

Portfolio Holder Decisions/Leader Decisions

Friday 10 December 2021

Minutes

Attendance

Committee Members

Councillor Peter Butlin

Councillor Wallace Redford

1. Approval to tender for waste management contract

Resolved

That the Deputy Leader authorises the undertaking of a procurement exercise for reprocessing of separately collected food waste as set out in this report and delegates authority for the Strategic Director for Communities, in consultation with the Portfolio holder for Environment, Climate and Culture, to award the contract on terms and conditions acceptable to the Strategic Director for Resources

2. Addition of Developer-Funded Highway Schemes to the Capital Programme

Resolved

That the Deputy Leader (Finance and Property) gives approval to add the following schemes to the capital programme:

- Provision of hardstanding areas and bus stop poles at the pair of bus stops on Field Barn Way near Blandford Way in Hampton Magna. Approximate cost £8.5k;
- Provision of gateway facilities at Shipston-on-Stour and 2 no. bus shelters within the vicinity. Approximate cost £37k;
- Provision of a pair of bus stops on Meadow Road in Alcester. Approximate cost £8k; and
- Provision of a pair of bus stops on the B4114 Coleshill Road to serve a new development in Hartshill. Approximate cost £8k.

3. Additional of scheme at Alveston C of E Primary School to the Education (Schools) Capital Programme 2021/22

Resolved

The Portfolio Holder for Finance and Property approve the addition of the scheme for replacement and enhancement of the front boundary fence and access points at Alveston CofE Primary Schools to the Capital Programme at an estimated cost of £65,000 to be funded from S106 receipts (£68,139)

4. NWBC Off-street Parking Order 2021

Resolved

That the Portfolio Holder for Transport and Planning consents to the making of the North Warwickshire Borough Council Off-Street Parking Order 2021 by North Warwickshire Borough Council.

Deputy Leader Decision

Approval to tender for waste management contract

Portfolio Holder	Portfolio Holder for Finance and Property
Date of decision	10 December 2021
	Signed 

1. Decision taken

- 1.1 Recommendation - That the Deputy Leader authorises the undertaking of a procurement exercise for reprocessing of separately collected food waste as set out in this report and delegates authority for the Strategic Director for Communities, in consultation with the Portfolio holder for Environment, Climate and Culture, to award the contract on terms and conditions acceptable to the Strategic Director for Resources

2. Reasons for decisions

- 2.1 The Council needs to secure under contract a reprocessing service for separately collected food waste for waste arising in Stratford and Warwick districts commencing August 2022 as there is no current contracted provision for reprocessing separately collected food waste in Warwickshire. A specific food waste processing contract could realise environmental and financial benefits and soft market testing has shown that there are opportunities available in the supply market.
- 2.2 The best value for money will be achieved through competitive tendering for a service to reprocess the separately collected food waste. The Council does not own a site or equipment suitable for reprocessing the waste. At least two sites have been established in Warwickshire that could process the material, which evidences the potential for local competition and in addition soft market testing has indicated a good level of interest from the market in general. The length of the contract term will be structured to maximise potential competition. It is envisaged that demand for this service is likely to increase in coming years due to expected legislated changes, efforts to tackle climate change, and the cost of landfill tax and these factors could lead to increased reprocessing costs. The contract will endeavour to protect the Council from such increases.
- 2.3 The proposal is to procure a contract for separately collected food waste across Warwickshire to benefit from potential economies of scale. It is proposed that the initial contract term will be 8 years and the Authority reserves the right to extend

the contract by further periods not exceeding 24 months in total. The term will provide stability for the Waste Collection Authorities and coincides with the term of the Stratford and Warwick Collection contract.

- 2.4 The Council will seek to procure a contract for the reprocessing of approximately 15,000 to 20,000 tonnes of food waste per year. The contract will have no minimum tonnage commitment. The Council will consider variant bids including collection and haulage of food waste under this procurement exercise and determine if these offer good value and quality. The award criteria will seek to establish the most economically advantageous tender for the Council.

3. Background information

- 3.1 The Waste Management Group manages the Council's statutory obligation to provide treatment and disposal for municipal waste collected throughout Warwickshire by the Waste Collection Authorities. Waste materials are managed in line with the waste hierarchy, Warwickshire's joint municipal waste management strategy and in compliance with the national waste strategy and all appropriate legislation.
- 3.2 The consultation on the new National Resources and Waste Strategy said that all local authorities will be required to provide separate food waste collections in future. The indicative implementation date of 2023 has been suggested, although this may be pushed back, due to delays with the Environment Bill.
- 3.3 Stratford-on-Avon District Council and Warwick District Council are introducing new waste collection arrangement from August 2022. These arrangements include weekly collection of separately collected food waste, the fortnightly collection of dry mixed recycling and three weekly collection of residual waste. Green waste will be collected fortnightly.
- 3.4 Using information from [WRAP's Household Food Waste Collections Guide](#) and the number of households in Warwickshire, the Council can estimate potential future requirements for separately collected food waste across the County. If all waste collection authorities in Warwickshire collected food waste separately it is estimated there will be in the region of 15,000 to 20,000 tonnes, with an estimated 10,000 to 13,000 tonnes from Stratford and Warwick. Tonnage levels will be impacted by a range of factors including frequency of collections, frequency of residual waste collections, provision of caddy liners, property types, level of deprivation and quality of service.

4. Financial implications

- 4.1 Recent soft market testing carried out in October 2021 has indicated a range of reprocessing costs for separately collected food waste. Using this market information, at a cost of £15 per tonne it would cost £300,000 per annum to process 20,000 tonnes of separately collected food waste.

4.2 Currently comingled biowaste from Stratford, Warwick and Rugby is processed at Ufton-in-vessel composting facility at a cost of approx. £64 per tonne. Biowaste from North Warwickshire and Nuneaton and Bedworth is reprocessed at Vital Earth in vessel composting facility at a cost of approx. £48 per tonne. It would cost in the region of £1,000,000 per annum to continue to process 20,000 tonnes of material using these two biowaste contracts.

4.3 The total cost of a ten-year contract for reprocessing separately collected food waste for the whole of Warwickshire based on 20,000 tonnes and a gate fee of £15 is £3,000,000. This is a robust estimate, and the cost is not expected to exceed £3,000,000. The contract cost is already covered by service budgets.

5. Environmental implications

5.1 When organic material is landfilled it is generally compacted and covered. This removes the oxygen and causes it to break down in an anaerobic process which produces methane, a greenhouse gas that is 25 times more harmful than carbon dioxide. Modern landfills do seek to capture methane for electricity generation, but a proportion does escape into the atmosphere. It is estimated that landfilling food waste has a net positive green house gas potential of around +200 kg CO₂ eq per tonne.

5.2 The treatment method expected to be used for this contract captures methane efficiently and uses it to either generate electricity or potentially put it directly into the main gas grid. The method also produces a digestate which can be used by local farmers. It is estimated that the expected treatment method will have a net negative greenhouse gas potential of around -40 kg CO₂ eq per tonne of food waste treated.

5.3 The contract will ensure the organic material is not sent to landfill or incinerated and is processed in line with the waste hierarchy and the developing Resources and Waste Strategy for England.

5.4 An environmental risk assessment will be completed as part of the procurement plan.

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Assistant Director	Assistant Director, Communities
Lead Director	Strategic Director for Communities
Lead Member	Portfolio Holder for Finance and Property

Urgent matter?	Yes
Confidential or exempt?	Yes
Is the decision contrary to the budget and policy framework?	No

List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board – Mark Ryder

Legal – Ian Marriot

Finance – Andrew Felton

Equality – Keira Rounsley


Democratic Services – Isabelle Moorhouse

Councillors –

Local Member(s): n/a

Portfolio Holder Decision

Addition of Developer-Funded Highway Schemes to the Capital Programme

Portfolio Holder	Deputy Leader (Finance and Property)
Date of decision	10 December 2021
	Signed 

1. Decision taken

That the Deputy Leader (Finance and Property) gives approval to add the following schemes to the capital programme:

- Provision of hardstanding areas and bus stop poles at the pair of bus stops on Field Barn Way near Blandford Way in Hampton Magna. Approximate cost £8.5k;
- Provision of gateway facilities at Shipston-on-Stour and 2 no. bus shelters within the vicinity. Approximate cost £37k;
- Provision of a pair of bus stops on Meadow Road in Alcester. Approximate cost £8k; and
- Provision of a pair of bus stops on the B4114 Coleshill Road to serve a new development in Hartshill. Approximate cost £8k.

2. Reasons for decisions

- 2.1 Pursuant to the constitution the Portfolio Holder for Finance and Property has delegated power to approve the addition to the Capital Programme of schemes costing less than £2.0million, which are funded from external grants, developer contributions or from revenue.
- 2.2 The schemes referred to in this report are within the delegation to the Portfolio Holder for Finance and Property and are fully funded.

3. Background information

- 3.1 Provision of hardstanding areas and bus stop poles at the pair of bus stops on Field Barn Way near Blandford Way in Hampton Magna:
A planning application was submitted to Warwick District Council relating to the development land off Arras Boulevard in Hampton Magna. Planning permission

was granted on 13 November 2019 (Planning Ref No. W/19/0691) and this required the Developer to make a “Bus Service Contribution” of £8.4k towards areas of hardstanding and bus stop poles at the two bus stops on Field Barn Way near the junction with Blandford Way to serve the development.

3.2 Provision of gateway facilities at Shipston-on-Stour and 2 no. bus shelters within the vicinity:

A planning application was submitted to Stratford-on-Avon District Council relating to the development of land off London Road in Shipston-on-Stour. Planning permission was granted on 15 October 2015 (Planning Ref No. 13/02360/OUT) and this required the Developer to make a “Highway Contribution” of £35k for the purpose of providing funding towards the provision of gateway features at Shipston-on-Stour and two bus shelters within the vicinity of the site.

3.3 Provision of a pair of bus stops on Meadow Road in Alcester:

A planning application was submitted to Stratford-on-Avon District Council relating to the development of land north of Arden Forest Industrial Estate on Arden Road in Alcester. Planning permission was granted on 6 July 2017 (Planning Ref No. 16/02615/OUT) and this requires the Developer to make a “Public Transport Contribution” of £7.5k towards the provision of two bus stops to serve the development.

3.4 Provision of a pair of bus stops on the B4114 Coleshill Road to serve a new development in Hartshill:

A planning application was submitted to North Warwickshire Borough Council relating to land to the rear of 145 Coleshill Road in Hartshill. Planning permission was granted on 30 March 2017 (Planning Ref No. PAP/2016/0199) and this requires the Developer to make a “Bus Stop Contribution” of £7.5k towards the provision of two bus stops on the B4114 Coleshill Road to serve the development.

3.5 Engagement with relevant Warwickshire County Council Members:

County Council officers will liaise with the relevant Members prior to planning the delivery of the works.

4. Financial implications

- 4.1 Delivery of the programme of on-street bus stop infrastructure provision and improvements will be fully funded by the respective Section 106 developer contributions discharged to the County Council, which have been received. The addition of these schemes to the Capital Programme will not affect the overall level of capital resources available to the County Council.

5. Environmental implications

- 5.1 The National Planning Policy Framework promotes connectivity and integration between new development and sustainable transport. The programme of Section 106 funded on-street bus stop infrastructure provision and improvements enhance the attractiveness of travelling by sustainable transport. This will contribute

towards reducing the number of car trips on the local highway network and improving the environment.

- 5.2 The developer-funded programme of on-street bus stop infrastructure provision and improvements also supports the aspirations set out in the Warwickshire Bus Service Improvement Plan in terms of increasing bus patronage and further raising bus mode share. Continued modal shift would contribute towards improving the environment and supports the County Council and respective Borough and District Councils in achieving their climate and air quality targets and reducing carbon emissions.

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Assistant Director	David Ayton-Hill Assistant Director for Communities
Lead Director	Mark Ryder Strategic Director for Communities
Lead Member	Cllr Wallace Redford Portfolio Holder for Transport and Planning

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

List of background papers

NONE.

Members and officers consulted and informed

Portfolio Holder – Councillor Peter Butlin

Corporate Board – Mark Ryder

Legal – Ian Marriott

Finance – Virginia Rennie

Equality – Keira Rounsley

Democratic Services – Paul Williams

Councillors – Clarke, Watson, Holland, Roodhouse, Chilvers


Local Member(s):

Cllr Jo Barker (Shipston)

Cllr Margaret Bell (Hartshill & Mancetter) Cllr Piers Daniell (Alcester) Cllr Jan Matecki (Budbrooke & Bishop's Tachbrook)
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Portfolio Holder Decision

Addition of scheme at Alveston C of E Primary School to the Education (Schools) Capital Programme 2021/22

Portfolio Holder	Portfolio Holder for Finance and Property
Date of decision	14 January 2022
	Signed 

1. Decision taken

- 1.1 The Portfolio holder for Finance and Property approve the addition of the scheme for replacement and enhancement of the front boundary fence and access points at Alveston CofE Primary Schools to the Capital Programme at an estimated cost of £65,000 to be funded from S106 receipts (£68,139)

2. Reasons for decisions

- 2.1 The Portfolio holder has delegated authority to add schemes to the Capital Programme where the value is less than £2,000,000 and the scheme is fully funded from external grants, developer contributions or from revenue. Funding from developer contributions can only be used for a limited range of purposes specified in the relevant agreement. The Infrastructure Planning Lead has confirmed that the use of the funding for these purposes is in accordance with the terms of the relevant section 106 obligations
- 2.2 Concerns around the security and safeguarding risks presented by certain sections of their perimeter fencing has led to the school seeking the use of S106 funding to replace and enhance their front boundary fence and access points

3. Background information

- 3.1 Alveston CofE Primary School is situated off Knights Lane, Stratford with the main school playground separated from the road and public footpath by a timber palisade fence and access gates 1200mm high.
- 3.2 The school would like to address various security and safeguarding concerns that exist due to the nature of the perimeter fencing in place. The low level fence can

	be easily scaled by a pupil and the school are unable to effectively control unauthorised site access within and outside of school hours.
3.3	By making these improvements the school hope to improve general security of the site and to promote the personal safety of pupils and staff in school.
3.4	It is currently proposed to:
3.4.1	Install new perimeter/boundary fencing (1800mm high metal (steel) palisade security fencing powder coated in RAL6005 green) to the frontage of the school site to Knights Lane.
3.4.2	Install new pedestrian and vehicle access-controlled gates
3.4.3	Incorporate a new pedestrian access gate and pedestrian barriers (car park) to enable segregation of parents and children to safely enter Cygnets Nursery.
3.4.4	Ground works and electrics for the access control works will be required by making good playground markings after trenching and any internal works to route cables to reception office.

4. Financial implications

4.1 The capital works outlined in section 3 are estimated to cost £65,000, and will be funded via developer contributions. The terms attached to the S106 funding requires the contributions to be allocated for alterations and enhancements at Alveston CofE Primary School

5. Environmental implications

5.1 The design and implementation of the new fence will be in accordance with planning regulations and sympathetic to the surrounding area. Planning permission is not required for the implementation of this scheme.

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Assistant Director	chrisbaird@warwickshire.gov.uk (interim)
Lead Director	Strategic Director for Communities
Lead Member	Portfolio Holder for Finance and Property

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the	No

budget and policy framework?	
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List of background papers

None

Members and officers consulted and informed
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Portfolio Holder – Councillor Jeff Morgan

Corporate Board – Mark Ryder

Legal – Capital Access and Organisation Board

Finance – Capital Access and Organisation Board

Equality – Yes

Democratic Services – Yes

Councillors – Councillor Kate Rolfe

Local Member(s):

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Portfolio Holder Decision NWBC Off-street Parking Order 2021

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	10 December 2021
	Signed 

1. Decision taken

That the Portfolio Holder for Transport and Planning consents to the making of the North Warwickshire Borough Council Off-Street Parking Order 2021 by North Warwickshire Borough Council.

2. Reasons for decisions

North Warwickshire Borough Council (NWBC) is proposing to introduce changes to its Off-Street Parking Order which will result in amendments to car parks operated and maintained by NWBC.

The consent of the County Council is required under section 39 of the Road Traffic Regulation Act 1984. By virtue of section 32 of that Act, off-street car parks may be provided for the purpose of relieving or preventing congestion of traffic.

In deciding whether or not to exercise its power to consent (or to withhold consent), the Council is required to have regard to the matters set out in section 122 of the Road Traffic Regulation Act 1984. Section 122(1) requires the Council to exercise the functions conferred on it (so far as practicable having regard to the matters specified in section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

The matters to which the Council must have regard under section 122(2) are:-

- The desirability of securing and maintaining reasonable access to premises
- The effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run
- The national air quality strategy prepared under section 80 of the Environmental

Protection Act 1995

- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles
- And any other matters appearing to the Council to be relevant.

3. Background information

NWBC is proposing to make amendments to the parking order for the following reasons:

- To operate under a civil parking enforcement (CPE) process
- To update the parking areas covered by the previous order (2015)
- To introduce parking charges in some NWBC controlled car parks
- To introduce at least one hour's free parking in all car parks (two hours free parking in the majority of car parks)
- Three hours free parking in car parks for blue badge holders
- To install electric vehicle charging points in some car parks

Appendix A contains the OSPO (Off Street Parking Order) Statement of Reasons.

Civil Parking Enforcement

Warwickshire County Council has applied to the Department for Transport for approval to implement CPE in the Borough of North Warwickshire area. The introduction of CPE in North Warwickshire will result in the management of on-street parking by civil parking enforcement throughout the entire county. This will increase consistency of approach throughout Warwickshire and reduce the amount of police time currently taken up by parking enforcement.

Contingent on the introduction of CPE in North Warwickshire for on-street parking is the inclusion of NWBC managed off-street parking places within the civil enforcement process.

New parking charges

The full details of the charging proposals are contained in **Appendix B** and **Appendix C** contains the draft Order itself.

NWBC intends to offer free parking for **one hour** as a minimum in all of its car parks. However, almost all of its car parks will provide a minimum of **two hours** free parking.

Electric vehicle parking will not be free of charge in NWBC managed car parks.

Season tickets for a period of three months (valid in any NWBC car park) will be available to purchase at an initial cost of £150 (a saving of up to one third of the full cost for long stay users).

Disabled motorists in possession of a Blue Badge may park for free in any NWBC car park for a period of up to three hours.

Warwickshire's LTP3 states that the use of on-street parking charges will be considered where appropriate in order to encourage the use of other sustainable modes of transport, Park and Ride or off-street car parks in preference to on-street. Where car park charges are in place, WCC will work with district and borough car park managers to operate a co-ordinated approach which sets charges at a rate which encourages off-street parking. There is currently no charge for on-street parking in North Warwickshire.

NWBC's decision to provide a minimum of two hours' free parking in the vast majority of its car parks before applying charges is unlikely to result in significantly increased on-street parking in the near future. WCC will continue to work closely with NWBC to manage parking demand both on and off-street in order to reduce network congestion and encourage sustainable transport choices.

Once a decision has been made by the Portfolio Holder the decision document will be sent immediately to NWBC via email.

4. Financial implications

There are no financial implications for Warwickshire County Council arising from NWBC's proposals.

WCC will work with its partners in the district and borough councils to manage parking provision, availability and choice throughout the county. This will include decisions on waiting restrictions and parking charges.

5. Environmental implications

The proposed introduction of electric vehicle chargepoints in NWBC car parks is designed to promote their uptake, and this is a welcome proposal. There are air quality management areas in all five district and borough councils owing to an excess of nitrogen dioxide, an exhaust gas from fossil-fuel powered cars. A switch to electric vehicles will have a beneficial impact on air quality by helping to reduce emissions of this gas and assist with the government's target of carbon neutrality by 2050.

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Assistant Director	David Ayton-Hill
Lead Director	Mark Ryder
Lead Member	Cllr Wallace Redford

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the	No

budget and policy framework?

List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford

Corporate Board – n/a

Legal – Ian Marriott; Serena Cammish

Finance – Caroline Jones

Equality – Keira Rounsley

Democratic Services – Isabelle Moorhouse

Councillors – Clarke, Chilvers, Fradgley & D’Arcy

Local Member(s): Cllrs Marian Humphreys; Wright; Singh; Jenns; Watson; Bell; Dave Humphreys