

# Communities Overview and Scrutiny Committee

Date: Wednesday 22 June 2022  
Time: 2.00 pm  
Venue: Council Chamber, 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 Tim Sinclair  
Councillor Mejar Singh  
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

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1. Minutes of the 5<sup>th</sup> April 2022
2. Minutes of the 13<sup>th</sup> April 2022
3. Minutes of the 9<sup>th</sup> May 2022
4. Minutes of the 17<sup>th</sup> May 2022

## 2. Public Speaking

## 3. Questions to Portfolio Holder

### (1) Economic Development Update

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## 4. Approach to Levelling Up

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<b>5. Draft Report for Highway Schemes</b>	Verbal Report
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**Monica Fogarty**  
Chief Executive  
Warwickshire County Council  
Shire Hall, Warwick

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# Communities Overview and Scrutiny Committee

Tuesday 5 April 2022

## Minutes

### Attendance

#### Committee Members

Councillor Jeff Clarke (Chair)  
Councillor Jonathan Chilvers (Vice-Chair)  
Councillor Richard Baxter-Payne  
Councillor Sarah Feeney  
Councillor Jack Kennaugh  
Councillor Bhagwant Singh Pandher  
Councillor Jerry Roodhouse  
Councillor Tim Sinclair  
Councillor Andrew Wright

#### Portfolio Holders

Councillor Andy Crump, Portfolio Holder for Fire & Rescue and Community Safety  
Councillor Wallace Redford, Portfolio Holder for Transport & Planning  
Councillor Isobel Seccombe OBE, Leader of the Council

#### Officers

David Ayton-Hill, Assistant Director - Communities  
Ian Marriott, Delivery Lead Commercial & Regulatory  
Isabelle Moorhouse, Democratic Services Officer  
Jon Rollinson, Principal Strategy & Policy Officer  
Mark Ryder, Strategic Director for Communities

#### Public Speakers

Richard Harrington  
Councillor John Holland  
Bob Reeve

### 1. General

#### (1) Apologies

Councillor Jackie D'Arcy who was substituted by Councillor Sarah Feeney  
Councillor Dave Humphreys who was substituted by Councillor Jack Kennaugh  
Apologies for Councillor Jenny Fradgley were received in the meeting, and she was substituted by Councillor Jerry Roodhouse

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

None.

## **2. Public Speaking**

Councillor John Holland who was one of the members who initiated the call-in made the following statement:

“We had caused a lot of changes after the election last May and many people may not be aware that we had a massive consultation about so resident parking schemes under the previous council. That led the Cabinet to decide but just before the election that there will be no increase in the resident parking charges.

I think if you go into an election on that basis that after the election, as a matter of trust and honour that you should honour that decision that you went into the election on. But my main point is the reason we have resident parking schemes, came about after the recession of the 1980s and the need to revitalise our town centres and to encourage people to live in the town centre, and there are several reasons for that. Obviously, they people become customers of town centre businesses but perhaps more importantly residents look after the place and they don't put up with any disturbance or hooliganism, they call the police get sorted out and town centres then become a very safe place in the evening; so that as well as a daytime economy you can develop an evening economy and it clearly has worked in many town centres now to encourage people in on the basis that there would be resident parking permits of reasonably priced and to then ‘jack’ the prices up in my view is a breach of trust and very counterproductive.

I think that we should therefore honour the charges that we went into the election and honour the major point that the town centres limited parking, obviously as contested space, the spaces for customers of business are for residents but not for people who park all day who can use the car parks provided by district and borough councils. What we actually need is a joined-up parking strategy jointly between the districts and boroughs and the County Council and resident permits being available for parking in either place. We have moved backwards on this we used to have one set of traffic wardens in forcing both car parks and street now we have two rival teams and are really think that what we need now is rather than the proposers of went through Cabinet which were a bit muddled and confused,

discounts for electric cars when you can't charge an electric car in the street and so on, I think we need a proper to end up parking strategy with the districts and boroughs and ourselves and we need to honour the prices that we told town centre residents they would expect to pay.”

Mr Bob Reeve spoke against the report and made the following statement:

I am here representing Concerned Rugbeians against Parking Permit Proposals. As such, I wish to place on record at the outset, that Rugby residents strongly object to the proposed increases to parking permit charges. After a residents meeting held on 16th March 2022, I wrote to David Ayton-Hill (who attended our meeting) highlighting 10 specific areas of contention / objections to the details/conclusions in the Working Group report. To date we are still awaiting a response to that letter.

I am also aware that Mr Tim Roberts a resident in Claremont Road has written a lengthy letter challenging the methodology used by the Working Group in order, it would appear, to simply justify the recommended pricing structure. Since our meeting on 16th March I have spent some considerable time reviewing the documentation that was provided to the working group, upon which it is assumed that they had to make their recommendations and I wish to make the following comments:

Your report refers to the on-street parking orders pursuant to sections 45 and 46 of the Road Traffic Regulation Act 1984, I draw your attention to Sub section (3): In determining what parking places are to be designated under this section the authority concerned shall consider both the interests of traffic and those of the owners and occupiers of adjoining property,

Question: What consideration did the Working Group give to the fact that the parking permit scheme was originally encouraged by Rugby Borough Council to address the issue of visitors to the town or train commuters using the side streets to park free of charge, rather than using the train station parking facilities or town centre car parks. There was never any suggestion that the permit scheme was in in way providing an unfair parking advantage over other car users, as alluded to in the report. RBC encouraged residents to adopt the parking scheme in order to provide parking for the residents, where in most cases there is no alternative off-road parking at the rear of their predominantly terraced houses within the Benn Ward.

Your report also provides details of when a local authority may keep the money raised from parking charges, which in summary states: They may only use the surplus that results as a by-product of setting the level of charge that is necessary for "relieving or preventing congestion of traffic".

The Act further states: Any charges must be based on evidence and reasoning as to why that level is necessary to relieve or prevent congestion of traffic. We therefore strongly object to the proposed increases for parking permits, when:

- a. no evidence has been provided to prove such measures will relieve or prevent congestion,
- b. the recommended permit cost uplift would result in a revenue increase of approximately £450,000, and
- c. it is also noted that there is already a substantial surplus sum reflected in Warwickshire County Council accounts.

We also contend that WCC would be acting illegally if the Cabinet endorses the recommendations made by the Cross-Party Working Group in sections 2 and 3 and further contend the recommendation at 2.12.

For the reasons already discussed, inflation alone cannot legally be used as a reason to increase parking permit charges.

In summary, there is an ever increasing concern by Rugby residents that the scope and level of parking permit charges appears to be driven more by the need for council to raise money, rather than by the proper management of parking, and despite the legal limitations that they must comply with and we are also particularly frustrated by the apparent lack of any proper management and scrutiny by the council regarding the quality of service that NSL is supposed to contractually provide. Thank you.

Mr Richard Harrington spoke against the Cabinet report and made the following statement:

Good afternoon, everybody. Thank you for giving me the opportunity to speak today. I represent the residents of Benn Ward as well as speaking on behalf on concerned Rugbeians Against Parking Proposals. I would like to talk about the cost of the permits and how this will affect residents in Rugby and Warwickshire. During my speech today, I will be asking questions which we are still waiting to be answered as well as explaining why residents are frustrated by the amount of parking permits have gone up by.

So firstly, why is the cost of the permit £63 to administer? This seems very high when Coventry is only charging £20 per permit and it's all electronic. This figure seems so high. On this figure you're saying this scheme costs around £850,000 a year to run. Also, when speaking to David Ayton-Hill this cost was worked out to £70 but when a consultant was employed to check this, they advised you £63. How much was the consultant to the taxpayers in Warwickshire? The biggest question is how much profit is NSL making out the council and residents of Warwickshire as part of the

Marson Group, the company made £271 million pounds. This is a scandal. This scheme is meant to protect residents against people parking outside their houses as we live near train stations or town centres. The Council made a surplus of £2 million last year. This need to be brought back into local control to like Rugby Borough and things like that because we are going to get the money back into local residents. Also, in the Rugby Observer in 2014, they said there was going to be a £500,000 saving for the council when NSL took over. Where has this money gone? Currently inflation is 6.1%, energy prices increased by 54%, food prices have gone up by 5.4%. There's people out there choosing between heating and eating.

The local council is supposed to represent our interests, to increase it by 100% for the first car and for the second cars and visitors 200%, I don't think anyone gets that sort of pay rise. It seems to council doesn't want to increase prices within inflation but just wants big figures instead. I know you have delayed the increases for 12 months which will help so thank you, but this increase needs to be scrapped altogether. Another issue to raise is the council's lack of communication and joined-up thinking. Last time you tried to increase it to 220% via sending out information out via postcards which people threw away. If it wasn't for the campaigning against the 'unfair stealth tax', you might have got increase through first time.

In conclusion price rise needs to be scrapped as you make £2 million profit from the whole scheme, why do you need any more out of residents? I feel there's too many questions unanswered. There's no transparency on prices and costs. It feels the council is out of touch with residents. So answer these questions today if possible, there needs to be more communication between residents and Council. It seems the Council on making the same mistakes as last time. Hopefully can make the right decision today for residents of Warwickshire by scrapping the price rise. Thank you for your opportunity speed say thank you for listening.

The Chair thanked the public speakers for their comments.

### **3. On-street Parking Management - Cross Party Working Group Recommendations**

Councillor Sarah Feeney stated that she did not get an answer when she asked why it is £63 per resident, it was implied that some of it was because of enforcement but this was legally impossible. Without seeing the benefits of the financial data, it looked like the council would make £850,000 out of the scheme. She stated that this implied a lot of staffing for a simple scheme. EV (electric vehicle) charging points cannot be put on terraced streets so those residents cannot charge their car at home; the discount was being offered for something that could not be provided. The increase in pricing did not consider the residents' ability to pay and the areas that have parking permits were struggling to pay for fuel and food already. Councillor Feeney said that a lot of residents in her area had to own a car because there was no public transport to their places of work. The equality impact assessment did not consider residents paying more who earned less. There was not enough space on people's streets to park outside their house; all residents that she spoke to in her area complained about parking. She suggested that needs being met, and numbers should have been looked at before increasing permit prices. Residents stated that they did not want to be in the scheme if parking outside their house could not be guaranteed. Councillor Feeney concluded that as the permits were electric, residents were confused with how to issue their visitor permit to different visitors. The price increase should be explained before implemented.

Councillor Wallace Redford stated that the working group's recommendations were amended by Cabinet and the price increases were postponed for 12 months. As well as the statutory consultation responses on the permit changes, the additional issues which have been raised will



be considered in the report back to Cabinet for them to consider all the issues raised. He stated that if most residents on a street wanted to leave the parking permit scheme, then they could.

Councillor Jerry Roodhouse reminded that committee about his statement at March's Cabinet regarding the cost of living increasing. The working party was not a good one and did not address the issues presented like scrutinising the cost. The compulsory consultation will be part of a TRO (traffic regulation order) but this was not clear in the Cabinet meeting. He queried whether the issues raised at the Cabinet meeting would be implemented in the consultation. Councillor Roodhouse said that assurances would be needed, that the TRO consultation would not just be a 'blanket approach' to parking. HMO (houses of multiple occupation) residents had issues with finding a car parking space and there should be an appeal for people who could not pay the price increase. Councillor Roodhouse concluded that the price increases could have been done better to support vulnerable residents and still meet corporate objectives.

Councillor Izzi Seccombe stated that the parking permit system was first implemented in 2007 and there had only been one price increase in 2015. They always considered the costs and consequences that price increases had on people. Cabinet thought about the affordability of on-street parking and this was why it was delayed by 12 months. It was also delayed because of the cost of living increases and Covid-19's impact on the town centres. She continued that parking permits were brought in when residents requested them so they would have a place to park on or near their street. The electronic permit system is being introduced to improve accessibility so that residents and visitors could access the parking permit system when they need to. Cabinet approved their decision after agreeing on an extra consultation to look at issues not included in the TRO consultation. Councillor Seccombe noted that even with the increase, Warwickshire County Council's permit prices were low compared to other local authorities. She concluded that the permit price was to manage parking county-wide.

Councillor Tim Sinclair noted that the report stated that the £2 million surplus in the parking account came from other funding streams and not just on-street parking permits; the resident parking scheme was running at a loss. All working group members agreed that the permit scheme should cover itself, they debated how much the increase should be by. He stated that the EV discount was good as it promoted greener travel. The price increase would equal to 14p a day for car parking. The consultation would include residents to investigate the consequences for the price increase for them. Councillor Sinclair noted that the call-in requested a 'full parking survey' but he issued one in this own division looking into on-street parking, that cost him £6000 from his delegated budget and he was still waiting for the results after four months. Councillor Sinclair suggested that Councillor Feeney could use some of her delegated budget to do an on-street parking survey in her area instead of a county-wide one which could be a waste of time and money. He reiterated that Councillor Redford said that residents could leave the permit scheme if they wanted to and no evidence had been shown that residents would struggle with the electronic system for visitor permits.

Councillor Feeney stated that the call-in focused on the £850,000 that the permit scheme produced then the £2 million surplus. There had never been any documents that showed what the scheme costs; lines and signs had been put in as part of the cost, but the lines had not been repainted for a while. She reiterated that parking enforcement paid for itself and the point of parking permit schemes was so residents could park outside their house; however, residents were not getting what they were paying for. Councillor Feeney said that it was not clear what the

consultation will look at. The concern with the electronic system and visitor permits was aimed at residents who do not have access to the internet e.g. older people.

Councillor Jonathon Chilvers informed the committee that he advocated for a different pricing structure with a cheaper first permit and more expensive second one so on-street parking could be managed as this was a scarce resource. He agreed that there should be clarity on the cost of things in the scheme to provide clarity to members and the public.

The Chair noted that the working group asked for a breakdown of the figures which said that each permit was £63. The group agreed that the lower charge should be for the first permit and a higher charge for the second one. £50 annually equated to less than £1 a week.

In response to Councillor Sinclair, David Ayton-Hill stated that they were trying to make the spreadsheets from the consultant more presentable and understandable for members and the public to understand. This will be shared when done.

Councillor Chilvers said that the price per permit each came from: the appropriate part of NSL's costs plus Warwickshire County Council staff costs divided by the amount permits issued (roughly 13,000).

In response to Councillor Chilvers, Ian Marriott stated that any of the cost of enforcement could be considered that related to on-street parking under the resident parking scheme. Information regarding money going to NSL would need to be obtained for the scheme's accountant, but any costs expended by the council for the purpose of enforcement could be taken in when calculating the charges that can be recovered.

Following a supplementary from Councillor Chilvers, David Ayton-Hill That some assumptions with the amount of enforcement needed would need to be made because of the different sizes of permit areas. Work was being done to show how these assumptions were made.

In response to Councillor Roodhouse, Ian Marriott stated that there was no restriction in the legislation on what matters can be raised by consultees during that statutory consultation. Therefore, it could cover anything relevant to the proposals in the report and in the meeting, excluding the opt-out of the scheme which would need to be dealt with on a case-by-case basis as the relevant district/borough would need to remove the order on street. This will include the key worker/EV discounts, HMO parking, the removal of the third permit, the impact on town centres etc. Consultees could say that the evidence supporting the proposals needed to be improved/examined and all of this would have to be considered by Cabinet when they consider the consultations outcome.

Following a supplementary from Councillor Roodhouse, Ian Marriott stated that the council could voluntarily choose to widen the scope of the consultation so it could invite members of the public to request to opt-out option.

In response to Councillor Sinclair, Ian Marriott confirmed that the cost breakdown should only include what the council pays NSL.

The Chair noted that most resident parking schemes were brought in at the request of residents to manage parking on their street. Too many residents opting out could mean that more cars would be parking in street that they do not live in/near.

Councillor Feeney said that her residents only saw NSL on weekends and they only checked yellow lines and disabled parking spaces. She had been requesting the breakdown of figures in

the scheme since late February. Her residents said that just advertising the consultation the in the paper would not be enough. She reiterated her residents' frustrations with the scheme.

In response to the Chair, Jon Rollinson said that all statutory consultations get advertised in local papers, the local library, on the street itself and on the council website. Sometime there were letter drops but this was not compulsory.

In response to Councillor Feeney, Jon Rollinson confirmed that translations of these notices were available in other languages for non-English speakers.

Councillor Richard Baxter-Payne reiterated that there would be no increase in charges for 12 months and a consultation would be done so residents could opt out of the scheme if they wanted.

In response to Councillor Baxter-Payne, Ian Marriott stated that if a street opted out of the resident parking scheme, officers would investigate the request. If there was local support, then an individual revocation order would be made for that street which would then go through a statutory consultation process. At the end of this the Portfolio Holder or Cabinet would grant it or not. Anybody requesting an opt-out would only start a process of an investigation order. However, residents could request this at any time.

In response to the Chair, Councillor Redford informed the committee that over 1000 care workers receive free parking permits from Warwickshire County Council and expanding this to other additional other NHS key workers was a matter for discussion. Central government recently removed the entitlement to free parking for NHS workers in hospitals.

In response to Councillor Sinclair, the Chair said that recommendations or observations could go back to Cabinet or the committee could take no further action with or without the committee sharing the comments made in this meeting.

Councillor Sinclair stated that the committee looked at every aspect of the call-in and the delay on implementing these prices by 12 months had been welcomed by everyone. All the other recommendations made would be part of the public consultation.

Councillor Sinclair formally proposed that the Communities OSC:

1. Welcome the delay of resident permit prices increasing by 12 months
2. Welcome that the other points raised in the meeting would be addressed as part of the public consultation
3. Propose no further actions because of the reasons stated in the first and second recommendations

This was seconded by Councillor Jack Kennaugh.

The Chair proposed that the comments made in the meeting be passed onto Cabinet for their information and considerations.

Six members voted for this, two voted against and one abstained.

## **Resolved**

That the Communities OSC:

1. Welcome the delay of resident permit prices increasing by 12 months

2. Welcome that the other points raised in the meeting would be addressed as part of the public consultation
3. Propose no further actions because of the reasons stated in the first and second recommendations
4. That the comments made in the meeting be passed onto Cabinet for their information and consideration

The Chair stated that they tried to represent all resident's needs

The meeting rose at 15:12

.....  
Chair

# Communities Overview and Scrutiny Committee

Wednesday 13 April 2022

## Minutes

### Attendance

#### Committee Members

Councillor Jeff Clarke (Chair)  
Councillor Richard Baxter-Payne  
Councillor Jackie D'Arcy  
Councillor Jenny Fradgley  
Councillor Bhagwant Singh Pandher  
Councillor Jan Matecki  
Councillor Mandy Tromans  
Councillor Martin Watson

#### Portfolio Holders

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

#### Officers

David Ayton-Hill, Assistant Director - Communities  
Christopher Cresswell, HS2 and Community Engagement Lead  
Gafoor Din, Section Manager - Traffic Control & Information Systems  
Tristan Hall, Section Manager (Delivery Lead) Project & Programme Management  
Isabelle Moorhouse, Democratic Services Officer

### 1. General

#### (1) Apologies

Councillor Dave Humphreys who was substituted by Councillor Martin Watson  
Councillor Andy Wright who was substituted by Councillor Jan Matecki  
Councillor Tim Sinclair who was substituted by Councillor Mandy Tromans  
Councillor Jonathon Chilvers  
Councillor Kam Kaur (Portfolio Holder for Economy & Place)

#### (2) Disclosures of Pecuniary and Non-Pecuniary Interests

None.

#### (3) Chair's Announcements

The Chair informed the committee that item 5 had been pulled due to officer illness.

Councillor Heather Timms stated that the key thing to note was that the Sustainable Futures Strategy will be brought forward with the Council's targets and the contents of this note will be covered in that strategy. This will go to Cabinet in October 2022.

#### **(4) Minutes of Previous Meeting**

i) 9th February 2022

The minutes were approved as a true and correct record.

ii) 3rd March 2022

The minutes were approved as a true and correct record.

## **2. Public Speaking**

None.

## **3. Questions to Portfolio Holder**

In response to Councillor Jenny Fradgley, Councillor Timms stated that she will obtain an update on the Planet Graduate scheme for those awaiting one.

In response to Councillor Jan Matecki, Councillor Wallace Redford agreed to get a briefing note on how the new demand response bus service will work. The Chair asked for it to be sent to all members of the OSC.

Following a question from Councillor Fradgley, David Ayton-Hill stated that following Warwickshire's unsuccessful B-SIP bid, Warwickshire were attempting to set up a meeting with the DfT (Department for Transport) to see how they could improve. There will be future bidding opportunities. Councillor Fradgley requested that members be kept up to date with this progress as they were receiving questions from residents.

### **(1) Economic Development Update**

David Ayton-Hill highlighted that:

- The economy was doing ok as businesses had adapted to Covid-19, but they were struggling with supply chain shortages, labour shortages and energy price rises
- The latest quarterly economic survey done with the Chamber of Commerce showed that 95% of businesses said they struggled to recruit staff. To resolve this, the employability and skills team worked with groups of young people (including care leavers), people with specific needs, ex-carers and ex-offenders to bring them into the labour market
- People aged over 50 were struggling to re-enter employment so work was being done with them too
- The Council managed to obtain £3 million of funding for the Community Renewal Fund to be used on projects like employment skills which will run until December 2022
- The spring statement mentioned the 'Levelling Up Fund' (Round Two), bids for this were open until July 2022
- There were some changes in the classifications of Warwickshire's districts/boroughs. They were labeled '1, 2 or 3', 1 meant it needed most levelling up and

3 the least. Nuneaton was moved from 2 to 1 so the Borough Council was being worked with to develop a bid for the levelling up fund

- The Shared Prosperity Fund from central government was set up to replace European funding streams. There would be a focused work period when announcements and allocations were made
- Investment plans will be put forward in the Summer of 2022

In response to Councillor Martin Watson, David Ayton-Hill stated that they were working hard to get HS2 to employ more people from Warwickshire. Schools were being worked with too as HS2 would provide employment in the county for the long-term.

In response to the Chair, David Ayton-Hill noted that Nuneaton being moved into category 1 meant that they would more likely get funding from central government, but the underlining economic indicators showed that Nuneaton struggled during the pandemic. He agreed to get more information on this. The Chair noted that it was important to show that these issues were being addressed.

## **(2) EDS Dashboard Update**

Tristan Hall informed the committee that the EDS (Engineering Design Services) Dashboard showed the biggest capital transport schemes that were being delivered in terms of development and construction. It also included smaller schemes with a high level of interest being delivered in the short to medium term. Since November 2021, the layout was changed to incorporate some of the larger Section 278 (S278) schemes as well as the capital schemes; these were added into the top 10 list of schemes. He noted that it was not a comprehensive list of all the schemes being developed by EDS and was just a 'snapshot' in time; the list would change when progress was made, and details changed. ICT colleagues were being worked with to determine the best way to make this information available electronically.

In response to the Chair, Tristan Hall stated that he would chase up with ICT when the list would go live online.

In response to Councillor Watson, Tristan Hall said he would try get an update from project managers when members could not get an update on their smaller schemes.

A discussion followed around delegated budgets.

## **4. HS2 resources and reimbursement**

Christopher Cresswell stated that the note contained information on the main funding streams in terms of mitigating and adding benefits to the impact of HS2 in Warwickshire. These streams were the: Community & Environment Fund, the Business & Local Economy Fund, the Road Safety Fund and the Woodland Fund. The main funding streams were the Community & Environment Fund (CEF) and the Business & Local Economy Fund of which there were 29 successful projects in the county and close to £1.5 million had been paid out through this. The Road Safety Fund from the DfT allocated £8 million which was spent on applicable projects, and this was on the second tranche of funding.

In response to Councillor Jackie D'Arcy, Christopher Cresswell stated that the HS2 CEF was open until one year after the construction of HS2, therefore, there was no confirmed end date yet.

## **5. Climate adaption**

*This item was presented online before the meeting. Papers for it can be found on the public website.*

## **6. Transport Scheme Evaluation**

David Ayton-Hill informed the committee that this showed what kind of evaluation work was done with transport schemes and how it was used to ensure that schemes were developing/delivering what they should. The approach varied depending on the scheme e.g. DfT schemes have significant monitoring requirements in them and these would be set out in the grant conditions i.e. cost against travel time benefits, congestion, input into the economy and impact on carbon emissions. Some schemes will have a particular requirement like monitoring air quality.

Warwickshire County Council capital projects do not have such a structured monitoring evaluation framework, but the transport and finance teams were working on this to ensure a better evaluation. Larger schemes have a lot more evaluation compared to smaller schemes. A consistent evaluation scheme for all schemes will be sought.

The impact of casualty reduction schemes was always tracked in terms of KSI statistics (killed and seriously injured). These schemes were implemented where there was clear evidence/a cluster of accidents that were attributable to common factors. Once implemented, these schemes would be tracked over the next five years to ensure that injury collisions were reducing and any 'lessons learnt' were implemented.

The new cameras had enhanced monitoring capabilities that could track traffic using AI; this included cyclists and pedestrians. This would be fed into future monitoring arrangements for active travel schemes to ensure that these schemes were influencing active travel.

This item was due to come back in full with examples of these schemes including how schemes were presented and developed. This will include: a DfT scheme, a major capital investment scheme and casualty reduction scheme.

In response to Councillor Watson, David Ayton-Hill said that he did not think developer schemes were monitored individually. However, JLR (Jaguar Landrover) were worked with on their Section 278 schemes, and this would be tracked. All road safety schemes (including developer ones) went through a road safety audit.

In response to the Chair, David Ayton-Hill confirmed that there were three audits done with these schemes, one before, one during and one after. If things were not up to standard then they were changed.

Following a question from Councillor Bhagwant Pandher, David Ayton-Hill stated that for casualty reduction schemes, they looked at all accidents in an area and not just KSIs. All personal injury collisions were monitored countywide and every KSI had an in-depth review with the police, so they know what caused it. There had been five personal injury collisions within 100 sites in Warwickshire over three years; these were the priority areas. All decisions were evidence led where collisions could be seen.

Councillor Andy Crump concurred with this and added that most road accidents in Warwickshire were caused by people not paying attention or while they were under the influence of drink/drugs. Accidents in Warwickshire were too high, but they had decreased gradually. Road safety



education officers were planning to go into every school in Warwickshire to spread road safety education.

Following a supplementary from Councillor Watson, David Ayton-Hill agreed to have a note stating how changes were driven for this would be useful to share with parish/town councils and residents.

In response to Councillor Matecki, David Ayton-Hill confirmed that the increase of costs was starting to affect schemes, but existing ongoing schemes should be covered by the contractors. New schemes would need rethinking if they were unaffordable. The DfT gives a specific amount of funding for their schemes to be delivered and if it went over the amount given, then the council would need to make the difference.

In response to the Chair, and delays or changes from schemes would need to be obtained from Scott Tompkins.

## **7. Pedestrian Crossings Criteria**

Gafoor Din (Section Manager (Delivery Lead) Traffic Control & Information Systems) presented a PowerPoint and highlighted the following points:

- Maintenance on the crossings was done by a third-party company.
- The current policy was set out in the 2011 Local Transport Plan (LTP).
- Justification for crossings is done by looking at pedestrian movements, vehicle movement, the road's layout. This is done as part of a full evaluation.
- Pedestrian crossings are in high demand (a request every two weeks) so they need to be justified when implemented.
- The County Council criteria for a Puffin crossing requires an average of 1,000 two-way vehicle flow per hour and 90 pedestrians crossing the road per hour; over the four busiest hours of the day.
- The LTP formula was  $P \times V^2 =$  or greater than  $0.9 \times 10^8$
- Multiplying factors are used for pedestrians trying to cross the road for an example their age, disabilities, etc. This is the same with vehicles including bikes. The road's width, accident data and the average waiting time to cross the road. These factors are considered in the formula.
- $P$  = the number of pedestrians crossing in an hour - weighted by age and ability. This was scored with the following multiplier factors: Adult=1, >16=1.5, Elderly=2, Disabled (including cane users) =3.
- $V$  = the flow of traffic in PCUs (passenger car units), lorries had a bigger multiplying factor as they take up more road space. Bikes' (pedal and motor) multiplication factor is set at 1.
- Road speed limits are considered in the formula, higher speeds means that it more difficult to judge when it is safe to cross.
- The number of injuries for pedestrians in the last three years on a prospective road are considered.
- Roughly it takes crossings 20-26 seconds for the traffic lights to change so pedestrians could cross the road, so if they have to wait longer than 20 seconds to cross the road without a crossing then this would be a bigger factor for the implementation formula.
- If a site is approved, then more data is gathered with a 12-hour survey (7am-7pm) looking at the two-way traffic flow and any pedestrians that cross the road 50 metres

either side of the planned location. The average from the four busiest periods is obtained.

- All the data is worked out via the formula, and this provides a justification percentage. Any that are justified are put forward for the capital funding scheme.
- Crossings could also be implemented as part of: - safer routes to school schemes, casualty reduction schemes, developer funded schemes, facilities installed on key pedestrian/cycle corridors and funded by an area committee delegated budget.
- Roughly there are one injury accident annually on a pedestrian crossing in Warwickshire, which is lower compared to other authorities.
- New schemes can be assessed in four different Road Safety Audits stages, Stage 1 - feasibility stage, Stage 2 – detail design stage, Stage 3 - when it is open and used by the public and Stage 4 – 12 to 24 months after implementation.
- Some DfT schemes need to be monitored for five years after implementation
- Members could fund crossings from their delegated budgets in their specific areas, where there is significant demand but did not meet the criteria.
- In 2019 the DfT released new site assessment criteria, but Warwickshire was already doing this as part of their 2011 policy. This included: crossing difficulty, vehicle delay during peak periods, road capacity, local representations, costs, and vehicle speeds
- There were 266 crossings in Warwickshire and 147 traffic signals, 64 sites were over 15 years old which meant that the signal heads/poles needed replacing.
- The 2004 Traffic Management Act stated that anything on the network had to be work effectively/efficiently i.e. with vehicle detectors fully functional.
- The 1984 Traffic Regulation Act stated that all pedestrian crossings had to be properly maintained.
- The 2010 Equality Act stated that all crossings had to be accessible and usable for everyone. New ways of pushing the button to cross was implemented at some sites including apps to push the button within two metres of a crossing, and motion sensors.
- All crossings had Equality Impact Assessments were necessary.
- Feasibility studies for crossings were about £1, 1000 as this was done by a third-party company with motion sensor cameras
- New puffin crossings costed about £85,000 and were about £720 to maintain annually. Some crossings have BT connection lines to monitor them.

Councillor Matecki praised the presentation and said the formula should 'equal or greater than' as it would never be 'equal to'. In response to Councillor Matecki, Gafoor Din agreed regarding the formula and added that the current council policy takes into account 'suppressed demand' (when there are residents either side of the road) and this is considered as part of the formula. It was important to do a site visit to ascertain what the difficulties are at any specific location and the local member would be informed of the outcome of the investigation.

In response to Councillor Watson, Gafoor Din said that a crossing would be implemented if it was 90% justified but sometimes if a site was around 80% justified it would be considered and it would be built if members put some of their budget towards. Crossings could be removed if they were no longer justified, like in Barford but a full consultation would be done under the Equality Act before this is removed. Simi cards are being considered for remote monitoring crossings rather than BT lines (where there was good coverage). The Highway Code was considered in the policy and its impact was considered at specific sites.

Following a question from Councillor Bhagwant Pandher, Gafoor Din confirmed that the approximate period of 1 year for a scheme to be implemented after all the data is collected and everything is designed and assessed, there was still the legal requirement to advertise it; objections to it need to be reported to the Portfolio Holder and addressed. There were a lot of schemes that needed to be implemented but this was restricted because of road space; this caused three schemes in Leamington to be delayed because of the Commonwealth Games. If a scheme was redesigned, then this would need to go out again for consultation. If a crossing scheme is justified but cannot be funded by the Council or S278 funding, then members would be asked if they wanted to fund it with their delegated budget.

Councillor Fradgley thanked Gafoor Din for his quick responses when she had crossing issues raised. In response to Councillor Fradgley, Gafoor Din clarified that the 'greenman' period was an invitation to cross period and not the time to cross the whole width of the road after this period the red light for cars should stay on for a maximum period of approximately 20 seconds and during this period the lights will not change until the pedestrian are still crossing the road, their movements are detected by the sensor mounted on the traffic signal poles.

In response to Councillor Richard Baxter-Payne, Gafoor Din confirmed that the Council tells developers where crossings should be as part of their development. They would push for S278 funding as this meant developers would pay the fully cost for the implementation of the scheme plus a commuted sum of £36,750 to the Council for maintaining the crossing for 15 years plus one upgrade.

In response to Councillor Matecki, Gafoor Din stated that there was no set distance that was needed between crossings, but this would be subject to a Road Safety Audit. There were two crossings close together on Bowling Green Street because one was for the school and the other one for the car park. However, they try to limit the number of crossings they put on the network near each other.

The Chair thanked Gafoor Din for attending the meeting.

## **8. Quarter 3 Council Plan 2020-2025 Quarterly Progress Report (April 2021 to December 2021)**

David Ayton-Hill informed the committee that all the details in the report were found on Power BI. Crime rates had decreased, and more businesses had been supported through the business skills support service post-Covid-19. Delays caused by Covid-19 impacted some of the performance measures e.g. waste collections and residual waste increases. Warwickshire was slightly off the UK average for unemployment.

In response to Councillor Matecki, David Ayton-Hill stated that it depended on the subject matter whether the arrow going up/down was a good thing. Warwickshire was historically better than the England average for unemployment rates (normally there would be 6% more and this was a 'positive gap').

Councillor Matecki said that he was more concerned with Warwickshire than the national statistics. He suggested that for the future, the report should just include Warwickshire's statistics. The Chair suggested that this be replaced with the differential within Warwickshire.

Councillor Crump informed the committee that legally, Warwickshire had to compare their local information to other forces by HMICFRS (Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services).

## **9. Communities OSC Work Programme**

The Chair informed the committee that an adult education item will go to the committee in June.

Members of the committee noted work programme.

## **10. Urgent Items**

None.

The meeting rose at 15:37

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Chair

# Communities Overview and Scrutiny Committee

Monday 9 May 2022

## Minutes

### Attendance

#### Committee Members

Councillor Jeff Clarke (Chair)  
Councillor Jonathan Chilvers (Vice-Chair)  
Councillor Richard Baxter-Payne  
Councillor Sarah Feeney  
Councillor Jenny Fradgley  
Councillor Bhagwant Singh Pandher  
Councillor Tim Sinclair  
Councillor Richard (Rik) Spencer  
Councillor Andrew Wright

#### Portfolio Holders

Councillor Peter Butlin, Portfolio Holder for Finance & Property  
Councillor Andy Crump, Portfolio Holder for Fire & Rescue and Community Safety  
Councillor Wallace Redford, Portfolio Holder for Transport & Planning

#### Officers

David Ayton-Hill, Assistant Director - Communities  
Jo Edwards, Lead Commissioner - Safety Engineering  
Caroline Gutteridge, Team Lead Senior Solicitor Planning & Litigation  
Isabelle Moorhouse, Democratic Service Officer  
Garry Palmer, Lead Commissioner - Strategy and Policy  
Mark Ryder, Strategic Director for Communities  
Paul Taylor, Delivery Lead - Minorworks & Forestry

#### Public Speakers

John Dinnie  
Councillor Bill Gifford  
David Passingham  
Michael Ray  
Stan Sabin

#### Others Present

Councillor Tracy Drew

## **1. General**

### **(1) Apologies**

Councillor Jackie D'Arcy was substituted by Councillor Sarah Feeney  
Councillor Dave Humphreys was substituted by Councillor Rik Spencer  
Councillor Kam Kaur

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

None.

## **2. Public Speaking**

Mr John Dinnie read out the following statement:

“Chair, Councillors thank you for the opportunity to speak.

I think I understand the problem. The report of the task and finish group (TFG) has been called back for not considering all the evidence. Not adequately giving the detail of the desk top studies and being inconsistent with the Council Plan. Your officer has responded by drawing attention to the Atkins report, re-publishing some of the desk top data and attempting to identify the real problem by referring to a ‘range of policy approaches’. The Task and Finish brief was too narrow. The problem for you is the Atkins Report is low on statistically significant data to conclusively prove the case either way. However, there is enough evidence to reach a conclusion and they do.

Those graphs of modest improvement are telling you this is the right way to go. Just do it better. Don't accept the Tyranny of the average – emulate the outliers. – Change your recommendation. – Align with Atkins.

In section 12.5:

The DfT Circular 01/2013 is valid. Traffic authorities should implement area-wide 20mph limits on:

- major streets where there are journeys on foot, or cycle and
- residential streets where the streets are being used by people on foot and on bicycles, there is community support, and the characteristics of the street are suitable and there should be no expectation on the police to provide additional enforcement beyond their routine activity. Those are the recommendations you should be going forward with.

For local decision-makers Atkins refers us to section 2.6:

Stressing Integrated Approach – 20mph schemes have the potential to deliver health, environmental and community benefits greater than the road safety benefits. Your officer is pointing you towards the broad integrated policy agenda (involving health, environment, urban planning, emergency services, education, community representatives, complementary transport, and community policy). These reinforce messages about safety, active travel, and associated benefits. Despite the finely balanced data, Atkins is telling you to be bold, like Brighton, to obtain the wider community benefits.

The message is in there – The faster vehicles slow down more. Learn from Portsmouth and Liverpool. Do it but do it better. Thank you very much”

Mr David Passingham read out the following statement:

“I'm representing 20's Plenty Warwickshire but I'm also part of the Shipston campaign. When we started our campaign in Shipston for 20mph a few months ago we were asking for 20mph in the centre of the town only. During research we went to a zoom workshop given by the national 20's Plenty Campaign. We learnt that United Nations endorses 20mph speed limits where people mix with motor vehicles, unless strong evidence exists that higher speeds are safe. We learnt that 20mph is Government policy. The UK recently signed the Stockholm Declaration with 130 other nations, agreeing on a default 20mph limit wherever cyclists and pedestrians mix with motor

vehicles. We learnt that 28 million people live in areas where the Councils have decided to make 20mph default including the whole of Scotland and Wales. We were told about case studies where town wide 20mph schemes had been shown to work.

- like Faversham in Kent where speed reduced by 4 to 5mph on faster roads
- like Calderdale where casualties fell by 30 to 40% when introduced as part of a “love Your Streets” campaign
- Like Bath where it was introduced to help tackle the Climate & Ecological Emergency and to encourage greater walking and cycling, especially for commuters

We were shown that there are other benefits to 20mph limits:

Less crash costs for the NHS, more active travel, 50% noise reduction, 25% CO2 reduction and improved air quality. Originally, I would have been very happy with this Task & Finish Group report. But over the last few months I have seen more evidence of what has worked around the country and heard from national experts. The Task & Finish group should have heard such evidence – but did not. If all these other councils are introducing 20mph cost effectively why does the Task & Finish study show it isn't. Should they have looked at what other places have done? If it is government policy to make 20mph the default speed limit, why isn't Warwickshire trying to implement it?"

Mr Stan Sabin read out the following statement:

"Good morning Chairman and councillors I'm Stan Sabin, Chairman of Radford Semele Parish Council. I'm actually going to focus on a scheme that we tried to introduce in Radford more than two to three years ago, before the 20's Plenty campaign actually came to Warwickshire. I am proud to represent one of the 17 town and parish councils that have had the foresight to pass motions in support of the 20's Plenty for Us campaign. My Council endeavours to be proactive rather than reactive which is why pre-pandemic we started to look at ways of improving the road safety of vulnerable groups within our village. We propose to purchase a number of advisory 20's plenty signs which was unanimously carried. In February-March 2021 we contacted Highways to obtain permission to fix these signs to street furniture, luckily, we had not purchased the signs as the reply from Highways was a resounding 'no you can't do it, the manual and the computer says no'. Our initiative received support from our County Councillor, Councillor Redford, the now Portfolio Holder for Transport & Planning; he challenged the then Portfolio Holder Jeff Clark with the words, 'Are we serious here? We have a local parish council endeavouring to create a safer environment for its residents at no cost to WCC (Warwickshire County Council) and our response is no more than to discourage a local initiative? Is this how WCC encourages local councils to take responsibility for their community?' It's unfortunate that Councillor Redford actually didn't say those words in the Cabinet meeting which actually accepted the task and finish group (TFG) report, it might have had a different outcome. The task and finish group report is actually flawed, poor representation of the facts, or not representing the correct facts at all. Publicising that a blanket limit for the county was being pursued is not the case, and the trouble is that has led to misrepresentation within the press; no one would think of putting in a 20mph limit on the M40. This is to protect vulnerable persons, children in areas where they mix with cars. And also the other resulting aspect of this is when we haven't got an authority to use 20mph it then means excessive costs because every case there must be looked at as an individual application, whereas if it was in force then it be a lot easier to change traffic regulation orders (TROs). Thank you."

Mr Michael Ray read out the following statement:

"Good morning and thank you for letting me talk. I'm presenting 20mph limits just for Southam, a focused approach. As most of you know, Southam is located in a hub of roads; it's southwest of the Leamington, southwest of Rugby, west of Daventry, south of Coventry and north of Banbury.

Consequently, it is a hub of five A roads and two B roads which converge on the town. The A423 bypass on the east side of the town has three roundabouts and pedestrian lights, and the A425 to the south of the town has one roundabout and two sets of traffic lights. The centre of the town to the west of the bypass has several schools, shops, a pharmacy, bank, post office, a number of churches, plus an array of food outlets and other retailers and services. In the same area are a number of residential properties including a Thithe Lodge, a significant number of which have insufficient access to available off-street parking. The 20's Plenty initiative was put before the Southam Town Council to consider and the members were invited to suggest roads which would benefit from a 20mph limits. It was resolved that all local roads leading in and out of the town, roughly in alignment with the conservation area, are proposed. The rationale for the decision was commuter traffic ahead of the bypass as tail backs at times at peak time and the distance travelled can be shorter than taking the by-pass e.g., Leamington Road – Coventry Road. This is compounded by sat-nav directing the shortest route. In addition, the town centre has a high density of both young and old persons at busy times of the day. Reducing the speed and of traffic through the centre of the town (plus identified short cuts) would dis-incentivise through traffic whilst having no significant material impact on local residents. A number of roads had been identified of which I provided a list but the benefits for the community would be to reduce through commuter traffic flow, improve free flow of residents traffic, reduced traffic pollution, reduce traffic noise, provide a safer pedestrian access to the town, and safer traffic flow on road parking pinch points. Thank you.”

Councillor Bill Gifford made the following statement, “Thank you for allowing me to speak. I was one of those who signed the call-in and one of those who sat on the task and finish group. I have to say having listened to the public speakers, a lot of what I was going to say has already been said but said more eloquently than I would have said it. What I would really suggest is that the County Council be bold and look at the evidence from elsewhere, which we really didn't get an opportunity to do; and indeed, as a task and finish group we didn't have an opportunity to listen to the to the public which I think is unfortunate. We need to be bold because we stated as a council, that we want modal shift, and it's difficult to get that modal shift anyway, but reducing the speed limit in towns and villages would certainly help get that modal shift in a way that if people don't feel safe walking or cycling they are more likely to use their cars and less likely to move to walking or cycling so that in itself is a good reason. I've always been in favour of speed limit change rather than zones, I feel that zones are divisive for communities. Have look at those results in London and a few days ago, to see how divisive they can be the communities. It's also confusing for a driver from elsewhere if they go from 30 to 20 back up to 30 whereas if you're travelling through Radford Semele or Leamington, it's going to be a 20mph limit throughout the village or the town. It's straightforward and you go to 20mph, nice and easy for the police who don't need to do any more than they do which is enforce the speed limit whether it be 20 or 30. I don't see any difference from now if it's easier for them to do. The final thing I would like to say is no member of the public has ever asked me to increase the speed limit and the 30mph speed was set nearly 90 years ago and no real evidence was used at the time, whereas now have plenty of evidence that 20mph is a sensible speed limit in a built-up area.

The Chair thanked the public speakers for attending.

### **3. 20mph Speed Limits - Task & Finish Group Recommendations**

Councillor Jonathan Chilvers informed the committee that the call-in was initiated because of evidence from the 2013 Department for Transport (DfT) guidance and 2018 Atkins Report; and to enable communities who want 20mph limits in their area get them, and give them clarity on the



process and cost with this without any bureaucratic obstruction. The 2013 guidance stated that benefits of 20mph schemes include quality of life, community benefits and encouragement of healthier and more sustainable transport modes e.g. walking and cycling; this was based on research from the previous 10 years. The 2018 report provided evidence and the numbers around this, and it said that within 20mph limits, 5% of people walked more, 2% of people cycled more and around schools, between 6-9% of children cycled to school once a 20mph limit was implemented. Councillor Chilvers stated that this proved 20mph was a modal shift method that worked especially with children. The TFG raised concerns with the speed reduction on 20mph but the Atkins report stated that a 20mph limit would delay journeys by 30 seconds if the journey was one mile and a minute if the journey was five miles. The DfT report said that 20mph had a positive affect on road safety and if residents are in favour then traffic authorities could introduce 20mph speed limits on major streets where there were/could be significant journeys on foot or pedal cycle movements and if this outweighs the disadvantage of longer journey times for motorised traffic. The authority would need to decide whether the disadvantage is outweighed by the benefits. Councillor Chilvers stated the committee should have this discussion. He concluded that the DfT said no additional enforcement should be expected from the police and the local authority would be responsible for reinforcing the speed limit through Speedwatch, flashing signs etc.

Councillor Tim Sinclair clarified that the TFG found out that each 20mph blanket approaches (20mph for a whole village/town) in Warwickshire would cost between £34,000-£141,000. Therefore, if every village and town in Warwickshire had a 20mph limit then it would cost £12.7 million. Evidence presented by the officers that 20mph limits in some areas could lead to speed increasing and more accidents if the speed limit is too low and drivers do not follow it. Certain roads are appropriate for 20mph limits, but a blanket approach was not. The TFG received information from '20's Plenty' and officers and the evidence presented was somewhat partial. The TFG's recommendation was community powered based, all 57 councillors have £35,000 to spend on improving their division including on a 20mph limit, providing it was a sensible proposal. Councillor Sinclair stated that the recommendation's purpose was to get the members behind their communities and any 20mph limit trials should be run within Warwickshire instead of basing them on evidence from London and Portsmouth.

Councillor Jenny Fradgley said that the country was heading towards 20mph limits as this was being set by central government. The new Local Transport Plan focuses on promoting cycling, walking and making spaces in towns more suitable for the new hierarchy of pedestrians/cyclists first and private vehicles last. Stratford town centre was now 20mph permanently following Covid-19 restrictions and this received positive feedback from cyclists and pedestrians but not motorists. She had two active resident groups asking for 20mph on their streets which were used as 'cut throughs' by traffic. 20mph limits could be achieved through better signage and engineering. 20mph zones would be needed around schools to enable children to walk/bike to school instead of by car. She suggested a detailed briefing on how residents can achieve 20mph limits on their streets with the help of their Councillors and what signage and engineering, where appropriate, was possible in the cost.

Councillor Sarah Feeney queried the engagement with communities and how councillors would be able to afford 20mph limits with their delegated budgets.

Councillor Richard Spencer who also sat on the TFG said that he had implemented a 20mph zone around schools in St John's Kenilworth with his delegated budget as well as the 20mph limit post-Covid. He added that members have access to road speed average data in their areas and

resources for 20mph limits could be sought from town council and parish council CIL (Community Infrastructure Levy) funds. The difference between speed limits and zones is that zones have engineering works.

Councillor Sinclair confirmed that councillors could put their delegated budgets together to achieve a 20mph across divisions and that drivers would overtake drivers on straight residential roads with 20mph limits. He reiterated that it should be horses for courses.

Councillor Chilvers stated that the data provided was difficult to investigate and queried some of the costs and report contents e.g. that 1000 repeater signs would be needed for a 20mph blanket zone for Kenilworth but the DfT guidance said none would be needed. The 2018 report said that there was no evidence that drivers increase their speed if they feel the speed limit is too slow and people will intrinsically drive slower. He concluded that community groups needed clarity on the process to get 20mph limits.

Paul Taylor (Delivery Lead - Minorworks & Forestry) informed the committee that the 20mph limit costings for Kenilworth were done based on every road having its own bespoke design. A lot of roads in Kenilworth were used as 'through routes' at 30mph. All schemes were designed to have to signs needed to effectively enforce a 20mph zone. He concluded that in his long experience signs and lines had never been enough to enforce a lower speed limit.

Councillor Wallace Redford stated that all the comments made in the meeting were possible to achieve through Cabinet's decision. DfT guidance said that speed limits should be evidence led and not set in isolation but instead as part of a 'package' with other measures to reduce speeds. As well as member delegated budgets, the Community Action Fund could also be used to enforce 20mph speed limits; the Council had around £350,000 as part of the casualty reduction fund. He concluded that an update on the scheme would come back to Communities OSC in February 2023.

Councillor Sinclair clarified that the recommendations to Cabinet were meant to explain to members how they could use their budgets for 20mph limits when appropriate. The members of the TFG proposed that the recommendations be community powered led with local members trialling 20mph limits in their area and this progress being reported on. He concluded that in point 95 of the DfT guidance stated that signs alone would only slightly reduce average speeds and that the call-in was flawed.

Councillor Fradgley reiterated that schools would need 20mph zones around them to protect the children there.

Councillor Peter Butlin said that the TFG's recommendations were 'horses for courses' and that zones would not be needed around all schools because some were in dead end roads while others on open roads. Communities would need to be onside for 20mph limits as he received pushback from villages when he tried to reduce a speed limit from 60mph to 50 when he was the Portfolio Holder for Transport & Planning. Parents and other drivers would need to be educated on speed reduction. He concurred that drivers would speed and dangerously overtake in a 20mph speed limits if they thought it was too slow. Sat Nav data would be used for implementing 20mph limits in Warwickshire and drivers would more likely follow 20mph limits if they felt they were appropriate. He concluded that the expensive part of reducing speeds was the TRO (traffic regulation order) consultation.

Councillor Fradgley stated members of the TFG not getting all the information earlier was the issue. She stated that they had walking zones around her grandchildren's school and the traffic reduction would help nudge more children and parents into walking.

Councillor Andy Crump said that the Road Safety Partnership looked at a lot of traffic data and the main cause of road accidents was careless driving or driving under the influence. 20mph limits and zones should only be implemented in areas where drivers can see why there is one. Clear repeater signs would be needed to ensure a 20mph limit works. Councillor Crump stated that Councillor John Holland informed him that electric cars were heavier than normal ones and when they brake, they release particulate into the environment so fluctuating speed on electric cars damaged the environment. Congestion around schools at peak times meant stop cars from going above 20mph and it was the DfT's responsibility to encourage more people to not use their cars. He concluded that 20mph limits should be evidence based and implemented with the community's consent.

Councillor Sinclair noted that it would be easier and quicker to put 20mph limits on connecting streets with signage alone than with engineering works too. He stated that the TFG received all the information and disagreed with the claim that some members of the group intentionally disregarded the idea of 20mph speed limits. He stated that Councillor Chilvers was the only member of the TFG who did not change their mind after being presented all the information. He also disputed the claim made by the public speaker in the Stratford Herald. Councillor Spencer concurred with these statements.

Councillor Chilvers stated that he did change his mind after receiving the evidence presented to the group. He concurred that 20mph limits should be implemented with communities and this should be part of the official process, including what the Council will need from them. The Atkins report stated that support for 20mph increased on average after implementation. TROs were only £3000 on average and covered any amount of land, the expensive things were repeater signs and roundels, but these costings were not clear. The TFGs recommendations stated that things needed to be clarified for members with the 20mph process with budgets, but this needed to be done for communities too with the Highways Action Fund application as this was not clear in some requests.

Councillor Richard Baxter-Payne stated that the debate evidenced why a blanket approach would not work because each division had different characteristics and needs. He concurred with getting residents onboard with 20mph and noted that speed limits were the maximum speed so people could drive 20mph in a 30mph area if they wanted to. He concluded that education of residents would be needed in engineering measures were not implemented.

The Chair noted that he was the previous Portfolio Holder for Transport & Planning and he was keen on 20mph limits being implemented where appropriate and around schools. It was up to members to nominate areas in their division for 20mph limits/zones if their residents want it. Residents responded better to 20mph limits if there was evidence for this and every implementation should be evidence based.

Councillor Chilvers proposed the following recommendations:  
This committee comments that:

1. It recognises the benefits that the DfT guidance highlights that: “Important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling (Kirkby, 2002)” and asks the portfolio holder on behalf of cabinet to publicly affirm their wish to see more 20mph limit schemes in Warwickshire to help fulfil these objectives.
2. The DfT guidance does not require additional police enforcement and recommends other measures such as community speed watch and speed triggered signs to aid speed reduction; the committee wishes to support this approach.
3. It is concerned that the process put in place for 20mph limits should not put up unnecessary bureaucratic barriers, but provide a clear, publicised, enabling process for communities that wish to have 20mph limits in their area.
4. It asks to see a draft version of the process prepared by officers brought to the committee on the 21 September, including clear costs and funding options.

This was seconded by Councillor Fradgley.

Councillor Redford suggested that the committee consider approving a member seminar to explain and clarify the issues with the 20mph limit implementation process raised in the meeting. Councillor Chilvers stated that he was happy to add this to his recommendations.

*The meeting was paused to allow members to read the recommendations proposed by Councillor Chilvers*

In response to the Chair, Councillor Redford stated that the initial report covered the first recommendation.

Councillor Sinclair stated he was mixed to Councillor Chilvers’ recommendations and stated some parts were contradictory.

Councillor Sinclair proposed that:

The committee take no further action but request that a member seminar be held to clarify and lay out the 20mph limit process for members with delegated budgets and communities for the Highway Action Fund.

This was seconded by Councillor Spencer

### **Vote**

**Three** members voted for, and **six** members voted against the following recommendations:

This committee comments that:

1. It recognises the benefits that the DfT guidance highlights that: “Important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling (Kirkby, 2002)” and asks the portfolio holder on behalf of cabinet to publicly affirm their wish to see more 20mph limit schemes in Warwickshire to help fulfil these objectives.
2. The DfT guidance does not require additional police enforcement and recommends other measures such as community speed watch and speed triggered signs to aid speed reduction; the committee wishes to support this approach.
3. It is concerned that the process put in place for 20mph limits should not put up unnecessary bureaucratic barriers, but provide a clear, publicised, enabling process for communities that wish to have 20mph limits in their area.

4. It asks to see a draft version of the process prepared by officers brought to the committee on the 21 September, including clear costs and funding options.

This proposal was lost.

The committee voted **unanimously** for the following recommendation:

That the committee take no further action but request that a member seminar be held to clarify and lay out the 20mph limit process for members with delegated budgets and communities for the Highway Action Fund.

This proposal this passed.

### **Resolved**

That the Communities OSC take no further action but request that a member seminar be held to clarify and lay out the 20mph limit process for members with delegated budgets and communities for the Highway Action Fund.

The meeting rose at 10:42

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Chair

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# Communities Overview and Scrutiny Committee

Tuesday 17 May 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 Mejar Singh

#### 1. General

##### (1) Apologies

Councillor Jackie D'Arcy

##### (2) Disclosures of Pecuniary and Non-Pecuniary Interests

None.

#### 2. Appointment of Chair

##### Resolved

That Councillor Jeff Clarke be Chair of the Communities Overview and Scrutiny Committee for the ensuing municipal year.

#### 3. Appointment of Vice-Chair

##### Resolved

That Councillor Jonathan Chilvers be Vice-Chair of the Communities Overview and Scrutiny Committee for the ensuing municipal year.

The meeting rose at 12:35

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Chair

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## **Communities O&S – June 2022**

### **Economic Development Update**

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**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. Business & Economy Support**
- 3. Employability & Skills Support**
- 4. Inward Investment**

**Appendix 1: Business news round-up**

**Appendix 2: UK Shared Prosperity Fund (UK SPF) Summary Paper**

### **HEADLINES/ KEY SUMMARY POINTS**

- Macro-economic factors remain the key issue with inflation and energy costs continuing to rise and staff shortages continuing to dominate the headlines
- Business resilience appears to holding-up well however, and we continue to see strong demand for our Business Support and Employment and Skills programmes
- The Local Communities and Enterprise Fund (LCE), part of the Warwickshire Recovery and Investment Fund (WRIF) has now been launched to provide vital financial support to smaller and early-stage businesses and social enterprises
- Attached to this paper as an Appendix is a summary document outlining the delivery and investment planning process for the UK Shared Prosperity Fund (UKSPF) which replaces European Structural Funds as they come to an end in 2023

## 1. ECONOMIC OVERVIEW

Inflation, wages, energy costs, raw materials and the cost of living are all continuing to rise. This is having an impact on businesses across Warwickshire, which is consequently being reflected to the end consumer. We are still hearing about staff shortages and some businesses are having to raise wages to provide a far more attractive package to support recruitment needs.

Despite the rise in costs, the consensus in terms of nature of enquiries on the ground is that businesses are still keen to invest in growth and continue with expansion plans. Many enquiries seeking funding for capital projects such as renovations/extensions for expansion; however, some unable to demonstrate growth, partly due to not having fully recovered from the pandemic. Where we are unable to support the business to pursue a Small Capital Grant or they are not eligible for Duplex, the Local Communities and Enterprise strand of the WRIF is proving to be a useful alternative option.

## 2. BUSINESS & ECONOMY SUPPORT

The **Local Communities and Enterprise Fund (LCE)** has now been launched. The new scheme is part of the Council's £140million Warwickshire Recovery and Investment Fund (WRIF), created to aid the economic recovery of the county post-Covid. Delivered for the council by Coventry and Warwickshire Reinvestment Trust (CWRT), the LCE will bring vital support to smaller and early phase businesses, and social enterprises. Its principal focus is micro businesses (fewer than 10 employees) and small businesses (fewer than 50), but applications will be welcome from medium-sized enterprises of up to 250 employees. <https://www.cwrt.uk.com/wrif-lce-fund>

The County Council has launched the 2022/ 2023 round of its **Small Capital Grants** programme. The latest round of Small Capital Grants (SCG) funding, which is worth £1 million after a recent Portfolio Holder decision to allocate additional funding to support the programme, has an increased intervention rate of 40%. There is a healthy pipeline of applications for the next Panel in July. Since 2015, the programme has awarded over £2 million to Warwickshire businesses as part of a £14 million package of finance, loans and grants for Warwickshire businesses. The SCG programme alone has already created more than 200 jobs around the county.

<https://business.warwickshire.gov.uk/may-2022/news-in-brief/new-1million-round-of-small-capital-grants-programme-is-launched>

A further 42 businesses completed the intensive support provided by the “**CW Business – Start, Grow and Scale**” programme during the first quarter of 2022 and a further eight individuals were supported to start their own business. This brings the total number of businesses supported since 2016 to almost 900. 385 new jobs have also been created and almost 450 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](http://www.warwickshire.gov.uk/cwbsp).

WCC recently commissioned an external evaluation of the programme. The key findings were:

- 92% of businesses would recommend the programme.
- 87% of businesses say they achieved their goals upon completing the support programme.
- 49% of businesses rated the programme as 5 stars
- 44% of businesses reported increase in profit as a result of attending the programme.
- Over 75% of businesses reported new products or services launched as a result of the support.

A further evaluation is scheduled to take place in Spring 2023.

The new strand of this support is Project Warwickshire – a dedicated programme to help the county's small businesses in the tourism, leisure and hospitality sector. This project was discussed with the Business Minister Paul Scully who visited recently and met with WCC and the delivery staff for this project.

<https://www.warwickshire.gov.uk/news/article/2910/paul-scully-business-minister-visits-stratford-and-find-out-more-about-project-warwickshire>

The first 11 businesses have now completed the support with 14 jobs safeguarded as a result of the support. Links to the case studies are below and one of the stories of Lucky Tails Alpaca farm (below) has also been picked up by BBC CW radio.

<https://business.warwickshire.gov.uk/may-2022/news-in-brief/tails-up-for-alpaca-farm-thanks-to-local-business-support>

The **Business Investment Growth Team** have received 79 enquiries since the 1<sup>st</sup> April and leads have been generated from the following:

- 16% from Growth Hub
- 6% from partners such as UWSP, CCC, and CUE
- 48% via WCC direct channels
- 6% from Economy & Skills Internal Teams including Invest in Warwickshire and the Skills Hub
- 24% from Mill Street

We are seeing a small number of enquiries from CIC's, charities and Social Enterprises, particularly on funding for premises, and to help find suitable premises. With these queries, we are able to assist with carrying out a property

search with the support of our Invest in Warwickshire team, but in terms of funding, this more difficult with many of them not having the funds required to cover the loan of the size needed to purchase land/building.

Coventry and Warwickshire Reinvestment Trust's "**JumpStart**" project has now engaged 207 Warwickshire residents looking to start a business since April 2021 and subsequently created 28 new businesses following the support. 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.

<https://business.warwickshire.gov.uk/april-2022/news-in-brief/jumpstart-workshops-will-give-entrepreneurs-the-advice-they-need>

### 3. EMPLOYABILITY & SKILLS SUPPORT

As the local economy continues to recover there are positive signs of business confidence and we have seen an increase in requests for **Business Skills Reviews** with a strong focus on recruitment and talent attraction. The national picture shows there are a high volume of vacancies and unemployment figures are low meaning businesses are struggling to fill vacancies. This causes issues for them maintaining current service levels and does not provide room for growth. Our **Fair Chance Employment Programme** has proven to be a valuable tool in helping businesses unlock alternative talent pools to help fill vacancies. The programme provides support to businesses in carving supported job roles by making reasonable adjustments to match available people to current opportunities. The programme currently offers support to a variety of disadvantaged groups such as those with SEND, armed forces resettlement, ex offenders and we are currently shaping a piece for the resettlement of refugees. This particular piece will see them welcomed to Warwickshire, introduced to living & and working in the UK, the assessment of skills & experience that this group of people bring to Warwickshire with the ambition to successfully match them to available job opportunities in their field of interest.

We continue to deliver the Community Renewal Fund (CRF) programme, **The Warwickshire Brighter Futures Programme** with the delivery window now being extended to December 2022. The programme is made up of 5 strands each with a different focus.

**Extra Ability**, Accelerate are about to start deliver to the second cohort, following the pattern of workshops with an employability focus and an end goal of a work placement.

**Break Away Camps**, the first camp took place over the easter weekend and was delivered by the Outward Bound Trust in Aberdovy. The week was a huge success and we are reflecting how we can shape future camps to be based in Warwickshire.

**Warwickshire Community Skills hubs**, Work has begun to shape delivery and look at how we can utilise the spaces. They have been used for the Extra Ability strand, by the WEST team and there is a plan for the space to be used to support DWP for their Commonwealth Games recruitment & for the Resettlement piece within the Fair Chance Employment Programme.

**Let's Go Rural**, The first tour has taken place in the south of the county and was delivered by WCG. The tour showcased their Moreton Morrell Campus, their land based engineering, farriery & agricultural offer stopping off at a rural hospitality setting for a talk on the career opportunities they offer. More tours are planned over the coming months to showcase other sectors across the county.

**Esports Futures**, Delivery of this strand is well under way and has been hugely popular. This strand is delivered by The University of Warwick and offers young people the opportunity to explore careers in the competitive gaming industry. There are future esports camps planned for the duration of the project.

On the whole the project has so far been a success and is having the desired impact in supporting young people in understanding employment opportunities available.

#### 4. INWARD INVESTMENT

The Inward Investment Team took space at **UKREiiF – UK Real Estate Investment & Infrastructure Forum** on May 17th-19th in Leeds, as Invest Coventry & Warwickshire. We were joined by Mark Ryder and Stuart Buckley of Warwickshire Property Development Group and colleagues from Coventry City Council. The show had a similar focus to MIPIM as Coventry & Warwickshire, and we linked up with Midlands Engine to co-ordinate activity and a common presence at the show. We hosted a networking facilitation event and a panel titled 'New Vibe Future High Streets – How Culture and Creativity Can Drive Investment and Transform Places'. We are following up on the leads and contacts made at the event.

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. We have issued a recent press release with supporters given the opportunity to register why they think this will be a good location, with 200 comments already collected. Nuneaton also featured in a [Rail Business Daily profile of some of the leading towns](#). We expect the shortlist to be announced by the end of May.

Invest in Coventry & Warwickshire will be exhibiting at a couple of key transport technology shows in the local area next month. [Rail Live 2022](#) takes place in Stratford District at the Long Marston Rail Innovation Centre, the major centre for rail test and development. The rail equivalent to the Farnborough Air Show takes place

as a mixture of outdoor and indoor exhibition and conferencing. Later in June we will be at the [Battery Cells and Systems Expo](#), promoting the local supply chain around battery and future mobility, with a presentation from Coventry City Council on the West Midlands Gigafactory.

## **APPENDIX 1: BUSINESS NEWS**

### **Major business headlines from around Warwickshire**

#### **Digital Creative sector**

##### **Video game company to move into Leamington's former House of Fraser store**

A growing video gaming company has signed-up to take two floors of office space at the former House of Fraser store in Leamington. Sumo Group is a Sheffield-based firm which provides creative and development services to the video games industry. It has pre-let 44,000 sq ft of space in Valeo Capital's conversion at the former House of Fraser department store in The Parade. The development of the former department store has been renamed Bedford Street Studios, which will provide 65,000 sq ft of office space in the heart of the town centre.

<https://www.coventrytelegraph.net/news/local-news/video-game-company-move-leamingtons-24003228>

##### **Yooka-Laylee developer Playtonic has opened a second office in Leamington Spa.**

The studio, formed by former staff of UK developer Rare, has recently attracted investment from Tencent, with plans to work on multiple projects -- including a sequel to its 2017 3D platformer. Although official announced in March, Playtonic have now officially moved into 1 Mill Street this month.

<https://www.gamesindustry.biz/articles/2022-03-23-playtonic-games-opens-leamington-spa-studio>

##### **Kwalee continue to grow global brand**

Award-winning multiplatform games publisher Kwalee is opening its fourth global office, in Portugal. This development is the latest in what's been an incredible period of growth since 2020, during which Kwalee expanded from its Leamington Spa headquarters and opened international studios in India and, China. With remote team members globally, the expansion means that the company has employees across 18 countries.

<https://europeangaming.eu/portal/latest-news/2022/05/12/114395/kwalee-opens-new-office-in-portugal/>

##### **Channel 4 Collaboration to Boost Region's TV Production Sector**

Channel 4 and Create Central have formed a collaboration to support and grow the West Midlands' TV production sector, with funding available for companies in the region.

More4 the West Midlands is a £30,000 development fund open to all production companies based within the West Midlands Combined Authority area and/or one of the three West Midlands' Local Enterprise Partnership regions.

Three More4 programmes ideas will be selected for initial development and awarded £5,000 each, with one idea awarded an extra £15,000 funding for further development.

<https://www.insidermedia.com/news/midlands/channel-4-collaboration-to-boost-regions-tv-production-sector>

### **Automotive/ Future Mobility**

#### **Britishvolt Partners With Prologis to Build £200m UK battery cell Scale-up Facilities**

Britishvolt has announced a partnership with UK logistics real estate operator Prologis to build a battery cell scale-up facilities in the West Midlands. The site will develop new cell formats and electro chemistries to create higher performance, production ready, batteries of the future whilst helping lower cell costs for EVs.

<https://www.autofutures.tv/2022/05/31/britishvolt-partners-with-prologis-to-build-200m-uk-battery-cell-scale-up-facilities/>

#### **REE Automotive to build commercial EV plant in Local Area**

REE Automotive which develops rolling chassis for commercial electric vehicles (EVs), has announced a new assembly plant in the Coventry & Warwickshire area to supply customers in Europe. The Israeli-based startup said the highly-automated assembly plant it will have an annual production capacity of 10,000 EV chassis.

<https://www.reuters.com/business/autos-transportation/ree-automotive-build-commercial-ev-plant-uks-coventry-2022-05-16/>

#### **Former Ferrari boss Amedeo Felisa takes over as chief executive of Aston Martin Lagonda**

Aston Martin has appointed its third chief executive in three years, with Tobias Moers stepping down after only two years in charge. Moers will leave the board of the British



carmaker with immediate effect but will stay until the end of July to “support the leadership team with a smooth transition”, Aston Martin Lagonda announced. The former Ferrari boss Amedeo Felisa will replace him as chief executive. Felisa joined Aston Martin’s board as a non-executive director in July 2021.

<https://www.theguardian.com/business/2022/may/04/aston-martin-appoints-third-ceo-in-three-years-as-tobias-moers-steps-down>

### **Volta Truck Production Breaks Cover in Bedworth**

EV tech business Volta Trucks recently profiled its bespoke, in-bay build process for Design Verification prototypes. Developed in partnership with E-VO (E-PPL Vehicle Operations), in Bedworth, the process allows for speed and flexibility. A prototype built there was on show this week at the Commercial Vehicle Show at the NEC in Birmingham. Full build will take place overseas by Steyr, the Austrian contract build specialists who also build the Jaguar e-Pace and i-Pace, and some MINI models.

<https://www.youtube.com/watch?v=G8NSgpodRVQ>

### **Jaguar Land Rover Appoints New Product Engineering Director**

Thomas Müller takes responsibility for the technical development of all new Jaguar and Land Rovers, including both hardware and software. He replaces Nick Rodgers who left in December after leading this role since 2015. His expertise in technology, agile leadership and digital capabilities will bring significant benefits to the efficient delivery of the next generation of modern luxury vehicles. He joins Jaguar Land Rover from the Volkswagen Group, where he held a variety of engineering leadership positions at Audi.

<https://www.jaguarlandrover.com/news/2022/04/thomas-muller-joins-jaguar-land-rover-executive-director-product-engineering#:~:text=Gaydon%2C%20UK%20%E2%80%93%20Monday%204th%20April,incl%20both%20hardware%20and%20software.>

### **Warwickshire-headquartered dumper truck maker sees profits rise**

Dumper truck maker Thwaites, based near Leamington Spa, reported a turnover rise of almost £30m according to the latest financial year, increasing its profits by £3.6m in the process. Thwaites designs and makes a range of trucks which can take loads of up to ten tonnes.

<https://www.insidermedia.com/news/midlands/turnover-up-by-almost-30m-at-dumper-truck-maker>

### **Two Warwickshire electrical technology firms awarded development funds**

Nuneaton company Viritech Ltd, which specialises in the deployment of hydrogen propulsion in vehicles, and Warwick-based SysElek are among 13 national firms that have been awarded £135,000 each from Coventry's Advanced Propulsion Centre (APC) to help in the race to decarbonise transport.

[https://www.thebusinessdesk.com/westmidlands/news/2063931-businesses-awarded-1.8m-for-electric-vehicle-technology?utm\\_source=newsletter&utm\\_medium=email&utm\\_campaign=WestMidlands\\_17th\\_May\\_2022\\_Daily](https://www.thebusinessdesk.com/westmidlands/news/2063931-businesses-awarded-1.8m-for-electric-vehicle-technology?utm_source=newsletter&utm_medium=email&utm_campaign=WestMidlands_17th_May_2022_Daily)

### **Penso Power, Luminous Energy secure approval for UK battery storage project**

Penso Power Ltd. and Luminous Energy secured full planning permission for a 350-MW battery storage development in North Warwickshire, U.K. The companies have said that the approved design for the Hams Hall project allows the deployment of more than 1,750 MWh of battery storage, which will support the U.K. electricity system.

<https://www.energy-storage.news/penso-power-and-luminous-energy-get-green-light-for-five-hour-bess-project-in-uk/>

### **Rotala Acquires Historic Henley-in-Arden Bus Company**

Rotala has acquired an operator of commercial and contracted bus services in Warwickshire and the southern West Midlands. The Birmingham-headquartered company has snapped up Johnsons (Henley) Ltd's entire bus business and 20-strong fleet. The business being acquired currently trades under the 'Excelbus' brand. Rotala estimates that the assets being purchased have annual revenues of approximately £3.5m.

<https://www.insidermedia.com/news/midlands/rotala-acquires-west-midlands-bus-operator>

### **World's first hub for flying taxis opens in Coventry**

Air-One® developed by Urban-Air Port® and supported by Supernal is a fully-operational hub for electric vertical take-off and landing (eVTOL) vehicles and is

located at Westminster Car Park, in the centre of Coventry (CV1 3fZ). The technology is set to provide a blueprint for more than 200 vertiports planned worldwide by Urban-Air Port® over the next five years to meet growing demand. The firm says the advanced air mobility (AAM) market is set to take off, with forecasted growth of 9% annually to reach \$1 trillion within the next two decades.

[https://www.thebusinessdesk.com/westmidlands/news/2063287-world%e2%80%99s-first-hub-for-flying-taxis-has-opened-in-coventry?utm\\_source=newsletter&utm\\_medium=email&utm\\_campaign=WestMidlands\\_27th\\_Apr\\_2022\\_Daily](https://www.thebusinessdesk.com/westmidlands/news/2063287-world%e2%80%99s-first-hub-for-flying-taxis-has-opened-in-coventry?utm_source=newsletter&utm_medium=email&utm_campaign=WestMidlands_27th_Apr_2022_Daily)

## **Other business news**

### **Coventry University signals international ambitions**

Coventry University is set to establish an education institution in China, in collaboration with the Communication University of China, as it looks to build on its international success.

The project is currently in the development and construction stage alongside a number of other Chinese and foreign universities. Coventry University was recently awarded the Queen's Award for Enterprise in the category of International Trade.

<https://www.coventry.ac.uk/news/2022/new-education-institution-approved-in-china/>

### **Development of commercial units to bring 100 jobs to Southam**

Nine new business commercial units are set to boost the Warwickshire town of Southam. The 42,000 sq ft development at Kineton Road Industrial estate has been brought forward by the Warwickshire Property and Development Group (WPDG). The land has been unused for a number of years and will be particularly suited to small to medium sized enterprises, especially start-ups or expansions.

[https://www.thebusinessdesk.com/westmidlands/news/2063678-development-of-commercial-units-to-bring-100-jobs?utm\\_source=newsletter&utm\\_medium=email&utm\\_campaign=WestMidlands\\_11th\\_May\\_2022\\_Property](https://www.thebusinessdesk.com/westmidlands/news/2063678-development-of-commercial-units-to-bring-100-jobs?utm_source=newsletter&utm_medium=email&utm_campaign=WestMidlands_11th_May_2022_Property)

### **New hotel near Warwick Castle given the go ahead**

An application proposing the construction of a new 60-bed hotel near the site of Warwick Castle has been given the green light. Plans also include an extension to

the Knight's Village restaurant to provide additional covers and decked terraces for outdoor dining. The project is expected to create 29 jobs upon completion, along with 123 vacancies during the construction phase.

<https://www.insidermedia.com/news/midlands/green-light-for-hotel-near-warwick-castle>

## APPENDIX 1: UK SHARED PROSPERITY FUND SUMMARY

### Overview

The UK Government announced the full prospectus outlining the delivery and investment planning process for the UK Shared Prosperity Fund (UKSPF) on 13<sup>th</sup> April 2022. This summary provides an update for WCC and Warwickshire partners.

**Type of fund:** Areas receive Conditional allocations (subject to approval)

**Deadline:** 30 June 2022 - 1 August 2022

**Submission Requirement:** Areas prepare Local Investment Plans

**Funding Mix:** Revenue & Capital (ratios determined via the Local Investment Plans)

**Delivery:** 2022/23 to 2024/25 (first allocations expected to be paid from October 2022)

### UKSPF across Warwickshire

The UK Government have made conditional funding allocations based upon a defined methodology: 70% per head of population and 30% which is a needs-based index (similar to the Community Renewal Fund priority areas). The table below summarises the total amounts by allocation:

Lead Local Authority	Conditional Allocation	Activity Notes
North Warwickshire	£1,956,601	Core UKSPF delivery
Nuneaton and Bedworth	£4,028,173	Core UKSPF delivery
Rugby	£3,052,921	Core UKSPF delivery
Stratford-on-Avon	£3,596,031	Core UKSPF delivery
Warwick	£3,484,412	Core UKSPF delivery
Warwickshire County Council	£2,543,360	Multiply only
<b>Total</b>	<b>£18,661,498</b>	

The West Midlands Combined Authority (including Coventry) has a separate allocation of £105 million. When the Warwickshire allocation is directly compared with the current European Structural Funds allocation – UKSPF will result in a relative funding reduction of approximately a third. Lead local authorities are required to submit an investment plan to access allocations.

Match funding is not expressly required as part of UKSPF. However, it is noted that partners should demonstrate value for money against output delivery and are encouraged to consider providing match funding. If match funding can be leveraged, this is likely to create stronger, more cohesive bids which achieve greater outputs. In such cases where value for money can be demonstrated, programmes are likely to score highly.

### Developing Proposals – Investment Plan

Local partners are invited to submit investment plans which deliver across the four priorities of:

- 1) Community and Place,
- 2) Supporting Local Business,
- 3) People and Skills
- 4) Multiply (ringfenced numeracy provision)

Investment plans for priorities 1 to 3 are due for submission between 30<sup>th</sup> June and 1<sup>st</sup> August 2022 with Multiply being asked to submit plans on the 30<sup>th</sup> June 2022. Local partners are strongly encouraged to work in partnership including engaging with current deliverers. To achieve this, lead local authorities are tasked to create **local partnership groups**. This will be a core component of administering the fund locally, identifying strategic fit and reducing conflicts of interest. The Government will require partners to commit to output delivery and produce an evidence-based approach for schemes. A total of £20,000 will be available for each lead local authority to produce the investment plan.

### Actions and Partnership Working

Warwickshire County Council is working and engaging the District & Borough Councils to provide strategic support with the preparation of the five local investment plans for the UKSPF funding. This includes economic intelligence, strategic input, technical / co-ordination assistance upon request, and sharing lessons learnt from current delivery which is contracted under EU & other funded programmes. A majority of the European funded programmes are due to end in March 2023 and the reallocation of funding as part of UKSPF could result in a cessation of previous activities.

Lead local authorities are encouraged to work with other authorities (district, county or unitary councils where relevant) to agree and commission people and skills activity, or business support activity over a larger scale which is representative of the full local labour market or business base. Working collaboratively and sharing resources will be critical to ensuring output delivery whilst maintaining value for money despite the real term reduction of funding (circa 30% when compared with previous EU funded packages).

WCC is keen to engage local partners in the development of plans. In the Warwickshire County Council led Multiply funding allocation, the County has built in points of engagement with partners as part of the investment planning process. Further detail on Multiply, the fourth strand of UKSPF has been outlined below.

### Multiply Investment Priority

The Multiply strands of delivery and sign-off will be assessed by the Department for Education and WCC is tasked with preparing the investment plan for submission. Multiply focuses on improving adult numeracy and activities under Multiply will be complementary to activities as part of the wider funding landscape. This will ensure alignment of delivery across UKSPF with due regard to the future People & Skills provision.

### The role of MPs

Local MPs will play an important role across the UKSPF plan development process – advising, reviewing, and supporting the investment plan prior to UK Government sign-off. Sufficient time must be committed to engaging MPs through the preparation of investment plans.

Summary by:  
William Tse  
Funding Lead  
Business & Economy  
Economy and Skills  
Communities  
Warwickshire County Council  
Email: [williamtse@warwickshire.gov.uk](mailto:williamtse@warwickshire.gov.uk)

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## Communities Overview and Scrutiny Committee

22 June 2022

### Levelling Up approach for Warwickshire

#### 1. Recommendation(s)

That the Committee considers and comments on the proposed approach to Levelling Up in Warwickshire ahead of its consideration by Cabinet.

#### 2. Executive Summary

- 2.1 On 2 February 2022 the Government published the Levelling Up White Paper. The White Paper outlines the Government's strategy to "spread opportunity and prosperity to all parts of the country" by 2030, through twelve national missions. The 12 missions are attached at Appendix 1. This will also include stronger oversight of local government on performance against these missions.
- 2.2 On 10 May 2022 the Queen's speech set out the Government's agenda for the 2022-23 Parliamentary session. The Government committed to empowering local leaders to implement levelling up initiatives in their area through an upcoming Levelling Up and Regeneration Bill.
- 2.3 The Council Plan approved by full Council in February 2022 includes a commitment to the Levelling Up agenda and to understanding what that means for Warwickshire. Specifically, the Council Plan recognised the Council's unique role to convene partners to shape and deliver the long-term levelling up mission for Warwickshire. It committed to develop, with partners, a countywide approach to levelling up, with the aim of publishing this by July 2022.
- 2.4 Reports to Cabinet in March and May 2022 set out the Council's overall direction on and proposed approach to Levelling Up and confirmed the intention of publishing a Levelling Up approach for Warwickshire subject to Cabinet approval in July.
- 2.5 The aim of the Levelling Up approach is to create a reference point for the Levelling Up agenda, complementing existing work and highlighting specific challenges and opportunities in the county. The approach will:
  - **Translate** the national Levelling Up missions and policy for Warwickshire;
  - **Complement** the organisational plans and strategies of all partners
  - **Influence** current and future strategies;

- **Recognise and build on the power** of all our partnerships, networks, and forums;
- **Inform** our future collective work on other strategic issues linked to the missions (such as climate change and inequalities); and
- **Share** our commitment to Levelling Up with our communities.

2.6 The approach to Levelling Up for Warwickshire will be presented to Cabinet for approval in July 2022. This is an emerging area of national policy and the approach will therefore seek to be flexible and respond to refinement and changes as they arise.

2.7 This report therefore seeks to provide an outline of the emerging approach. This will be supplemented by tailored content presented to the meeting of the relevant Overview & Scrutiny Committee. The report seeks members' views on the Levelling Up approach as relevant to the remit of the Committee. Officers will present to the Committee and the accompanying slide deck will be made available to members and published alongside the other public papers for the Committee.

### 3. Financial Implications

3.1 There are no direct financial implications associated with this report. However, there are likely to be longer-term financial impacts of our approach to Levelling Up as we prioritise cohorts and areas of need. These will need to be accommodated within existing budgets and/or factored into budget setting as part of future MTFS refresh processes.

### 4. Environmental Implications

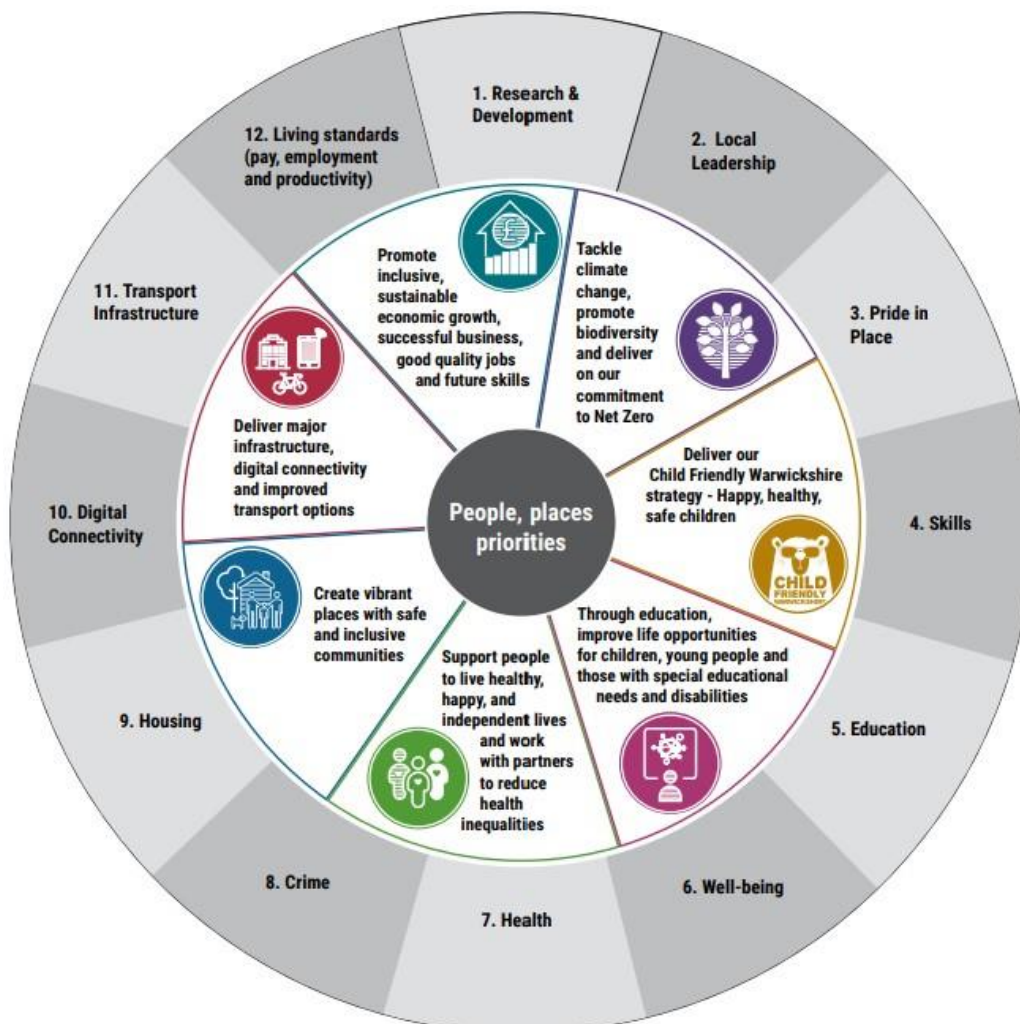
4.1 Environmental Sustainability and net zero is not one of the twelve Levelling Up missions but remains a key local and national priority. The Government's Net Zero strategy: Build Back Greener, published in October 2022, sets out policies to enable the UK to meet its net zero target by 2050. The Council's emerging Sustainable Futures strategy, currently in development and due for Cabinet consideration in October 2022, will need to take into account the Levelling Up agenda. There may also be future environmental implications as the County continues to make contributions to the national Net Zero strategy along with our own net zero ambitions both for the County as a place, and the County Council as an organisation.

### 5. Supporting Information

5.1 The Levelling Up White Paper set out twelve missions, with accompanying metrics and outcomes to be achieved by 2030 covering:

- Living Standards
- Research & Development
- Transport Infrastructure
- Digital Connectivity
- Education
- Skills
- Health
- Well-being
- Pride in Place
- Housing
- Crime
- Local Leadership

The diagram below maps the 12 missions to our Council Plan Areas of Focus. There is a considerable degree of overlap between the 12 missions and the Areas of Focus in our Council Plan and equally there is overlap between the remits of the Overview and Scrutiny Committees, the missions, and our Areas of Focus. Appendix 2 sets this out in more detail and highlights those areas (missions, Areas of Focus, and emerging themes) of most relevant to the remit of this Committee.



- 5.2 Our Levelling Up approach will seek to deliver against these missions and will influence a number of connected Council, strategies. Those most relevant to the remit if this Committee are also contained in Appendix 2.

5.3 In developing our approach to Levelling Up, there has been significant engagement with a range of stakeholders to date and further engagement will continue over coming weeks. During May 2022 we engaged with residents through the Voice of Warwickshire residents' panel to better understand what Levelling Up means for our residents and have used this feedback to inform our overall approach. In addition, we have or will:

- used the Voice of Warwickshire to gain residents' views, with over 450 responses;
- met with all districts and borough councils, both individually and together;
- hold an engagement session with wider stakeholders covering Higher Education, Health, the Voluntary, Community, and Social Enterprise Sectors and Local Government;
- meet with the chairs of the Warwickshire Youth Council;
- engage key WCC officers and leads;
- engage with the Town and Parish Councils through our forthcoming reference group and with Clerks at the invitation of Warwickshire and West Midlands Association of Local Councils.

5.4 Using this information alongside the ongoing engagement with our partners and stakeholders, our working definition for Levelling up in Warwickshire is anchored around:

- **Increasing opportunity and social mobility** - ensuring the success you enjoy in life is less dependent on where you live, your background and who your parents are by:
  - spreading opportunity and embedding aspiration;
  - fulfilling people's potential in life; and
  - building inclusive economic growth to ensure valued, well-paid and high-quality jobs.
- **Reducing disparities** - addressing gaps and inequalities in:
  - standards of living;
  - health, happiness and well-being;
  - educational attainment;
  - access to good, affordable housing; and
  - connectivity (transport and digital)
- **Building community power** - Increasing pride in the place you live in, and unleashing the potential of communities by increasing your voice and influence over your places.
- **Creating sustainable futures** - ensuring climate change and adaptation a central part of levelling up so future generations can live in a sustainable county with good opportunities and quality of life, including standards of living.

5.5 The key features of our overall approach to Levelling Up are reflected in the following principles which underpin our approach to Levelling Up and which complement the Council Plan:

- **A joint mission:** we will bring together our partners from across Warwickshire's public, private, voluntary and community sectors to work together on levelling up. We will work closely with Government and regional bodies so that Warwickshire benefits from opportunities to do more locally and deliver on wider national and regional agendas.
- **A long-term approach:** addressing disparities and increasing social mobility will take decades. As there are no quick fixes, our approach will commit to making sustainable progress on long-term issues
- **Addressing root causes:** we will use data, insight and partnerships to tackle the root causes of complex issues, rather than the symptoms.
- **Data-driven;** we will use data to track our long-term trajectory and progress, using national benchmarks wherever possible. We will learn and evolve our approach.
- **Strengths-based as well as tackling need (not levelling down):** we will build on the strengths of individuals, communities, places and interest groups to improve quality of life for them. Our approach will not hold back other places or groups where things are better
- **Targeted and tailored to communities of place and of interest:** based on data and insight, we will target the communities of place and communities of interest that need most support. Building on their strengths, we will help them build the capacity to improve things in the long-term, tailoring our approaches to local circumstances.

5.6 Core to the Levelling Up agenda is the need to prioritise effort and activity to where it is most needed. In Warwickshire this will be mean focusing particular attention on specific places and groups of people as determined by robust evidence, while enabling other places and communities to address local levelling up imperatives through more community powered approaches.

5.7 We are also using robust, credible data at a variety of geographical levels to determine where our interventions can have the biggest impact. Specifically, we will use the following frameworks:

- The Indices of Deprivation – this is the recognised, nationally-published dataset that enables us to analyse inequalities and need at a local level across a range of domains.
- The 12 Levelling Up Missions – as set out in the Government's Levelling Up White Paper.

These frameworks will be supplemented by additional national and local intelligence, including:

- Office of National Statistics Health Index
- Warwickshire place-based JSNA

- Experian Financial Resilience dataset
- WCC Performance Framework
- State of Warwickshire 2022 Report
- Voice of Warwickshire residents' panel survey results
- Warwickshire Poverty Dashboard

5.8 The Community Powered Warwickshire (CPW) programme is also a key lever for the Levelling Up approach and will be central to delivering our vision; supporting communities experiencing the most inequality to develop and capitalise on their latent community power whilst building upon existing communities who have community power in abundance. Using CPW will ensure that communities and the wider voluntary, community, and social enterprise (VCSE) sector are an integrated part of our approach to Levelling Up for Warwickshire.

## 6. Timescales associated with the decision and next steps

6.1 The Committee is asked to inform both the shape and content of the approach as part of the engagement with all Overview & Scrutiny Committees:

Resources and Fire & Rescue OSC	8 June 2022
Children & Young People OSC	14 June 2022
Adult Social Care and Health OSC	22 June 2022
Communities OSC	22 June 2022
Cabinet Approval	14 July 2022

6.2 Following approval of the Levelling Up approach the Committee will be able to consider how it wishes to track progress on Levelling Up through the consideration of the related strategies, elements of the Integrated Delivery Plan, and the new Performance Management Framework as are relevant to its remit.

## Appendices

1. The 12 Levelling Up missions – extract from the Government White Paper (Feb 22)
2. Levelling Up approach – relevant missions, strategies, and areas of work

## Background Papers

1. Levelling Up and Devolution for Warwickshire – Cabinet 12<sup>th</sup> May 2022
2. The State of Warwickshire 2022 Report

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The report was circulated to the following members prior to publication:

Local Member(s): N/a - of county wide relevance

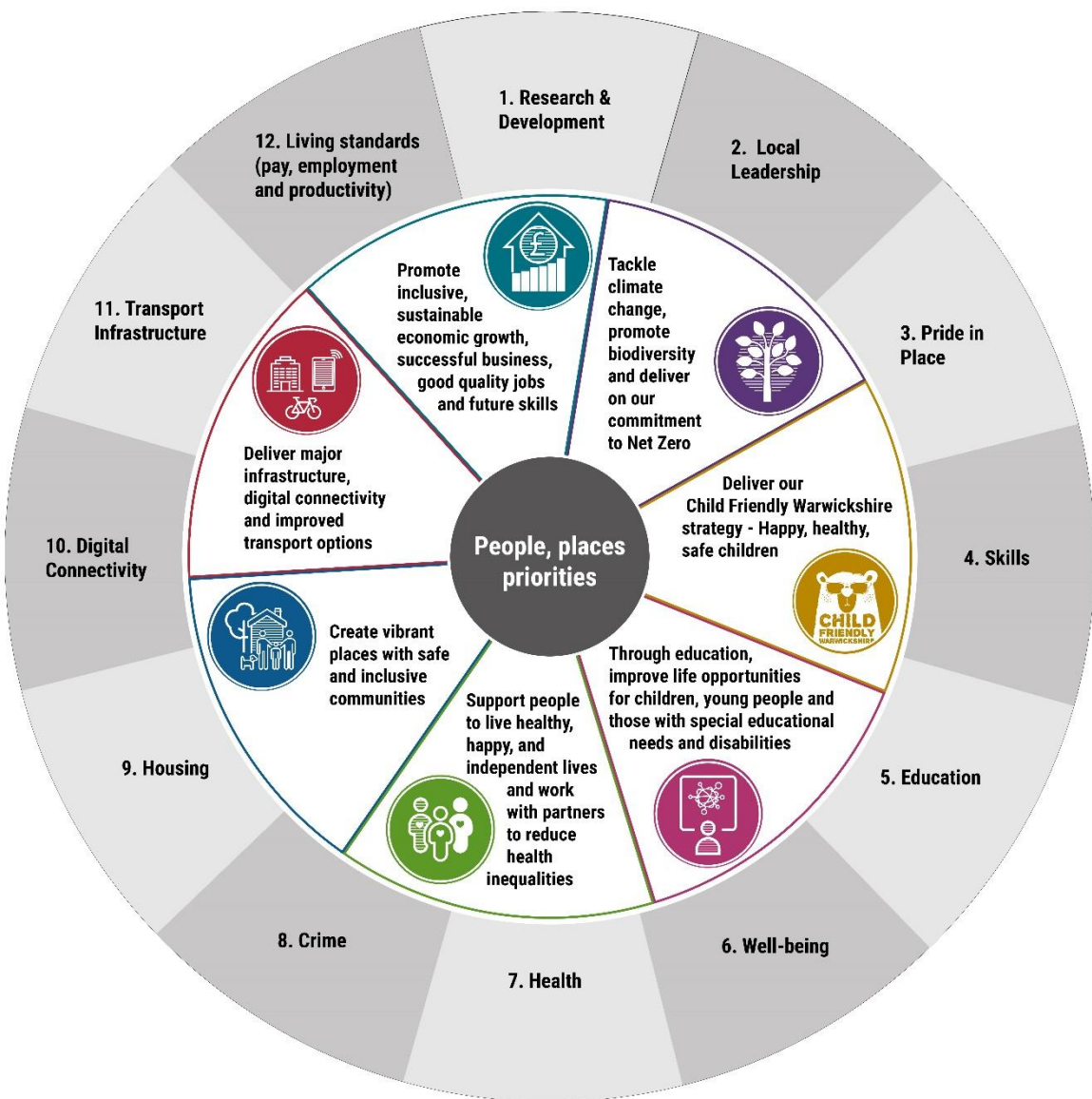
Other members: None

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## Appendix 1 – Mapping National Levelling Up missions to WCC Areas of Focus

<b>Research &amp; Development</b>	By 2030, domestic public investment in R&D outside the Greater South East will increase by at least 40%, and over the Spending Review period by at least one third. This additional government funding will seek to leverage at least twice as much private sector investment over the long term to stimulate innovation and productivity growth.
<b>Local Leadership</b>	By 2030, every part of England that wants one will have a devolution deal with powers at or approaching the highest level of devolution and a simplified, long-term funding settlement.
<b>Pride in Place</b>	By 2030, pride in place, such as people's satisfaction with their town centre and engagement in local culture and community, will have risen in every area of the UK, with the gap between top performing and other areas closing.
<b>Skills</b>	By 2030, the number of people successfully completing high-quality skills training will have significantly increased in every area of the UK. In England, this will lead to 200,000 more people successfully completing high-quality skills training annually, driven by 80,000 more people completing courses in the lowest skilled areas.
<b>Education</b>	By 2030, the number of primary school children achieving the expected standard in reading, writing and maths will have significantly increased. In England, this will mean 90% of children will achieve the expected standard, and the percentage of children meeting the expected standard in the worst performing areas will have increased by over a third.
<b>Wellbeing</b>	By 2030, well-being will have improved in every area of the UK, with the gap between top performing and other areas closing.
<b>Health</b>	By 2030, the gap in Healthy Life Expectancy (HLE) between local areas where it is highest and lowest will have narrowed, and by 2035 HLE will rise by five years.
<b>Crime</b>	By 2030, homicide, serious violence and neighbourhood crime will have fallen, focused on the worst affected areas
<b>Housing</b>	By 2030, renters will have a secure path to ownership with the number of first-time buyers increasing in all areas; and the government's ambition is for the number of non-decent rented homes to have fallen by 50%, with the biggest improvements in the lowest performing areas
<b>Digital Connectivity</b>	By 2030, the UK will have nationwide gigabit-capable broadband and 4G coverage, with 5G coverage for the majority of the population.
<b>Transport Infrastructure</b>	By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing.
<b>Living Standards</b>	By 2030, pay, employment and productivity will have risen in every area of the UK, with each containing a globally competitive city, and the gap between the top performing and other areas closing.



	<b>WCC Examples of Planned Activity</b> <i>(taken from Integrated Delivery Plan 2022-2027)</i>
<b>Research &amp; Development</b>	<ul style="list-style-type: none"> <li>Promote Warwickshire and secure inward investment by developing and delivering Sector Growth Plans for our key priority sectors; automotive, advanced engineering &amp; manufacturing, digital creative and tourism</li> <li>Work with Coventry City Council and Coventry University to deliver the Coventry and Warwickshire Innovation Programme</li> </ul>
<b>Local Leadership</b>	<ul style="list-style-type: none"> <li>Develop a Devolution Deal for Warwickshire as a proposal for entering into negotiation with Government</li> <li>Engage in discussions about the (WMCA) West Midlands Trailblazer Devolution Deal and how it might benefit Warwickshire</li> </ul>
<b>Pride in Place</b>	<ul style="list-style-type: none"> <li>Bring together and embed our work on Volunteering with our approach to harnessing Community Power to support our voluntary and community organisations to increase local and social activities</li> <li>Create a pipeline of projects and initiatives across the county to develop neighbourhoods and generate pride in our localities</li> </ul>
<b>Skills</b>	<ul style="list-style-type: none"> <li>Work with our local universities, colleges, schools and partners to improve young people's aspiration for further and higher education opportunities</li> </ul>
<b>Education</b>	<ul style="list-style-type: none"> <li>Work with partners and early years providers to tailor support to improve outcomes for children at the end of Reception to secure school readiness for all Warwickshire children and increase the take up of funded 2-year-old places</li> <li>Deliver the strategy and action plan with partners to support young people in Nuneaton to achieve higher educational attainment and outcomes</li> </ul>
<b>Wellbeing</b>	<ul style="list-style-type: none"> <li>Increase access to Early Help and Targeted Youth Work</li> <li>Open our first Family Hub at the Wheelwright Lane Centre which will specialise in support for children, young people and their families with Special Educational Needs and Disabilities (SEND) and Social Emotional Mental Health (SEMH) issues</li> </ul>
<b>Health</b>	<ul style="list-style-type: none"> <li>Work collaboratively with partners to implement the requirements of the new integrated care system so that there is greater join up between NHS and Council care records</li> <li>Promote the benefits of healthier lifestyle choices and provide effective services and support to enable people to make sustained improvements</li> </ul>

<b>Crime</b>	<ul style="list-style-type: none"> <li>• Work with partners to prevent violence, serious &amp; organized crime, modern slavery &amp; human trafficking, reducing reoffending, exploitation and rural crime to meet the outcomes set by the relevant strategies and delivery plans as approved by the Safer Warwickshire Partnership Board.</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>• Undertake a review of service provision, housing support and embed a revised referral approach for Short Term Vulnerable Adults</li> <li>• Establish the strategic role of Extra Care Housing and Specialised Supported Housing in the Council's wider strategies for housing with support and its Adult Social Care Act duties</li> </ul>
<b>Digital Connectivity</b>	<ul style="list-style-type: none"> <li>• Work with our partners to encourage the expansion of 4G and 5G coverage across Warwickshire, aiming for connectivity by 2025</li> <li>• Develop a county-wide Digital Inclusion programme.</li> </ul>
<b>Transport Infrastructure</b>	<ul style="list-style-type: none"> <li>• Develop an infrastructure strategy and create a supporting action plan that sets out our priority infrastructure opportunities and schemes across Warwickshire</li> <li>• Deliver priority Road schemes that will make it easier to travel around the County</li> </ul>
<b>Living Standards</b>	<ul style="list-style-type: none"> <li>• Engage and work with businesses to access loan funding via the Warwickshire Recovery &amp; Investment Fund to support business and employment growth in the county and review the impact of the loans</li> <li>• Building on our pandemic recovery work, continue to implement a business support programme to address specific barriers to business growth</li> </ul>

## Appendix 2 – Levelling Up missions and strategies/ areas of work relevant to Communities OSC

### Relevant National Levelling Up missions & examples of metrics (2022-2030)

**Living Standards** – By 2030, pay, employment and productivity will have risen in every area of the UK, with each containing a globally competitive city, with the gap between the top performing and other areas closing.

- Gross Value Added (GVA) per hour worked
- Employment rate for 16-64-year-olds

**Transport Infrastructure** – By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing.

- Usual method of travel to work by region of workplace
- Average travel time in minutes to reach nearest large employment centre (500+ employees)

**Pride in Place** – By 2030, pride in place, such as people's satisfaction with their town centre and engagement in local culture and community, will have risen in every area of the UK, with the gap between top performing and other areas closing.

- Percentage of adults who are satisfied with their local area as a place to live
- Percentage of individuals who have engaged in civic participation in the last 12 months

**Skills** – By 2030, the number of people successfully completing high-quality skills training will have significantly increased in every area of the UK.

- 19+ Further Education and Skills Achievements (qualifications) excluding community learning, Multiply and bootcamps

**Digital Connectivity** – By 2030, the UK will have nationwide gigabit-capable broadband and 4G coverage, with 5G coverage for the majority of the population.

- Percentage of premisses with gigabit-capable broadband
- Percentage of 4G (and 5G) coverage by at least one mobile network operator

### Relevant National Levelling Up missions & examples of metrics (2022-2030) *continued*

**Housing** – By 2030 renters will have a secure path to ownership with the number of first-time buyers increasing in all areas; and the government’s ambition is for the number of non-decent rented homes to have fallen by 50%.

- Proportion of non-decent rented homes
- Number of first-time buyers

**Crime** - By 2030, homicide, serious violence and neighbourhood crime will have fallen, focused on the worst-affected areas.

- Neighbourhood crime
- Hospital admissions for assault with a sharp object amongst under-25s

### WCC Strategies

- Local Transport Plan
- Economic Growth (2020-2025)
- Digital Infrastructure
- Heritage & Culture (2020-2025)
- Community Safety Agreement (2022-26)
- Serious Violence Prevention Strategy
- Voluntary & Community Sector (2020-2025)

### WCC Areas of Work

- Rural policy and networks
- Sustainable Futures
- Community safety
- Digital connectivity
- Transport connectivity
- Infrastructure and housing
- Place-based working
- Town Centre initiatives

**Note – WCC is also developing local metrics aligned to the national to monitor progress alongside our Operating Model and Performance Management Framework**



## **Briefing Note – Communities OSC 22 June 2022**

### **Vehicle Activated Signs Policy**

#### **Background**

Vehicle activated signs (VAS) are automated signs which illuminate at the approach of a vehicle to warn about speed or potentially hazardous road layouts, such as bends or junctions.

The County currently has close to 400 such signs, many of which are out of warranty, aging and constitute a substantial maintenance burden, to the extent that approximately 40% are currently non-operational.

#### **Proposed draft policy**

In order to ensure that VAS are installed only at locations where road safety benefits can reasonably be expected, a policy has been drawn up which contains robust criteria based around personal injury collisions, speeds, traffic volumes and local considerations such as crossing points and community facilities.

In addition, to reduce the County's maintenance burden, the policy will identify for removal VAS which have not produced the expected road safety improvements according to DfT research. These signs will only be removed when they stop working.

It is recognised that local communities may wish to retain existing signs which have been identified for removal under the proposed new policy. In these cases, parish or town councils may enter into an agreement with WCC to fund the ongoing maintenance of the sign and replacement if necessary.

The intended outcomes of this policy are to provide interested parties with clear guidance on where VAS may be considered for installation. This approach will have a threefold benefit: signs will only be installed at sites of real, not perceived, road safety risk; proliferation of VAS to a point where over-familiarity might reduce their impact will be more tightly controlled and the removal of 'redundant' VAS will reduce their financial burden, thereby allowing more appropriate targeting of resources.

#### **Next steps**

Subject to agreement at Cabinet in July, the policy will be implemented immediately and managed between Safety Engineering and Street Lighting.

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## Communities Overview and Scrutiny Committee

22 June 2022

### Warwickshire Adult and Community Learning Progress and Performance Report

#### Recommendation(s)

That the Communities Overview and Scrutiny Committee:

1. Considers and comments upon the performance of Warwickshire County Council's Adult and Community Learning Service and seeks clarification on any areas of concern, and
2. Provides its comments on the Adult and Community Learning Service draft Statement of Intent 2022-2025 at Appendix 1.

#### 1. Executive Summary

- 1.1 The purpose of this report is to provide the Scrutiny Committee with an overview of the performance of Warwickshire County Council's Adult Community and Learning Service in the academic year 2020/21 and the outcomes achieved for residents and to highlight future priorities, opportunities and challenges.
- 1.2 This report forms part of wider reporting and monitoring arrangements for the service and feedback on the report from the Overview and Scrutiny Committee will help to inform the direction and purpose of the Service.
- 1.3 A further report will be presented to this committee before the end of 2022 to provide the Service performance for the academic year 2021/22.

#### Background

- 1.4 Warwickshire County Council (WCC) provides Adult and Community Learning through [Warwickshire's Adult and Community Learning Service \(WACL\)](#). The Service is part of Education Services.
- 1.5 The Service provides formal and informal learning programmes to adults aged 19+ across the County in over 30 inclusive learning environments in a wide range of community venues, many of which are within the County's areas of highest need. Courses offered include English, Maths, ESOL (English as a

second language), IT, Languages, arts and crafts, and courses for adults with learning difficulties. Family Learning activities are also provided for parents and their children, with most of these activities organised through primary schools, targeting schools with the highest levels of need.

- 1.6 The Service is predominantly funded through the Adult Education Budget (AEB) provided by the Education and Skills Funding Agency (ESFA). Over the last ten years this has been fixed at around £1.66m per year. The funding is split between funding for qualifications and Skills (£467k) and for Community Learning (£1.2million), which tends to be non-qualification based. In addition, the service generates income from learner fees and occasionally through external grants. The service is therefore dependent on the successful delivery of its provision.
- 1.7 The Service supports and develops individuals and groups within Warwickshire for whom formal learning may have been a barrier in the past and works to build confidence and realise potential. This might mean learning new skills, building up personal confidence, meeting new people or finding a new job. Like all public services, it needs to respond to fast changing circumstances. This is not just financial challenges but also changing priorities in how people want to learn, the types of skills that employers wish to develop, and the priorities of other sectors such as within the integrated health care system.
- 1.8 The service uses key demographic and local labour market trends and data to inform the planning and delivery of the offer to Warwickshire residents. Any plans developed are set within the context of the Council Plan but also respond to a number of sub-regional, regional and national policy objectives.
- 1.9 In October 2020, Cabinet agreed to strengthen the governance and scrutiny arrangements in respect of Warwickshire's Adult and Community Learning Service by establishing an Advisory Board.
- 1.10 The Advisory Board held its first meeting on 26 April 2022 (having been delayed due to the dealing with the challenges of COVID) and will continue to meet three times per year (in July, November and March). Members of the board are drawn from a variety of backgrounds and skills sets. The Board was Chaired by the Portfolio Holder for Education and Children's Services until May 2022. From May 2022 onwards the Board will be chaired by the Portfolio Holder for Education.
- 1.11 The Service was last inspected by Ofsted in 2016 and received a 'Good' judgement. Another Ofsted inspection is expected imminently.
- 1.12 The Service has a robust quality cycle that drives continuous improvement. The annual self-assessment report (SAR) is produced by the WACL Management Team using data from the service and is ratified by WCC's Education Service's Senior Leadership Team. From 2021/22 onwards this will also be validated by the ACL Advisory Board.

- 1.13 The self-assessment process involves identifying areas of good practice and areas for improvement using qualitative analysis of data to arrive at judgements of the provision against Ofsted's Inspection Framework.
- 1.14 The tables below provide a summary of the self-assessment grades over the last three years. Note, grading is in line with Ofsted's grading: 1 is Outstanding; 2 is Good, 3 is Requires Improvement, 4 is Inadequate.

**Whole service grades:**

	2018/19		2019/20		2020/21	
Overall effectiveness	2	Good	2	Good	2	Good
Quality of education	2	Good	2	Good	2	Good
Behaviour and attitudes	2	Good	2	Good	2	Good
Personal development	2	Good	2	Good	2	Good
Leadership and management	2	Good	2	Good	2	Good

**Curriculum grades:**

Description	Grade 2018/19	Grade 2019/20	Grade 2020/21
English	2	2	2
ESOL	2	2	2
Family Learning	1	1	1
IT	2	2	2
LLDD	2	2	2
Maths	2	2	2
PCDL (Community Learning)	2	2	2

- 1.15 The Service is pleased to report that it was successful in retaining its Matrix Accreditation in March 2021. Matrix is a national quality framework that measures how well the service provides information, advice and guidance to learners and how well the service promotes these services. This accreditation has to be renewed every three years.

- 1.16 The Service has recently developed a Statement of Intent (Appendix 1), which provides an overview of the Service, a summary of national and local drivers, the key priorities and aims of the service for the next three years and actions to be taken to ensure the Service continues to be sustainable (financial and quality), into the future. The Statement of Intent will be reviewed in July 2023.

### **Delivering through COVID**

- 1.17 The COVID pandemic highlighted that the Service has resilient and highly committed management and tutor teams. Tutors willingly engaged with new on-line teaching technologies such as Zoom, Teams and Google Classroom. Courses were quickly transferred to remote learning, combined where needed with telephone support and resources emailed or posted to learners.
- 1.18 For some courses and learners, the challenges of delivering on-line were significant. To support learners who were struggling to access provision on-line due to lack equipment or access to the internet, the service purchased a small number of laptops to be loaned to learners, a loan scheme was quickly developed, and learners prioritised and given access to equipment where needed.
- 1.19 Frequent contact was maintained with learners during the lockdowns, helping with continued engagement and especially with the most vulnerable learners. Support was also provided to residents and learners throughout lockdown with activities and new one-off events that were developed to help combat loneliness, stress and the sense of isolation that residents were feeling at that time.
- 1.20 For courses targeted at adults with learning difficulties and or disabilities, many learners were unable to access on-line sessions unless there was good support from their carers. These courses have now returned to face-to-face delivery.
- 1.21 Whilst overall learner numbers have dropped as online learning has not suited everyone, there have still been many new learners recruited. This is mainly within Family Learning and English, which is encouraging and shows the potential of growth for an ongoing online offer.
- 1.22 Despite the impact of COVID, the services ESFA funding out-turn position for 2019/20 was just over 90% of the allocation against a national target threshold of 68% to receive full funding. However, in 2020/21 the impact of COVID did adversely affect the funding out-turn position which dropped to 87% against a threshold target of 90% to receive full funding, therefore the Service was subjected to a small financial clawback.

### **Participation and Outcomes for learners**

- 1.23 Enrolments and provision were severely impacted by Covid-19 throughout the whole of 2020/21 academic year. There were only 2631 total enrolments, with

1304 adults accessing learning through the Service (some learners enrol on more than one course). Pre-Covid, enrolments were 4356 (2788 learners).

- 1.24 Total enrolled numbers for the academic year 2021/22 represent 76% of enrolments and just 56% of learners compared with the previous year, which had itself been significantly impacted by the pandemic. The fall in participation in Community Learning of 36% was slightly smaller than the national average of 40.5% (<https://explore-education-statistics.service.gov.uk/find-statistics/further-education-and-skills/2020-21>)
- 1.25 80% (980) of learners were women and 20% (226) were men. This is below the national picture for gender enrolment in the sector, which is 25% male. All ages of learner are well represented, with the highest rates among learners aged 30-39; participation by the youngest and oldest age bands has declined slightly during the Covid-19 pandemic.
- 1.26 Ethnic minorities and people living in Warwickshire's most deprived communities have above average representation in the service's provision. In Skills-funded provision, those living in the 30% most deprived neighbourhoods nationally comprise 14.2% of Warwickshire's population but make up 23.6% of learners.
- 1.27 Achievement rates in 2020/21 for learners with learning difficulties and disabilities are in line with the previous year but slightly down on pre-Covid rates. These courses have now returned to face-to-face delivery and this approach is providing the additional support that these learners need to succeed.
- 1.28 The overall achievement rate in skills-funded provision in 2020/21 was 81.1% (slightly higher than the achievement rate of 78.6% in 2019/20) but still below the pre-Covid rate of 87.2% in 2018/19. Note, skills-funded provision includes maths, English, English as a Second or Other Language (ESOL) and provision for learners with learning difficulties or disabilities.
- 1.29 The overall achievement rate in 2020/21 in community learning funded provision has remained strong at 93.5%. Community learning courses tend to be shorter, with less formal assessments compared with the skills-funded courses.
- 1.30 Attendance fell during Covid lockdowns (76.6% in 2019/20) but started to increase in 2020/21 (82.4%), compared with the pre-Covid level of 86.5% in 2018/19. Work continues to drive up attendance levels across all courses.
- 1.31 Learner destinations are collected at the end of each course. 59% of Skills-funded learners said their learning has helped them develop work-related skills and/or gain employment, and 88% plan to go on to another ACL course, further or higher education. Overall, 51% of learners in 2020/21 had previously undertaken a course with ACL. However, collection of learner destinations is variable and work is underway to improve the methods of collecting and reporting this information.

## **2. Financial Implications**

- 2.1 In 2020/21, the ESFA set a threshold of 90% for earnings against the allocation, with clawback of any unearned funding below 90%. The Service delivered 87%, so was subject to a 3% clawback. Note, the ESFA provided an opportunity for services that did not meet the 90% threshold to submit a business case to request retaining 100% of the funding allocation. Warwickshire ACL Service submitted a business case setting out the impact of COVID on the service. However, the service had generated additional fee income during 2020/21 which offset the underspend and therefore the business case was rejected.
- 2.2 In 2021/22, the ESFA Adult Education Budget threshold to receive full funding has returned to the pre-Covid level of 97%. Therefore, there is again a risk of financial clawback.
- 2.3 The service has implemented a number of initiatives in order to attract and recruit learners. However, against a backdrop of COVID, increases in the cost of living and an increase in competition with other providers now offering on-line courses, the number of learners has not returned to pre-Covid levels.
- 2.4 The service also needs to maintain the 'Good' grade 2 rating at the next Ofsted inspection to avoid the risk of losing some or all of the ESFA Adult Education budget.
- 2.5 If there was a significant reduction/clawback in the grant funding, the Council would need to decide on the future of the service and review how any reduction in the service offer would impact on Warwickshire residents with the highest needs.
- 2.6 Additionally, the ESFA is considering making significant changes to the funding methodology in 2023/24 which could impact on the service. The Service is monitoring these developments and planning mitigations, as needed.

## **3. Environmental Implications**

- 3.1 None

## **4. Supporting Information**

- 4.1 None.

## 5. Timescales associated with the decision and next steps

- 5.1 Feedback on the Service draft Statement of Intent 2022-2025 will be received during the meeting and the document will then be finalised and taken to the Service's Advisory Board in July 2022.

## Appendices

1. Appendix 1 - Warwickshire's ACL Service draft Statement of Intent 2022-2025

## Background Papers

1. Cabinet Report, 8<sup>th</sup> October 2020, Adult and Community Learning Proposed Advisory Board.

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The report was circulated to the following members prior to publication:

Local Member(s): n/a

Other members: Chair and Spokes of Communities OSC

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**DRAFT - April 2022**

## Warwickshire's Adult and Community Learning Service

### Statement of Intent 2022-2025

#### **1. Introduction**

Adult and Community Learning has an important part to play in improving the lives of the people of Warwickshire. By supporting residents to learn skills so that they can lead more independent and healthy lives, support their families, gain a qualification, progress, and navigate in the world of work and become less socially isolated.

This Statement of Intent identifies the key priorities for Warwickshire County Council's Adult and Community Learning Service over the next three years. It sets out what the Service will do to continue to be sustainable in the future.

This document provides:

- an overview of Warwickshire's Adult and Community Learning service,
- a summary of national and local drivers,
- the key priorities and aims of the service for the next three years,

The Statement will be reviewed in July 2023.

#### **2. An introduction to Warwickshire**

The [State of Warwickshire 2022](#) provides an in-depth snapshot of Warwickshire as a County.

#### **3. An Overview of Warwickshire Council's Adult and Community Learning Service**

Warwickshire County Council (WCC) provides Adult and Community Learning through [Warwickshire's Adult and Community Learning Service \(WACL\)](#). The Service is part of WCC's Education Services, within the Communities Directorate.

The Service supports and develops individuals and groups within Warwickshire for whom formal learning may have been a barrier in the past and works to build confidence and realise potential. This might mean learning new skills, building up personal confidence, meeting new people or finding a new job. Like all public services, it needs to respond to fast changing circumstances. This is not just financial challenges but also changing priorities in how people want to learn, the types of skills that employers wish to develop, and the priorities of other sectors such as within the integrated health care system.

The Service provides formal and informal learning programmes to adults aged 19+ across the county in over 30 inclusive learning environments in a wide range of community venues, many in the county's areas of highest need. Courses offered include English, maths, ESOL (English as a second language), IT, languages, arts

and crafts, and courses for adults with learning difficulties. Family Learning activities are also provided for parents and their children, with most of these activities organised through primary schools, targeting schools with the highest levels of need.

The Service is predominantly funded through the Adult Education Budget (AEB) provided by the Education and Skills Funding Agency (ESFA). Over the last ten years this has been fixed at around £1.6m per year, in addition the service also generates learner fee income and external grants. The service is therefore dependent on the successful delivery of its provision.

The Service directly delivers and does not contract out to other organisations, which means the service directly employs its own staff and is required to cover all its costs and overheads.

The annual self-assessment report (SAR) is used to identify areas of good practice and areas for improvement. The self-assessment process starts in October and involves qualitative analysis of data to arrive at judgements of the provision against Ofsted's Common Inspection Framework. The SAR is ratified by WCC's Education Services Senior Leadership Team and from 2022 onwards it will also be validated by Warwickshire's Adult and Community Learning Service Advisory Board.

The Service has been recognised by the 2016 Ofsted Inspection as being a 'Good' (Grade 2) provider of education and skills. The Service also holds Matrix accreditation for Careers Information, Advice & Guidance.

In 2019/20 and 2020/21 enrolments and provision were severely impacted by COVID-19. In 2021/22 the service is working hard to increase learner enrolments.

An overview of the current learner numbers, delivery and outcomes and trends are referred to in Appendix 1.

#### 4. Context Setting: Local, National Priorities and Needs Analysis

##### Local Priorities

Warwickshire County Council recognises the key role that adult learning has in supporting its residents. The Council's Plan has three strategic priorities, and the Service works to support all three:

1. We want Warwickshire to have a **thriving economy and places** that have the right jobs, skills, education and infrastructure.  
WACL provides support to individuals who want to acquire skills that support their working lives. This can include those in need of new skills, people who are economically inactive or individual's new to Warwickshire who need help and support to work.
2. We want to be a County where all **people can live their best lives**; where communities and individuals are supported to live safely, healthily, happily and independently.  
Community learning offers many opportunities for families and individuals to learn skills and behaviours which can support family cohesion and individuals to live healthier lives. Crucially, community learning provides mechanisms to reduce isolation, support recovery of mental health and support interaction. This approach will support a wider Community Power approach as well as the health and independence of our communities.
3. We want to be a **County with a sustainable future** which means adapting to and mitigating climate change and meeting net zero commitment, so that our generation ensures future generations can live well and reap benefits of a sustainable and thriving Warwickshire.

As Warwickshire adapts to a Net Zero future and deals with the effects of Climate Change, WACL can provide courses which can help individuals and families to navigate the changes and challenges which will impact on the world of work as well as our communities.

### National Priorities

Nationally, Post-16 Education and Skills policy, in conjunction with wider skills approaches post-18 are a critical element of the Government's 'Levelling Up' agenda with repeated references made to the importance of skills through key Government policy documents such as the 'Plan for Growth'.

The White Paper stated two distinct missions in support of the wider Levelling Up objectives around education and skills; the specific aim for skills: -

- By 2030, the number of people successfully completing **high-quality skills training** will have significantly increased in every area of the UK. In England, this will lead to 200,000 more people successfully completing high-quality skills training annually, driven by 80,000 more people completing courses in the lowest skilled areas.

Accordingly, the wider set of missions within Levelling Up opens the prospect of recognising the benefits of the skills and education system in supporting other missions, such as improving healthy life expectancy, pride in place and well-being. This has resonance with the value of community learning approaches and could have close associations with social prescribing models and contribute to the wider 'Health in All Policies' approach being developed within WCC.

There is a renewed emphasis on the importance of increasing the overall number of workers within the economy with a minimum of a level 3 qualification. Taken together, these approaches reinforce a focus on pathways and data as being critical to the delivery of these objectives. This will require an understanding on the needs and skills demand which a local economy will need and how that is met by supply.

### Needs Analysis

Residents in Warwickshire, in general, have a reasonably high level of skills. One of the challenges is to increase the number of adults with a least a level 3 qualification. Currently some areas, such as North Warwickshire Borough and Nuneaton & Bedworth Borough, have comparatively high levels of adults without any qualifications, and large numbers of the workforce have little more than level 2 (e.g. GCSE grades 9-4 or A\*-C; level 2 NVQ, intermediate apprenticeship), (Source: State of Warwickshire 2022).

For the period January 2020-December 2020, 4.5% of the population aged 16-64 had no formal qualifications. This figure was lower than both the equivalent West Midlands average (8.2%) and England average (6.2%). North Warwickshire Borough had the highest proportion of people aged 16-64 with no qualifications (8.2%) and Warwick District had the lowest (1.4%), (Source: State of Warwickshire 2022).

In contrast, 46.9% of Warwickshire's population were qualified to at least Level 4 or higher in 2020, this was slightly higher than both the West Midlands (37.1%) and England equivalent figure (42.8%). Again, North Warwickshire Borough had the lowest proportion qualified to Level 4 or higher (25.5%) and Warwick District had the highest (63.9%), (Source: State of Warwickshire 2022).

Warwickshire is currently experiencing a tight labour market with high levels of employment in-line with the national trend. Between October and December 2021, Warwickshire's employment rate was 80%, compared with 75.1% nationally, (Source: ONS Annual Population Survey).

Labour demand in terms of job vacancies in recent months has hit record heights. However, the onset of the pandemic has altered the types of jobs and skills demanded by employers.

Unemployment levels within Warwickshire remain fairly low despite initial increases due to the pandemic. Between October and December 2021 England's unemployment rate was 4.6%, compared to 2.5% for Warwickshire (Source: ONS Annual Population Survey). Warwickshire has seen a significant growth in over 50+ benefit claimants, as a result of the pandemic.

## **5. Key Priorities & KPIs for WACL**

The Service priorities are based on the needs of its customers, i.e. Warwickshire's residents. This requires an understanding of the economic, social and environmental conditions and resident needs as the basis for planning service delivery.

### **Key Priorities 2022-2025**

1. Recovery from COVID, both in terms of increasing learner numbers and ensuring financial viability and sustainability of the service.
2. Securing new sources of funding to grow the service.
3. All programmes to align with demand and local and national priorities whilst providing innovative curriculum capitalising on digital technologies.
4. Embed employability skills throughout all curriculum pathways to support individuals to up-skill and re-skill, in order to gain and improve employment opportunities.
5. Ensure that all programmes are of the highest quality to provide all learners with the very best opportunities to fulfil their full potential.
6. To maintain an OfSTED Grade 2 (Good) or above in the next inspection.

To achieve our priorities, we will:

1. Improve the marketing and promotion of the service and the courses/programmes available.
2. Increase learner numbers by widening participation through a targeted approach focused on the following groups of residents:
  - Over 50's who are economically inactive due to being adversely affected by the impact of COVID on the economy.
  - Adults who have missed out on previous educational opportunities.
  - Adults with learning difficulties or disabilities.
  - Refugees, residents with ESOL (English as a second or other language) needs.
  - Vulnerable or isolated residents (promoting interaction and community integration).
  - Adults who need support with their well-being (social prescribing model).
  - Adults from deprived neighbourhoods (IMD deciles 1-3)
  - Digitally excluded adults
  - Adults yet to achieve a Level 2 in English and Maths
  - Care Leavers
3. Improve learner attendance.
4. Continue to offer a blended delivery model (mixture of on-line and face to face delivery).
5. Continue to embed employability skills (eg: digital skills, communication skills, teamwork, time keeping, English and Maths).
6. Develop and improve ways of collecting information on progression and destinations to improve future planning and measure impact.
7. Promote progression pathways to all learners.
8. Ensure quality improvement across all provision and address issues identified in the self-assessment reports and quality improvement plans.
9. Explore other sources of funding.

10. Further develop and implement a Learner Voice engagement plan

Performance will be measured by the following key performance indicators (KPI):

**KPI 1:** The actual number of enrolments and funding earned to be at least **97%** of agreed delivery profile.

**KPI 2:** The overall attendance rate for learners to be a minimum of **90%**.

**KPI 3:** The achievement rate for learners commencing adult skills funded programmes to be a minimum of **85.5%**.

**KPI 4:** The achievement rate for learners commencing Community Learning funded programmes to be a minimum of **95%**.

**KPI 5:** The overall percentage of learners who state they have enjoyed their course to be a minimum of **96%**.

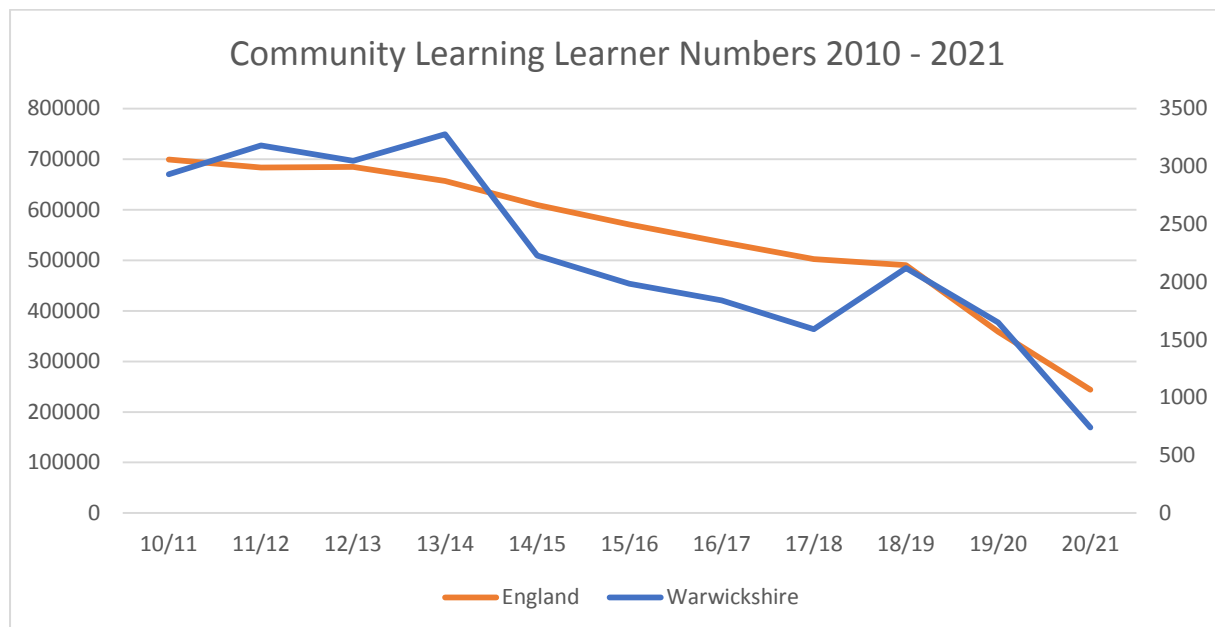
**KPI 6:** The overall percentage of new learners attending programmes to be a minimum of **35%**.

**KPI 7:** The proportion of learners who progress onto a positive destination to be a minimum of **89%**

## Appendix 1: Warwickshire Adult and Community Learning Key Data

### Enrolment Trends – Community Learning

Nationally, participation in Community Learning-funded provision has been declining for over a decade. The decline in Warwickshire's numbers has closely matched that for England as a whole.

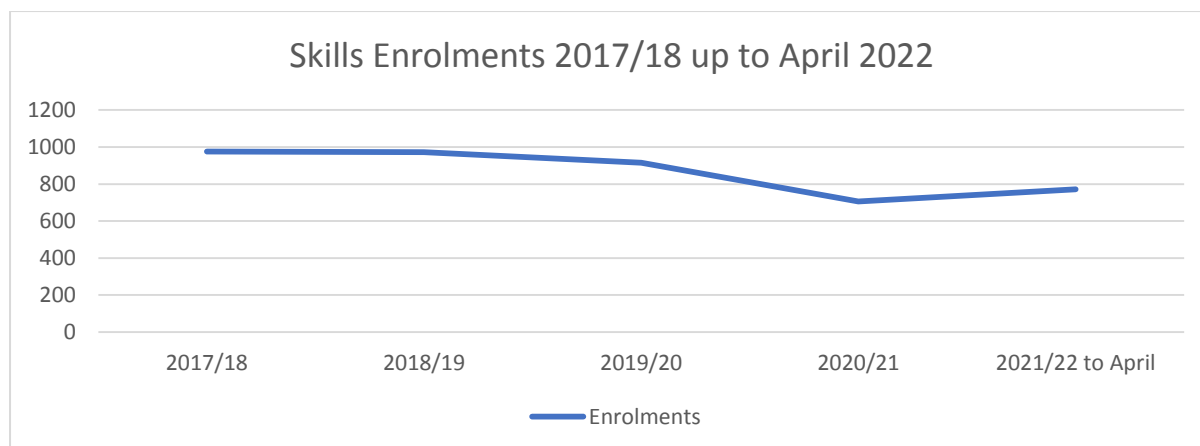


The Covid-19 pandemic has had a significant impact on participation rates. In 2020/21, these were half their immediate pre-pandemic levels. The 2021/22 academic year has seen an increase in learner and enrolment numbers over the previous year, but the improvement is modest.

### Skills Funding and Enrolments

Part of ACL's contract with the Education and Skills Funding Agency (ESFA) is for the delivery of Skills-funded adult learning. This provision, comprising mostly of learning leading to formal qualifications, is funded on a per-aim (qualification) basis, so that the service income is directly correlated with the number of learners enrolled and the learning aims they undertake and complete. This provision includes programmes in English, ESOL, Maths, ICT and courses for adults with learning difficulties and disabilities (LLDD).

The chart below shows the Skills-funded enrolments over a five-year period.

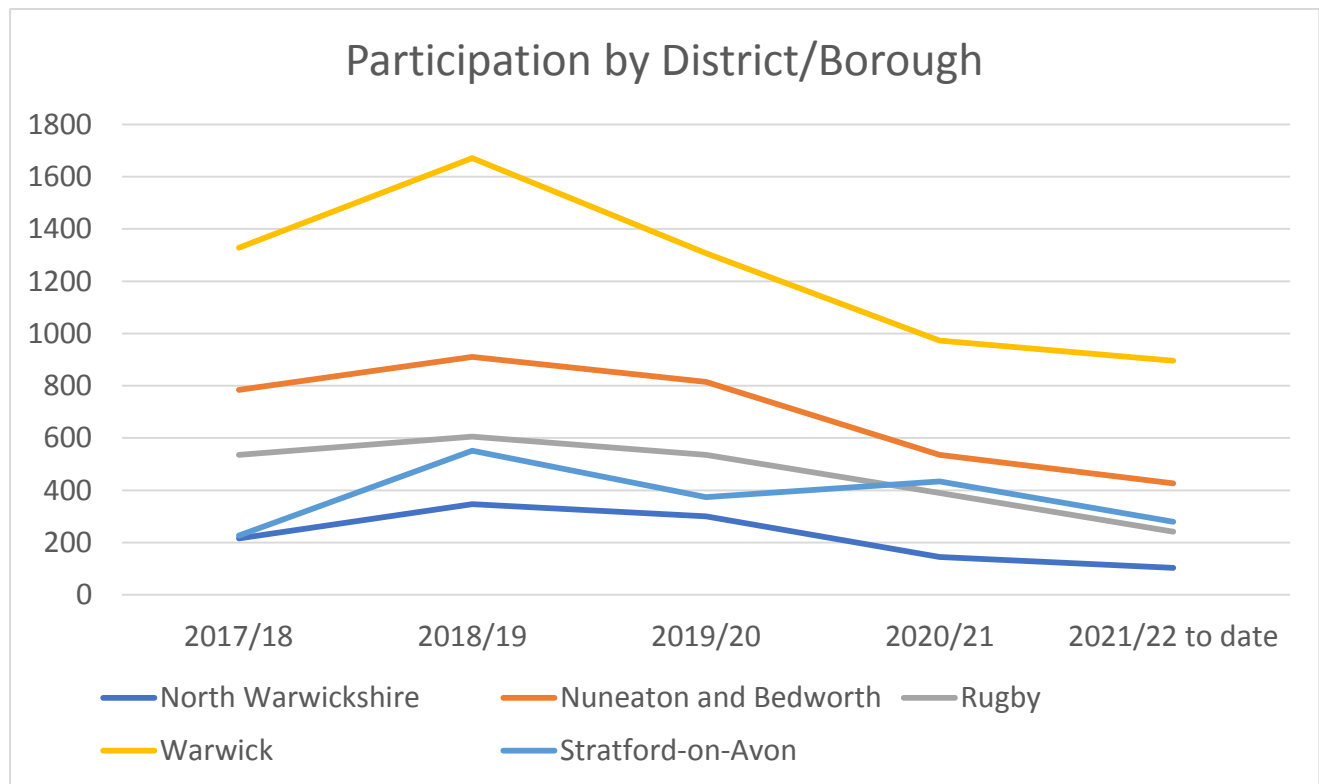


The 2020/21 academic year was impacted by Covid throughout, resulting in a further fall in enrolment numbers. As of April 2022, learner and enrolment numbers have shown a modest recovery over the previous year, but are still some way short of pre-pandemic levels.

### Participation by District/Borough

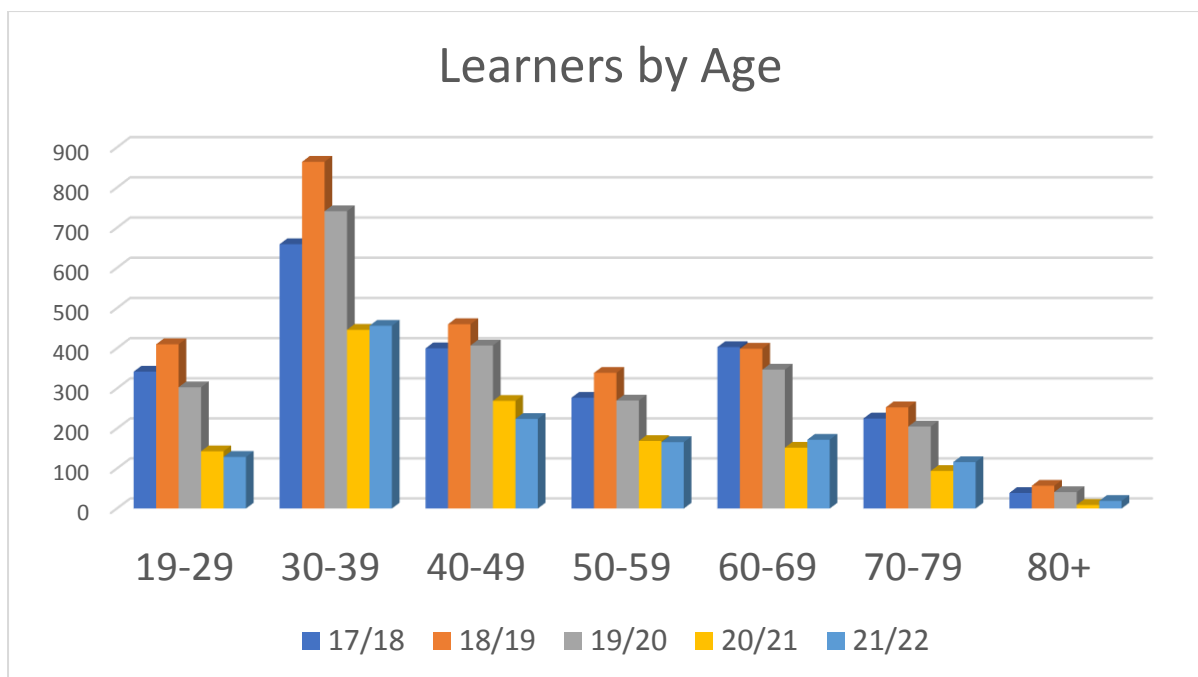
The greatest number of ACL participants live in Warwick District, a fact largely explained by the Pound Lane Learning Centre in Lillington, Leamington Spa, which is the location for a large proportion of the service's classes.

North Warwickshire borough shows the smallest number of participants. Whilst the total population size is considerably lower than for other areas, this still represents a low participation rate (one enrolment per 429 residents in 2020/21, compared with a county average of one per 221 residents).



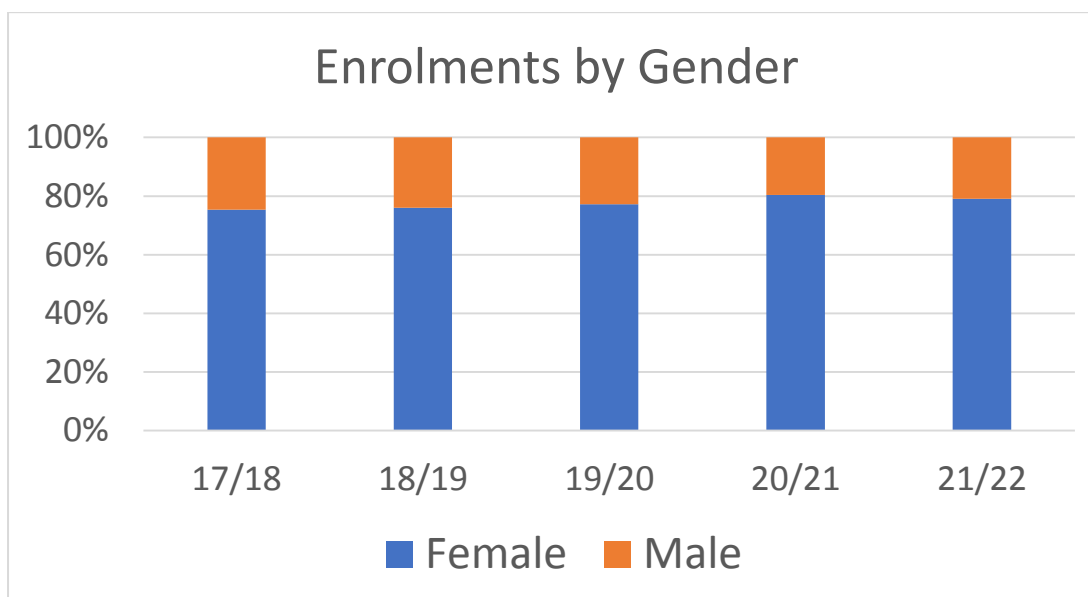
### Learners by Age

The service is funded to work with learners aged 19+. Participation rates are highest for those aged 30-39, though there is significant variation across the curriculum: in the PCDL curriculum area (arts, crafts and languages) the highest participation rate is by learners aged 60-69.



#### Enrolments by Gender

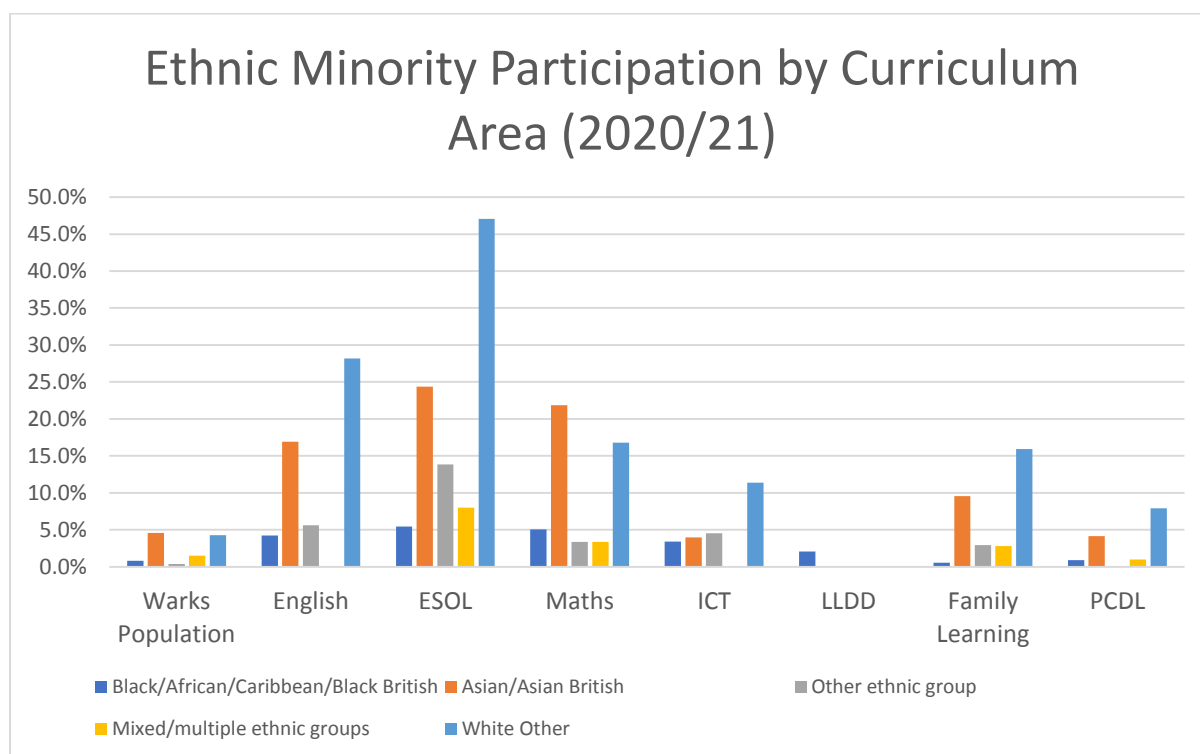
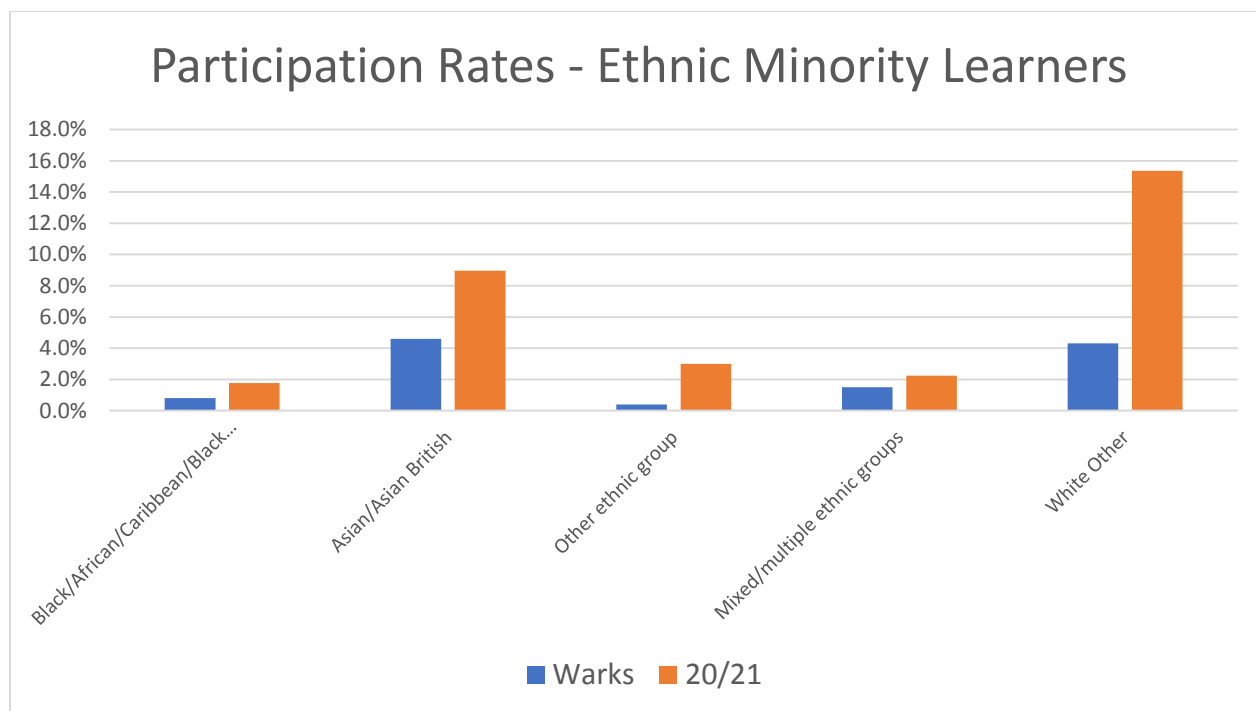
Participation by male learners has been between 20 and 25% in recent years. This is in line with national averages for the sector.



#### Enrolments by Ethnic Group

The charts below show participation rates (2020/21) of different ethnic minority groups, compared with their proportions in the Warwickshire population. Participation rates are above average for all minority groups. This is true even when one excludes English language classes (the English and ESOL curriculum areas).

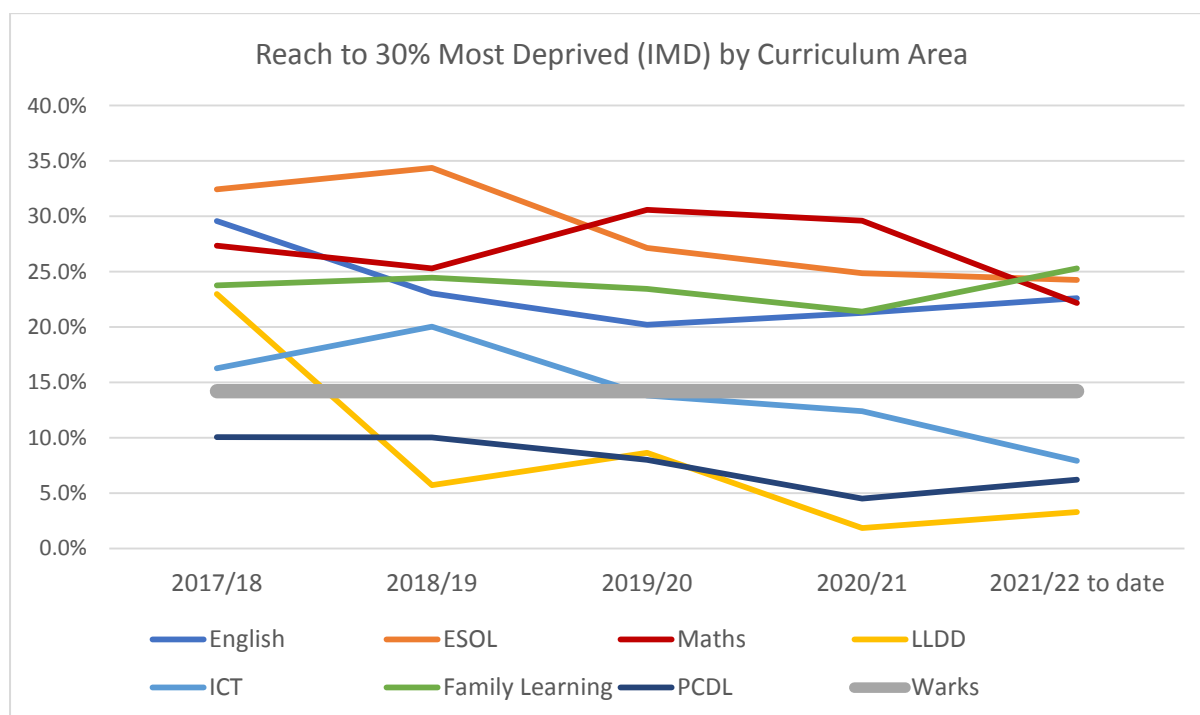
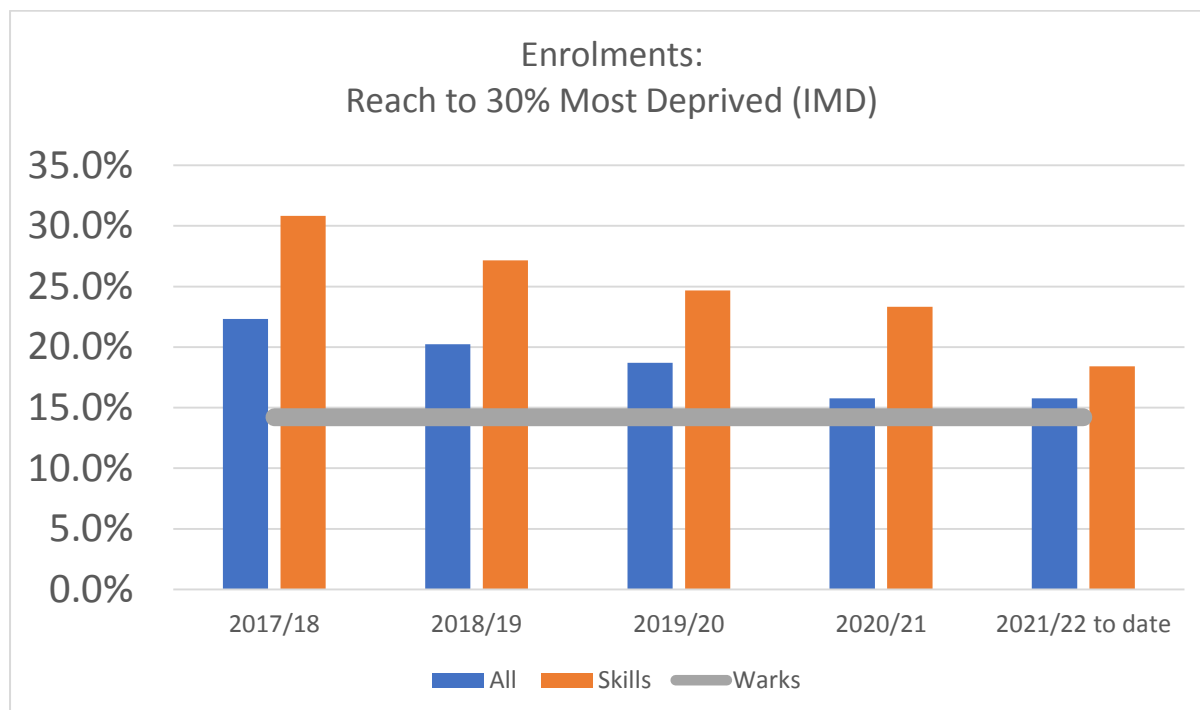




#### Participation by Geographical Deprivation

Approximately 14% of Warwickshire's population live in areas classified as the 30% most deprived nationally (Index of Multiple Deprivation). A large proportion of those areas (35 of 50) lie in Nuneaton and Bedworth and North Warwickshire boroughs. Participation rates in ACL provision by learners from deprived areas have

been above average in each of the last five years. However, that rate has shown a consistent decline across that period.



## Overview and Scrutiny

22 June 2022

### Briefing Note - Highway Verge Management Policy

#### Key Messages:

- County Highways have developed a new policy which considers a sustainable County wide approach to verge maintenance and wildflower planting, whilst still ensuring the over-riding importance of road safety is maintained.
- To encourage biodiversity and to create wildlife corridors, selected **rural** roadside verges will be cut in a different manner.
- Following a strong level of public interest surrounding the sustainable management of grass verges a Community Engagement Scheme is proposed for **non-rural** verges.
- The policy will support the Warwickshire County Council (WCC) Council Plan 2022-27 by promoting biodiversity and safeguarding natural species and habitats, supporting people to make behavioural changes and invest in our biodiversity.

#### 1 Background

This note is intended to outline the principal activities, procedures and benefits which form part of the new Highway Verge Management Policy.

The release of a best practice guidance document by Plantlife and the national discussions around climate change have brought the topic of sustainable verge maintenance in to focus. Plantlife are a wildflower conservation charity who campaign for local authorities to consider the wider issues of biodiversity, environmental impact and sustainability when managing their roadside verges.

The Plantlife guidance document has been picked up by much of the mainstream media which has prompted a noticeable increase in related enquiries and in response County Highways carried out a review of their existing verge maintenance practices.

A new policy document has been written to raise the awareness of the biodiversity value of roadside verges in Warwickshire, setting out how verges can be managed to maintain their high value, whilst recognising the over-riding importance of road safety.

#### 2 Existing Policy

County Highways separate highway verge maintenance into two programmes; rural and non-rural and there are various contractors engaged in this work, on their behalf, around the County.

For rural mowing, those verges outside of towns and villages that typically have speed limits in excess of 40mph, County Highways carry out the mowing on a 'safety basis', by cutting a one-metre width swathe plus additional areas at junctions and on bends, for visibility purposes, three times a year.

For non-rural mowing, those highway verges situated within towns and villages that typically have a speed limit of 40mph or less, these are generally cut by the relevant District or Borough Council on

WCC's behalf, to an 'amenity' standard, The cutting frequency is determined by the individual District or Borough Council and in some instances can take place up to 15 times per year.

### **3 The New Policy**

#### **Rural Verges**

To encourage biodiversity and to create wildlife corridors selected roadside verges in rural areas will be cut in a different way by County Highways. Highway verges considered to have good biodiversity value will be cut once a year only, between August and September, with the grass cuttings removed. This will allow for the growth, flowering and seeding of wildflowers, as well as preventing the verges from being dominated by more aggressive plant species.

Sites will be selected for inclusion in the programme using data collected by the WCC Ecology Team. Only those verges that are identified as having good biodiversity value will be considered for inclusion in the programme.

County Highways understand that this project is a step change and so it is intended that they will, initially, only identify sites that can be managed effectively with their existing resource to ensure a real impact can be achieved. It is however intended that site inclusion can be upscaled over the coming years as knowledge and understanding of the network and green infrastructure improves.

#### **Non-rural Verges**

Due to the strong level of public interest surrounding the sustainable management of highway verges the policy looks to introduce a Community Engagement scheme.

The Community Engagement Scheme will give Local Interest Groups, Parish, Town, District or Borough Councils the opportunity to explore the possibility of reducing the level of cuts on 'non-rural' verges in order to promote the existing flora and fauna to flourish or to sow wildflower areas.

The Community Engagement Scheme will be reserved for those sites where the speed limit, of the adjacent road, is 40mph or less and therefore will cover most areas within towns and villages. The proposed sites will need to be approved by an officer from County Highways in line with the criteria set out in the policy, and if approved County Highways will liaise with the relevant District or Borough Council so that the site can be removed from their amenity mowing schedule.

County Highways will only enter discussions about a change in the mowing regime with Parish, Town, District or Borough councils, and therefore Local Interest Groups will need to work with their relevant elected body to make an application to County Highways. This process will ensure buy in from all, including residents which may be affected by the alterations, which is key, as the decision on whether to cut verges or not can be divisive.

### **4 Benefits of the new Policy**

- The policy will allow County Highways to establish a regime of verge maintenance that will not only ensure road safety is upheld but will enable verges to be maintained in a manner that promotes biodiversity by conserving, wherever possible, special wildlife habitats and wildflowers.

- The policy will contribute to the wider corporate ambitions detailed in the WCC Council Plan specifically around the promotion of biodiversity and the provision of pleasant green spaces. The policy will allow County Highways to encourage biodiversity and the safeguarding of natural species and habitats.
- The Community Engagement Scheme will allow County Highways to support people to make behavioural changes and invest in biodiversity, creating opportunities for communities to engage with the Council, on a matter that has proven to be of high importance to them.
- Previously County Highways have seen a number of pilot schemes working across the council, delivered by various stakeholders, groups and organisations and the new policy will formalise these arrangements.
- Details of the highway verges, in relation to this project, will be uploaded on to the County Highways strategic asset management system, creating a visual map of the locations, that will help with the targeting of future sites and help establish a network of interconnected wildlife corridors across the County.

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## Communities Overview & Scrutiny Committee

22 June 2022

### **Council Plan 2020-2025 Year End Performance Progress Report: Period under review: 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022**

#### **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 Year End Performance Progress Report for the period 1<sup>st</sup> April 2021 to 31<sup>st</sup> March 2022 was considered and approved by Cabinet on 16th June 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 This report provides commentary on year end performance for 2021/2022 and is the last report against the Council Plan 2020-2025. Future performance reporting will be based on the new Council Plan 2022-2027.
- 2.2 At its meeting of the 10<sup>th</sup> March 2022, Cabinet approved the implementation of a new Performance Management Framework effective from 1<sup>st</sup> April 2022, which will provide a sharpened focus on performance and trajectory and will support delivery of the Council's new priorities and Areas of Focus in the Council Plan 2022-2027. Power BI will continue to be utilised as the full reporting tool for this new framework.
- 2.3 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.**

Delivery of the two outcomes is supported by **WCC making the best use of its resources.**

Progress to achieve these outcomes is assessed against 54 KBMs.

Outcome	No. of KBMs	No. of KBMs available for reporting at year end
Warwickshire's communities and individuals are supported to be safe, healthy and independent	27	25
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	14

2.4 Of the 54 KBMs, 11 are in the remit of this Overview and Scrutiny Committee and at year end, KBMs 9 are available for reporting as 2 KBM's will be later in the year, they are % of Warwickshire road network meeting specified condition and No. of journeys on public transport services supported by WCC.

45% (4) are On Track

55% (5) are Not on Track.

This remains the same as the position at Quarter 3.

Table 1 below summarises KBM status at the year end position by agreed Outcomes. The terms "On Track" and "Not on Track" are used to denote whether measures have achieved targets for the year, or where ongoing performance trajectory is in the desired direction.

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

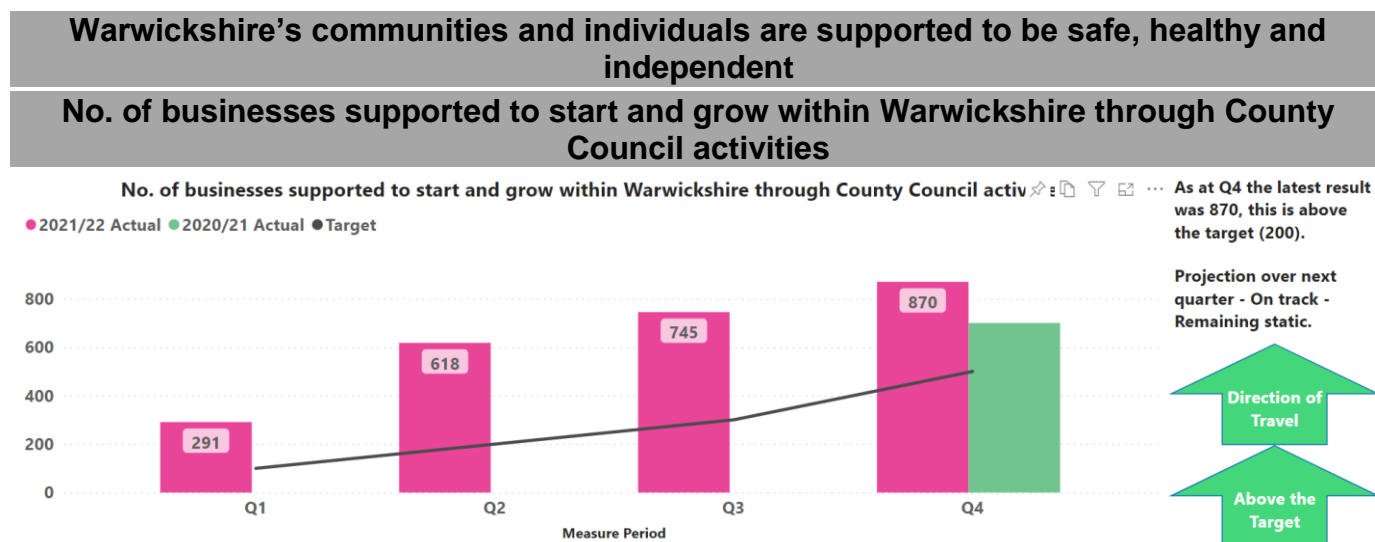


2.5 Table 2 below is a summary of performance, taken from the Power Bi report , for all measures under the remit of this OSC.

Measure	Latest Result	Direction of Travel	Target
Rate of crime per 1000 population	68.24	▲	Below +
No. of properties better protected from flooding	71	▲	Below -
No. of people killed or seriously injured on our roads	247	▲	Below +
No. of journeys on public transport services supported by WCC	1,218,940	N/A	N/A
No. of businesses supported to start and grow within Warwickshire through County Council activities	1065	▲	Above +
Gross Value Added (GVA) per employee as a % of UK average	3%	▲	Above +
% unemployment rate	2.5%	▼	Above -
% of Warwickshire road network meeting specified condition	84.6%	N/A	N/A
% of residents in Warwickshire aged 16-64 who are in employment compared to the England average	4.9%	▲	Below -
% of household waste re-used, recycled and composted	48.6	▼	Below -
% biodiversity net gain in Warwickshire	-1.3%	N/A	Below -

Table 2

2.6 Of the 45% (4) KBM's which are On Track there is 1 measure where performance is of note and this is detailed in Table 3 below:



#### Current performance narrative:

A further 130 businesses were supported in Quarter 4. WCC's support to businesses during 2021/22 included over £2.5 million of loans and grants across our different programmes including our economic recovery grants, capital investment schemes and the apprenticeship levy. WCC programmes also helped clients raise over £3 million of investment.

#### Improvement activity:

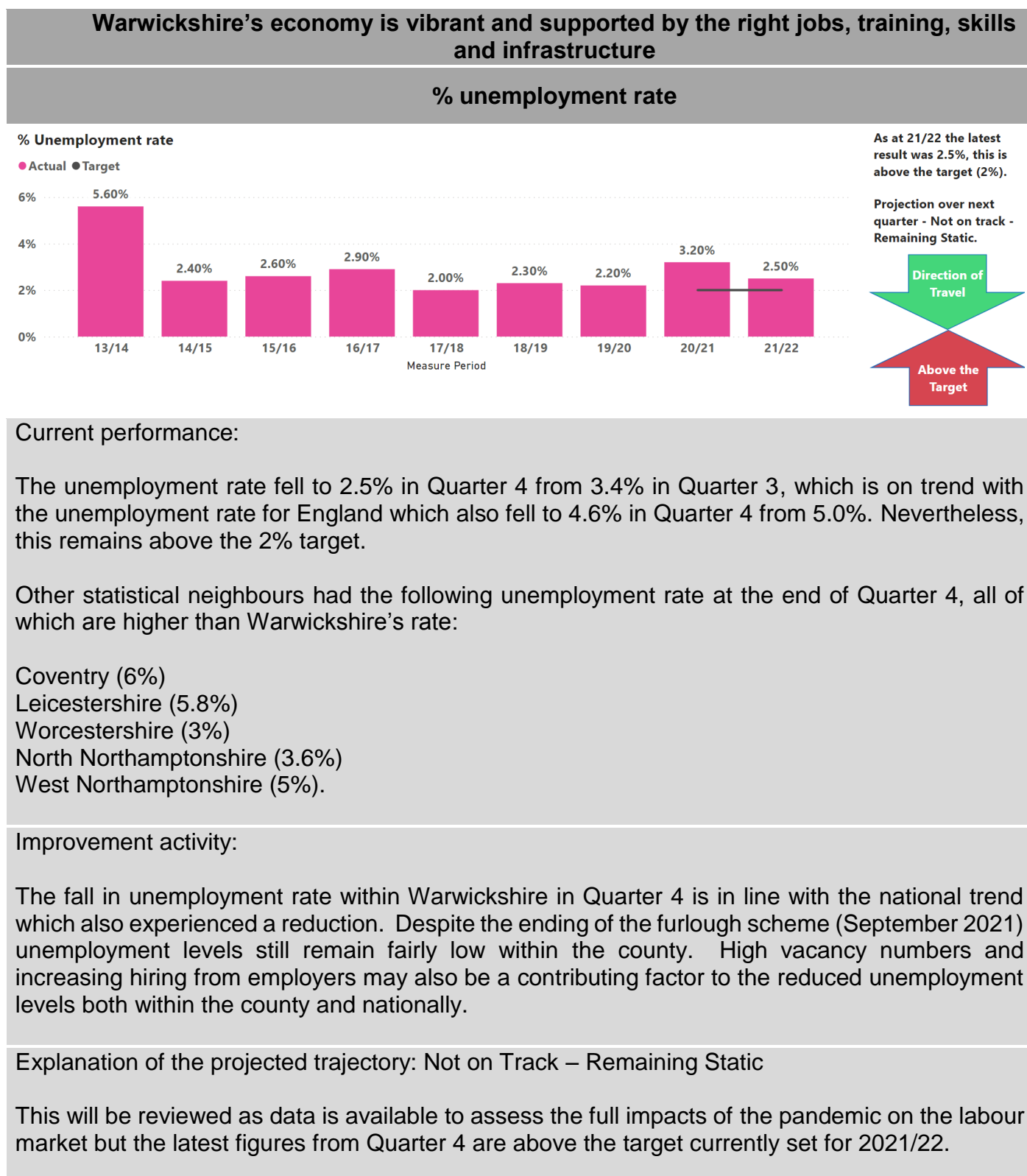
None required as the target for the year had already been met by the end of Quarter 2.

#### Explanation of the projected trajectory: On Track – Remaining static

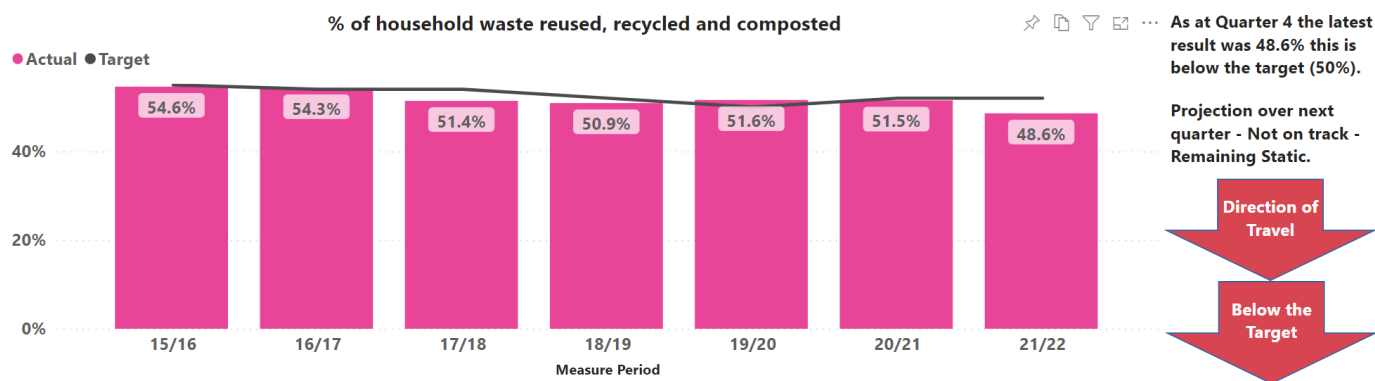
Target met by the end of Quarter 2 due to the delivery of additional, time-limited economic recovery programmes.

Table 3

- 2.7 Of the 5 KBMs that are Not on Track at year end, 2 KBM's require highlighting in Table 4 below which details the current performance narrative, improvement activity and explanation of projected trajectory:



## % of household waste re-used, recycled and composted



### Current performance narrative:

Our recycling and composting performance has a dependence on the activities of our district and borough council partners. This forecast is based on figures from April 2021 to January 2022.

During this year green waste charges were introduced by two waste collection authorities and there have also been seasonality and operational challenges. This is reflected in the reduction in green waste. The loss of the PURE recycling facility due to a fire had a temporary negative impact on recycling.

Driver shortages and the impact of Covid-19 have led to disruption to waste collection services such as the temporary suspension of green/bio waste collections in 4 of the 5 district and borough council areas. Some recycling collection services in Warwickshire are delivered by Coventry City Council and were impacted by industrial action. The County Council continues to support a waste collection authority whose recycling collections (including green waste) have been affected by industrial action.

An increase in the amount of residual waste collected has also negatively affected our overall recycling percentage.

### 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.

A YouTube Home Composting Workshop launched last year, this has been viewed 1,700 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 now signed up.

Stratford District Council (SDC) and Warwick District Council (WDC) are changing their collection systems from 1 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 rates 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.

All of the district and borough councils are partners in Sherbourne Recycling, the materials recovery facility which should be in operation next year (2023). 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 which should increase recycling transparency about where recycling goes and reduce haulage. Updates are provided by North Warwickshire Borough Council to partners quarterly.

From August, recycling will be further increased as Warwick District Council change from a box / bag recycling collection method to a wheeled bin for all dry recycling. The move to charging for green garden waste is expected to lead to a decrease in green waste and impact 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.

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

The forecast was made using data April to January. The first two quarters generally have the most waste arising as there is less green waste over the winter period. Further challenges are expected during 2022/23 as operational difficulties inc industrial action continue. The impact that this will have on our performance is not yet known. Performance will continue to be tracked carefully so management action can be taken where possible.

Table 4

2.7 Of the remaining 3 KBMs that are Not on Track, forecast performance is projected to remain Not on Track but Static for all:

- % of residents in Warwickshire aged 16-64 who are in employment compared to the England average;
- No. of properties better protected from flooding; and,
- % biodiversity net gain in Warwickshire.

2.8 Table 5 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		2			4		2
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Table 5

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. 45% (4) of the measures that have forecast performance projection have a status of being On Track and remaining static.

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 2 of these have been fully detailed in 2.5. The other measures are % biodiversity net gain in Warwickshire, No. of properties better protected from flooding and % of residents in Warwickshire aged 16-64 who are in employment compared to the England average (KBM).

- 2.9 Activity is in place to improve performance across all measures, and this is under constant review to ensure it is robust and effective. Full context on all KBMs within the Framework is provided in the Power Bi [2021/22 Cabinet Performance report](#).

### 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 5 shows the 2021/22 outturn position for the Services concerned.

Service Area	Approved Budget	Service Forecast	(Under) /Over spend	Variation as a % of budget	Change from Q3 forecast	Represented by:				Remaining service variance as a % of budget	Remaining Service Change from Q3 forecast
						Investment Funds	Impact on Earmarked Reserves	Covid Impact	Remaining Service Variance		
	£m	£m	£m	%	£m	£m	£m	£m	£m	%	£m
Environment Services	26.834	26.972	<b>0.138</b>	<b>0.50%</b>	0.227	(0.031)	(0.671)	1.692	(0.852)	(3.20%)	(0.106)
Strategic Commissioner for Communities	25.018	26.438	<b>1.420</b>	<b>5.70%</b>	(2.171)	(1.145)	(0.095)	4.739	(2.079)	(7.90%)	(1.698)
<b>Total</b>	<b>51.852</b>	<b>53.41</b>	<b>1.558</b>	<b>6.20%</b>	<b>(1.944)</b>	<b>(1.176)</b>	<b>(0.766)</b>	<b>6.431</b>	<b>(2.931)</b>	<b>(11.10%)</b>	<b>(1.804)</b>

Table 5

3.1.2. Within Environment Services there was a net overspend of £0.138m at outturn, this is represented by a £1.692m pressure related to Covid and is funded by Covid grant income received by the Council, (£0.671m) underspend largely relates to funding WCC held on behalf of partners or for specific purpose, and the (£0.031m) underspend which relates to two investment projects which are expected to be completed in 2022/23.

The remaining Service variance of (£0.852m) is an underspend, equivalent to 3.2% of the revenue budget for the Service. The material aspects of the underspend are attributable to the following factors:

- Within Transport Delivery there was a net underspend (£0.731m), comprising of an underspend in Transport Operations of (£0.894m) which is offset by an overspend in County Fleet Maintenance (CFM) of £0.164m, of which:
  - Transport Delivery saw reduced demand of bus services in 2021/22 which meant operating costs were lower and the number of capacity claims was significantly reduced (£0.281m).
  - There was also an underspend against a Department for Transport (DfT) grant for supported bus services, a project whose start was delayed due to Covid (£0.303m).
  - Additionally, there were underspends on vehicle hire, lease costs and concessionary travel (£0.337m) due to a reduction in people travelling because of Covid which reduced costs on all the necessary infrastructure.
- Engineering Design Services had an in year underspend (£0.146m) due to reduced agency costs and additional income being generated.
- One off surplus income was recovered from aged Section 278 schemes through an archiving and clearing process (£0.174m), the underspends were partly offset by an overspend in Planning Delivery Planning Delivery £0.265m which was a post-Covid outcome of insufficient income being generated to fully cover staffing costs within Archaeology and Flood & Water Management.

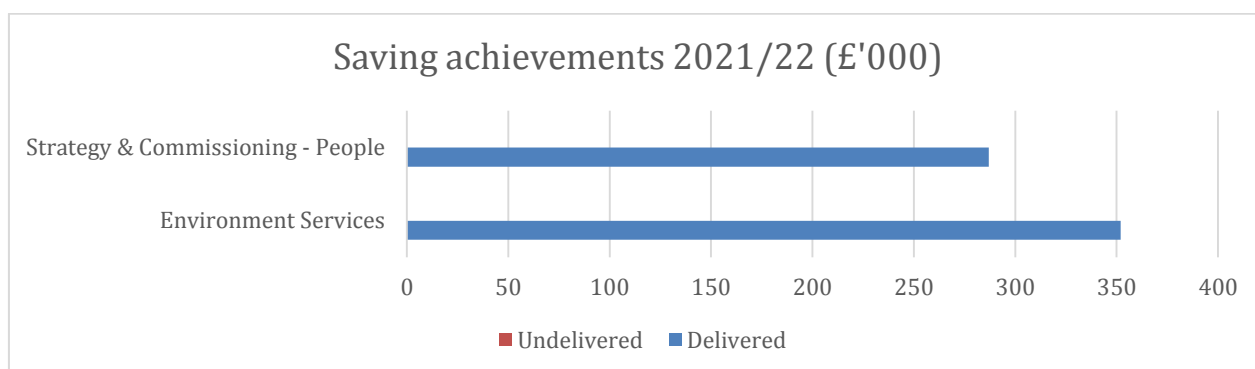
- 3.1.3. Strategy and Commissioning for Communities reported a £1.420m overspend, this is represented by a £4.739m Covid pressure at the end of outturn and will be funded by Covid grant income received by the Council, the investment underspend of (£1.145m) largely relates to Stoneleigh Park Accommodation Bridge Design which arose due to the timing of external funding being received, all project underspends have been request to be reprofiled into later years and the (£0.095m) underspend impacting on Earmarked Reserves is due to a net underspend on Speed Awareness workshops and will be transferred to the respective reserve.

Excluding the impact of Covid and forecast movement in reserve balances the remaining service variance is (£2.079m) underspend, equivalent to (7.90%) of revenue budget is due to higher than anticipated income from Lower House Farm (£0.596m) and business centres (0.278m) as well as lower Civil Parking Enforcement cost due to the ability of the contractor to deploy staff (0.601m).

Further details can be found in the 2021/22 Outturn Finance Monitoring report.

### 3.2. Delivery of the Savings Plan

- 3.2.1. The savings targets and 2021/22 outturn position for the Services are shown below:



- 3.2.1 Both services delivered 100% of their savings in 2021/22 with Environment Services achieving £0.352m and Strategic Commissioning for Communities achieving £0.95m. The high level of savings achieved is a positive outcome and contributes to a stable financial position.

### 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	Actual In year capital spend	Delays %
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000



Environment Services	47,362	315	-	5	47,682	(6,969)	40,713	-8.8%
Strategic Commissioning for Communities	8,863	152	(155)	-	8,860	(3,780)	5,080	-42.6%
S278 (Environment)	15,223	1,716	-	-567	16,372	2,114	18,486	+12.9%

Table 4

**Environment Services** – £4.855 million delay caused by:

- The A46 Stoneleigh junction scheme is showing a delay of £2.748m resulting from a change to the end date of the scheme. Significant sums relating 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 impacted on in year spend. There is no suggestion that the scheme will require additional funds although there has been an increase in the budget of £0.391m due to the impact of COVID restrictions, this additional amount has been funded by Government grant.
- Vehicle mitigation barriers Stratford upon Avon £0.582m. This project is now scheduled with the contractor for summer 2022.
- Delays of £1.709m relating to Area Delegated schemes because of changes to the use of these funds (see Cabinet report dated 11th June 2020). The system changes are still being embedded and work is underway to complete historical schemes not yet undertaken. The minor works team working with localities officers have prepared over 450 scheme proposals. Of these, 315 schemes have been approved for delivery and 187 have been completed in 2021/22. The remaining projects are expected to be completed in the first quarter of 2022/23.
- A3400 Birmingham Road Stratford Corridor improvements - £0.756m delay relating to negotiations around the scheme. The remainder of the scheme is to be split into two more phases to suit timing of land acquisitions. Phase 2 will commence in August 2022 and phase 3 in early 2023.
- During Q4 spend on S278 projects has exceeded expectations and there was an increase in spend of £2.114m
- There have been some other smaller delays on projects, please see the annexes for further details.

**Strategic Commissioning for Communities** - £3.780 million delay caused by:

- Library & Business Centre, Nuneaton £0.340m, actual expenditure has been less than forecast due to delays in commissioning the external professional team and subsequent preparation work required for moving to RIBA. Construction work is still dependent on obtaining vacant possession of the site.
- Casualty reduction schemes £0.749m including two CIF funded projects, Temple Hill / Lutterworth Road and A439 Southern. Difficulties have arisen in obtaining contractors to undertake the work.
- Leamington Station commonwealth games infrastructure improvement £0.546m delayed due to contractor availability. The works to the station will be completed by the end of May.
- Rural mobility fund £0.401m resulting from delays in being able to access supplies, caused by COVID and the Ukraine war. This has delayed the start of the scheme into 2022-23 in relation to the development of software, delivery of vehicles, and establishment of the call centre.
- The payment of business grants has also been pushed back (£0.577m). This may be due to



a nervousness on the part of businesses to invest and/or difficulties in raising the required match funding.

- Creation of office space at Holly Walk, Leamington £0.289m there have been delays and costs have been reviewed. A plan is now in place to deliver the project in the next financial year.
- The remainder of the delay on Communities relates to various issues over multiple projects, further details can be found in the annexes.

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 16<sup>th</sup> June 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 Risks were reviewed during the year at a corporate level and at a service level, with directorate leadership teams reviewing significant service risks within each directorate. Risk management activity included consideration of mitigating actions.
- 4.2 One strategic risk relating to Communities services was assessed as high risk at March 2022:
- The risk of insufficient resources to match the increasing demand for SEND provision. Actions relating to this risk include a SEND & Inclusion Change Programme, oversight of Ofsted inspection improvement actions, and progress on all sub projects is overseen by the Better Lives Delivery Group.
- 4.3 In addition, two jointly owned strategic risks were rated as high risk:
- The risk of not achieving County net zero by 2050, bio diversity and climate adaptation targets. There is a spotlight on WCC led climate change action via a dedicated website, open communication channels and community engagement opportunities. A Warwickshire & Coventry COP event was delivered in March 2022.
  - The risk of sustained inflationary pressures and cost of living increases. There are a range of actions to mitigate this pressure for example delivering major infrastructure, digital connectivity and transport options, investment in the Warwickshire Recovery Investment Fund, and the integrated approach to medium term planning.
- 4.4 At service level 3 risks are identified as high risk within Communities services:
- Being unable to deliver the local area SEND written statement of action within the required timescales. Mitigating actions include that the statement of action was conformed as fit for purpose by OFSTED and CQC, and escalation mechanisms are available through the SEND and Inclusion Steering Group and Corporate Board.
  - Fire and rescue service protection capacity, inability to meet statutory functions/work streams with recognised national drivers and timeframes. Mitigating actions include streamlining the building regulations and planning consultation processes in a risk assessed way, liaising with other fire and rescue services on shared approaches.
  - Fire and Rescue Service on-call availability. Mitigating actions include improving

recruitment, amending on call contracts to improve availability, and enabling better forecasting of availability.

## 5. Supporting Papers

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

## 6. Environmental Implications

None

## 7. Background Papers

None

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## Communities Overview and Scrutiny Committee - Work Programme

Date of next report	Item	Report detail
Page 99	Standing items	Questions to Cabinet Portfolio Holders The Committee may put questions to the Cabinet Portfolio Holders on issues within their remit. The report will set out the forthcoming items listed in the Council's published Forward Plan relevant to the Committee.
	Economic Development Update	To receive an update on economic development in Warwickshire. This has expanded from the previous Coventry and Warwickshire Local Enterprise Partnership (CWLEP) update at the request of the Chair and Spokespersons.  To be a briefing note to be sent to the Committee Members rather than an agenda item (allowing members to raise any issue/ ask questions at the Committee should they wish).
	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.
22 June 2022	Vehicle Activated street signs (briefing note)	A note on the review being undertake for the usefulness of vehicle activates 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 or 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	Warwickshire Adult & Community Learning	Update on adult education in Warwickshire

	Progress and Performance Report	
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	School Enforcement	A note on the enforcement work regarding parking outside schools being done ahead of the Portfolio Holder decision report
21 September 2022	Major Scheme Developments	An annual report providing an update on any major schemes ongoing in Warwickshire and any environmental implications they had
21 September 2022	Social Fund Policy Update	An update on the Social Policy Fund and it's successes following the comments made by the committee in September 2021
8 November 2022	Transport Scheme Evaluation (full report)	A full evaluation following April's note on the successes of transport development schemes implemented
9 November 2022	WRIF Update	An update on the Warwickshire Recovery Investment Fund and it's progress
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
8 February 2023	20mph Limits Update	An update on 20mph limits in Warwickshire and their progress

8 February 2023	Joining up 'trunk' bus routes with demand response bus services	A note on how the council is linking up operating bus routes and the new demand response service cross-county
8 February 2023	Differing response times with pedestrian crossings in relation to traffic congestion	A note on why some pedestrian crossings change immediately and others do not and how this is affected by traffic congestion

### Items for future work programming and review

Item	Description
<b>Planning</b>	
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
<b>Economy</b>	
Local Enterprise Partnerships	How effective are LEPs in delivering a geographically balanced level of investment across Warwickshire? Members suggested that there was scope for improved monitoring of the CWLEP and a request was made for projected completion dates and project targets to be included in future Economic Development Updates.
Strategic Investment	To monitor WCCs investment in priority road safety schemes across Warwickshire targeted at reducing the numbers killed or seriously injured on our roads. This includes monitoring investment in local highways priorities, spending on LED streetlights and investment in safer routes to schools.
<b>Community Cohesion</b>	
KSIs and Speed Limits	To review the Council's speed limit and speed camera policies.
Population statistics	To review to population growth in Warwickshire in relation to housing developments (briefing note)
<b>Sustainable Transport</b>	
Air Quality Monitoring	To provide and update on air quality monitoring since the TFG recommendations in 2018
Cycling Liaison Group Report	A report from the CLG regarding cycling updates in Warwickshire and the benefits to the environment and tourism

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