funds, including 25% from the private sector. The council partnered with BP Pulse who rolled out 160 charging points cross-county over the last 18 months. With rolling out charging points, Warwickshire is now 'above average' country

wide as of January 2022. Work had been done to see how many charging points the private sector would provide and how many the local authority needs to provide. Initial data following the first rollout will show, the length of time that people are charge at charging points, the most used charging points, total energy used, and the carbon savings made; this data will be reportable on a quarterly basis cross-county and this data would be used to work on the next steps i.e. identify areas with the highest demand for public charging which would help to prioritise the roll out of charging points going forward. The options for procurement were being reviewed for delivery of further phases of roll out and bidding opportunities for further funding through central government were being investigated. A pilot scheme using streetlights as charging points was being investigated as a way to provide a slow overnight charge in residential areas that do not have off-street parking. This technology had been rolled out and worked successfully in other areas so whether this was possible in Warwickshire was being investigated.

In response to Councillor Fradgley, Victoria Mumford (Principal Transport Planner) stated that they were working through legal agreements to get lamppost charging points in Stratford, but this was taking longer than desired. Victoria Mumford agreed to share an installation date for these when known.

Councillor Tim Sinclair suggested a task and finish group (TFG) to monitor the rollout of electric charging points; the Chair seconded this subject to officer capacity. The group would look at rollout including sites and involve public user groups.

In response to Councillor Sinclair, Margaret Smith confirmed that they had a webpage that provided answers to FAQs from residents, the rollout had been problematic due to not finding the correct sites, how time intensive this work was and the need to review the delivery model going forward. Margaret Smith added that they will look at having a panel of electric car users to see what the public wanted/needed.

In response to Councillor Chilvers, Victoria Mumford stated that paying for charging would either be paid with a subscription service (paying a set amount each month and having unlimited charging) or 'trickle charges' would be generally cheaper than rapid charging. A charger in a lamppost would cost roughly £1200 each or £10-£12,000 per car park, but this varied depending on price, site, hardware and connecting to the grid.

Following a question from Councillor Richard Baxter-Payne, Margaret Smith said that they would have more of an idea with rolling out the charging points after three to five months of assessing what needs to be done for it to work.

Following a question from Councillor Sinclair, Mark Ryder (Strategic Director – Communities) agreed to consult with Rob Powell (Strategic Director – Resources) to look at the Warwickshire Pension Fund investing in the private sector companies that rolled out the electric charging points as this was a question for the treasury management team.

6. Road Space Allocation review

David Ayton-Hill (Assistant Director – Communities) stated that this work focused on the reallocation of road space that was done during the pandemic to create more space for social distancing in town centres. Part of this process included new monitoring measures and work will be done to improve monitoring equipment on the transport network. Artificial intelligence (AI)

monitoring equipment within town centres was used to get this information. In early summer 2020, central government wrote to local highway authorities asking them to see if they could take urgent steps to improve social distancing space within town centres and provide space for active travel. People went back into town centres and shops in the summer of 2020 which would have caused crowds; central government asked for this space to be created within six to eight weeks of local authorities being asked in line with lifted restrictions were being lifted. The Road Safety and Road Engineering teams came up with temporary plans for the town centres to effectively create more space for pedestrians and cyclists. The district, borough and town councils were engaged for this to agree on what should be done to provide space. When installed these measures were monitored to see if they worked and adapted if they needed changing. In Stratford a one-way system was implemented on Bridge Street with a cycle lane cycle and a 20mph speed limit. There was a part-time closure of Holly Street in Rugby to increase cycling and walking space, but this was criticised by the residents, so this was quickly changed. A similar incident happened in Atherstone as it did not work for the area. Kenilworth had a small closure and a temporary 20mph limit as did Nuneaton and Bedworth which did not need any roads closed. Warwick needed several road closures and cycle lanes were implemented. Opinions of these measures were diverse with residents liking the closures and businesses not due to the lack of through traffic; these different views would happen with every scheme. The AI monitoring equipment was brought in before the road closures to help with other work. The cameras were small and put in areas like Leamington to monitor issues; sensors were put on the parade which was completely pedestrianised during the project. The sensors monitored how people used the space, interacted and whether social distancing was being observed; the sensors did not take any personal data. The equipment could tell if people were in groups and monitored the areas for four weeks. The sensors showed that people moved more freely and interacted more when the roads were closed/the area was pedestrianised. Weather condition did not affect these interactions and people mainly stayed on the pavement even when the road was closed. The AI could also monitor footfall and how many pedestrians come through a space in a set amount of time which would help resolve town centre issues in the future as the AI sees how space is used. In Leamington when the roads reopened, footfall and cycling on the parade, and other town centres, drastically decreased on weekends and weekdays. This AI monitoring was more accurate and cheaper than other methods. Providing these spaces was a good trial for towns that want these areas who want their town centres pedestrianised permanently; but there was the clash of interests between residents and businesses. A levelling up bid was put in for Stratford to install a scheme that was like the Bridge Street closure. Work was done with the Stratford Strategic Partnership to implement this. The AI monitoring was being invested in to work on safer sustainable active travel around schools; schools are worked with to try to encourage students and parents to use a more active and sustainable mode of transport. Schools are given guidance, information, and training education to encourage this behaviour change; the monitors were being used to see if they were successful in changing this travel behaviour and what needs changing/improving if they were not. The monitors also showed the routes pupils and parents used and whether they used designated crossings or not. Jaguar Landrover (JLR) did a lot of work to increase their employment space and they had several section 278 agreements to make changes to the road network because of their impact on the local road network. They contacted the council regarding transport movements and the section 278 agreements as they were now 'hybrid-working'; the council were using the AI monitors to measure road movements to create an evidence base to see what an appropriate mitigation approach with the developer was. The council's capital schemes were being used to try and reduce congestion and improve active travel and the AI sensors were used to monitor the success of this. ANPR (automatic number plate recognition) was being deployed to monitor air quality and car emissions in areas.

about how people use spaces

The Chair noted that every town centre was different to road space allocation was tailored for each area. He reiterated that the monitors cannot pick up personal information.

In response to Councillor Sinclair, David Ayton-Hill stated that they struggled to get data from businesses because the views were so differing. Moises Muguerza Espino (Senior Transport Planner) added that they were going to start analysing the impact on businesses by cross-referencing the collected data and ask big businesses directly how the road closures impacted them so the council can correlate this data. For health data, the team analysed car emissions which reduced during road closures so this would have positively impacted resident's health; this data could be provided if requested.

Following a supplementary from Councillor Sinclair, David Ayton-Hill stated that road closures were removed when there were excessive complaints and when the increasing traffic was causing hazards or excess congestion.

In response to Councillor Fradgley, Moises Muguerza Espino stated that cyclists used the pedestrianised areas when the roads were closed e.g. on Leamington Parade, cycling increased by 35% during the road closures.

In response to Councillor Chilvers, David Ayton-Hill confirmed that JLR was helping the council build an evidence base for the road usage agreements with the new technology. Anecdotally the hospitality and leisure industries were against the road closures as this affected their deliveries as well as independent businesses, however, this data needed to be cross-referenced. The team will share bid information and they found out that if people are cycling/walking in town centres then they were 12 times more likely to spend money in businesses there. Moises Muguerza Espino added that the AI systems could also calculate journey times over 24 hours which will be used to inform future schemes e.g. section 278 agreements. Discussions with businesses and the correlated data will be shared with town councils.

Following a question from Councillor Sinclair, David Ayton-Hill stated that central government gave local authorities temporary traffic regulation orders so they would have the power to implement these road closures. These plans were worked on and assessed before a short-term implementation to see if the plan worked. The AI technology would be useful to help improve the plans before the trial implementation.

Following a supplementary from Councillor Sinclair, Moises Muguerza Espino confirmed that the technology could monitor pedestrians and cyclists separately as well as different types of vehicles, it will soon be able to monitor e-scooters.

In response to Councillor Pandher, David Ayton-Hill stated that as the collected data was anonymised it would be difficult to use it to enforce parking regulations outside schools to stop congestion. However, they could use the new civil parking enforcement contract to try to tighten parking regulations outside schools, as well as cameras on cars who monitor parking issues.

In response to Councillor Baxter-Payne, Moises Muguerza Espino stated that they had an idea on how the new schemes would pan out after implications from the developers. This data was used to calibrate the scheme models so this technology provided a national picture over a longer period and compare this to the model so problems could be mitigated before they arise. After five years the developers' implications can be assessed to see if they came true and recalibrate the models

after; after this they can monitor air quality. The AI data collates and sorts all of this with the micro-simulation models and receives emissions information from the districts and boroughs. Air quality schemes are altered depending on the mitigation scheme.

The Chair noted that this information would be useful to resolve future issues in town centres. In response to the Chair, Moises Mugerza Espino stated that they were using HQMAs for their data modelling but the information was slightly outdated, the boroughs and districts were being worked with to get this data up to date.

7. Quarter 2 Council Plan 2020-2025 Quarterly Progress Report (April 2021 to September 2021)

Scott Tompkins stated that there were 54 key business measures in the report, 11 of which are covered by the committee. Five were on track, four were not and two are not reported on until the end of the year. One of these two areas is road conditions which was expected to be on track as the council received good results from the recent National Highways Survey. The other one of the two is journeys on public transport which is not on track but this was following the national trend of fewer bus passengers cross-country due to Covid-19. Crime rate figures, especially burglaries, remained below expected levels due to home working and they were below the 2021 levels. Not on track was the unemployment rate which rose to 4.4% due to the pandemic and labour market issues which was in line with national figures, the national average was 5.2%; the percentage of residents in work aged 16 to 64 was 4.7% higher than the national average due to Warwickshire's high tourism rate. Household waste being recycled/reused dropped from 51% to 47%; this was likely caused by the introduction of the green waste charging in North Warwickshire and Stratford. The percentage of biodiversity net gains in Warwickshire remained static.

In response to Councillor Fradgley, Scott Tompkins could not confirm but believed cybercrime in Warwickshire would have followed the national trend and increased. However, cybercrime officers within the Trading Standards team had been doing a lot of work on online scams. Councillor Fradgley requested statistics on these figures.

Councillor Andy Crump (Portfolio Holder – Fire, Rescue & Community Safety) added that the Trading Standards team has cybercrime advisers that provide regular updates, and they issue these updates on social media to spread awareness. He stated that councillors have a duty to protect the vulnerable who are more likely to be exploited. Community Safety will realign resources to tackle serious crime and there will be a new duty under the Serious Crime Bill and money will be set aside to try and discourage young people being enticed into county lines. Domestic violence was another concern and it was important that people know the hotline number (0808 2000 247 and 0800 408 552). He concluded that violence impacts all aspects of life and more work was needed despite numbers being down.

In response to Councillor Sinclair, Scott Tompkins stated that the 54 key business measures were brought in in the Council Plan and these replaced the initial 73. Councillor Sinclair asked for information on how these measures were changed¹.

Following a supplementary from Councillor Sinclair, David Ayton-Hill stated that the waste team run several promotions on waste composting and run courses telling people how to do it.

¹ The 73 measures presented were part of the State of Warwickshire report which is the evidence base for the New Council Plan and not a new set of KBM's. The 54 existing KBM's are currently being reviewed as part of bringing the Performance Management Framework in line with the new Council Plan and these are due to go to Corporate Board and then onto Cabinet in March.

Discounted compost bins are available and everything is pushed via social media and waste education work.

Councillor Chilvers informed the committee that he was informed by officers that purchase of home composters increased a lot and they were happy with the progress.

In response to Councillor Chilvers, Scott Tompkins said that he would get someone from the ecology team to write a briefing note on biodiversity.

In response to Councillor Pandher, Councillor Crump stated that the Warwickshire Safety Partnership get details on where the money has been spent what has been achieved. A community safety survey is done annually to see how safe residents how safe they feel and what improvements were needed. Money is received from central government so the successes from this money being spent is reported back to them. This feedback could be shared with the committee if requested. Councillor Sinclair supported this idea. The Chair suggested that this be a briefing note. Scott Tompkins suggested that the minutes from the meeting be shared with the committee.

8. Communities OSC Work Programme

In response to Councillor Sinclair, it was confirmed that a briefing note in April will provide the requested information on the successes of schemes implemented. A full report will come back to a future meeting date when completed.

Councillor Pandher requested that a note on average speeds picked up by speed cameras in Warwickshire and speed camera policies.

9. Urgent Items

None.

The meeting rose at 16:18

.....
Chair

Communities Overview and Scrutiny Committee

Thursday 3 March 2022

Minutes

Attendance

Committee Members

Councillor Jeff Clarke (Chair)
Councillor Jonathan Chilvers (Vice-Chair)
Councillor Richard Baxter-Payne
Councillor Jenny Fradgley
Councillor Dave Humphreys
Councillor Bhagwant Singh Pandher
Councillor Tim Sinclair
Councillor Andrew Wright
Councillor Adrian Warwick

Portfolio Holders

Councillor Peter Butlin, Portfolio Holder for Finance & Property
Councillor Andy Crump, Portfolio Holder for Fire & Rescue and Community Safety
Councillor Kam Kaur, Portfolio Holder for Economy & Place
Councillor Heather Timms, Portfolio Holder for Environment, Climate & Culture

Officers

David Ayton-Hill, Assistant Director for Communities
Rachel Baconett, Lead Commissioner Green Spaces and Events
Andrew Felton, Assistant Director for Finance
Ian Marriott, Delivery Lead Commercial & Regulatory
Isabelle Moorhouse, Democratic Services Officer
Andrew Pau, Strategy and Commissioning Manager (Waste & Environment)
Mark Ryder, Strategic Director for Communities

Others Present

Councillor Jerry Roodhouse
Councillor Kate Rolfe

1. General

(1) Apologies

Councillor Jackie D'Arcy
Councillor Daren Pemberton who was substituted by Councillor Adrian Warwick

(2) Disclosures of Pecuniary and Non-Pecuniary Interests

None.

2. Public Speaking

Councillor Kate Rolfe who initiated the call-in made the following statement:

I apologise for bringing you all in for a special meeting. Firstly, I just want to say that the report that you have in your papers does not include the very last page on the report that was published two weeks ago which actually says councillors 'local members - not applicable'. You need to understand that because this is exactly why I'm calling it in. There are many reasons for this call in but the main one is the lack of consultation with members; in fact, the bottom of the report clearly states, 'local members - not applicable'. I for one find that quite insulting and undemocratic. The Portfolio Holder did not give the opportunity for any members who have country parks within their division the opportunity to comment on the proposals. In fact, had my colleague Councillor Jenny Fradgley not highlighted me to this I would have not known this was indeed even thought about. No one was forewarned of this proposal; I believe a cross-party group should have been set up to discuss the costs and the method of increase amongst members who have country parts in their division. We could have come up with a less severe increase and perhaps suggested a more gentle stepped-up increase over a period of three years. This is an unfair steep increase and more so in Stratford than other districts. The increases at Stratford greenway equate to a 50% increase and there is an unfair increase from £2-£3 for up to four hours; whereas the other increases are only by 50p. These increases are way over the rate of inflation. The overall increases across the country parks amount to around 17% which is still way above the rate of inflation. We're all going to be hit by rising fuel costs and we have all suffered increases across the board for food, insurances, fuel, etc. I feel for some people walking and leisure is about the only thing left that is pleasurable. The council in February adopted the new Council Plan which puts health and well-being as a priority and yet by these somewhat savage increases, we are preventing or restricting people's usage of these amenities and therefore reducing the health and wellbeing offer. On page one of the report, it states some 'modest increases', seriously do think 50%+ a modest increase? So I ask that you were withdraw the decision to increase charges and introduce a task and finish group to look at more modest, kinder ways of increasing charges over a period of time. Please also note that a fellow Stratford Councillor, Tim Sinclair on an e-mail to me when I asked for his support on the call-in, also agreed that a consultation and Task and finish Group would have been beneficial so can I ask you to reconsider this proposal, thank you.

3. Country Parks Fees and Charges 2022/23

The Chair reminded the committee that this report was raised at February's meeting for a discussion opportunity.

Councillor Heather Timms (Portfolio Holder – Environment, Climate & Culture) stated that fees and charges increasing for country parks and waste were made on the same day but there were no comments on the waste decisions despite the 'local members' wording being the same. The wording was set as 'n/a' because parking charges in country parks affects everyone cross-county and visitors who use the facilities but live outside of Warwickshire. When a decision affected more than one area in the past, there was no local member consultation. Councillor Timms reiterated that she came to February's OSC meeting to raise this report's existence and ask for any comments on the report to be sent to her. She responded to comments made by Councillor Rolfe.

The process of portfolio holder decisions could be changed so all portfolio holder decisions could be circulated to all members before the decision is made. Parking at Stratford Park and Ride had not increased for over five years, so 17% over five years was no increase. The parking charges were spent on maintaining the infrastructure, providing the litter bins and waste collection staffing. All revenue goes back into the country parks, so people pay for what they use. A 50p increase for short stays and £1 increase for long stays, people visiting/in Stratford use the greenway to park and walk into town instead of paying more for town centre parking. The increases were comparable to the cost of parking in Stratford and the other country parks. Parity in the country parks to be fair and equitable was the aim. Stratford greenway had been out of step because it had not been increased and it was reduced during the pandemic. Work had been done to make the parks available to everybody who wants to use them for their health and wellbeing. She concluded that the increase could encourage more people to walk to the greenway and reduce cars on the road.

Councillor Adrian Warwick noted that the country park parking facilities should not undercut the town centre parking in Stratford because people would park in the country car parks and this would stop people being able to use the country park facilities who want to; this could also harm town centre businesses. Reducing car usage would happen more with increased car parking and this was a 50p increase for the greenway over a seven-year period for a short stay. He concluded that country parks were in the interest in all members and not just the local ones.

Councillor Jenny Fradgley raised that the fundamental issue was the lack of consultation. The cost of living had increased and every increase from the council should be scrutinised by members. She concurred that this issue was county-wide and not Stratford specific and noted that there had not been an increase of the parkway for five years. If price increases are not done on an incremental level, they seem excessively steep to residents that the local members represent. Councillor Fradgley supported the idea of members getting to look at reports before decisions are made and incremental increases in prices should be done in the future then step increases.

Councillor Jonathon Chilvers concurred that the local members should have been made aware of this report earlier and queried the possibility of phasing the steep increase to align it with the other parks.

Councillor Tim Sinclair stated that there were two fundamental issues, transparency of the decision and the specific rises on the Greenway. The greenway is not a traditional country park as it is a long straight track with pretty views; people don't dwell at the greenway they use it to walk or cycle on. Anyone who pays for a four hour/day ticket would more likely be using the car park for cheaper parking than found in Stratford's town centre and walk into town from the greenway. To get to the greenway, residential streets are driven down, and people should instead be using the Stratford Park and Ride that also had cheaper parking than the town centres. On the 25th February, Councillor Sinclair walked to the greenway and took photographs of the greenway car park which showed that all the spaces towards the town centre end were full compared to the greenway end. The Park and Ride also had lots of empty spaces and people could park for £1 for the day. He suggested that the Portfolio Holder could advertise the park and ride at the town centre side of the greenway car park to encourage these people to park at the cheaper park and ride instead of the greenway. He concluded that members of the public should still be encouraged to use country parks for their health and wellbeing.

Councillor Fradgley noted that there had been issues with accessibility to the northern Stratford Park and Ride.

Councillor Dave Humphreys noted that no one likes parking at that parking elsewhere than the country parks was expensive, but the increase in the country park car parks was not bad as this money was being reinvested into the country park themselves.

Councillor Fradgley reiterated that if the decision making itself was more transparent then it would not have been called in; therefore, the consultation process itself should be changed.

Councillor Sinclair requested that the price increase for the greenway parking be used to fix its potholes.

In response to the questions raised, Councillor Timms stated that normally prices are increased/reviewed every two years in reference to what facilities are at the country parks. The Stratford Greenway had been 'out of step' and has differential parking while others like Burton Dassett, Hartshill Hayes and Pooley all have flat rates. Money made from the greenway parking goes back into the greenway. £250,000 had been obtained from S106 money to resurface the greenway and improve its facilities to improve availability/accessibility for all. Costs for running things in the car park had been increasing over the last five years. The decision for the smaller increase for the shorter stay was made because most people went to the greenway for one to two hours but there was a larger increase for longer stays because they were getting more value for money instead of using the available alternatives. Advertisement for the Park & Ride in Stratford would be investigated at the greenway. She reiterated that this report was brought up at February's meeting and all members being made aware of reports earlier will be investigated for greater transparency.

Councillor Sinclair welcomed the news of the greenway being invested in as well as the other country parks in Warwickshire.

Councillor Peter Butlin (Portfolio Holder – Finance & Property) stated that 'displacement' parking at the greenway was an issue when he was the Portfolio Holder for Transport & Planning. Price increases in parking was done to create habits which was what city centre park & rides did. The greenway is walking distance to Stratford town centre, and this encouraged people to park there because it was cheaper than the town centres. The Stratford park and ride was not used properly before was because town centre parking was cheaper and there was no parity between what the county charged and what the districts and boroughs charged and the differing income. The park and ride would have more successful initially if the council's had a unified approach in terms of pricing. The steeper price increase was needed to alter people's parking habits which needed to be done quicker for parity of parking for those who park at the greenway to use it. The cheaper parking at the park and ride would incentivise people to use it. The council's budget had some money set aside for a commercial offer to the public in terms what the country parks can provide. He concurred that all members should be made aware of decisions being made by Portfolio Holders and that 50p was not a lot of money to car owners.

The committee were informed that it was an easy process to make all members aware of Portfolio Holder decisions and this will be done in the future. They were also informed that all future member decisions are publicly available on the council's forward plan which was updated twice a month.

Councillor Fradgley noted that every member had residents to report back too so it would be good for all members to be aware of all reports earlier.

Ian Marriott (Delivery Lead Commercial & Regulatory) suggested that the legal and democratic services teams could provide a note on how/when members should be brought in for consultation and this could come back to a future meeting.

In response to Councillor Rolfe, Councillor Timms agreed to consult with all members who have the greenway running through it to discuss how the funding will be spent on it. A briefing note on how this money would be spent could be shared with members after.

The Chair formally proposed that the committee accept the recommendation set out in the report with the following addition, 'All members should receive an email notification when a decision is due to be made by a Portfolio Holder for all future member decisions.' Councillor Sinclair seconded this proposal.

Resolved

That Communities Overview and Scrutiny Committee consider the call-in request.

AND

All members should receive an email notification when a decision is due to be made by a Portfolio Holder for all future member decisions.

The meeting rose at 14:38

.....
Chair

This page is intentionally left blank

Communities Overview and Scrutiny Committee

13 April 2022

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 5th April 2022.

Decision Title	Description	Date	Decision Maker
20mph Speed Limits - Task & Finish Group Recommendations	The recommendations from the task and finish group set up by Full Council in July 2021.	12 April 2022	Cabinet
Permission to Consult: Nuneaton Regeneration	Seek the required approvals to consult on proposals for Nuneaton development site.	22 April 2022	Portfolio Holder Decision
Developer - Funded S278 Highway Scheme Approval	That the Portfolio Holder for Finance and Property gives approval for the addition of the following scheme to the Capital Programme for 2022/23. A428 Rugby Road, Binley Woods.	22 April 2022	Portfolio Holder Decision
Proposed Puffin Crossing - Coventry Road, near Rectory Drive, Exhall Bedworth	That the Portfolio Holder for Transport and Planning approves the installation of a Puffin Crossing on Coventry Road, near Rectory Road, Exhall, Bedworth in accordance with the Road Traffic Regulation Act 1984, Section 23.	22 April 2022	Portfolio Holder Decision
WRIF bids for approval - May 2022	Investment bids from WRIF for final approval	12 May 2022	Cabinet
Delivery Plan	A report on the Delivery Plan to support the new Council Plan	12 May 2022	Cabinet

2.0 Background Papers

None

	Name	Contact details
Report Author	Isabelle Moorhouse	isabellemoorhouse@warwickshire.gov.uk

Assistant Director	Sarah Duxbury	
-------------------------------	---------------	--

Communities O&S – April 2022

Economic Development Update

The following briefing note provides an update to the Communities Overview & Scrutiny Committee on recent economic development activity in Warwickshire.

It covers work undertaken by County Council officers and partners across a range of services as well as other key pieces of relevant news and information.

CONTENTS

- 1. Economic overview**
- 2. Economic recovery initiatives**
- 3. Business & Economy Support**
- 4. Employability & Skills Support**
- 5. Inward Investment**

Appendix 1: Business news round-up

Appendix 2: Spring statement & future funding summary

HEADLINES/ KEY SUMMARY POINTS

- Whilst many businesses now have now adapted their business models to remain viable post lockdowns, macro-economic factors causing price increases are starting to impact.
- Appetite for growth currently remains relatively strong however and we continue to see a strong level of enquires for business support, particularly in regard to access-to-finance.
- Demand for skills support continues to be high with training existing staff and exploring local training funds proving valuable to businesses with restricted budgets post pandemic. Early Years, Health and Social Care, Hospitality and Logistics remain the sectors requesting the highest levels of support.
- Delivery of the Community Renewal Fund (CRF) is now expected to be extended until 31 December 2022, giving more opportunity to engage on all three projects including young people on our Warwickshire Brighter Futures programme which officially launched at the start of March 2022.

1. ECONOMIC OVERVIEW

Businesses generally seem to be recovering well post lockdown, many having adapted their business models to ensure they remain viable. Business confidence also generally appears to be increasing post lockdown, with many businesses now focusing on growth rather than just surviving. The cost of materials is starting to become an issue, particularly for construction/development projects; however, this so far does not seem to have put businesses off construction related activities.

Over 100 (access-to-finance) enquiries have been received since the start of the calendar year, coming from an array of industries, but primarily SMEs or start-ups and most have first engaged with a view to applying for the Small Capital Grant or seeking some form of grant. The majority of enquiries have come from the Leamington, Warwick and Nuneaton districts, and most have come through directly to the team via the WCC Business Support line or email, with some enquiries having also coming from the Growth Hub. Where we are unable to assist directly, referrals out are signposted to the Growth Hub or the CW Chamber of Commerce.

In line with national trends, recruitment remains an issue for many businesses and the demand for skills support remains high. Our Community Renewal Fund (CRF) project, Warwickshire Brighter Futures is delivering 5 strands of activity designed to test more innovative ways of engaging young people not in employment, education and training (NEETs) in the jobs market and will help address the demand for staff. However, since this programme was designed in Spring 2021, the anticipated rise in NEETS has not emerged and it is in fact the over 50s age group that is presenting in larger numbers at Job Centres nationally.

2. ECONOMIC RECOVERY INITIATIVES

WCC's loan and grant payments to businesses during 2021/ 2022 exceeded £2.28 million as part of a £5 million investment in access to finance support over the last two years. The funding was directed to businesses at a time when they needed it most through a range of access to finance programmes: Adapt & Diversify, the Business Interruption Loan Scheme, Coventry and Warwickshire Duplex Fund, Retail & Hospitality, Small Capital Grants and the Survive, Sustain & Grow programme. Some schemes were established in response to the pandemic, and they formed a key part of WCC's economic recovery response, whereas others such as Duplex and the Capital Grants programme predate Covid but have continued to provide support. Overall, the economic recovery schemes supported 240 businesses and 1,114 jobs of which 648 jobs were estimated to be at risk of redundancy.

Community Renewal Fund – All three CRF projects in Warwickshire are now contracted and in delivery. WCC is the Lead Authority for the CRF Warwickshire and also the deliverer of the Warwickshire Brighter Futures project. The other two projects are focused on supporting economically inactive and unemployed people into employment using mindset training delivered through mentoring (project delivered by Wise Ability) and assisting people into employment by providing training and support focused on self-employment skills (project delivered by PET-Xi).

The three projects, worth £2.7 million, are among 225 pilots across England designed to test new approaches to supporting local economic growth, prior to the introduction of the UK Shared Prosperity Fund later this year. Government, recognising the impact of the Omicron variant during the Winter months, recently announced that the CRF would be extended until the end of December 2022 and WCC has submitted extension requests on behalf of all three Warwickshire projects. The three projects will collectively support 3,241 economically inactive or unemployed people across all five districts/ boroughs in Warwickshire. For more information, visit: www.warwickshire.gov.uk/crf

Coventry and Warwickshire Reinvestment Trust's "**JumpStart**" project has now engaged 191 Warwickshire residents looking to start a business since April 2021. The community-based project complements the county-wide start-up service delivered by Coventry and Warwickshire Chamber of Commerce on behalf of WCC (part of the ERDF programme below) by focusing on underrepresented groups and hard-to-reach individuals in certain parts of the county. The £300,000 project is funded by £100,000 from WCC's Place Shaping & Economic Recovery Fund. JumpStart is expected to support 315 Warwickshire residents between April 2021 and March 2024.

WCC's dedicated programme to help the county's small businesses in the tourism, hospitality and leisure sectors bounce back from Covid, **Project Warwickshire** is seeing significant demand. The programme provides 12 hours of support made up of one-to-one advice, networking and a range of masterclasses. It also assists businesses to access grants and funding, as well as providing a series of networking events and webinars to share good practice and links. The first 14 businesses are expected to complete their support by the end of March, safeguarding 12 jobs at risk and supporting many others.

Project Warwickshire is funded by £320,000 from WCC's Place Shaping & Economic Recovery Fund and a further £230,000 from the European Regional Development Fund. It is delivered on behalf of WCC by Coventry and Warwickshire Chamber of Commerce working with partners Shakespeare's England and Northern Warwickshire Tourism. For more information, visit: www.cw-chamber.co.uk/business-support/project-warwickshire.

Coventry and Warwickshire Co-operative Development Agency (CWCD A) have supported a further 21 groups in Warwickshire as part of their **Social Enterprise Support** programme which is part funded by WCC. This brings the total number of groups supported to 60 which means CWCD A have now achieved their 2021/ 2022 target for the programme. As a result of the support, four new social enterprises have also been created and four new jobs created within established social enterprises. The CWCD A programme – which is also funded by the European Regional Development Fund – provides support to groups seeking to set up new social enterprises and those already trading. Funding from WCC's Place Shaping & Economic Recovery Fund has bridged the gap between budgets ending in March 2021 and the commissioning of WCC's new third sector support contracts from April 2022. For more information, visit: www.cwcd a.co.uk/Social-enterprise

3. BUSINESS & ECONOMY SUPPORT

Working with the **University of Warwick** and co-working space **1 Mill Street**, we have developed a pilot project to help Digital and Creative businesses access existing business support more readily. This sector has been identified as being under-represented and through **The Exchange Project** we can encourage and support more businesses within the sector. If this model is successful, we could look to replicate this at other hub spaces across the county where we know businesses are already engaged. The soft launch of The Exchange will take place on the evening of the 6th April 2022 at 1 Mill Street through an informal networking session.

A further 29 businesses completed the intensive support provided by the “**CW Business – Start, Grow and Scale**” programme in the third quarter of 2021/ 2022 and over 15 new FTE jobs were created. This brings the total number of businesses supported since 2016 to over 850. 385 new jobs have also been created and 433 Warwickshire residents helped to start their own business. The current phase of the programme (to June 2023) is funded by £1.8 million from the European Regional Development Fund (ERDF) as well as WCC, University of Warwick Science Park, and the District and Borough Councils. The next payment from the Department for Levelling Up, Housing and Local Government will bring the total grant received since January 2019 to over £1 million. For more information including details of the support available, visit: www.warwickshire.gov.uk/cwbsp.

WCC recently commissioned an external evaluation of the programme. The interim findings will be available shortly with a final evaluation due in 2023.

In the meantime, University of Warwick Science Park have published an impact report about the **Business Ready** strand which provides support to ambitious tech-based and other innovation-led small businesses. The report found that, between January 2019 and December 2021, Business Ready:

- interacted with more than 600 companies and new ventures.
- engaged 246 businesses in discovery meetings and provided 12 hours of support to 107 businesses.
- supported over 40 clients to raise over £5.8 million of finance including £4.3 million of equity finance and £1.5 million of debt or grants.
- assisted clients to create over 75 new jobs with further recruitment planned.
- nurtured 27 high growth start-ups through the first year of starting and establishing a business.
- provided 53 clients with incubation support.

Business Ready is funded by ERDF, UWSP and WCC. It received just over £390,000 from ERDF over the three years and WCC made a contribution of £195,000. The extension to Business Ready was featured in last month's Warwickshire Means Business: <https://business.warwickshire.gov.uk/march-2022/news-in-brief/business-ready-programme-extended-for-another-year>

The **Coventry and Warwickshire Duplex Investment Fund** – which provides a combined loan and grant to businesses towards the costs of capital investments – has now supported 15 businesses in Warwickshire with their growth plans. Duplex has provided loans worth £1,071,848 and a further £418,898 of grants to businesses across the county in a range of sectors. This has safeguarded 44 jobs, created 27 new jobs so far and a further 67 jobs are forecasted to be created.

Duplex – which is delivered by Coventry and Warwickshire Reinvestment Trust (CWRT) – is funded by a £2 million loan from WCC’s Capital Investment Fund as well as funding from Coventry City Council, the Growth Deal and CWLEP. It is expected to provide just under £10 million of investment to Warwickshire businesses over the next ten years and to create over 600 jobs. For more information, visit: www.cwrt.uk.com/duplex

WCC’s Small Capital Grants programme is now seeing significant demand from small businesses again. The latest Grants Panel is considering grant requests worth £62,000 from five businesses supported by WCC’s own Business Growth Delivery team as part of investment projects worth over £200,000. 97 projects have been supported since 2015 with grants worth just over £1.9 million, helping create 184 new jobs so far. In March 2022, a Portfolio Holder Decision agreed to allocate a further £600,000 to support the programme. It is expected that the grants, alongside the debt finance and loans available via the WRIF, will play a key role in supporting the economic recovery in Warwickshire and supporting the future growth of our small businesses. There is a healthy pipeline of applications for the next Panel in May.

4. EMPLOYABILITY & SKILLS SUPPORT

Our Community Renewal Fund (CRF) programme, **The Warwickshire Brighter Futures Programme** brings together a consortium of partners to pilot five strands of activity and will look to support over 1,000 hard to reach, unemployed young people, reducing the barriers to employment for some of the most disadvantaged groups in Warwickshire.

1. **Break Away Camps** - an adaptable programme of 4-day youth outreach camps featuring a variety of activities, all with elements of careers support and job readiness. Camps will be shaped to meet the exact needs of the cohort with a variety of activities available

Teams of specially trained youth workers and session coaches will work with small groups of young people to provide careers support and guidance whilst promoting independence, build confidence and invaluable skills such as self-belief.

2. **Warwickshire Community Skills Hubs** - a County wide programme of Skills Hubs designed to sit in the heart of Warwickshire communities, offering a safe space for young people to improve their employability skills. These economically relevant skills hubs will operate a series of collaborative job clubs which will see partners and employers deploy sector specific workshops to

promote nearby, accessible job opportunities. Further workshops will feature sessions to support CV writing and preparation to sit mock interviews and travel training. This programme of weekly activity will take up regular spots at fixed locations in partnership with our Library colleagues at the following Library locations:

Atherstone, Nuneaton, Bedworth, Rugby and Leamington

3. **Let's Go Rural** - working with internal and external partners to promote rural careers and job opportunities, cohorts of participants will take a tour of rural businesses and explore job opportunities in some of Warwickshire's most beautiful rural locations. Employers will offer mini career talks, site walk-arounds and demonstrate the skills and qualification pathways available to rural careers

4. **Extra Ability Jobs Programme** - this employer focused project aims to work closely with employers to address barriers to offering a young person with SEND a job opportunity. Building on the successful launch of Inclusive Apprenticeships in Warwickshire, this project will actively run a series of employer workshops followed by 1:1 support in carving job opportunities. Employers will be incentivised with a fund to support a young person with SEND into their workforce with an additional budget for a permanent job opportunity.

5. **Esports Mini Leagues** - a 2 day digitally creative programme which calls out for young people with a passion for gaming and digital play. This project will take gaming enthusiasts' play skills and turn them into something relevant to entering a career in the digital and creative industry. Participants will work with esports coaches to form esports mini leagues.

Business skills reviews are in high demand, as businesses are more risk adverse as they build back from the negative impact of the pandemic, training existing staff and exploring local training funds is proving to have a positive impact for businesses with restricted budgets. Early Years, Health and Social Care, Hospitality and Logistics remain the sectors which require the highest level of support.

Since the programme launch in November the **Fair Chance Employer Programme** has been greatly received by businesses and partners. With the increase of job vacancies and unemployment returning to low pre-pandemic rates, employers are enthusiastic to explore in a different way and embrace adapting inclusive recruitment practises which helps them to unlock many talent pools such as SEND, Care leavers, young carers, resettlement and armed forces services.

The Fair Chance Employer Programme will help business understand the supportive needs of each talent pool, carve their jobs appropriately and make adjustments to support people into their roles. We do hope to offer employers and those wanting to work supportive funding, IT equipment, clothing and certain mandatory training through existing and future funding opportunities.

In the coming weeks the programme will launch a dedicate jobs portal which will provide a platform for employers to post their Fair Chance jobs and provide links for those interested to plan their journey, view a recruitment film piece and ask the employer a question through the safe messenger system.

With a recent increase in enquiries, employers are keen to engage with the **Future Careers Digital Market Place Programme**, working with the Employability & Skills team to set filming dates in the coming weeks to support recruitment campaigns.

The final phase of the project is underway, and a digital jobs platform is now in design. The jobs platform which will link to the Fair Chance Employer Programme and will be bespoke to Warwickshire, having tailored views and supportive links to meet the needs of the different communities who will access the platform for support.

Some of the key features are:

- Safe chat function to employers – to soften the interaction with employers
- About Me – digital CV including a section specifying any adjustments an employer may need to consider
- Plan my journey – travel training link
- Link to company film – designated place for films to sit next to each vacancy
- The platform is scheduled to go live in March 2022

5. INWARD INVESTMENT

We continue to work closely with partners to maximise opportunities around the **Commonwealth Games** taking place in the West Midlands during the Summer. In partnership with Department for International Trade and the West Midlands Growth Company we are supporting a number of events that are currently in development for the **UK House investment programme** running alongside the games. There are 7 sector focused days of events and the inward investment team are providing information and support for the Createch and Future Mobility strands in particular.

The Investment team participated in an **international panel this week focused on promoting the UK video games sector** to overseas investors and companies. The virtual event was well attended with over 90 participants from across the globe. Invest Coventry & Warwickshire took a stand at **Future Powertrain Conference 2022** at the National Motorcycle Museum to promote the location for further inward investment. We have a similar space at the **Battery Tech Expo 2022** at Silverstone on May 12th.

The inward investment team supported senior colleagues at the 2022 iteration of the development and investment conference **MIPIM 2022** which takes place every year in Cannes, after a two-year hiatus due to the pandemic. The Coventry & Warwickshire partnership showcased 'New Vibe Future High Streets', 'Net Zero Carbon

Technologies in Coventry & Warwickshire' and took with us [the new Coventry & Warwickshire MIPIM guide](#). We also showcased WPDG Warwickshire Property Development Group, with achievements to date and opportunities coming. The [WMCA Investment Prospectus with £15bn of investment projects was also launched](#) by the WMCA Mayor at MIPIM. It includes MIRA Technology Park South Site, Transforming Nuneaton, West Midlands Gigafactory and Creative Quarter Leamington Spa. We have a number of leads we are going to be following up over the next few weeks.

We have space at [UKREiIF – UK Real Estate Investment & Infrastructure Forum](#) on May 17th-19th taking place in Leeds. The show will have a similar focus to MIPIM as Coventry & Warwickshire, and we are also working with Midlands Engine to co-ordinate activity and a common presence at the show.

Warwickshire is well known as a centre for automotive, but [the current competition to locate the offices](#) of the new **Great British Railways (GBR)** has provided a good opportunity for us to showcase our local strengths in the rail sector. A competition has been launched to identify the new site, with initial EOIs submitted by a March 16th deadline. Our joint bid with NBBC put forward Nuneaton town which was [among the other 41 locations submitted from around the UK](#). The shortlist will be revealed in May. In the meantime we will be doing plenty of comms to raise awareness and grow local support for the bid, a key requirement of the successful location.

One of Warwickshire's key rail assets is the [Long Marston Rail Innovation Centre](#), a major centre for rail test and development. It is also home to the rail technology show Rail Live. Until recently it was home to Vivarail (now at Southam) and was the base for the first UK mainline test of hydrogen propulsion in rail. Porterbrook has taken a 15 years lease on the site and on April 29th its senior team led by CEO Mary Grant is hosting the local MP and senior delegations from SDC, CWLEP and WCC to showcase the site and present their outline vision going forwards.

APPENDIX 1: BUSINESS NEWS

Major business headlines from around Warwickshire

Digital Creative sector

[A new initiative is being launched to provide support to creative freelancers across Coventry and Warwickshire.](#) The pilot scheme aims to connect the freelance community from television producers to game developers following the impact of the pandemic.

[An £8 million plan to convert an empty M&S unit in a prominent Leamington Spa shopping centre into prime office space could see up to 400 jobs created in the town centre.](#) The owners of the Royal Priors Shopping Centre in Leamington are aiming to convert the former Marks and Spencer's store into 30,000 sq ft of office space and would add an additional office floor and a new roof terrace.

Automotive/ Future Mobility

Polestar, the Swedish electric performance car maker, which has a major research and development in the Coventry & Warwickshire area, [is to grow to up to 800 in total, in a major boost for UK FDI investment, and UK automotive.](#)

Indian electric vehicle (EV) manufacturer **Ola Electric** is to [invest £100m in a new global hub for automotive design and engineering in Coventry](#) to support its ambition to "build the future of mobility".

Former Jaguar Land Rover CEO, Ralf Speth has been announced as the new chairman for **TVS Motor Company**. TVS Motor is a major Indian manufacturer of motorcycles, and recently opened a new factory for the 'reborn' Norton brand. Ralf Speth began his career at BMW and completed his PhD at the University of Warwick.

Aston Martin Lagonda [cut losses by 75% last year on the back of a boom in retail sales.](#) The company saw its operating deficit drop from £323m in 2020 to £74.3m last year after "significant" growth in the Americas and record sales in China, driven by strong demand for Aston Martin's DBX marque. Revenues shifted to £1.1bn – up almost 80% on 2020. Aston Martin have also revealed plans to move towards EVs, with its first plug-in hybrid electric vehicle planned for 2024 and a first battery electric vehicle to follow in 2025.

European R&D battery technology and manufacturing company **InoBat** [has launched its first UK office at the University of Warwick Science Park's Warwick Innovation Centre as part of its global expansion plan.](#) The Slovakian start-up is at the forefront of the battery industry and designs, develops and manufactures advanced battery cells for electric vehicles. It specialises in the aviation, automotive, light commercial and bus industries. The Vice Chairman of the company is ex-Aston Martin CEO Andy Palmer.

Alliance Transport Technologies (ATT), [has announced the creation of a new R&D centre near Coventry. Although the exact location is not yet in the public domain, it is](#)

[in the Nuneaton & Bedworth area](#). The company has won long term service contracts to manage EV batteries with five of the largest UK national bus groups and is now the largest provider of battery asset management services in the UK. Alliance has pioneered the use of remanufacturing electronic components to allow commercial vehicle operators to decarbonise the maintenance of their fleets.

Other business news

Local commercial real estate agency Bromwich Hardy recently launched [a new report into the state of the property sector across the Midlands - 'The Barometer'](#) – with a message that 'doom-merchants' are wrong to write off the strength of the office market. Bromwich Hardy founding partner Tom Bromwich says the report gave reasons for optimism despite the impact of the pandemic across the region.

APPENDIX 2: SPRING STATEMENT & FUTURE FUNDING SUMMARY

Introduction

This note provides Communities O&S with an update on the funding opportunities coming forward in the 2022/23 financial year which have been announced by Central Government as part of the Spring Statement or at the same time as Levelling Up White Paper. These funding packages are aligned with Warwickshire County Council's (WCC) economic development activities.

The Levelling Up - Round 2 Guidance has been published with £3.1 billion of investment remaining, there is additional investment into the Changing Places Fund (up to £12 million to be released) for bidders in 2022 and, in February, announcements pertaining to the UK Shared Prosperity Fund sees a £2.6 billion fund available up to 2024/25. This paper highlights the key points for the UK Shared Prosperity and Levelling Up Funds, and also provides some initial thinking around the opportunities.

UK Shared Prosperity Fund (UKSPF)

The initial guidance published in early February provides a transformed landscape of funding as the UK transitions from the European Union (EU) Structural Funds. Significant changes to the funding geography will affect Warwickshire County Council's (WCC) ability to access UKSPF funding. The funding will only be allocated to Lower Tier, Unitary and Combined Authorities. The funding announced will be released in stages to coincide with the tapering of EU funding. Projections note that £1.1billion is available from 2022 - 2023/24 and a further £1.4billion in 2024/25. There is also £559million ringfenced for a Department for Education programme (Multiply) and a £300million cap on the overall programme making a total of £2.6billion. The funding programme will only last for circa two years (up to March 2025) and must be aligned to four key strands:

Communities and Place – To strengthen social fabric, build resilience into neighbourhoods and make improvements to the built environment.

Local Businesses – To create jobs, stimulate innovation / growth and increase private sector investment.

People & Skills – Boost core skills, support access to employment for disadvantaged people and promote employment ready activities.

Multiply – Managed by the Department for Education, this is a ringfenced amount to support adult numeracy.

The £2.6 billion of total funding will be invested across the UK to include the devolved administrations of Scotland, Wales & Northern Ireland. There will be questions raised as to the relative levels of funding available across such a significant geographical area.

Levelling Up Fund (Round 2)

Announced in line with the Spring Statement, the remaining funding within the Levelling Up fund is £3.1 billion. It is noted that circa £1.7 billion has already been invested in the first round. There will be diminishing opportunities following this second round of bidding and it is likely that only three rounds in total will be made available if allocations in this round are significant. The deadline for applications is Wednesday 6th July 2022 and all bids will be assessed in a competitive format.

Levelling Up examines the metrics of each Lower Tier Authority and assigns a category weighting to the area. This category determines the respective need to level up and the likelihood of success in the three stages of the application process (Gateway, Assessment against Strands & Ministerial Panel). Category 1 places are most significantly in need of Levelling Up and Category 3 areas have the least amount of deprivation resulting in a lower priority weighting within the funding parameters. The table below shows the relative rankings of Warwickshire's District & Boroughs:

Levelling Up Rank (out of 363 Local Authorities)	Local Authority	Category
89	Nuneaton and Bedworth	1
216	North Warwickshire	2
241	Stratford-on-Avon	2
318	Rugby	3
350	Warwick	3

Levelling Up funding is aligned to three distinct strands of bidding:

Transport – To upgrade and improve the safety and security of bus and cycling infrastructure to improve access to jobs whilst supporting cleaner air and greener, healthier travel; targeting local road enhancements at congestion pinch points; and repairing bridges to ensure that communities are not isolated from key services.

Regeneration - the regeneration pillar of the Levelling Up Fund welcomes projects which revitalise town centres, help clean growth and the transition to net zero, provide education and support local health and environmental outcomes; to help communities transform derelict, vacant or poorly used sites into vibrant commercial and community hubs that local people can be proud of.

Culture and Heritage - upgrading and creating new cultural and creative spaces including sports or athletics facilities, museums, arts venues, theatres, galleries, libraries, production facilities, film/TV facilities, visitor attractions, prominent landmarks, historical buildings, sites, parks, or gardens. Protecting cultural sites from crime and anti-social behaviour, developing local assets that support the visitor economy and acquiring key cultural and heritage sites for renovation and refurbishment.

District and borough councils in two tier areas in England can submit a number of bids for any of the three investment priorities equivalent to the total number of whole and partial constituencies within their boundaries.

County Councils with transport powers can lodge transport bids but must have 90% of the eligible activity under the Transport strand of funding. In addition, all authorities have a maximum bidding threshold of £20 million.

Summary

Within Warwickshire there are funding opportunities with both the Levelling Up and UK Shared Prosperity Funds. There is now potential for **selective bidding** as each fund has differing priorities. The Levelling Up Fund has much more of a capital and regeneration focus to instil local physical improvements to support the fabric of places and to co-ordinate projects with a focus towards cultural/ heritage assets.

In contrast, UK Shared Prosperity Fund is more holistic, looking at unlocking benefits to people, businesses and encouraging local pride through place-based activity. It is expected that programmes

of social resilience and small-scale physical improvements, business support, and support for people & skills should be progressed as part of UK Shared Prosperity Fund.

Warwickshire County Council will be required to play a strategic role on UKSPF, working with the Districts & Borough Councils on the local investment strategies, ensuring partners are supported appropriately, and that bids are progressed with the appropriate funding opportunity. It is also expected that Warwickshire County Council will look to apply for resources from UKSPF to support some of our own projects or programmes, particularly where co-ordinated and integrated delivery at the county or sub-regional level makes sense or where there are opportunities for critical mass.

Where possible, larger, physical regeneration programmes are expected to be captured as part of the Levelling Up Fund whilst ongoing support activities and added value growth programmes are more suited towards the UK Shared Prosperity Fund.

William Tse
Funding Lead
Business & Economy
Economy and Skills
Communities
Warwickshire County Council
Email: williamtse@warwickshire.gov.uk

This page is intentionally left blank



TOP 10 NORTH WARWICKSHIRE SCHEMES IN DEVELOPMENT



April 7, 2022

Scheme Name	Status	Expected Delivery	Stage of the Scheme				Commission Priority	Scheme Value			Top Risks					Comments	Scheme Brief		
			Preliminary / Optioneering	Feasibility	Detailed Design	Procurement		Low	Medium	High	Technical	Strategic	Environmental	Financial	Health and Safety				
Avon Mill and Hunters Lane	R	2025/26					Low			22,000,000								Structural optioneering in progress, validated historic highway design and starting detail design, planning agent appointed, land take identified, DfT's OIC (E370) funding case submission in Summer 2022, and undertaking surveys e.g. topo, ecological, flooding.	Improved roundabout, new roundabout and bridge, new footway cycleway bridge over the river
A47 Hinckley Road Corridor	R	2022/23								3,605,000								Increased costs as a result of utility diversion estimates, further funding is being sought. Development of off-road cycleway being completed and can be tendered separately. Currently carrying out redesign of some cycle elements to align with LTN1/20 and other schemes.	Improved junctions and ped/ cycle facilities
A444 College Street, Nuneaton	R	2022								4,000,000								Project split into two, phase 1: Greenmoor Road Health End Road Signalised Junction, Phase 2: Bull Ring Junction, College Street, A444 Roundabout, Elton Way set back signals.	Improve S10c junctions
Lawford/Addison Rd Casualty Reduction	G	Late 2022								1,600,000								Statutory consultation of Phase 1 signals complete but with objections.	Casualty reduction roundabout scheme.
A446/ Birmingham Road Junction (Colleshill)		2024								2,378,000								Completing detailed design and tender information + receiving utility detailed CA estimates, requesting RS&Z, concluding land acquisition, advertising crossing, completing TfO. Tender expected in late Autumn 2022.	Signalisation of roundabout
Transforming Nuneaton	G	From 2024																Feasibility design to commence when issues with land access resolved. WCC Estates and Legal Services involved to move forward with licenses for non-trustee surveys. Preliminary Ecological Assessment and Topographical Survey to be undertaken in near future. Clearance of overgrown vegetation being coordinated with ecological seasons.	Series of junction improvements (Wheat Street / Leicester Road Roundabout/Gratons/ Corporation Street/Queens Road/Cotton Road
Hinckley To Nuneaton Cycle Route (A47 Long Shoot)	A	2022/23					Low			651,000								Design work on going, funding received and preparing to apply for complementary funding, planning permission for Corporation Street project has been applied for, land acquisition ongoing and preparing for CPO process for Gratons scheme. Work to deliver the new cycleway through Abbey Green (off Corporation Street) to be delivered in Summer 2022, as enabling work for Corporation Street phase of main project.	New segregated cycle track
Greenman Crossroad	A	2023					Medium			650,000								Construction planned to commence after the Calendar Farm S278 concludes (Summer 2022). Detailed design ongoing.	Signalisation of an existing crossroad
Temple Hill Roundabout, Wolvey	A	2022								1,600,000								Updated and recalibrated traffic model based on consultation, feedback and modifications to the detailed design. Programme and costs has been revised to reflect design changes. Designs to be finalised for RS&Z.	Casualty reduction scheme to deliver a new roundabout at existing crossroads.
Gipsey Lane - Yew Tree Farm	G	2022/23								2,000,000								Completing detailed design, procurement expected Spring/Summer 2022. Contract documents being prepared. Dealing with some utility issues (minor, redesign) and swaling street lighting design.	Roundabout, two junctions and road straightening in Gipsy Lane



TOP 10 SOUTH WARWICKSHIRE SCHEMES IN DEVELOPMENT



April 7, 2022

Scheme Name	Status	Expected Delivery	Stage of the Scheme				Priority	Scheme Value			Top Risks					Comments	Scheme Brief		
			Preliminary / Optioneering	Feasibility	Detailed Design	Procurement		Low	Medium	High	Technical	Strategic	Environmental	Financial	Health and Safety				
A3400 Bham Road Stratford Corridor Stage 2	G	2023/24					Low			6,550,000								Phase 1 has been completed. Detailed design on phase 2 is nearly complete and target for commencement of construction is Autumn. Land acquisitions and detailed design for phase 3 is underway.	Ped/ cycle facilities and junction improvements
A429 Coventry Road corridor	A	Cycleway 2022/23								4,680,000								Cycleway design revisions to meet LTN 1/20 standards are ongoing, delivery expected Autumn 2022. Improvements at Spinney Hill roundabout in programme for development in future years.	Provision of 1.2km shared use cycleway/footway
Warwick Town Centre- St Johns Road	A	2023								1,026,000								Concept design has been completed. Engineering team are working on engineering feasibility design	Signalised Junction Improvement, town gateway
A452 Europa Way - WCC-3 Ford Foundry and Shires Rbts	A	Q3 FY23/24								6,720,000								Revised cost estimate carried out is lower than previously anticipated due to design updates which better utilise existing infrastructure and therefore reduce construction costs. Some minor design amendments underway to refine small elements, but otherwise design layout is largely complete. Street Lighting design received from consultants and checked by WCC Lighting Team.	Upgrading existing roundabouts & additional lane capacity
A452 K2L Cycle Route	A	2023/24								4,749,000								Following publication of a full scheme cost estimate, the K2L scope is being revisited with a view to identifying options that are deliverable within the available budget.	An off-carriageway cycle route, including a new pedestrian / cycle bridge crossing the river
Clopton Bridge SOA	A	2022								2,000,000								Planning application and land acquisitions are on hold until the latest feasibility is complete, expected to move forward in 22/23. Due to various challenges a programme is not currently available.	Traffic signalisation of Clopton Bridge in Stratford upon Avon
Shipston Road Rbts SOA	A	2022/23								4,200,000								Scheme might be delivered by developer's contractor. Location of the scheme means disruption in the centre of SOA is unavoidable but traffic management proposed by the contractor will be scrutinised to minimise this.	Improvements to the Watrose and Seven Meadows Rd roundabouts
The Asps Banbury Road	G	2022								1,500,000								Practical schemes to the SOA corridor schemes. Delivery has been moved to early 2023 to accommodate other schemes and minimise congestion and disruption. Complex traffic Management and design	Both construction of a temporary and then permanent access to new development
Glasghouse Lane - Kenilworth School	A	2023								1,000,000								Potential heavy congestion, traffic management proposals by the contractor will be scrutinised.	Final two access to school ; speed humps and touchan crossings
GLH Harbury / Chesterton TS	G	2022								1,000,000								School opening Sept 2023. Potential issue with budget for highway works	Traffic Signals

Key - Colour Scheme

O F D P

L M H

L M H

L M H



TOP NORTH WARWICKSHIRE SCHEMES IN CONSTRUCTION



April 7, 2022

Scheme Name	Status	Expected Delivery	Stage of the Scheme				Commission Priority			Scheme Value			Top Risks					Comments	Scheme Brief			
			Preliminary / Optioneering	Feasibility	Detailed Design	Procurement	Construction	Low	Medium	High	Low	Medium	High	Technical	Strategic	Environmental	Financial			Health and Safety		
1 Capital Bermuda Connectivity	A	Q4 22/23																			April 21-Contractor (CRR) established Site Compound and starting works on St Georges Way realignment of kerbs/highway to create the cycleway. June 21 Works starting on gabion wall required adjacent to the rail alignment north of Bermuda Rail Station. TM in progress to agree access to the bridge works - under (A444) and over the bridge (Bermuda Bridge and Bridleway)	Delivering additional highway capacity & improved connectivity in Nuneaton
2 S278 Hillmorton Road/Ashlawn Road (Wharf Farm-Paddock)	G	2022									1,200,000										Complete however surfacing remedials required Spring 2022	Construction of main junction Hillmorton road / Ashlawn Road
3 S278 The Long Shoot (Callendar Farm-Jelison Homes)	A	2022									1,600,000										High local resident interest and concern, some difficulties with off road parking. Construction works expected to commence in 2022	New Traffic Signal Junction
4																						
5																						
6																						
7																						
8																						
9																						
10																						

April 7, 2022



TOP SOUTH WARWICKSHIRE SCHEMES IN CONSTRUCTION



April 7, 2022

Scheme Name	Status	Expected Delivery	Stage of the Scheme				Priority			Scheme Value			Top Risks					Comments	Scheme Brief			
			Preliminary / Optioneering	Feasibility	Detailed Design	Procurement	Construction	Low	Medium	High	Low	Medium	High	Technical	Strategic	Environmental	Financial			Health and Safety		
1 Capital Stoneleigh Junction	A	Winter 22/23										38,300,000									This scheme is being delivered with our strategic partners, CCC & WDC. Funding has been secured from WCC, DfT and WMCA to deliver the scheme.	New signalised gyratory system.
2 S278 Europa Way - Olympus Avenue (Catesby Site)	G	Summer 22									3,500,000										Scheme completed, RSA3 report recommendation works being undertaken Autumn 2021	Traffic signalisation of new junction of Europa Way and Olympus Avenue
4 Capital Leamington Station	A	Spring 2022									1,931,000										The legal agreement with Network Rail has been signed and NR's main contractor, Stovyr Contracting Ltd, is on site. Works are on track and scheduled for completion in late May/early June	Station forecourt scheme
5 S278 Evesham Rbt - Shottery Link Rd	A	Spring 2023									5,200,000.00										Potential traffic management complications	Construction of a new roundabout on Evesham Rd for connection to link rd
6 S278 Redditch Gateway (Trumpet Junction)	A	Summer 22									3,700,000										Scheme is complete however the RSA3 for Trumpet Junction identified potential risk to cyclists using the A435. Extensive consultation is underway for a suitable solution.	Improvement to highway including widening and traffic signalisation
7 S278 Gallows Hill (Lower Heathcote Farm)	A	Winter 22/23									2,000,000										Part of the Europa Way package of development schemes. Coordination of all schemes needed to minimise disruption and congestion	Construction of temporary access after the Commonwealth Games by the the installation of a signalised junction.
8																						
9																						
10																						

Key - Colour Scheme

R / A / G / Blank

Low Medium High

Low Medium High

Low Medium High

User Guide
 The purpose of the document is to provide a brief but clear visual demonstration of the top schemes that we currently have in development. This document can be used to provide a high-level forward plan to show how the schemes fit into the overall business and will be updated every quarter which will assist us in monitoring our schemes.

Scheme Name	Name of scheme. Note: there is no particular order for the ranking
Status	Blank - Project Initiation Document not received Red - Programme overrun, Budget overrun, Major issues Amber - Scheme is progressing but there are issues which are being dealt with and/or there is a risk of project overrun or budget overrun Green - Project progressing as expected
Expected Delivery	Completion of construction
Stage of the Scheme	These run from commissioning team handover to construction
Commissioning Priority	Priority is provided by the commissioning team, separated into low, medium or high
Scheme Value	Estimated budget for the scheme, separated into low, medium or high
Top Risks	Technical (including construction/contract risks) Strategic/Administrative Environmental Health & Safety Financial
Comments	Low - No action required. Review periodically to ensure risk level does not change. Medium - Consider risk carefully, identify mitigation and track regularly High - Consider immediate risk action and mitigation, regularly review risk severity and mitigation impact - ensure Project Board is kept informed
Scheme Brief	Project Managers additional comments A short description of the key elements of the scheme

This page is intentionally left blank

Communities Overview & Scrutiny Committee

HS2 funding update – April 2022.

Introduction

Following Royal Assent for the HS2 Act in 2017 several funds were created by the Government to add benefit over and above committed mitigation and statutory compensation to communities and local economies along the HS2 route.

A quarter of the HS2 Phase One (London to West Midlands) track – 54 kilometres – is being built in Warwickshire over the next decade.

The funds are the HS2 Community and Environment Fund, the HS2 Business and Local Economy Fund, the HS2 Road Safety Fund and the HS2 Woodland Fund.

There is an additional mechanism for smaller projects called the HS2 Community Investment Programme which is not necessarily a monetary fund but provision in the form of workforce resources and materials.

1. HS2 Community and Environment Fund and the HS2 Business and Local Economy Fund

HS2 Ltd has established the Community and Environment (CEF) and Business and Local Economy (BLEF) Funds worth a total of £40 million along the HS2 Phase One route.

Administered by Groundwork, the primary objective of the funds is to add benefit to communities and local economies along the route that are demonstrably disrupted by the construction of HS2.

There are two types of CEF grant eligible to local authorities and community organisations. The first is CEF Local for smaller projects (up to a maximum of £75,000 per project) which aims to benefit quality of life for individual communities. The second is CEF Strategic for larger grants (from £75,000 up to a maximum of £1 million per project) to provide a legacy by supporting projects which benefit multiple communities along the Phase One route.

A total of £15 million will be shared amongst the Shire counties along the HS2 route for community and business projects during the construction period.

Since the funds opened five years ago - with the support of Warwickshire County Council – 28 projects in the county have secured HS2 funding from the [HS2 Community and Environment Fund](#) (CEF) and the [HS2 Business and Local Economy Fund](#) (BLEF) worth £1,400,093.

Successful projects include village hall refurbishments, new play areas, nature reserves improvements, better sports facilities and town centre promotion.

Among the most recent projects in Warwickshire to receive funding from the HS2 CEF are:

- Knightcote Children's Play Area Trust secured £50,000 to upgrade and replace 20 year-old playground equipment.
- Radford Semele Parish Council secured £30,000 to provide an outdoor gym on the village playing field.
- Talisman Theatre in Kenilworth received £75,000 to provide a new fringe stage, bar and reception area at the popular local theatre.
- Warwick Arts Centre secured £250,000 towards its refurbishment including the transforming the entrance and foyer, creating a new three screen cinema and relocating the Mead Gallery from the first floor to the ground floor, improving accessibility.

Other communities who have benefited include Long Itchington Parish Council which received £74,500 for improvements to the facilities for families at Long Itchington Park, Friends of Bodymoor Heath Victory Hall was granted £75,000 for modernising the venue, and Harbury e-Wheels scheme received £10,000 to provide transport for people in need.

Kenilworth Town Council was successful in obtaining £74,500 from the HS2 Business and Local Economy Fund to provide a town centre initiative to promote Kenilworth as being 'open for business' during HS2 disruption.

Other towns and villages in the county who have received funding include Wormleighton, Ladbroke, Eathorpe, Burton Dassett, Southam, Harbury, Cubbington, Offchurch, Coleshill, Water Orton and Kingsbury. To find out more about any of the projects funded in Warwickshire visit: <https://hs2funds.org.uk/home/projects-funded-by-hs2-funds/>

The majority of the successful projects have sought practical support and guidance from the county council's HS2 Project Team in preparing their submissions.

Communities and business can continue to apply for grants from the HS2 Community and Environment Fund (CEF) and the Business and Local Economy Fund (BLEF). More information is available on the website <https://hs2funds.org.uk/>

2. HS2 Road Safety Fund

In 2017 The Department for Transport (DfT) made £8.045m available to Warwickshire County Council to be spent on road safety interventions across Warwickshire, in locations that are closely associated with the route of the HS2 railway.

The funding is held by HS2 Ltd and is periodically drawn down through a defined process. Funding can only be spent on locations where there is a known injury collision problem, road safety education or on new or upgrading of cycle facilities, as defined by DfT. All projects must leave a legacy of road safety improvements.

There are also geographical restrictions, in that locations can only be selected for interventions if they are closely located to the line of the railway or impacted by a HS2 lorry route and traffic associated with the build.

The first tranche of funding included the following list of projects and feasibility studies:

Casualty Reduction schemes – feasibility studies	£10,000
Warwickshire Road Safety Club – road safety education	£20,000
Green Man Crossroads Coleshill – road safety improvements	£150,000
Casualty Reductions Schemes – feasibility Fosse Way study	£30,000
Cycle infrastructure - feasibility studies (x5)	£50,000
Vehicle Activated Sign (A446)	£25,000
Total	£285,000

3. HS2 Woodland Fund

The HS2 Woodland Fund (HS2WF) opened in February 2018, with an initial budget of £1 million. A further £4 million budget was made available to be allocated to projects until 2022/23.

The aim of the HS2 Woodland Fund is to support native woodland creation or the restoration of Plantations on Ancient Woodland Sites (PAWS) within a 25-mile zone surrounding the HS2 Phase One route from London to the West Midlands.

The table below details the schemes which have been successful in applying for funding:

	No. of schemes	Scheme value	Creation area (Gross area of woodland creation)	PAWS area (Gross area for PAWS restoration)	Total tree numbers
Committed - agreement in place or offered, application approved, in progress or received	2*	£346,494.05	33.38ha	0ha	66,938

Completed – interim or final claim received or paid	3	£152,127.90	22.33ha	0ha	33,832
------------------------------------------------------------	---	-------------	---------	-----	--------

*One scheme is currently on hold awaiting final design of woodland, one scheme has submitted an application to the Forestry Commission's England Woodland Creation Offer, but is yet to receive an offer so remains at application stage with HS2WF.

One site is located in the Leek Wootton area but HS2 Ltd has not yet agreed with landowners to publish the details of the other schemes so the exact locations remain restricted due to data regulations.

4. HS2 Community Investment Programme

HS2 Ltd oversees a Community Investment Programme operated by contractors based on a model previously run by the Crossrail project in London.

Community investment takes the form of a donation of skills, time, money and expertise to help bring additional benefits to the local communities where HS2 contractors are active.

Recent examples in the county include the donation of fencing to a charity and the construction of a temporary footbridge on a public footpath.

The main works contractors in Warwickshire - Balfour Beatty Vinci (BBV) and Eiffage Kier (EKFB) - are now carrying out several small projects each month. They continue to welcome suggestions from communities or organisations for future projects.

Communities Overview & Scrutiny Committee

Our current understanding of climate change and our planned response to climate change impacts – April 2022.

Introduction

The understanding of the science of climate change, the rate of change, the impacts and available mitigation strategies are continually evolving. At the highest level, this understanding is informed by the Intergovernmental Panel on Climate Change (IPCC), the United Nations body for assessing the science related to climate change. The panel comprises three working groups of leading scientists who act to synthesise the latest research and publish updated reports on a 5-7 cycle. As of April 2022, reports have now been published for the 6th reporting round (AR6) for all 3 groups.

The findings from these link to regional and national policy and in turn responses and actions, including for example, advancements in understanding and tackling future climate change impacts in the UK.

This document is focused on assessing the impact of climate change on our ability to carry out our services into the future and understand how we can best work with others to build a resilient Warwickshire, by examining possible responses and courses of action. A briefing on our planned work programme is contained within Section 4. Prior to that there is a short summary of the key points of each AR6 report. The points presented are those extracted from each of the working group reports particularly relevant to future impacts of climate change.

1. WGI: The physical science basis

This report addresses the most updated physical understanding of the climate system and climate change, bringing together the latest advances in climate science, and combining multiple lines of evidence from paleoclimate, observations, process understanding, global and regional climate simulations. It shows how and why climate has changed to date, and the improved understanding of human influence on a wider range of climate characteristics, including extreme events. There is a greater focus on regional information that can be used for climate risk assessments.

Key points are:

- Approximately 40 tCO₂ is emitted per year.
- Global warming of 1.5°C and 2°C will be exceeded during the 21st century unless deep reductions in carbon dioxide (CO₂) and other greenhouse gas emissions occur in the coming decades. Emitting an extra 500 GtCO₂ p.a. would leave only a 50% chance of staying under 1.5C. At the current rate of emissions, there is a 50% chance of warming exceeding 1.5c by 2034.
- The IPCC uses a series of possible scenarios to project future global warming. The 6th assessment has updated scenarios using improvements in modelling and observations. These scenarios are the most significant change on assessments used in our impact assessment.

- The revised assessment report projects that global warming will be greater than first thought under all scenarios.
- Temperatures will rise in all European areas at a rate exceeding the global mean temperatures bringing about warmer, wetter winters and hotter, drier summers.

2. WGII: Impacts, adaptation and vulnerability

Working Group II assesses the impacts of climate change, from a world-wide to a regional view of ecosystems and biodiversity, and reviews the implications for humans and their diverse societies, cultures and settlements. The report considers the vulnerabilities and the capacities and limits of the natural world and of human societies to adapt to climate change. In doing so it contains information about the link between climate change and biodiversity loss, migration, risks to urban and rural activities, health, food, water, and energy. As such it informs adaptation and mitigation efforts to reduce climate associated risks together with options for creating a sustainable, resilient and equitable future.

The report can be seen to summarise a lot which is already known about the risks and dangers which climate change poses. In effect, the report reinforces the point about mitigation, adaptation, and adjustment. Even with a considerable effort to mitigate, the need to support adaptation and adjustment will still require considerable investment. The report clearly identifies that the path of climate change is worse than previously thought. Extensive modelling and representative pathways/scenarios have been updated and reported which will take time to analyse and relate back to specific conditions within the UK.

Key points are:

- Urgent action required to deal with increasing risks. To avoid mounting loss of life, biodiversity, and infrastructure, ambitious, accelerated action is required to adapt to climate change, at the same time as making rapid, deep cuts in greenhouse gas emissions. So far, progress on adaptation is uneven and there are increasing gaps between action taken and what is needed to deal with the increasing risks
- Safeguarding and strengthening nature is key to securing a liveable future. There are new insights into nature's potential not only to reduce climate risks but also to improve people's lives.
- Cities are hotspots of impacts and risks, but also a crucial part of the solution. People's health, lives, and livelihoods, as well as property and critical infrastructure, including energy and transportation systems, are being increasingly adversely affected by hazards from heatwaves, storms, drought and flooding as well as slow-onset changes, including sea level rise.
- There is a narrowing window for action and a challenge that requires local solutions. This key finding underlines the urgency for climate action, focusing on equity and justice. Adequate funding, technology transfer, political commitment and partnership lead to more effective climate change adaptation and emissions reductions.

There are specific risks too numerous to present in this paper, but several that are pertinent to the UK that can be in turn connected with WCC and the County:

- Biodiversity (substantive)
- Fire
- Flood
- Cities and properties
- Agriculture
- Health and wellbeing
- Infrastructure
- Economics

3. WGIII: Climate change mitigation

Working Group III assesses progress in limiting emissions, and the range of available mitigation options in energy and urban systems, and in sectors such as agriculture, forestry and land use, buildings, transport and industry. It considers these in the context of sustainable development. The report also assesses the connection between short to medium-term actions and long-term emission pathways that limit global warming.

Key points are:

- Total net anthropogenic GHG emissions have continued to rise during the period 2010–2019, but the rate of growth between 2010 and 2019 was lower than that between 2000 and 2009.
- Accelerated and equitable climate action in mitigating, and adapting to, climate change impacts is critical to sustainable development. Climate change actions can also result in some trade-offs. The trade-offs of individual options could be managed through policy design. The Sustainable Development Goals (SDGs) adopted under the UN 2030 Agenda for Sustainable Development can be used as a basis for evaluating climate action in the context of sustainable development.
- There is a strong link between sustainable development, vulnerability and climate risks. Limited economic, social and institutional resources often result in high vulnerability and low adaptive capacity.
- Several response options deliver both mitigation and adaptation outcomes, especially in human settlements, land management, and in relation to ecosystems. However, land and aquatic ecosystems can be adversely affected by some mitigation actions, depending on their implementation. Coordinated cross-sectoral policies and planning can maximise synergies and avoid or reduce trade-offs between mitigation and adaptation.
- Attention to equity and broad and meaningful participation of all relevant actors in decision-making at all scales can build social trust and deepen and widen support for transformative changes.

Outside of those points directly relevant to climate change adaptation, there are some very valuable points that WCC should consider in our mitigation response. These areas will all be covered in our forthcoming sustainable futures strategy.

4. The WCC planned response to adapt to climate change

Phase 1 – headline assessment

Initial work was completed in March 2021. We commissioned a headline climate impacts assessment for Warwickshire County Council. Using the climatic models available at the time (which will now be updated in the light of the latest IPCC reports), a picture was presented of how the climate would be in Warwickshire on a high emission and low emission scenario. Three time horizons were examined and resultant temperature and rainfall projections made specific to a grid point around Warwick and Leamington Spa. This was then used to list sets of impacts by Council service area and secondly other services locally.

This first round assessment has provided us with the basis for informing how we proceed to develop our work programme. The report can be found at:

<https://api.warwickshire.gov.uk/documents/WCCC-1980322935-1925>

Phase 2 – improving service resilience

UK Climate Impacts Programme (UKCIP), based at the University of Oxford, are about to commence work to support Phase 2 of the organisation's adaptation work. Initially they will work with Officers to identify those service areas which are particularly sensitive to climate change impacts now and in the future. Work completed in Phase 1 indicates that these areas are likely to be: Flooding, Fire and Rescue, and Public Health. Once confirmed, work will then commence with Officers in these most at risk service areas to:

- Identify the specific risks to their area from climate change;
- Establish (where possible) the cost of action versus inaction;
- Plan mitigation steps for identified red risks.

The above steps will feed into the creation of a Climate Adaptation Risk Register and Action Plan in relation to those most at risk service areas, as well as a process for monitoring the plan and updating as required in response to factors such as changing organisational priorities and budgets.

As part of UKCIP's work they will upskill the Climate Change Team in this area and provide a completed report on the full adaptation planning process, from initial conception to monitoring an implemented strategy. This will mean, once UCIP completes this initial work in the Autumn, Officers will be well placed to roll out the process to other service areas of the organisation and create a Climate Adaptation Risk Register and Action Plan for the organisation as a whole.

Phase 3 – A Warwickshire-wide adaptation strategy and action plan

In tandem to stage 2 we are developing a Warwickshire-wide climate change adaptation strategy and action plan. Whereas phase 2 is inwards facing and builds resilience for Council services, this will assess the potential effects and propose response measures to services delivered by organisations other than the County Council. We in the process of developing a strategic approach and outline actions to defining how we can work with local and regional partners to assist in their efforts, so that they can deliver their services in the event of at least a 2-degree rise in temperature above pre-industrial levels by 2100. The strategy needs to inform us on how we ensure that our infrastructure, environment and communities are prepared for the impacts of climate change, now and in future years.

We are looking to define the role that Warwickshire County Council can best play in partnership to make a difference. There is so much that could be done here but we have to be clear about how we effectively target our limited resources. There will be some actions where we will need to take a leadership role, some where we act in partnership with other actors taking the lead and others, and some where it may not be prudent to act at this stage but continue to monitor. This strategy will draw on existing work completed or underway by local and regional partners to ensure it is connected. Due to the clear relationship with decarbonisation, sustainable development goals and our work on biodiversity, this will need to be clearly linked with our forthcoming sustainable futures strategy.

To work is due to be completed by the end of September 2022.

Matt Whitehead – Climate Change Programme Manager – April 2022.

This page is intentionally left blank

Briefing Note

Communities Overview & Scrutiny Committee

April 2022

Infrastructure Scheme Monitoring and Evaluation

1. Background

Evaluation is an integral element in understanding how well we are delivering infrastructure projects and investing public finances. In the context of Major Schemes, demonstrating delivery of transport improvements that are good value for money and drive economic growth, whilst balancing the need for sustainability, is vital to securing future funding, both internal and external.

Learning about which schemes are the most effective in achieving these objectives and responding to local transport issues helps build the evidence base to support future decision making and share lessons about delivery of best practice.

Although evaluation is important, it needs to be cost effective and proportionate. There is currently no Corporate Framework for scheme monitoring and evaluation and it is therefore taken forward on a scheme by scheme basis, largely as follows;

2.

2.1 DfT Funded Projects

Those schemes which attract DfT (or other government funding) have to comply with their Monitoring and Evaluation Framework. This is broadly set over three main areas

Standard monitoring: All schemes will be required to monitor and report on a standard set of measures; Scheme build, delivered scheme, costs, scheme objectives, travel demand, travel times and reliability of travel times, impacts on the economy; and, more recently, carbon impacts.

Enhanced monitoring: Further measures are monitored and reported for schemes costing more than £50m or which are anticipated to have a significant impact on particular indicators (e.g. local air quality);

Fuller evaluation: A selection of schemes are required to undertake a fuller evaluation which consists of assessments of the delivery process, outcomes and impacts and value for money. These schemes have been selected based on the scale of investment, the nature of the scheme and the benefits to be gained from the evaluation evidence generated.

It should be noted that many of the benefits from these larger projects take many years to materialise and the length of monitoring reflects this.

2.2 WCC Capital Projects

There is currently no structured Monitoring and Evaluation Framework for WCC funded projects however a proposal for this is being developed and is discussed in more detail later in this note.

Historically our capacity to carry out detailed monitoring and evaluation of schemes has been restricted by available resource. However, a recent investment in our monitoring capabilities means that we are now building back this capacity which will have a significant benefit. We have been able to re-establish an in-house monitoring team that is now fully staffed and deployment of out monitoring equipment is taking place both on a strategic and a scheme-by-scheme basis.

This will also allow us to monitor the wider impacts of our work particularly in the area of Active Travel. We will be able to monitor the changes in number of people walking and cycling across key locations around the county.

We will be able to monitor impacts of changes in our town centres much as we were able to do as part of the Covid related town centre road space reallocation schemes.

Our Capital projects broadly follow the Prince Project Management framework and as such monitoring and evaluation is built in as part of the project programme. This includes a lessons learned session as part of project start up and close down as well as objective and outcome monitoring.

2.3 Casualty Reduction Schemes

Currently the severity of the collisions are taken into account when prioritising remedial sites; those sites where there are killed or seriously injured (KSI) casualties are given a higher priority. With the current level of injury collisions in Warwickshire it is necessary to tackle the sites where road casualties are already happening. The County's Road Safety Engineering Team is responsible for identifying Casualty Reduction sites, analysing any contributory factors and developing engineering options to address the collisions. It prioritises sites for remedial measures using the Department for Transport economic justification which is based on an estimated First Year Rate of Return and broader whole life costing cost benefit ratio. This is the monetary benefits to be gained in collisions savings in the first year set against the cost of the scheme.

As schemes are identified on the previous three year collision data we monitor their effectiveness over a three year cycle as well. We are able to demonstrate not only the number of collisions prevented at the location, but the monetary value of these savings compared with the level of investment.

2.4 Local Schemes

In addition monitoring may also take place on some of our lower cost local concern type schemes. This tends to be focussed on schemes where there has been a change in speed limit or speed management measures implemented such as traffic calming schemes.

3. Future Monitoring

In addition to expanding our in-house monitoring capabilities, as part of the Local Transport Plan 4 implementation we will adopt an annual delivery plan which will feed in to the corporate performance framework. Once the LTP4 is adopted it is proposed that we will develop a WCC Transport Infrastructure monitoring and evaluation framework to ensure we are taking a consistent approach. We intend to develop a Capital Assurance Framework across Transport and Highways to provide assurance to Senior Officers, Members and Stakeholders that we are investing in the right

projects and ensuring we are delivering on their objectives. We anticipate that work will commence on this later in 2022.

Officers would be happy to provide a future presentation to this Committee demonstrating this monitoring approach on a number of different schemes.

Philippa Young

Lead Commissioner

Transport and Highways

April 2022

This page is intentionally left blank

Communities Overview & Scrutiny Committee

13 April 2022

Council Plan 2020 – 2025 Quarterly Progress Report Period under review: 1st April 2021 to 31st December 2021

Recommendation

That the Overview and Scrutiny Committee:

- (i) Consider progress on the delivery of the Council Plan 2020 - 2025 for the period as contained in the report.

1. Introduction

- 1.1. The Council Plan Quarter 3 Performance Progress Report for the period 1st April 2021 to 31st December 2021 was considered and approved by Cabinet on 17th February 2022. The report provides an overview of progress of the key elements of the Council Plan, 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 Cabinet meeting.
- 1.2. This report draws on information extracted from both Cabinet reports to provide this Committee with information relevant to its remit.
- 1.3. Comprehensive performance reporting is now enabled through the following link to Power BI [OSC 2021/22 Performance Report](#).

2. Council Plan 2020 - 2025: Strategic Context and Performance Commentary

2.1 The Council Plan 2020 – 2025 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 54 KBMs.

Outcome	No. of KBMs	No. of KBMs available for reporting at Quarter 2
Warwickshire's communities and individuals are supported to be safe, healthy and independent	27	23
Warwickshire's economy is vibrant and supported by the right jobs, training, skills and infrastructure	13	8
WCC making the best use of its resources	14	12

- 2.2 Overall, the Council continues to maintain its robust performance across the board in the face of increased and changing demand, due to the ongoing and varying degree of impact of the Covid-19 pandemic resulting in significant changes in how services are delivered. Despite some restrictions being reintroduced Council Services are continuing to provide support to communities most in need but are now focusing more resource on their core work and less on specific Covid response, which is now being reflected in KBM performance.
- 2.3 Of the 54 KBMs, 11 are in the remit of this Overview and Scrutiny Committee. 45% (4) of reportable KBMs are On Track and 55% (5) KBMs are Not on Track. The remaining 2 KBM's will be reportable at the end of the year which are % of Warwickshire road network meeting specified condition and No. of journeys on public transport services supported by WCC.

Table 1 below summarises KBM status at Quarter 3 by agreed Outcomes.

Outcome	Current Status	Number of measures
Warwickshire's communities and individuals are supported to be safe, healthy and independent	On Track	2
	Not on Track	1
	Not Applicable	0
Warwickshire's economy is vibrant and supported by the right jobs, training, skills and infrastructure	On Track	2
	Not on Track	4
	Not Applicable	2
WCC making the best use of its resources	On Track	0
	Not on Track	0
	Not Applicable	0

Table 1

- 2.4 Of the 45% (4) KBM's which are On Track there are 2 measures where performance is of note and these are detailed in Table 2 below:

Warwickshire's communities and individuals are supported to be safe, healthy and independent

Rate of total recorded crime per 1000 population



Current performance:

December’s crime data is not yet available. However, the overall trends at the end of November show burglary, antisocial behaviour & vehicle crime remain below cumulative 3 year monthly averages. There is a realistic possibility this is being influenced by people spending more time at home during the day. It is to be noted November experienced the highest monthly incidents of theft from motor vehicles and local partnerships addressed this through awareness campaigns.

Both Nationally and locally the service saw a rise in the reported numbers of drink spiking incidents in the night-time economy. A targeted partnership group, Operation Safe Zone, was established to identify, target locations, victim profiles, perpetrator profiles, incident information, identify best practice to reduce the risk of spiking taking place, media campaigns to raise awareness and a partnership action plan to target the areas of concern. The group first met in October and although the numbers are smaller in Warwickshire a concerning trend was identified. A proportionate response by partners was initiated which included proactive enforcement activity ensuring licences were taking appropriate steps to safeguard their customers, drug testing kits were issued to response teams to identify what drugs were being used to spike victims, promoting awareness of customers not leave drinks unattended, drink protectors were offered to customers, implementing the good night out campaign, CCTV operators, street marshals and street pastors were informed and vigilant to the risks and presentations of those in the night-time economy. The group continues to meet and will implement actions and share best practice across the county.

A review of the Safer Warwickshire Partnership Board (SWPB) has taken place in 2021 and the 16 recommendations from the review were approved at the December SWPB meeting. The review will result in:

- 3 overarching strategic priorities to focus the work of partners,
- change to the structure of the board meetings, enabling partnership events to be held creating the time and space to address the 3 strategic priorities and how partners work together to address them
- the creation of a performance management group which will hold all subgroups of the board to account for delivery against the 3 strategic priorities
- development of new channels for communication including the celebration of success
- re-establish a framework for delivering and using Section 17 of the Crime and Disorder act.

Improvement activity:

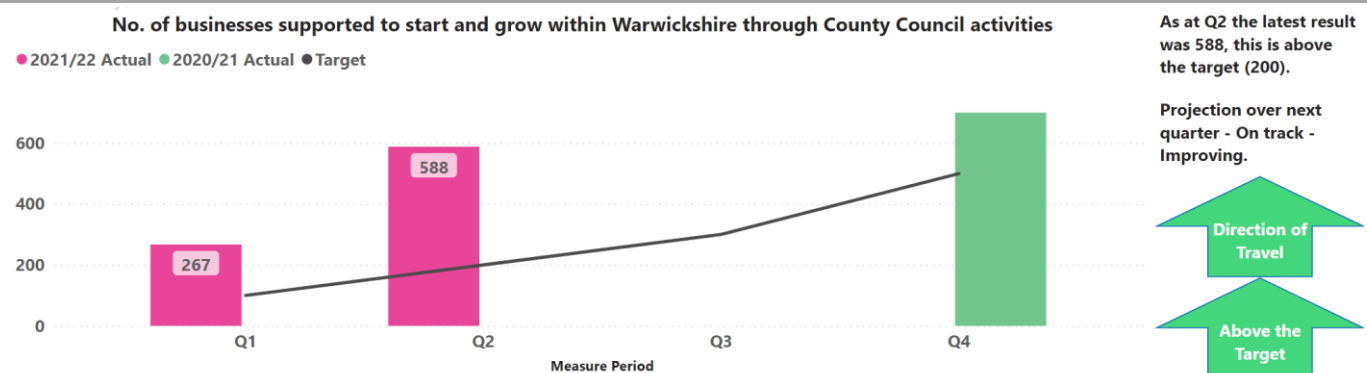
Delivery against the Home Office Safer streets funding, which enabled WCC and partners to secure £249,000 to provide improvements at identified locations to make streets feel safer especially for women and girls continues. Challenges around timescales are significant but all partners continue to work together to realise the programme of works. Development of the preventing violence strategy continues and will be a significant focus for the first SWPB partnership event in summer 2022. The Modern-Day Slavery group continues to meet and is developing a framework and pathway for partners to identify the risks, gaps, raise awareness and ensure effective partnership processes is implemented in Warwickshire. Domestic abuse perpetrator programmes will commence delivering the outcomes of the independent review concluded in summer 2021.

Explanation of the projection trajectory: On Track – Remaining Static

During Quarter 4, Warwickshire partners continue to monitor current crime trends and incidents and respond directly to emerging threats through local operational groups. The work of the SWPB will continue to develop from the review at a county level and will address the 3 strategic priorities ensuring a joined up partnership approach in Warwickshire to address community safety issues and concerns.

Warwickshire’s communities and individuals are supported to be safe, healthy and independent

No. of businesses supported to start and grow within Warwickshire through County Council activities



Current performance narrative:

Available end of Jan.

Improvement activity:

None required as already well ahead of target.

Explanation of the projected trajectory: On Track - Improving

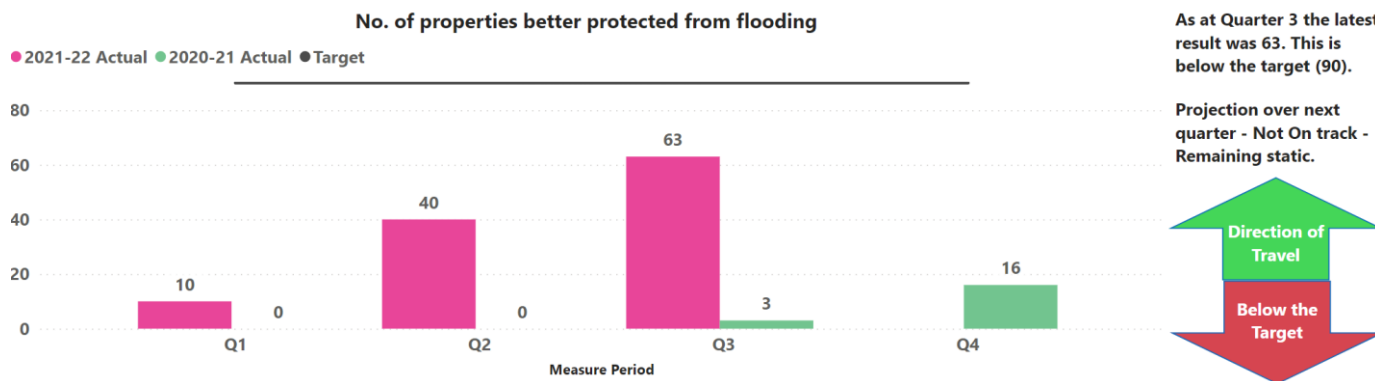
Already well ahead of target due to progress of additional, time-limited economic recovery programmes.

Table 2

2.5 Of the 5 KBMs that are Not on Track at Quarter 3, 3 KBM's require highlighting in Table 3 below which details the current performance narrative, improvement activity and explanation of projected trajectory:

Warwickshire's communities and individuals are supported to be safe, healthy and independent

No. of properties better protected from flooding



Current Performance:

Due to issues with Business Case approval, Listed Building Consents and resident engagement, delays to the Capital Programme have pushed back delivery of a number of schemes to 2022/23. Pailton and Bilton Road are expected to deliver a further 5 properties and Phase 1 of Fillongley will also deliver 6 properties this financial year.

Covid-19 has had a negative effect on delivery in several different ways. The schemes the service deliver are property based, so difficulties have arisen from being able to survey and fit inside of properties whilst there have been restrictions. Additionally, the service have not been able to engage with communities as affectively as the service would have usually (in person) so this has delayed delivery. Manufacture of the products has been delayed due to manufacturers catching up for a period when workers were on furlough – lead in times remain high, and costs have increased (meaning additional exception reporting to the Environment Agency). On the subject of the Environment Agency, their approvals have been very slow which in turn has slowed down delivery.

Several of the schemes have increased in numbers of properties expected to be protected and will need to be included in the target for next financial year, such as Fenny Compton which has been approved for 52 properties up from 40; however they will not be delivered until next financial year.

- 2 businesses and 1 residential property were better protected through pre-enforcement action to cleanse a ditch course and crossing in Little Compton.
- 7 properties better protected following pre-enforcement action to cleanse watercourse in Broadwell. WCC Structures have also cleansed the upstream WCC culvert asset.
- 10 properties better protected through partnership working, to address defects within culverted watercourse that would affect conveyance. Defect relates to Bell Brook Bypass scheme and wider issues remain under investigation.
- 2 properties better protected though advising riparian landowners on ditch maintenance and through partnership working with highways to address highway crossing.
- 1 property plus highway better protected through partnership working with North Worcestershire

Water Management to enforce the repair of a culverted watercourse.

Improvement Activity:

More upfront community engagement is required to ensure delays do not occur which push delivery into the next financial year for future schemes, this is especially necessary with Covid-19 making it more difficult to have face to face meetings. Long lead in times for manufacturing of products is also causing delays.

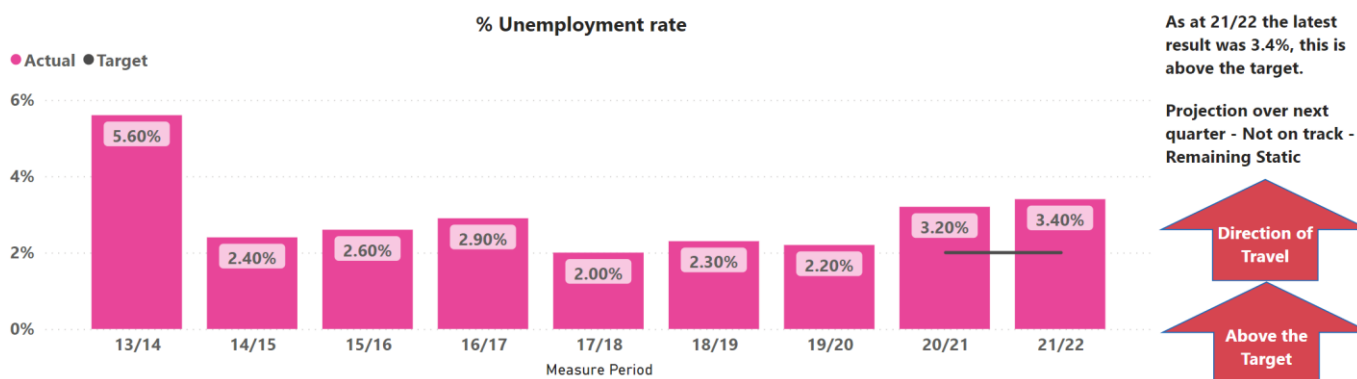
Explanation of the projection trajectory:

Currently projected to not hit target. The expected number of properties is 74, this is short of the target of 90 due to the reasons given above.

In regards to catching up with the properties that haven't been protected this year it is anticipated they will be delivered within the first half of next year.

Warwickshire's economy is vibrant and supported by the right jobs, training, skills and infrastructure

% Unemployment rate



Current performance:

The unemployment rate fell to 3.4% in Quarter 3 2021 from 4.4% in Quarter 2 2021 on trend with the rate for England which also fell to 5.0% in Quarter 2 2021 from 5.2. Other statistical neighbours came in at: Coventry (5.3%), Leicestershire (5.9%), Worcestershire (2.8%), North Northamptonshire (4.1%) and West Northamptonshire (5.6%).

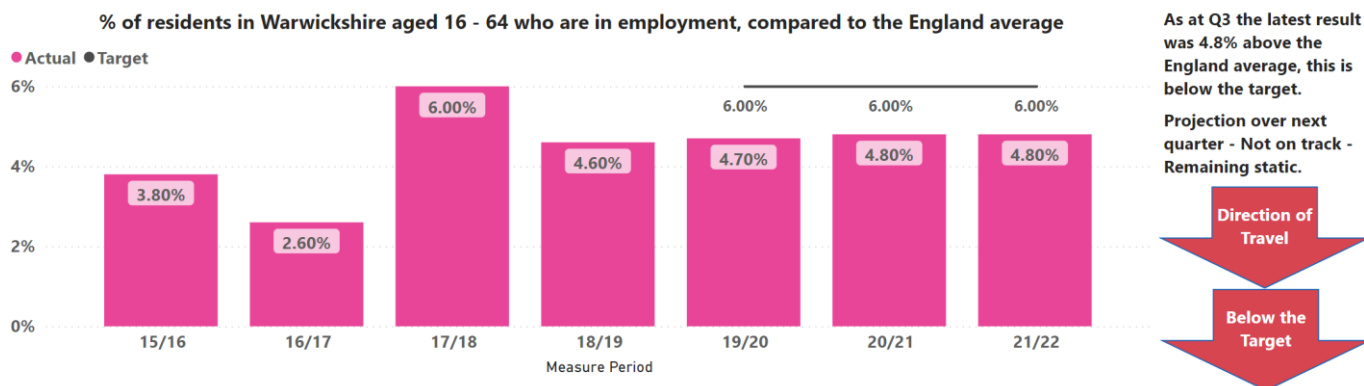
Improvement activity:

The fall in unemployment rate within Warwickshire in Quarter 3 2021 is in line with the national trend which also experienced a reduction. Despite the ending of the furlough scheme (September 2021) the true extent of the withdrawal of scheme will only be seen in Quarter 4 as the labour market adjusts and the data catches up. High vacancy numbers and increasing hiring from employers may also be a contributing factor to the reduced unemployment levels both within the county and nationally. The full impact of the ending of the furlough scheme will be seen in Quarter 4 2021.

Explanation of the projected trajectory: Not on Track – Remaining Static

This will be reviewed as data is available to assess the full impacts of pandemic on the labour market but the latest figures from Quarter 3 2021 are above the target currently set for 2021/22.

% of residents in Warwickshire aged 16-64 who are in employment compared to the England average



Current performance:

Currently the percentage of residents in Warwickshire aged 16-64 who are in employment is 4.8% higher than the England average. Latest data for Quarter 3 shows 79.7% of those aged 16-64 are in employment in Warwickshire, a rise from 79.4% in Quarter 2 2021. England also experienced an incremental increase from 74.7% to 74.9% and the gap between England and Warwickshire's employment rate has increased slightly.

As mentioned in previous quarters, due to the makeup of the Warwickshire economy, forecasts predicted the county would be disproportionately affected, particularly for hospitality & tourism. Despite the ending of the furlough scheme (September 2021) the true extent of the withdrawal of scheme will only be seen in Quarter 4 as the labour market adjusts and the data catches up.

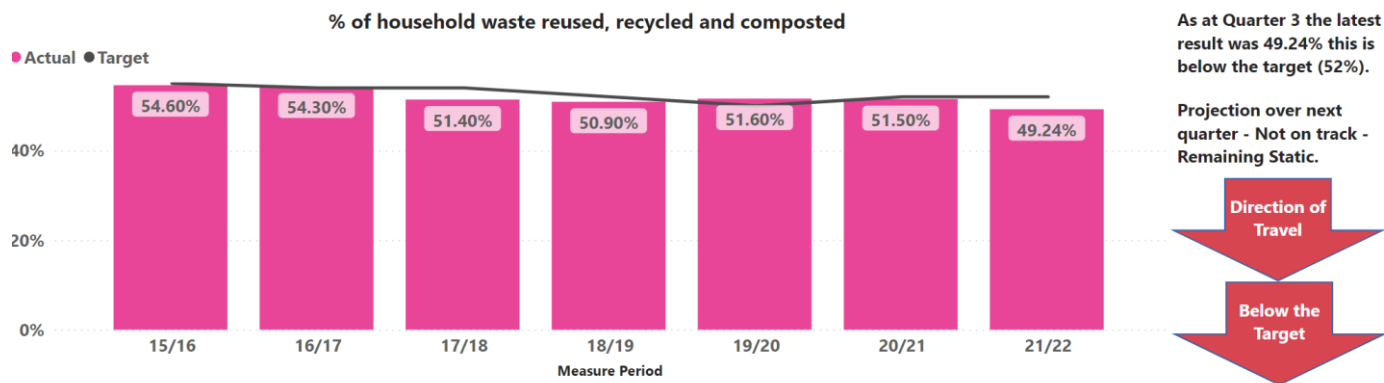
Improvement activity:

Strong demand for WCC Business Skills Support Service continues as we support employers bringing employees back to work and onboard new ones. Job vacancies continued to rise alongside recruitment activities from businesses in Quarter 3 which could be a contributing factor to the rise in employment levels. It was also reported that there was a rise in part time work as Covid-19 restrictions eased. Despite the ending of the furlough scheme (September 2021) the true extent of the withdrawal of scheme will only be seen in Quarter 4 as the labour market adjusts and the data catches up.

Explanation of the projected trajectory: Not on Track – Remaining Static

Difficult to predict until the impacts of the government's furlough scheme tail off and data lags catch up. It is more likely that this will be seen in Quarter 4 data.

% of household waste re-used, recycled and composted



Current performance narrative:

This forecast is based on figures April to September 2021. Green Waste is expected to reduce this year due to charging introduced by North Warwickshire Borough and Stratford District Councils. Also, the loss of the PURE recycling facility due to a fire had a negative impact on recycling in Stratford-on-Avon District. In addition, operational issues with driver shortages and Covid-19 have led to disruption in waste collection in several areas e.g., suspension of green/bio waste collections in 4 of the 5 district and boroughs. An increase in the amount of residual waste collected has also reduced our recycling performance.

Improvement activity:

Activity continues to promote waste reduction, reuse, recycling and composting. 8,798 subscribers received the December edition of the 'Warwickshire Recycles' e-newsletter. Slim Your Bin has recruited 1,253 'bin dieters' onto its 4-week training programme. The module called 'Slim Your Bin Kids', proved popular over the school holidays. YouTube Home Composting Workshop launched last year, this has been viewed 1700 times and feedback has been very positive. Subsidised cold/hot compost bins are available to purchase from the recycling centres and online. Sales of composting equipment last financial year were double what they had been for the previous financial year. The countywide food waste recycling behaviour change campaign – In to Win, continues across the County with 5,811 households are now signed up.

Stratford District Council (SDC) and Warwick District Council (WDC) are completely changing their collection systems from August 2022. Food waste will be collected separately weekly and general waste will be collected every three weeks. This is expected to result in an increase in overall recycling rate and a reduction in waste sent to landfill / incineration. The service is working with WDC / SDC on finalising a treatment specification for food waste which will be out to tender soon. In WDC from August, recycling could be further increased as they change from a box / bag recycling collection method to a wheeled bin for all dry recycling. However, WDC will decide on 23rd Feb about charging for green garden waste, which if introduced from April 2022, would reduce the overall recycling rate. WCC waste behaviour change officers are working with SDC and WDC to make sure that communications from all councils supports this transition. In the past few weeks, the service has been supporting Nuneaton & Bedworth Borough Council (NBBC) as some of their recycling collections have been affected by the Coventry strikes (NBBC subcontract recycling collection to Coventry City Council).

All of the districts and boroughs are partners in Sherbourne Recycling, the materials recovery facility which should be in operation next year. It is expected that this state-of-the-art recycling facility will be able to accept and extract more recyclable material, leading to an increased

recycling rate. WCC will communicate about the use of the facility - good news for increased recycling, transparency of where recycling goes and reduced haulage. Updates are provided by North Warwickshire Borough Council to partners quarterly.

Explanation of the projected trajectory: Not on Track – Remaining Static

Forecast made using data April to September. The first two quarters generally have the most waste arising as usually there is less green waste over the winter period.

Table 3

2.6 Of the remaining 2 KBMs that are Not on Track, forecast performance is projected to remain Not on Track but Static:

- No. of properties better protected from flooding; and,
- % biodiversity net gain in Warwickshire.

2.7 Table 4 below illustrates the considered forecast performance projection over the forthcoming reporting period compared to projection at previous quarters.

	On Track			Not on Track			Not Applicable
	Improving	Remaining Static	Declining	Improving	Remaining Static	Declining	
Warwickshire’s communities and individuals are supported to be safe, healthy and independent		2			1		
Warwickshire’s economy is vibrant and supported by the right jobs, training, skills and infrastructure	1	1			4		2
WCC making the best use of its resources							

Table 4

9 KBM’s have a forecast performance projection for the forthcoming reporting period, this includes annual measures where data is not available until the end of the year. 33% (3) of the measures that have forecast performance projection have a status of being On Track and remaining static.

No. of businesses supported to start and grow within Warwickshire through County Council activities has already achieved the Quarter 3 target and is projected to improve over the next Quarter as recovery programmes, projects and services report their data.

There are 5 KBMs which have a forecast of being Not on Track and are expected to remain Not on Track during the next Quarter and 3 of these have been fully detailed in 2.5. The other measures are % biodiversity net gain in Warwickshire and No. of properties better protected from flooding.

2.8 The Pandemic continues to impact on a proportion of these measures leading to delays in programmes of activity and both additional and frequently changing service demands. Improvement activity is in place to improve performance across all measures, and this is under constant review to ensure it is robust. Full context on all measures is provided in the [Power BI report](#).

2.9 The Council is developing a new performance management framework alongside the Council Plan refresh, which aims to provide a sharpened focus on performance and trajectory and will better support delivery of the Organisation's new priorities as outlined in the refreshed Council Plan. A Members Working Group (MWG) has been supporting the development of the new Framework and Cabinet will receive a full report, including the recommendations from the MWG and the full proposed Performance Management Framework, in March.

3. Financial Commentary

3.1. Revenue Budget

3.1.1. The Council has set the performance threshold in relation to revenue spend as zero overspend and no more than a 2% underspend. The following Table 3 shows the forecast position for the Services concerned.

Service Area	Approved Budget	Service Forecast	(Under) /Over spend	Variation as a % of budget	Change from Q2 forecast	Represented by:				Remaining service variance as a % of budget	Remaining Service Change from Q2 forecast
						Investment Funds	Impact on Earmarked Reserves	Covid Impact	Remaining Service Variance		
	£m	£m	£m	%	£m	£m	£m	£m	£m	%	£m
Environment Services	26.592	26.503	(0.089)	(0.33%)	(0.573)	0	0.015	0.642	(0.746)	(2.81%)	(0.606)
Strategic Commissioner for Communities	24.676	28.267	3.591	14.55%	(1.029)	(0.690)	(0.120)	4.782	(0.381)	(1.54%)	(0.333)
Subtotal Communities	51.268	54.77	3.502	6.83%	(1.602)	(0.690)	(0.105)	5.424	(1.127)	(1.60%)	(0.939)

Table 5

3.1.2. Environment Services reported a forecast underspend of £0.089m at the end of Quarter 3, of which £0.624m relates to Covid and funded by Covid grant income received by the Council. The remaining Service variance is £0.746m underspend, equivalent to 2.81% of the revenue budget for the Service. The material aspects of the underspend are attributable to the following factors:

- Network Management is forecasting an overachievement of income (£0.451m) an increase of £0.364m compared to Q2. This is mainly due to the volume of Temporary Traffic Orders and associated fines being made where conditions have not fully been met.
- Department for Transport funding for Supported Bus Services (£0.319m) not being fully spent as originally anticipated in year. The funding is for a 2-year project from 20/21 but started late due to Covid so will be requested for carry forward into 22/23 to complete.

3.1.3. Strategy and Commissioning for Communities reported a £3.591m overspend including £4.782m Covid pressures at the end of Quarter 3. Covid related pressures increased by £0.248m compared to Q2. This has mostly arisen due to the sustained changes in waste

tonnages, increased road safety costs and lost income in Business Centres being offset by a reduction in spend in Business Economy. Covid expenditure is funded by Covid grant income.

Excluding the impact of Covid and forecast movement in reserve balances the remaining service variance is £0.381m underspend, equivalent to (1.54%) of revenue budget.

Further details can be found in the Quarter 3 Finance Monitoring report.

3.2. Delivery of the Savings Plan

3.2.1. The savings targets and forecast outturn for the Services are shown below: in Chart 7.

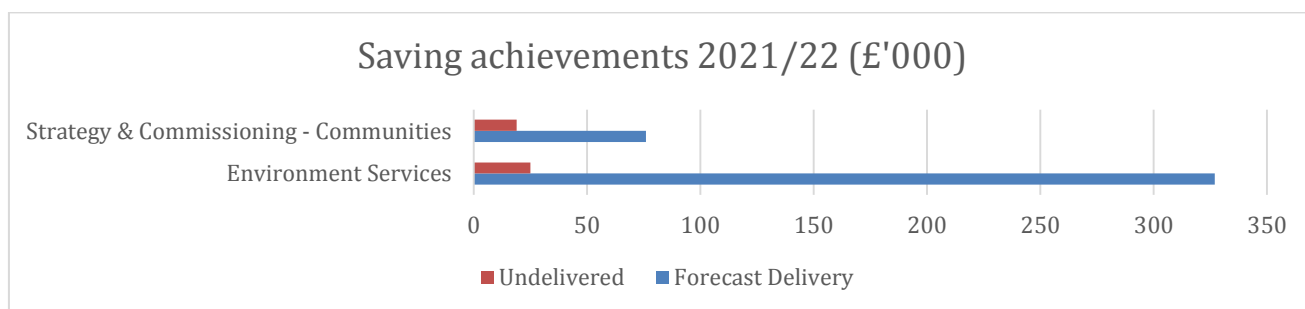


Chart 7

3.2.1 Environment Services is forecasting a £0.025m shortfall on one of its two savings schemes, due to Forestry income forecast being below target.

3.2.2. Strategic Commissioning for Communities is forecasting a £0.034m shortfall on two of its three savings schemes due to delay in ordering containers for household waste recycling and under achievement of third-party savings.

3.3 Capital Programme

3.3.1. The Table 4 below shows the approved capital budget for the Services and any slippage into future years.

Service	Approved 2021-22 capital programme	New projects in year	Budget Reprofile	Net over / underspend	Total capital programme	Delays	Forecast In year capital spend	Delays %
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Environment Services	54,542	139	259	39	54,979	(6,560)	48,419	-12%
Strategic Commissioning for Communities	10,684	0	559	1	11,244	(2,381)	8,863	-22%

Table 4

Environment Services – £6.560m delay caused by:

- A46 Stanks Island signalisation and improvement, Birmingham Road, Warwick (£1.414m) - Main scheme contractor has gone into administration. This means £0.600m spend has been pushed into 2022-23 as the amounts due are unlikely to be resolved until then via the administrators. Phase 2 of the scheme has been delayed until next year due to approvals with National Highways taking longer than expected. This is mainly due to being unable to book road space due to multiple other works in the area. This delay has a knock-on effect for Part 1 claims (£0.200m) being pushed into the following financial year.
- A444 Corridor improvements (£0.458m) – The delays on this project have been caused by the following issues:
 1. Technical detail design issues requiring further traffic modelling and engagement with Road Safety,
 2. The land acquisition is taking much longer than expected,
 3. There are traffic management restrictions due to the close proximity to George Eliot Hospital (Covid) and the other highway projects around Nuneaton,
 4. Contractor availability
- A46 Stoneleigh Junction improvement (£3.264m) – Changing end date of scheme for a variety of reasons impacts expected yearly spend. Significant sums related to compensation events (whilst allowed for within the overall budget) are still being negotiated and no payment will be made until these sums have been agreed. This has had an impact on the spend profile. The chosen Contractor is yet to provide a performance bond and to mitigate the risk this presents we are currently withholding a payment of approximately £1.600m in accordance with the contract.
- Emscote Road Corridor improvements (£0.386m) – The project construction phase has been pushed back due to the availability of resource and conflicting priorities during Covid. The spend has therefore been reprofiled. Some design and consultation work is required meaning construction is not likely to commence until 2022/23.
- A452 Kenilworth to Leamington Spa town centre cycle route (£0.320m) – there is likely to be spend on design fees and surveys only in 2021-22. The commencement of construction has been pushed back to 2022-23 pending a comprehensive road safety audit.
- Area Delegated projects (£0.196m) – where due to Covid 19 spend has been slower than originally anticipated.

Strategic Commissioning for Communities - £2.381m delay caused by:

- Transforming Nuneaton (£0.772m) – Costs to be incurred relating to the relocation of a tenant are now expected in 2022-23, once agreements have been signed and expenditure has taken place.
- Stoneleigh Park link road (£0.409m) - Time has been spent ensuring that the most suitable contractual arrangement is used for design and scheme build, to minimise the Council's exposure to risk. As various parties are involved this has taken longer than expected, hence the changes to the profile of expenditure.

- Kenilworth Station (£0.229m) - Actual spend in 2021-22 is lower than forecast due to delays in completing minor snagging.
- Leamington Station Commonwealth Games infrastructure improvements (£0.208m) – An additional £0.200 million has been added to scheme budget via an internal reallocation of Network Rail grant. It is envisaged the balance of £0.055m will be met from a Heritage Railway Trust grant. The spending profile across financial years has been adjusted to take account of the delay in construction works which are now due to commence in February 2022.
- Rural mobility fund (£0.207m) – Time has been spent ensuring the most suitable contractual arrangement is used for design and scheme build, to minimise the Council's exposure to risk. As various parties are involved this has taken longer than expected, hence the slippage in the scheme spend profile.
- Evidence led decision making to tackle climate change equipment (£0.150m) – the budget for Artificial Intelligence Technology and ANPR (Automatic Number Plate Recognition) to monitor air quality has been rescheduled to 2022-23 due to the required procurement process.

In addition to the above there are some minor delays on multiple projects across the two service areas. More details can be found in the annex of the financial monitoring report which went to Cabinet on the 25th January 2022.

The current economic situation, both nationally and internationally post Covid-19, is likely to have an impact on the delivery of the capital programme in the short to medium term. Inflation, material shortages and supply chain issues are creating uncertainty and a challenging delivery environment.

4. Risk Management

- 4.1 Strategic risks were updated and assessed by Corporate Board in January 2022. Those strategic risks that align to the Committee's remit and Council Plan priority areas are reported in the Appendix, along with mitigation strategies and an indication of the direction of travel for each risk.
- 4.2 Strategic areas of risk that are currently assessed as high (red rating) or with sustained levels of residual risk due to a challenging external environment relate to the challenges, and associated risks, to successfully delivering the Climate Change net zero targets for the Council and the County. Risks to sustaining economic growth and post pandemic recovery across sectors and geographical areas with potentially high impact consequences for Warwickshire communities and businesses.
- 4.3 All Q3 service risk registers were also updated in January, by Assistant Directors and service risk owners. The highest rated risks and movements in risk levels are then reported to respective Directorate Leadership Teams for senior leader oversight and assurance on mitigation actions. Directorate level risk reporting will continue to evolve in 2022/23, making use of Power BI to report aggregated risk and provide a facility to drill down to risk register information. There are cross cutting risk themes identified from service risk registers which also impact on Communities services, most significantly:
 - The sustained risk of inflationary pressures alongside sustained levels of high demand for services, putting pressure on direct costs, service budgets, service continuity and

- affordability;
- Workforce resilience and impact on service capacity and individual well-being, particularly in customer contact roles;

5. Supporting Papers

A copy of the full report and supporting documents that went to Cabinet on the 17th February is available via the committee system.

6. Environmental Implications

None

7. Background Papers

None

<p>Authors:</p>	<p>Vanessa Belton, Delivery Lead Business Intelligence Performance, Planning and Quality; vanessabelton@warwickshire.gov.uk Christopher McNally, Performance Analyst; christophermcnally@warwickshire.gov.uk Natalia Szabo, Lead Commissioner Finance Strategy nataliaszabo@warwickshire.gov.uk Lynn Todman, Technical Specialist - Risk Management lynntodman@warwickshire.gov.uk</p>
<p>Assistant Directors</p>	<p>David Ayton-Hill, Assistant Director Communities; davidayton-hill@warwickshire.gov.uk</p> <p>Scott Tompkins, Assistant Director Environment Services; scotttompkins@warwickshire.gov.uk</p>
<p>Strategic Director</p>	<p>Mark Ryder, Strategic Director for Communities; markryder@warwickshire.gov.uk</p>
<p>Portfolio Holders</p>	<p>Cllr W Redford, Portfolio Holder for Transport & Planning; cllrredford@warwickshire.gov.uk</p> <p>Cllr A Crump, Portfolio Holder for Fire & Rescue and Community Safety; cllrcrump@warwickshire.gov.uk</p> <p>Cllr K Kaur, Portfolio Holder for Economy and Place; cllrkaur@warwickshire.gov.uk</p> <p>Cllr H Timms, Portfolio for Environment, Climate & Culture; cllrtimms@warwickshire.gov.uk</p>

Appendix A

1. Strategic Risk Update, Corporate Board 17 January 2022: for reporting to Communities OSC

For each strategic risk, a residual risk score is applied, using a consistent risk assessment matrix [(impact x likelihood) + impact]. The positive impact of existing control and mitigation measures is also considered.

Priority Areas and Risk Appetite	Risk	Mitigation Approach	Lead Directorate	Residual Risk Scores			
				Corporate Board assessment			
				Feb 2021	Oct 2021	January 2022	Direction of Travel
Vibrant Economy & Places Risk Appetite: Economy (Open) Service Delivery (Cautious)	01.Risk of slow or stalling economic growth affecting business, key sectors and town centre viability.	WRIF and WPDC Business Plans target social and economic benefits. Maintaining engagement and foresight of external funding programmes through sector and regional networks and collaborations.	COMMUNITIES	16	12	12	↓
	02.Risk of not delivering or achieving on our area-based regeneration and place priorities, due to differential levels of recovery from the economic impacts of Covid-19, including (but not limited to) to business impacts, financial exclusion and stress.	Deliver major infrastructure, digital connectivity and improved transport options. Council resources dedicated to proactive support for business and creating the conditions for investment, training and skills. Social Welfare Fund.		New	12	12	→
	03. Risk of education and skills gaps widening and inability to catch up to regain pre-pandemic levels of attainment after restricted access to school learning settings, lasting mental health and child development impacts.	Social Inequalities Strategy Education Strategy. WRIF investment allocations and new WCC business support funds.		16	12	12	→
Sustainable Futures Risk Appetite: Climate Change (Open)	09 (revised).Risk of not achieving our climate change target of net zero by 2030, if we fail to adopt sustainability goals within our core service activities, plans and strategies.	Climate Change Programme overseen by dedicated Climate Change Delivery Group and proposals to commission external support to deliver net zero County by 2050 and a Warwickshire/ Coventry COP for climate change action. <i>In Q3, we will split risk 9 to show County wide risks and challenges separately from the Council's own targets and risks.</i>	JOINTLY OWNED	12	12	12	→
18.Risk of not achieving County net zero by 2050, bio diversity and climate adaptation targets, if national roadmap and guidance on approach and funding structures is not clear and unable to mobilise businesses, communities and co-delivery partners where there are critical dependencies.	Spotlight on WCC led climate change action via dedicated website, open communication channels and community engagement opportunities. Warwickshire & Coventry COP event March 2022. Green shoots fund phase 1 and 2.				15	↑	

This page is intentionally left blank

Communities Overview and Scrutiny Committee - Work Programme

Date of next report	Item	Report detail
Page 71	Standing items	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).
	EDS Dashboard (to be received every 6 months)	A table on all cycling, walking, train and road developments in Warwickshire and their progress
TBD	A46 Strategic Link Road Outline Business Case	This report presents the Outline Business Case for the proposed new A46 travel corridor. For submission to the Department for Transport.
13 April 2022	HS2 grants	To monitor the level of income from HS2 to seek reassurance that WCC is being fully reimbursed
13 April 2022	Climate adaption (briefing note adapted from previous report)	An update on the Climate Impacts Assessment for Warwickshire County Council report from March 2021
13 April 2022	Pedestrian Crossings criteria (briefing note)	A note providing a review on the current guidance for the implementation of pedestrian crossings and area where new pedestrian crossings would be beneficial

13 April 2022	Quarter 3 Council Plan 2020-2025 Quarterly Progress Report (April 2021 to December 2021)	This report summarises the performance of the organisation at the Quarter 3 position, 1 April 2021 to 31 December 2021.
13 April 2022	Transport Scheme Evaluation (briefing note)	A briefing note on WCC's current approach, plans to improve/expand this work, and present a couple of examples to Members.
22 June 2022	Vehicle Activated street signs (briefing note)	A note on the review being undertaken for the usefulness of vehicle activated street signs in comparison to the amount of resources they take up
22 June 2022	Verge Maintenance Policy	A briefing note on the council's new policy
22 June 2022	Draft Report for Highway Schemes	Draft Report on highway schemes and ahead of the planned website for Autumn 2021. This will include delegated budgets and schemes already implemented to review their success
22 June 2022	School Keep Clear Enforcement Zone	Progress on the parking outside schools enforcement work
22 June 2022	Approach to levelling up	To be presented to all OSCs
21 September 2022	Bermuda Connectivity Update	An update on the Bermuda Connectivity project in Nuneaton
21 September 2022	Active Travel outside schools (briefing note)	A note on work being done to promote active travel e.g. cycling and walking outside schools
21 September 2022	Waste Management Update	Update on the government waste changes
21 September 2022	Major Scheme Development Evaluation	An annual report providing an update on any major schemes ongoing in Warwickshire and any environmental implications they had. This will include any successes/failures of transport development schemes implemented
21 September 2022	Social Fund Policy Update	An update on the Social Policy Fund and its successes following the comments made by the committee in September 2021

9 November 2022	WRIF Update	An update on the Warwickshire Recovery Investment Fund and it's progress
9 November 2022	Cycling Liaison Group Report	A report from the CLG regarding cycling updates in Warwickshire and the benefits to the environment and tourism
9 November 2022	Air Quality Monitoring	To provide and update on air quality monitoring since the TFG recommendations in 2018
9 November 2022	Flood Drainage Policies	Following the motion at full council: a review of this Council's flood alleviation and drainage policies and invites Seven Trent Water, the Environment Agency and other partners to provide evidence for this review, in order to develop relationships between partners and councillors in their individual divisions. This will include flood management.
9 November 2022	Speed Cameras (briefing note)	A note on average speeds picked up by speed cameras across Warwickshire

Items for future work programming and review

Item	Description
Planning	
HS2 grants	To monitor the level of income from HS2 to seek reassurance that WCC is being fully reimbursed.
Capital programme	How managed/ overall picture of schemes (Note Resources & Fire and Rescue are also getting regular update on capital slippage).
Bermuda Connectivity	(post-implementation) A report on the Bermuda project
Economy	
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 streetlights and investment in safer routes to schools.
Sub National Transport Body	Update when appropriate

Community Cohesion	
KSIs and Speed Limits	To review the Council's speed limit and speed camera policies.
Waste Management Review	For when the Government's Resources and Waste Strategy for England is published in 2021
Population statistics	To review population growth in Warwickshire in relation to housing developments (briefing note)
Sustainable Transport	
The Clean Air Act	To consider the policy and implications of the new Government proposals.
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)
Off-Street Parking Charges TFG Report	A report to be received from the TFG providing their recommendations before Cabinet