

Communities Overview and Scrutiny Committee

Date: Wednesday 9 November 2022

Time: 2.00 pm

Venue: Committee Room 2, Shire Hall

Membership

Councillor Jeff Clarke (Chair)

Councillor Jonathan Chilvers (Vice-Chair)

Councillor Richard Baxter-Payne

Councillor Jackie D'Arcy

Councillor Jenny Fradgley

Councillor Dave Humphreys

Councillor Bhagwant Singh Pandher

Councillor 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** 5 - 12
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Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

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

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

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

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

Public Speaking

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

COVID-19 Pandemic

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

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Communities Overview and Scrutiny Committee

Wednesday 21 September 2022

Minutes

Attendance

Committee Members

Councillor Jeff Clarke (Chair)
Councillor Jonathan Chilvers (Vice-Chair)
Councillor Richard Baxter-Payne
Councillor Jackie D'Arcy
Councillor Jenny Fradgley
Councillor Bhagwant Singh Pandher
Councillor Tim Sinclair
Councillor Mejar Singh
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 Heather Timms, Portfolio Holder for Environment, Climate and Culture
Councillor Martin Watson, Portfolio Holder for Economy

Officers

David Ayton-Hill, Assistant Director - Communities
Emily Brough, Parking Project Engineer
Tristan Hall, Section Manager (Delivery Lead)
Isabelle Moorhouse, Democratic Services Officer
Mark Ryder, Strategic Director for Communities
Scott Tompkins, Assistant Director for Environment Services

1. General

(1) Apologies

Councillor Dave Humphreys was substituted by Councillor Marian Humphreys

(2) Disclosures of Pecuniary and Non-Pecuniary Interests

None

(3) Chair's Announcements

A minute's silence was held for the passing of Queen Elizabeth II.

(4) Minutes of Previous Meeting

The minutes were approved as an accurate record.

2. Public Speaking

None

3. Questions to Portfolio Holder

None.

(1) Economic Development Update

David Ayton-Hill (Assistant Director – Communities) summarised that:

- The team were busy with supporting businesses with support grants, access to finance, employment skills, inward investment, sector development and advising on energy bills
- Work was done with the FSB, Chambers of Commerce and Growth Hub to understand what businesses faced in terms of energy bills
- Central Government recently announced that they would cap energy bills for businesses
- Businesses would only get a plan for six months and it was expected that Central Government would review this plan every three months
- In Warwickshire, it was the hospitality and leisure sectors that were struggling most with energy bills and the economic climate
- The LEP (local enterprise partnership) review was underway and WCC was taking part in with Coventry City Council for the Coventry and Warwickshire LEP. This will look at the transition of where for the end of LEPs following central government's announcements that they should end and be integrated into democratic institutions and combined authorities
- Coventry and Warwickshire's economic geography is linked by strong commuter flows and sector development flows. Therefore, it was important to maintain this link post CWLEP so businesses could retain that support
- The LEP Board will meet to agree plans going forward
- £2.5 million of funding had been secured via the Multiply Fund which is part of the government's UK Shared Prosperity Fund. This funding is for adult numeracy
- A review was done a review of Warwickshire' European funded business support programme which will end in 2023
- The IDF business support programme was evaluated and received positive feedback with 92% of businesses recommending the programme and 87% of businesses saying they achieved their goals
- There was a lot of inward investment from motoring and gaming companies

In response to Councillor Tim Sinclair, Mark Ryder (Strategic Director – Communities) said that they would know what the future will look like after the LEP board meets. WCC wants to hold onto several assets of the LEP, so nothing has to start from scratch. After the first meeting, this information will be shared. The Chair requested that this information be shared as soon as possible as by the next meeting everything may have changed.

In response to Councillor Jonathan Chilvers, Mark Ryder stated that they had no say in how central government distributed funding but the Shared Prosperity Fund will be less money than the previous EU one. David Ayton-Hill added that the CWLEP was the accountable body to receive this funding. Funding stream themselves then to go via local authorities individually then the combined one.

Following a supplementary from Councillor Chilvers, Mark Ryder confirmed that WCC will state that they want to retain what they had with the CWLEP. Over the last decade many LEPs nationwide invested heavily in staffing and did lots of the work in economic development; Coventry and Warwickshire did this outside the LEP. Therefore, there should not be too much change when the CWLEP dissolves.

Councillor Sinclair suggested that there be a table of the businesses helped and what was done instead of this being in writing.

In response to Councillor Jenny Fradgley, David Ayton-Hill said that most external funding used to support economic development and business support was revenue funding from the EU. The fund went into a national programme that was then split up regionally. This money could be spent on local issues and businesses could bid to get some funding from it. Central government ran this but the local authorities got a say in what should be allocated where. The Shared Prosperity Fund was less money but a broader range (place shaping and regeneration, business and the economy, and employment and skills). This funding has been given to the district and borough councils. Warwickshire received £12 million and the more densely populated areas got more. They must develop an investment plan that says how they will spend the money over the next three years against the funding topics. The districts and borough were worked with on their plans and what is suitable. They plan to focus on place-shaping but this means there will be less funding for business support, employment and skills, especially as some current activities would end next year.

In response to Councillor Sinclair, David Ayton-Hill confirmed that they wanted to continue investing in identified key strengths geographically cross-county. Councillor Sinclair suggested reporting on these for the next meeting and what was not going on.

Following a question from Councillor Richard Baxter-Payne, David Ayton-Hill stated that the Communities Enterprise Fund had been well received with three applications being granted funding and 20 were being worked on. Any businesses who got in contact would be referred to the appropriate fund.

In response to the Chair, Mark Ryder stated that the boroughs and districts were on the LEP board so they would get a say when the LEP dismantles. There will be a transition period where the accountable body (Coventry City Council) must report to the successor arrangements for the LEP.

David Ayton-Hill confirmed that all funding for already approved schemes had been given out and the Multiply Fund was for numeracy only because this was central government's priority.

(2) EDS Dashboard

Scott Tompkins (Assistant Director – Environmental Services) noted that this was a reoccurring report that showed the top ten schemes being developed in North and South of the county. This paper was received by the major schemes board too.

In response to Councillor Chilvers, Scott Tompkins agreed to get details on how the money was dealt up between schemes.

4. Bermuda Connectivity Update

Tristan Hall (Section Manager (Delivery Lead) Project & Programme Management) summarised that:

- The combined cycle/footway on St Georges Way was complete as well as some junction improvement works and carriageway resurfacing
- There had been issues around the Hello Fresh depot due to the unusual worker flows, but this was resolved
- The contractor experienced issues with the hard dig (encountering rock) whilst installing gabion walling near the rail station but this was resolved too
- Works to Bermuda Bridge itself had progressed following a single lane configuration being set out on the A44 which allowed the contractor to jack up the bridge deck and replace the bearings which is a key part of refurbishing the bridge to make it suitable for traffic
- There were significant earthworks that have taken place on the approaches to Bermuda Bridge and the contractor has carried out some surfacing work on eastern approach
- Works to the gas barrier have taken longer than planned caused by the need to carry out significant site investigation work to determine the exact alignment and construction make-up of the gas barrier
- The designer has committed to providing a revised design for the gas barrier extension works and the contractor will commence work in excavating the gas barrier and carrying out the remedial work required very soon.
- The delays mentioned in 1.7 had been agreed with the contractor, 1.8 covered issues that were ongoing and the impact of which still needed to be agreed
- Inflation was an issue with the project, work needed to be done to reduce costs and manage the budget within the allocated funds
- Due to the delays the expected completion date was now summer 2023 instead of the end of 2022 reported to OSC in September 2021.
- Work will continue with the designers to resolve site issues as they arise

In response to Councillor Baxter-Payne, Tristan Hall stated that whilst there were issues that have arisen that could not have been anticipated when development started, there were other issues that arose that need to be investigated further with the project team and the third-party designers so lessons can be learned.

Councillor Baxter-Payne asked a supplementary question related to why hard dig (rock) was not anticipated when excavating for the new gabion walling. Tristan Hall said that the third-party designers of the scheme determined what ground investigation would be needed and this was provided to the contractor. Tristan Hall stated he asked the third-party designers to provide a response as to why rock was not anticipated and will share this response with the committee when received.

Councillor Sinclair suggested a report on the lessons learnt from this scheme internally and externally and bringing this to the committee when available. Scott Tompkins said they had started this and were happy to share it after the scheme had been implemented long enough for them to do a traffic survey to show the benefits of the scheme. Mark Ryder said this could be two pieces of work as the early construction could be shared before the lessons learnt. Councillor Baxter-Payne

agreed to this because they needed to respond to questions from members of the public honestly.

Councillor Wallace Redford (Portfolio Holder – Transport & Planning) noted that this report showed progress was being made on site to deliver the Bermuda Connectivity project. The new project manager agreed to provide weekly updates on the progress and issues arising from the project. A site visit had also been offered to the local members.

The Chair requested that this weekly update be provided to all Nuneaton members instead of just the local ones.

Tristan Hall added that the website also being updated so all members could check the progress. Scott Tompkins added that the website was primarily for members of the public to keep them informed of progress.

In response to the Chair, Scott Tompkins said that the risk registers (historic and recent) would be shared with the local members after they had been screened due to ensure no commercially sensitive data was released.

The Chair requested this be shared with all Nuneaton members too.

5. School Keep Clear Enforcement Zone

Emily Brough (Parking Project Engineer) summarised that:

- The objective of the project was to undertake remedial works required to enable enforcement of all school keep clear zones around primary schools in Warwickshire
- The Parking Management team receive lots of complaints/concerns/requests for enforcement around schools from head teachers, the police, councillors, and local residents
- The project is to improve safety of the school commute and promote active travel
- The project sits within the initiatives of the School Parking Working Group. They created a priority list set to a criteria
- To get this list the School Education team were liaised with and the parking survey data from 2021 was looked through along with data of collisions from the last five years within 300 metres of the school entrance sites. Any repeated expressions of concern received from the public was considered too
- The list was only draft at the time of the meeting
- If approved the project will then undertake TROs (traffic regulation orders) for the list and then it will go out to contractors to get the projects enforced

In response to the Chair, Emily Brough confirmed she looked at all primary schools in Warwickshire to get the ones on the list. Collisions involving pedestrians were prioritised along with the more severe collisions. All primary schools will get this eventually, but the listed schools would be prioritised first. The Chair noted that TROs are done in batches.

In response to the Councillor Chilvers, Emily Brough stated that most the work for the TROs had been done as they needed to do mapping for enforcement.

Following a supplementary from Councillor Chilvers, Emily Brough clarified that primary schools were focused on first as more commuters came in care but secondary schools could be looked at in the future.

Following a question from Councillor Bhagwant Pandher, Emily Brough said there would first be one enforcement vehicle for the listed locations to make sure it works, if successful they would obtain several for four years. The TRO had scope to instal static cameras outside schools, but it

was unknown which schools would need these most. Therefore, the mobile vehicle would be installed first then static cameras could be investigated.

In response to Councillor Sinclair, Emily Brough said no timeframes were available yet as the TRO needed to be done first along with mapping for the contractors. She agreed to share details on the contractors timeframes when available.

In response to Councillor Mejar Singh, Emily Brough said that this scheme should lead to behavioural change and get parents to park further away from the school as the vehicles will be a physical presence. This will make the keep clear zone less congested.

Following a question from Councillor Baxter-Payne. Emily Brough confirmed that they were liaising with the School Education team and they were restarting the 'cars and kids don't mix' campaign on educating parents to not park on or blocking drives of residents near schools.

Councillor Andy Crump (Portfolio Holder – Fire & Rescue and Community Safety) noted that the Active Travel team got funding from the DfT to make bespoke schemes with primary and secondary schools. He installed a 20mph limit around one of his schools in his division and this improved parent and resident's behaviour.

The Chair suggested that the Active Travel team notify local members when they are at a school so the local member can engage with the team and school.

The Chair noted that the civil parking officers would be limited in their power with displaced vehicles because they only had power in specific areas. Emily Brough stated that parking was down to changing behaviour and the vehicle patrol would have a knock-on effect. The Education team were already doing a lot of other schemes to change behaviour too. The vehicles would cover all borough and districts.

David Ayton-Hill added that they would monitor displacement and if it caused problems in a specific areas then other restrictions could be brought in.

In response to Councillor Fradgley, Emily Brough said that most the maps for the keep clear zones were correct, but they lacked time plates.

Following a supplementary from Councillor Fradgley, Emily Brough said that they did surveys on site to make sure they do not add excessive 'street furniture' and enforcement could be personalised to schools.

In response to Councillor Sinclair, Emily Brough stated that school keep clear zones were historic and regulations changed with them so there had to be a specific distance.

Following a question from the Chair, Emily Brough said that one vehicle could monitor several schools in one area in a day. It stores that data and is sent back to base and a qualified parking officer will be able to look through it all and process any contraventions that occurred. This will double up the coverage for those schools. People patrols can also be done with a second person in the vehicle to monitor people parked on double yellow lines.

6. Council Plan 2022-2027 - Quarter 1 Performance Progress Report

Mark Ryder noted that waste had a positive performance this quarter. 85% of the Communities Action Points were on track and 15% were at risk or not started. There was a forecasted overspend of 2.485% and the issues with the capital programme were highlighted in the report.

It was noted that the links in the report were not working and needed resending and printed out for members who used paper copies.

7. Communities OSC Work Programme

The work programme was approved as written.

8. Urgent Items

None

The meeting rose at 15:32

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Chair

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Communities Overview and Scrutiny Committee

9 November 2022

Questions to Cabinet and Portfolio Holders

Recommendation

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

1.0 Cabinet and Portfolio Holder Decisions

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

1.2 The list was last updated from the Forward Plan on 21st October 2022.

Decision Title	Description	Date	Decision Maker
WRIF bids for approval - November	WRIF bids for approval - November	10 November 2022	Cabinet
Approval to tender for waste management contract	Request to undertake a procurement exercise for the treatment and/or disposal of municipal residual waste	10 November 2022	Cabinet
Coventry road, Warwick – proposed conversion of footway to shared use and segregate	road traffic regulation act 1984 the Warwickshire County Council (guys cross park road, Warwick) (traffic regulation order 2022 highways act 1980 section 65 and 66 a429	11 November 2022	Portfolio Holder Decision
EV Charging Points - Task and Finish Group Findings	The findings of the TFG regarding electric vehicle rollout crosscounty	15 December 2022	Cabinet
A426/A4071 Avon Mill/Hunters Lane Improvements	Seeking authorisation to commence statutory processes including land acquisition	15 December 2022	Cabinet
Tourism Sector Growth Plan for Warwickshire, 2022-2027	The report sets out a vision and delivery framework to drive growth in the visitor economy across Warwickshire over the next 5 years. It sets out recommendations for WCC, working in partnership with multiple stakeholders, to focus effort and investment which enables the sector to recover fully post-Covid and maximise its contribution to sustainable economic growth	15 December 2022	Cabinet
WRIF bids for approval - December	WRIF bids for approval - December	15 December 2022	Cabinet

WRIF bids for approval - January 2023	WRIF bids for approval - January 2023	27 January 2023	Cabinet
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2.0 Background Papers

None

	Name	Contact details
Report Author	Isabelle Moorhouse	isabellemoorhouse@warwickshire.gov.uk
Assistant Director	Sarah Duxbury	

Communities O&S – November 2022

Economic Development Update

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

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

CONTENTS

1. Economic Overview
2. Business & Economy Support
3. Employability & Skills Support
4. Sector Development and Inward Investment

Appendix 1: Business News – Major business headlines from around Warwickshire

HEADLINES/ KEY SUMMARY POINTS

- [Warwickshire County Council has been awarded two prestigious 'best in the region' awards for its support for the local small business community.](#) WCC was among 250 councils in England who entered the inaugural Local Government awards run by the Federation of Small Businesses, sponsored by Maybe*. Local authorities from across the country applied for the awards which are aimed at celebrating and recognising those that have made the biggest impact on local SMEs during the Covid crisis and beyond. The competition was fierce, but WCC emerged triumphant in two of the regional categories; 'Programme of Business Support' and 'All-Round Small Business Friendly.' The latter award recognises WCC's work with businesses in the last two years to aid growth and economic recovery. The former was for the range of support provided not only during and since the pandemic but also programmes in place well before Covid.
- WCC, together with partners from local authorities and business has made a submission to Government for a package of Investment Zones capable of accelerating economic growth and delivering new homes and commercial space, at four locations in the county. The four sites are MIRA South site, Wellesbourne Innovation Campus, the West Midlands Gigafactory and Judkins Quarry. For more information, see the main article below.
- WCC has launched a new scheme to support businesses with the cost of installing energy efficiency measures. The Green Recovery Grant scheme provides free energy audits and grants towards the costs of energy efficiency measures or

investing in equipment that will lead to cost and carbon savings. It has been developed in response to the current energy crisis that is having a significant impact on business activities and the post Covid-19 economic recovery. WCC is also organising a series of events/ webinars to advise businesses on how to reduce their energy consumption and to raise awareness of the support available. For more information, see the stories below.

1. ECONOMIC OVERVIEW

National Overview

- **GDP** fell by 0.3% in June-August 2022 compared to the previous three-month period (March-May) and by 0.3% in August compared to July. This followed a rise of 0.1% in July.
- **Services output** fell by 0.1% in the three months to August 2022 compared with the three months to May 2022.
- **Manufacturing output** for the three months to August 2022 was 2.2% lower than the three months to May 2022.
- **The CPI inflation** rate was 10.1% in September 2022, up from 9.9% in August. The September figure was the joint highest recorded since the data series began. The ONS estimates that CPI is now higher than at any time since around 1982.
- The Bank of England's Monetary Policy Committee (MPC) raised **interest rates** to 2.25% on 22 September, up from 1.75%. This was the seventh rate rise in a row, and a further rise seems likely when the MPC meet on 3rd November.
- In April 2021 **median gross weekly earnings** for full-time employees in the UK were £611, up from £586 in April 2020. Adjusted for inflation, median earnings for full-time employees increased by 2.8%.
- The continued high rate of inflation meant that real earnings continued to fall in real terms in the three months to August 2022. The fall in this latest period was slightly smaller than recent falls, but still remains among the largest falls in earnings growth since records began in 2001.
- The **unemployment rate** fell to its lowest level since 1974 in May-July 2022, with a further fall in unemployment in the latest quarter. However, employment also fell in this quarter, while there was a large increase in economic inactivity. There are now over half a million more people who are inactive than there was pre-pandemic.
- The number of **vacancies** fell again in the latest quarter, but still remain well above pre-pandemic levels.

Local Overview

- Unsurprisingly, local businesses are reporting the pressures caused by increased energy bills and rising inflation, with many seeking grant funding for energy cost-saving measures, such as solar panels, and access to funding for cashflow purposes. Despite this, we are still seeing interest in capital investment projects

for which access to finance programmes such as Warwickshire County Council's Small Capital Grant can be utilised.

- The **latest Warwickshire unemployment rate** shows a slight uptick from 2.1% in Q1 2022 to 3% as of Q2 2022. Despite this slight increase, the unemployment rate still remains low in line with the national trend and lower than the latest national rate of 3.5%.

All latest economic updates can be found in the [Economic Recovery Dashboard](#) developed by WCC's Business Intelligence team for CWLEP partners.

2. BUSINESS & ECONOMY SUPPORT

Launch of new Green Recovery Grants

Warwickshire County Council has launched a new £300,000 Green Recovery Grant Scheme for Warwickshire businesses.

The new scheme, which is using £0.3 million of the Covid-19 General grant, will provide small & micro sized businesses in the retail, tourism, leisure and hospitality sectors, as well as certain other sectors most impacted by the Covid-19 pandemic, with grants towards the cost of installing energy efficiency measures.

The new scheme has been developed in response to the current energy crisis that is having a significant impact on business activities and the post Covid-19 economic recovery. In particular, it has been designed to complement both the Energy Bill Relief Scheme for businesses and other organisations recently announced by the Government and the existing Coventry & Warwickshire Green Business programme which provides grants for energy efficiency (among other measures) but only to SMEs in "business to business" sectors. The new scheme will support the Council Plan and emerging Sustainable Futures Strategy.

Grants of £1,000 to £20,000 will be available to implement the recommendations from free energy audits. In particular, the grants will fund up to 40% of the costs of installing energy efficiency measures or investing in equipment that will lead to cost and carbon savings. This is expected to include lighting, heating, ventilation, refrigeration and renewable technologies.

For more information visit: <https://www.warwickshire.gov.uk/greengrants> or contact Jon Stead in the Business & Economy team (jonstead@warwickshire.gov.uk).

To refer a Warwickshire business, contact WCC's Business Growth Delivery team (business@warwickshire.gov.uk).

Coventry and Warwickshire Duplex Fund

The Coventry and Warwickshire Duplex Investment Fund – which provides a combined loan and grant to businesses towards the costs of capital investments – has supported a further two businesses in Warwickshire with loans worth £219,600.

These include **Avon Boating** an established boat hire and river cruise company in Stratford upon Avon & a Warwick-based award-winning salon.

Duplex has now provided loans worth £1,578,598 and a further £469,496 of grants to 22 Warwickshire businesses in a range of sectors since it was launched in 2019. This has safeguarded 119 jobs, created 43 new jobs and 78 jobs are forecasted to be created.

The Duplex Fund – which is delivered by Coventry and Warwickshire Reinvestment Trust (CWRT) – is funded by a £2 million loan from WCC’s Capital Investment Fund as well as funding from Coventry City Council, the Growth Deal and CWLEP. It is expected to provide just under £10 million of investment to Warwickshire businesses over the next ten years and to create over 600 jobs by March 2033.

For more information visit: www.cwrt.uk.com/duplex or contact Jon Stead in the Business & Economy team (jonstead@warwickshire.gov.uk).

To refer a Warwickshire business, contact WCC’s Business Growth Delivery team (business@warwickshire.gov.uk).

ERDF Business Support Programme

A further 54 businesses completed the intensive support provided by the “CW Business – Start, Grow and Scale” programme during the third quarter of 2022 and a further six individuals were supported to start their own business. Despite the current economic situation over 20 jobs were created and filled this quarter alone as a result of the support given to these businesses. This brings the total number of businesses supported since 2016 to 984. 429 new jobs have also been created and 466 Warwickshire residents helped to start their own business.

The start-up support strand (delivered by Coventry and Warwickshire Chamber of Commerce on behalf of WCC) has been targeting businesses in the north of the county and an information event was also held in Rugby this quarter.

<https://www.cw-chamber.co.uk/business-support/business-start-up>

Two new business advisors have started work on the Business Ready strand (delivered by University of Warwick Science Park) as well as new mentors added to the pool available to assist high tech high growth businesses with a wide range of advice on different topics. <https://business-ready.co.uk/>

An [additional Business Growth advisor](#) has started within the WCC Business and Investment strand working 50% on the programme.

Meanwhile, Project Warwickshire – WCC’s dedicated programme for the tourism, leisure and hospitality sector and the newest programme strand – has now been running for over 12 months. 128 businesses have been engaged so far and 42 businesses have completed the support helping safeguard almost 40 jobs and created nine new jobs. Three road shows are planned for mid-November in Nuneaton, Atherstone and Coleshill to encourage businesses to “pop in” over their lunchtime to find out more about the support available. Advice on grants available

has also been given and five businesses have been allocated over £350k from local funds.

<https://www.cw-chamber.co.uk/business-support/project-warwickshire/>

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.

For more information and/ or to refer a business or Warwickshire resident, visit: www.warwickshire.gov.uk/cwbsp or contact Gillian Dale in the Business & Economy team (gilliandale@warwickshire.gov.uk).

WRIF – Local Communities & Enterprise Fund

The Local Communities and Enterprise Fund (LCE) pillar of the WRIF – which was launched at the end of April – has now awarded six loans in total with a further three since the previous report.

Coventry and Warwickshire Reinvestment Trust (CWRT) who manage the scheme on behalf of WCC have agreed to provide £95,000 of loans to **CAE Tech**, a provider of intuitive web-based 3D configurators; **Intermodal Ltd** who are a customs broker supporting businesses submit customs declarations for goods imported and exported between the UK and the EU; and **Wesley Broad & Company Ltd** a legal recruitment specialist based in Warwick. The total amount now lent to businesses is £225,000.

The LCE Fund provides loans of between £1,000 and £100,000 to help small businesses including social enterprises start, survive, and grow. CWRT are a specialist finance provider who are managing the LCE fund on behalf of WCC.

For general information about the LCE Fund, contact Jon Stead in the Business & Economy team (jonstead@warwickshire.gov.uk).

For more detailed information, to register an interest or to refer a business, visit www.cwrt.uk.com/wrif-lce-fund

WCC Small Capital Grants

WCC's small capital grants programme is continuing to see a good level of interest. Enquiries continue to come from several different sectors including engineering, manufacturing, food & retail, and education services.

The most recent Grants Panel in September approved a further three investment projects worth over £270,000 with WCC agreeing to make total grant contributions of £65,311. The three projects, as well as unlocking over £205,000 of private sector investment, are expected to create nine new jobs.

The grants are part of the latest round of WCC's small capital programme. Since 2015, the programme has awarded over £2 million to Warwickshire businesses as part of a £14 million package of funding of finance, loans and grants with the grants alone already creating more than 200 jobs around the county.

In terms of delivery, we continue to receive enquiries on a near daily basis, and whilst some businesses and projects fit the criteria of the fund, they may not all decide to move ahead with investment plans immediately. We are also promoting the Coventry & Warwickshire Innovation and Coventry & Warwickshire Green Business grants as the final deadlines for both ERDF funded programmes are fast approaching.

For general information about the programme, contact Jon Stead in the Business & Economy team (jonstead@warwickshire.gov.uk).

To refer a Warwickshire business, contact WCC's Business Growth Delivery team (business@warwickshire.gov.uk).

JumpStart

The "JumpStart" start up project has supported 63 Warwickshire residents looking to start a business during the first two quarters of 2022/ 2023 which has resulted in the creation of 18 new business so far this year.

CWRT's JumpStart project – which is part funded by WCC's Place Shaping & Economic Recovery Fund – is one of two economic recovery projects focussed on meeting increased demand for start-up support. The community-based project complements the county-wide start-up service delivered by the Chamber on behalf of WCC by focusing on underrepresented groups and hard-to-reach individuals in certain parts of the county. JumpStart is expected to support 315 Warwickshire residents between April 2021 and March 2024.

For general information about the programme, contact Jon Stead in the Business & Economy team (jonstead@warwickshire.gov.uk). There are also a range of case studies available on CWRT's web site: www.cwrt.uk.com/jumpstart-case-studies

To make a referral to the programme, visit: www.cwrt.uk.com/jumpstart

Recent Business Events

WCC's Business Growth Delivery team presented at a recent Coventry and Warwickshire Green Business event in Stratford-upon-Avon to give an overview of the access to finance support funded by WCC. Organisers, Coventry City Council, also provides details of the Coventry and Warwickshire Green Business programme and how businesses can take advantage of both the energy audits and grants available.

The team also presented alongside CCC at a recent Coventry First Pro business breakfast event held at the University of Warwick Science Park to provide an overview of the access to finance and business support programmes available to members. CW First is a leading membership organisation for business professional and financial services companies. The event was organised specifically to talk about local authority backed access to finance programmes in the area.

In addition to this, the team presented at a recent NFU member meeting to raise awareness of the Warwickshire Recovery Investment Fund (WRIF) and other access

to finance initiatives that are available to agricultural and rural businesses in Warwickshire.

Cost of Energy Events

A series of energy events and webinars aimed at specific sectors, including retail, hospitality, tourism, leisure, manufacturing, and agriculture are also being organised to advise businesses on how to reduce their energy consumption and to raise awareness of the support programmes available.

Manufacturing Industry – 9th November

An event around sharing energy use and savings best practice is being co-organised with West Midlands IET and WMG and will focus on how businesses can reduce their energy consumption in light of the recent rise in energy costs. Details of the event can be found here:

<https://warwick.ac.uk/fac/sci/wmg/mediacentre/events/smesosenergyconsumptionn ov/>

Agricultural Energy Event – 15th November

<https://www.eventbrite.co.uk/e/agricultural-webinar-put-your-energy-into-saving-energy-tickets-443249259467>

Retail, Tourism, Leisure & Hospitality – 17th November

<https://www.eventbrite.co.uk/e/put-your-energy-into-saving-energyretail-hospitality-tourism-leisure-tickets-443219179497>

3. EMPLOYABILITY & SKILLS SUPPORT

Multiply Fund

Multiply, part of the UK Shared Prosperity Fund, is a new Government programme aimed at helping adults to improve their numeracy skills. WCC is responsible for managing and administering the fund in Warwickshire including the development of an investment plan and selecting the activities to be funded from a national menu of interventions.

It was announced in April 2022 that Warwickshire had a provisional allocation of £2.5 million over three years, and the Department for Education has now confirmed that it has approved Warwickshire's investment plan in full. WCC's first call for projects has also now closed and applications totalling almost £3 million were submitted. These applications are currently being assessed and it is expected that the first funding decisions will be announced later this month.

For more information about Multiply, visit www.warwickshire.gov.uk/multiply or contact the Business & Economy team (multiply@warwickshire.gov.uk).

Warwickshire Skills Hub

As the employment and skills landscape continues to change, the team are working closely with delivery partners, strategic partners and the Districts & Boroughs to

monitor the support available, the needs of those we support and any emerging gaps, specifically as the remaining European Social Fund programmes draw to a close in 2023.

As new labour market information is shared, as a priority the team are proactively sharing alternative programmes which may offer a continuation of support and have capacity to adapt current provision to meet new needs.

Business Skills Support

The Business Skills Support service continues to see a high demand for skills support, until recently the demand had reflected positive growth, however there are now calls to support businesses who wish to take cautious steps to remain economically viable which is reflective of the current economic climate.

- 60% of require Apprenticeship Support or funding
- 10% require support to understand the support on offer to evaluate their skills plans
- 25% require recruitment support
- 5% require support to upskill existing staff

Ukraine Employment and learning support

The programme has received over 100 applications for employment support with four workshops now running in a number of locations based in the team's Community Skills Hubs (based in Warwickshire Libraries)

The current sessions are running in locations which are reflective of demand and the location our Ukrainian guests are currently based.

- Atherstone
- Rugby
- Nuneaton
- Leamington

Fair Chance Employer Programme

The programme continues to attract many enquiries from businesses wanting to shape roles to be inclusive and tap into a talent pool of people who are actively seeking employment. The flexible support fund in the programme is also proving to be a success with 60% of the employers identifying how the fund could help them make reasonable adjustments in the workplace and train diversity mentors to support inclusive inductions for new starters with supportive needs.

Warwickshire Supported Employment Service

Further to the recent consultation of the Warwickshire Employment Support Team, on the 2nd of October the consultation closed, and the project team will now move forward to implement the new service and recruit to a number of new jobs the service will create.

The new Warwickshire Supported Employment Service is due to launch in January 2023, with a series of engagement and promotional events aimed at providing a collaborative platform to support the launch of the service.

4. SECTOR DEVELOPMENT AND INWARD INVESTMENT

The Inward Investment team are continuing to develop a relationship with the Swedish Chamber of Commerce and Invest Skane. 21 – 22nd September the SCC organised a 2 day event for Swedish based businesses to explore the UK market at an event called [Eco-System Exchange – Createch](#). This was a London based event which was attended by the Investment Team to promote the strengths of the region.

Continued support has been provided to the University of Warwick and their Creative Futures incubator programme (which has been funded by WCC) as they recruited their 5th cohort of creative businesses on to the programme. To date 25 businesses have received support through the programme.

The inward investment service exhibited with Coventry City Council and Invest Coventry & Warwickshire at the recent [Engineering Design Show](#) at CBS Arena in Coventry. This follows a similar presence at the [Low Carbon Vehicle Show](#) at Millbrook back in September. We picked up a number of enquiries for space and support.

For more information, contact Ian Flynn, Technical Specialist (Automotive, Advanced Engineering & Manufacturing) (ianflynn@warwickshire.gov.uk) or Stacy O'Connor, Technical Specialist (Digital Creative) (stacyoconnor@warwickshire.gov.uk).

Investment Zones

Warwickshire County Council, together with partners from local authorities and business have made a submission to Government for a package of Investment Zones capable of accelerating economic growth and delivering new homes and commercial space, at four locations in the county.

Investment zones are a new initiative which aim to attract investment and unlock development and economic activity. It is hoped that these zones will accelerate economic growth through public and private investment and deliver tens of thousands of new homes and jobs and support key industries to decarbonise supply chains. They are broadly similar to the Enterprise Zones launched in 2012, and which included the successful MIRA Technology Park.

If successful beyond the EOI stage, the zones in Warwickshire have the potential to unlock new public and private investment and boost the county economy by more

than £1.4bn a year, creating over 25,000 jobs, 450 new homes and 1.3m sqm of commercial space. The sites that have been put forward by Warwickshire County Council for consideration are:

- **MIRA South Site** – an advanced manufacturing site in North Warwickshire Borough, a southern extension of the highly successful Enterprise Zone MIRA Technology Park, Europe’s leading automotive and future mobility R&D campus
- **Wellesbourne Innovation Campus** – expansion of the successful technology campus, part of the University of Warwick estate, which has seen growth in recent years from automotive and future mobility expansion. It is also a major centre for agritech and crop science.
- **Judkins Quarry** – a mixed use residential and commercial property site, with the potential to support local housing and employment need in Nuneaton & Bedworth Borough, including growth at MIRA South Site
- **West Midlands Gigafactory** (*in partnership with the WMCA*) - Large sites at Coventry Airport and in its surroundings in Warwick District, with the primary objective of securing major inward investment in a battery gigafactory, and associated battery and automotive supply chain. It was submitted by WMCA in behalf of local partners, and was also included in the Warwickshire EOI.

We understand feedback on the EOIs is expected towards the end of the year.

APPENDIX 1: BUSINESS NEWS

Major business headlines from around Warwickshire

Digital Creative Sector

Warwick Innovation district recognised in leading research

An independent report from innovation and investment consultancy firm Beauhurst reveals how the University of Warwick and the Warwick Innovation District (WID) is helping to drive the West Midlands' position as a powerhouse for innovation, which is in turn supporting growth in the local economy.

[Full story here](#)

Automotive/ Future Mobility Sector

China's Geely takes major stake in Aston Martin Lagonda

Chinese carmaker Geely has taken a stake of almost eight per cent in Gaydon-based luxury car manufacturer Aston Martin. The company – which already owns marques including Volvo, Lotus, and taxi-cab manufacturer London EV Company – was one of the new investors in Aston Martin's £654 million equity capital raise on Friday (September 30). Geely also lost out to Laurence Stroll's Racing Point in a takeover of the business in 2020.

[Full story here](#)

Ansty EV Maker Reduces Headcount

Meanwhile, London EV Company, a Geely subsidiary, has said that cuts are needed because of lower demand during the pandemic and supply chain issues. LEVC lost 118 million pounds in the year ended December 2021, according to company filings. The company said in 2020 that it had expected to be profitable by 2021. The company is promising new models next year.

[Full story here](#).

Battery Maker Britishvolt in Crisis Talks

Troubled UK battery start-up Britishvolt is on the brink of falling into administration as early as today, putting some 300 UK jobs at risk, according to reports.

The company has been developing Britain's biggest electric car battery plant in Blyth, Northumberland, with the £3.8billion gigafactory set to employ up to 3,000 workers by the time it was due to be fully operational. It also has a large scale up unit at Hams Hall in Coleshill, and its registered address was Coventry.

[Full story here](#)

JLR Seeks to Retrain for a modern, all-electric future

Jaguar Land Rover has confirmed the launch a global upskilling drive in a bid to train 29,000 people in the next three years for its connected and data capabilities. The company's Future Skills Programme will involve more than 10,000 Jaguar Land Rover and franchised retailer employees in the UK, and almost 19,000 across the rest of the world, being trained in skills vital to electrification, digital and autonomous cars.

[Full story here](#)

US Giant Completes Takeover of Ansty based Meggitt

US engineering firm Parker-Hannifin has completed its £6.3 billion takeover of aerospace company Meggitt. Parker, which makes engineered products for the aerospace, automotive and manufacturing industries says the acquisition will provide complementary technologies and increase the aftermarket mix of its aerospace business. Parker also has manufacturing facilities in Warwick.

[Full story here](#)

Battery maker in rush to recharge funding

Britishvolt is in emergency talks to secure new funding from car makers or other investors, which could lead to a sale of the business. The company is in danger of running out of money by the end of the year, according to the Financial Times. Those rumoured to be considering investing include TATA, owner of JLR.

[Full story here](#)

Autonomous Tech Company Lists on AIM

An autonomous technology specialist which works with the automotive, aviation and transport industries has confirmed its admission to trading on AIM in a move that gives the company a "solid platform for growth". Aurrigo International has successfully raised gross proceeds of £8m in total, at a price of 48 pence per ordinary share. Upon admission, the business will have a market capitalisation of approximately £20m.

[Full story here](#)

Other Business News

Tourism sector sees visitors and spending return

South Warwickshire's tourism industry is on the road to post-pandemic recovery, according to new figures published by Shakespeare's England, the official tourism body for the area.

In 2021, the region attracted 7.8 million visitors – a 39 per cent increase on the previous year, while tourism employment numbers in the region increased by 4 per cent year-on-year to more than 10,000 people.

[Full story here](#)

Mike Ashley firm unveils plans for HQ campus in Rugby Borough

Retail giant Frasers Group, the company behind Sports Direct and House of Fraser, has unveiled plans for a global headquarters campus at Ansty. Designed by architect Grimshaw – the firm behind the Eden Project and London's Elizabeth Line – the campus would include logistics, offices, R&D retail, a hotel and leisure facilities.

[Full story here](#)

Stoford to create 450,000sqft of space near Studley

Developer Stoford has secured planning consent for the speculative development of almost 450,000 sq ft of industrial and logistics accommodation across two units, on the Stratford District/ Redditch. The Net Zero units will comprise 160,208 sq ft and 286,328 sq ft respectively and be developed on the southern side of the 78-acre Redditch Gateway site.

[Full story here](#)

Stratford Medtech Firm Acquired for £5.5m

Roquefort Therapeutics PLC has completed its acquisition of Stratford-upon-Avon biotech firm Oncogeni Ltd for £5.5 million.

[Full story here](#)

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OS briefing paper Flood and Drainage – Nov 2022

Recommendations

1. That the contents of this paper are noted in regards to the role that the County Council plays in relation to surface water drainage, and that any further information required is highlighted.
2. That consideration is given on whether key partners such as Severn Trent Water, the Environment Agency, or the Local Planning Authorities should be invited to make representation to OSC.

Introduction

This briefing paper has been produced in response to the motion passed at full council in December 2021.

Concerns were raised regarding maintenance and capacity of both public sewers and highway drainage.

A review of policy was also requested, and this paper intends to be the initiation of this by highlighting the key policies and working practices related to flooding and drainage in Warwickshire.

Local flood risk and drainage responsibilities in Warwickshire are split amongst several parties so this paper starts with a brief summary of key duties and responsibilities. The paper then continues by highlighting key achievements in Flood Risk Management and County Highways, before providing a summary of flood risk and drainage policies within Warwickshire.

Background

One of the effects of climate change is an increase in more intense rainfall events due to more moisture in the atmosphere due to higher air temperatures which can hold more water. This intense rainfall leads to more frequent occurrences of surface water flooding. Whilst it is often perceived that this surface water flooding is due to poorly maintained, damaged, or blocked drainage systems, this is rarely the case. Surface water drains are designed to accommodate relatively modest rainfall events, and this is why during more intense rainfall, water will often sit on the surface for a short period of time and drain away when the rainfall intensity reduces.

In the majority of cases, there are no significant defects in the drainage system, but the design capacity is temporarily exceeded.

Existing drainage systems, where present, often have limited capacities with little space to up-size or undertake traditional drainage schemes. Up-sizing existing drainage systems also has the potential to pass problems downstream or to other location. This is contrary to national planning legislation.

Any project to increase the capacity of a traditional drainage system requires the whole piped system through to the point where the water is discharged to be increased in size. This can often be a substantial distance leading to significant costs and related disruption.

As an alternative to large-scale engineering projects, the Flood Risk team and County Highways are considering trialling SuDS Retrofit where highway drainage systems connect into small SuDS features such as rain gardens, tree pits, or swales.

The need for growth nationally is recognised in the planning system and all new developments should have drainage systems designed to hold and store large rainfall events to ensure that flood risk is not increased elsewhere. The Flood Team acting as Lead Local Flood Authority review all major planning applications from a surface water drainage perspective. Major planning applications are generally those that are 10 or more dwellings or an increased floor space of over 1,000 square metres. The team will make a recommendation to the Local Planning Authorities (LPAs) based on the information submitted. Unfortunately, final decision making, building control, and planning enforcement sit elsewhere.

Key achievements in Flood Risk Management over the past five years

- £724,547 funding secured from DEFRA Flood Grant in Aid and £340,000 Local Levy, using £483,237 of corporate investment.
- 102 properties protected through capital schemes over the past five years.
- 248 properties better protected by enforcement or pre-enforcement activities.
- 28 Community Flood Action Groups engaged in managing flood risk supported by the FRM team (pre-COVID restrictions). Over 50 Multi-Agency meetings with key partners and Flood Action Groups since their inception.
- 4,026 major development planning consultations reviewed as part of statutory consultee role. 100% of responses provided prior to determination, and 97% of responses provided within statutory determination period.
- 857 other technical consultations responded to.
- 382 applications for Ordinary Watercourse Land Drainage Consent, covering 1,146 structures. 92% processed within statutory period.
- 163 applications for Schedule 33 part 5 consents relating to HS2, covering 357 features. 94% processed within statutory period.
- £120,000 of income generated through discretionary services and application fees.
- 868 reports of flooding, with up to 254 of these internally affecting a property.
- Develop and maintain an asset register containing details of over 2,000 assets that affect flood risk.
- 175 CCTV drainage surveys undertaken to aid flood investigations

Roles and key responsibilities of partners in Flood Risk and Drainage

WCC Flood Risk Management (FRM)

- Oversight for local flood sources (surface water, ordinary watercourses, and groundwater)
- Investigate locally significant flooding
- Statutory consultee for Surface Water Drainage on Major Development
- Regulatory role on works to Ordinary Watercourse
- Enforcement Powers for maintenance of existing ordinary watercourses

WCC County Highways

- Ownership and maintenance of Highway Drainage systems (including gully cleansing)
- Riparian owner for watercourses (including culverted) running through or under the Highway
- Enforcement Powers to prevent water on the public Highway
- Ensure the safety of road users

Environment Agency

- Strategic overview of all flooding sources
- Statutory consultee for all developments in Flood zones 2 and 3
- Regulatory role on works in Flood zones and in and around main rivers.
- Pollution investigation and enforcement role

District and Borough Councils

- Determine planning applications as Local Planning Authority
- Responsible for the consideration of surface water drainage for Minor Development
- Planning enforcement powers
- Role in building control
- Environmental Health for pollution incidents
- Land Drainage Authority with the power to undertake Flood Risk works

Severn Trent Water (Water and Sewerage Company)

- Ownership and maintenance of public sewers - Foul, surface water, and combined
- Provide capacity within their sewer systems for growth and contribute to Local Plans
- Investigation of sewer flooding
- Non-statutory consultee on planning development

Riparian Landowners (including WCC Property Services)

- Ownership and maintenance of ordinary watercourses or main rivers running through their land
- Ownership and maintenance of private drains or sewers within their land

Homeowners, landlords, and commercial property owners

- To maintain and protect their properties as appropriate
- Ownership and maintenance of private drains or sewers within their land
- To understand their own flood risk
- To have adequate insurance protection against flooding

Other works undertaken related to December 2021 full council meeting

Planning Round Table meeting

In January, a planning applications roundtable meeting to discuss flooding and drainage was held with representation from elected members, district/borough councils, planners, the Environment Agency, and Severn Trent Water.

This meeting focused on the surface water drainage aspects of planning applications in the county, however there was representation from partners discussing their roles in the planning process.

Key areas for possible improvement were raised and it was agreed that a smaller sub-group of those in attendance would move forward actions towards achieving those improvements.

A smaller more focused meeting was held with representation from key agencies. Several actions arose from this meeting, and it was agreed that these would be progressed by correspondence and no further meetings are currently planned.

Work on these actions is ongoing, but outputs to date include:

- The introduction of a verification condition to be applied to planning approvals that will require applicants to provide a Verification Report prior to occupation to show that the drainage for the site is constructed in accordance with the approval.
- WCC FRM are in the process of updating their Local Guidance document and chargeable pre-application advice service.
- The Environment Agency clarified the use of their standing advice documents and offered training to the Local Planning Authorities.
- Investigation into how any other LLFAs are undertaking and funding post construction reviews of the onsite drainage.
- An offer of training on surface water drainage and flooding to all LPAs (members and officers).
- Discussion of opportunities to agree the review of minor development applications that are currently outside the remit of LLFAs.

STW operational meetings

Discussion during the December 2021 Full Council meeting highlighted that foul sewer flooding and communications with Severn Trent Water were of concern to members. Whilst WCC do not have a remit for foul sewers, and no powers to make STW perform better, discussions with STW have been ongoing.

Regular operational meetings to discuss problem locations were agreed and have commenced.

Initial outputs have been encouraging and some long-standing issues have progressed.

Changes to National Legislation and Policy

An update of the Planning Practice Guidance (PPG) for flood risk and coastal change has recently been published. This update includes improved guidance on how surface water flood risk should be considered and provides a clearer requirement for multifunctional SuDS which have additional benefits beyond the storage of water.

In addition to this, a number of reviews are currently being undertaken into the management of surface water, improving the uptake of SuDs, and the long term maintenance of SuDS. Several of these reviews have had consultations or given opportunities for the FRM team to feed in, these include;

- A DEFRA review into the implementation of Schedule 3 of the Flood and Water Management Act 2010.
- A CIWEM review on the management of surface water.
- A National Infrastructure Commission review into surface water infrastructure.
- DLUHC proposals for changes to the planning system.

Roles and responsibilities of County Highways in Flood Risk and Drainage

Section 41 of the Highways Act 1980 places a statutory duty, to maintain the highway maintainable at public expense on to the highway authority, WCC. The establishment of an effective regime of inspection, assessment, recording and prioritisation of defect repairs is a crucial component of highway maintenance.

A Team of Locality Officers carry out inspections to ensure the 'serviceability' of the public highway through the efficient use of resources. These include matters relating to drainage and flooding to the public highway.

Locality Officers ensure the identification of routine drainage works, the issuing of jobs for this work and provide the necessary information to enable the CH's Delivery Team, to arrange works to be carried out by the term maintenance contractor and may include:

- Routine Jetting of blocked or slow running gullies and associated systems including aqua kerbs and dished channels.
- Grip Cutting and spillway cleansing (Delivery Team also arrange cyclical cleanse)
- Cleansing of ditch courses and ordinary watercourses where County Highways are the responsible land owner or have riparian responsibilities.
- Maintenance of flood depth markers.
- Maintenance of culverts less than 900mm situated within the public highway.
- Responsibility for the maintenance of other assets (where the responsible owner) including trash/safety screens, penstock valves, attenuation/balancing ponds.
- Identify sites drainage improvement schemes to be delivered by Delivery Team engineers.

24 Hour Cover – Duty Rota

CH provide a 24 hour a day, 7 days a week, response to emergencies and incidents (including flooding/drainage issues) on the public highway. Emergencies are generally reported via Warwickshire Police, Warwickshire Fire and Rescue Service, Flood Risk management, Coventry Solihull Warwickshire (CSW) Resilience Team and District/Borough/Town councils.

Outside of normal 'office' hours two officers (one North and one South) provide duty cover to assess potential risks of damage and/or injury to highway users and deal with them appropriately in line with the 'Incident Response' instruction.

The 'Incident Response' instruction for flooding considers suitable 'emergency' works depending on the location and specified an appropriate response.

Enforcement

Where flooding to the highway can be attributed to private land or assets such as overgrown ditch courses, blocked culverts and drains, CH's will use relevant enforcement powers, as per the Highways Act 1980, to resolve the issue and where necessary will seek the support of the WCC Legal Team to serve a notice, to the owner occupier of said land/asset.

Implementation of Highway Drainage Improvements

CH's supports the key objectives of the Council Plan 20-25 by ensuring they manage and maintain Warwickshire's transport network in a safe, sustainable and integrated way, this has been supported through the implementation of a number of highway drainage improvements including:

- Cyclical gully emptying programme, utilising a variable frequency gully cleansing procedure.
- Introduction of state of the art jetting units with twice the capacity of previous units. They are able to deal with larger scale jobs first time, thus reducing the need for repeat site visits.
- Increased number of jetting units available on the term maintenance contract, an increase from 2 to 6 units.
- Weekly drainage operations meetings established with the Term Maintenance Contractor to discuss performance and resources/issues.
- Monthly meetings held with the Contractor to discuss the wider contract.
- Increased the drainage maintenance/scheme budget in order that more routine and planned works can be delivered.
- Streamlining the jetting process by triaging 'jetting returns' requiring further works, now instructed direct from the Delivery Team to the Contractor, thus reducing the need for multiple site visits which not only speeds up the defect repair process but helps to free up Locality Officer time to dedicate to other highway maintenance activities.
- Introduction of a mini jetting unit to clear single drainage units and small scale jobs, thus freeing up the larger units to deal with more complicated sites.
- Asset data collection in order to inform cyclical programme of cleansing/maintenance work which includes Aqua Kerb, Filter Drain, Ford and Grip cutting locations.

Public Satisfaction

For the recent NHT Public Satisfaction Survey WCC performed excellently against the peer group (consisting of County Councils and large unitary authorities) in terms of provision of drainage and response to flooding on the public highway.

The NHT Public Satisfaction Survey collects public perspectives on, and satisfaction with, highway and transport services in Local Authority areas nationally. It collects views on different aspects of highways and transport.

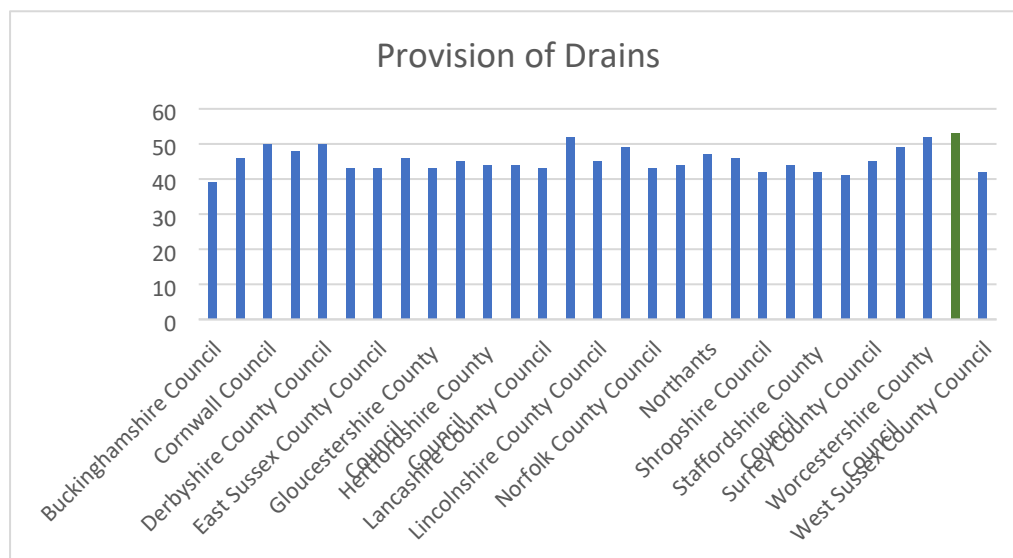
This year the survey was sent to 3,300 randomly selected households across the authority area and 801 members of the public responded. This represents an overall response rate for Warwickshire of 24.3% compared with the national average of 23.8%. This constitutes a good response rate.

WCC ranked 1st in respect to a number of key, individual, drainage activities including:

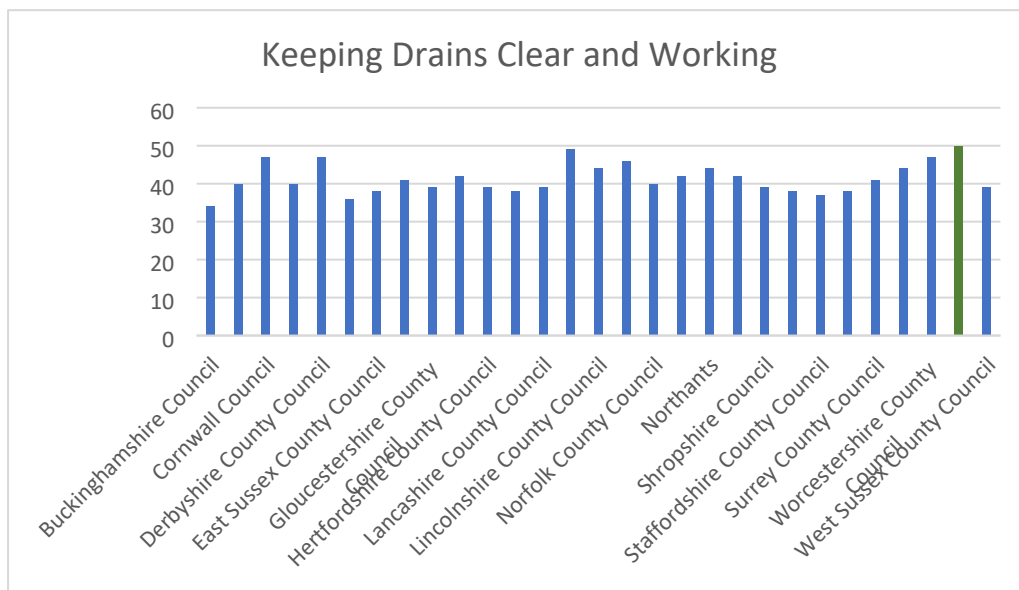
- Provision of Drains
- Keeping Drains Clear and Working
- Deals with flooding on the highway

CH have been working hard to ensure it supports the key objectives of the Council Plan 20-25 by ensuring they manage and maintain Warwickshire’s transport network in a safe, sustainable and integrated way. A big part of delivering on this is to ensure that surface water can drain from the highway. The great result achieved in the NHT survey, within 3 key drainage areas, can be attributed to the investment and ongoing development of maintenance practices and solutions as detailed in this note.

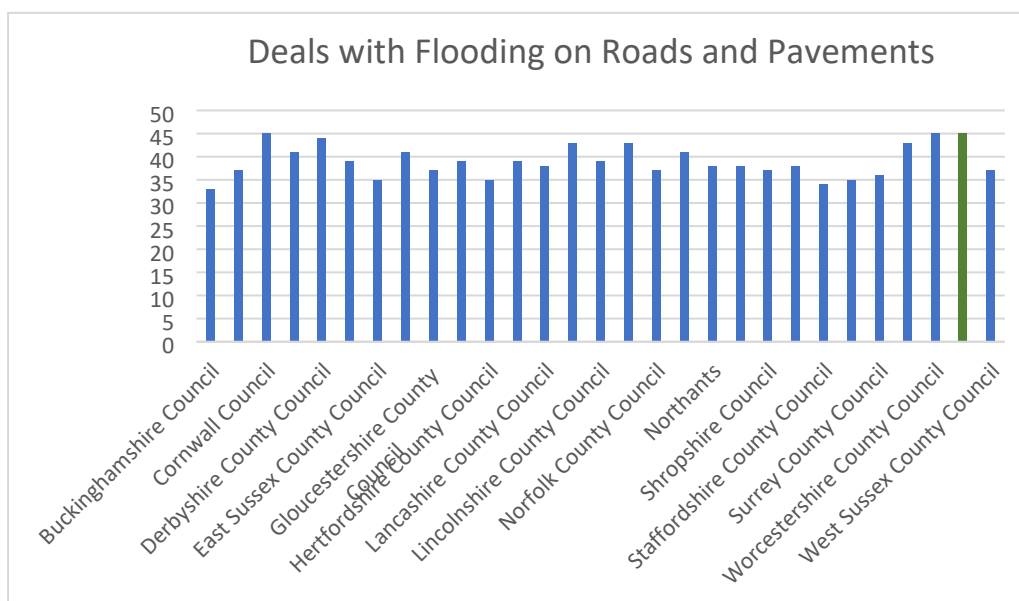
Provision of drains



Keeping drains clear and working



Deals with flooding on the highway



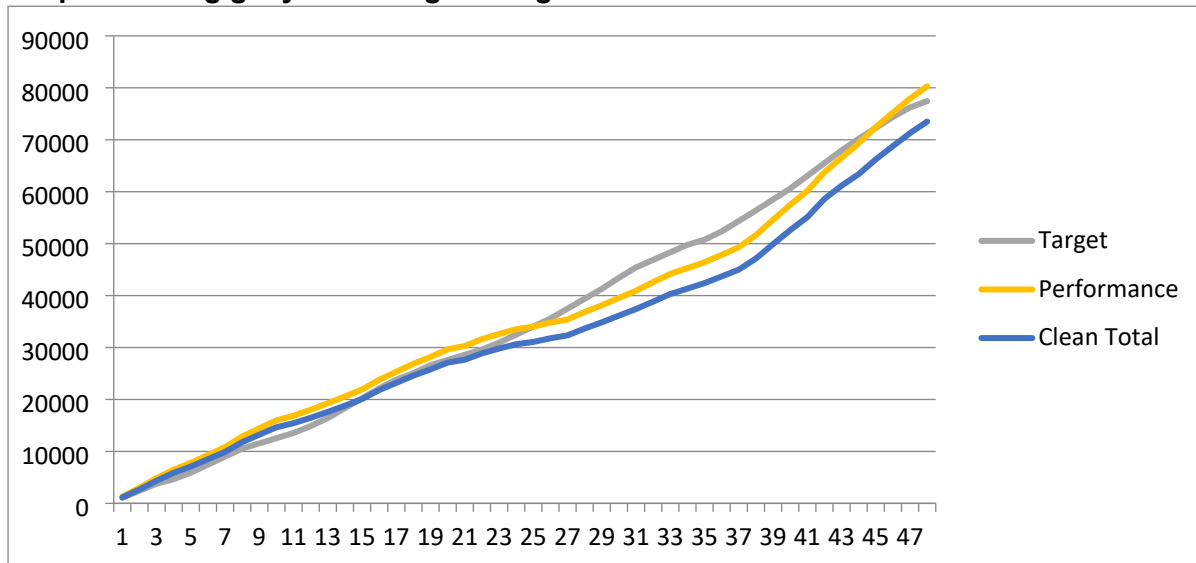
Cyclical Gully Emptying Performance Data

Gully Cleansing Data (Total)

- For year 2021/22 County Highways targeted their Contractor to attend site and cleanse 77,444 gullies.
- The Contractor exceeded their programmed target and attended 80,295 sites.
- Of these 80,295 sites a total number of 73,176 gullies were cleansed.
- **This equates to an average of 1557 gullies cleansed per week.**

(Please note each site represents 1 gully)

Graph showing gully cleansing data against weeks



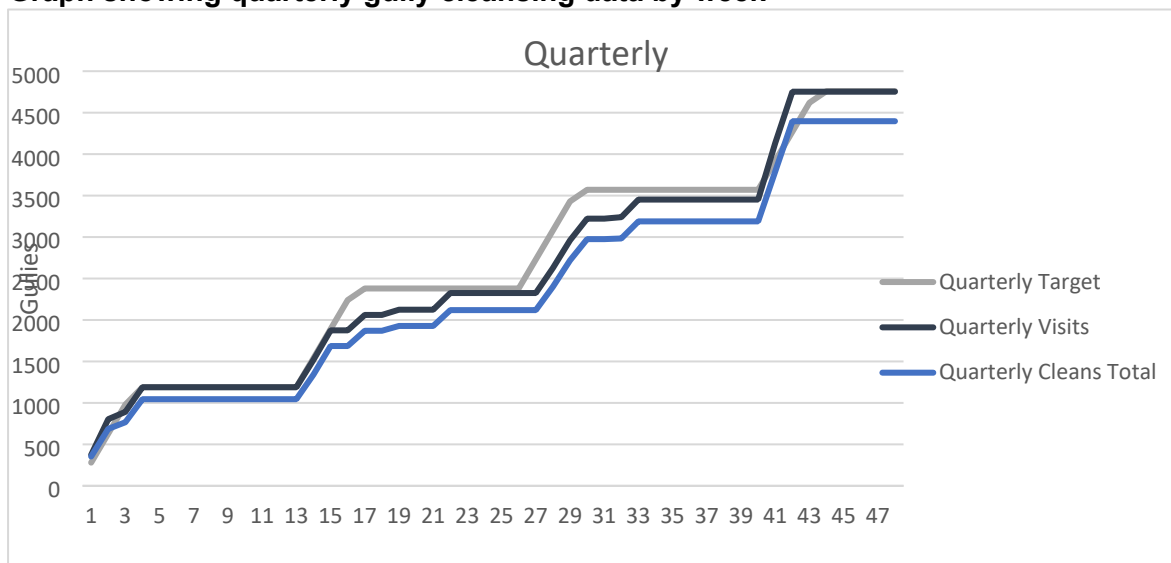
Variable Frequency Gully Cleansing

As detailed in this report County Highways introduced a variable frequency gully cleansing procedure for financial year 2021/22 in order to identify and cleanse high risk sites as part of the cyclical gully emptying programme. Based on a risk-based approach gullies were cleansed either Quarterly, 6 monthly or bi-annually.

Quarterly Frequency Cleansing Data:

- For year 2021/22 County Highways targeted their Contractor to attend site and cleanse 4753 gullies.
- The Contractor attended 4753 sites.
- Of these 4753 sites a total number of 4397 were cleansed

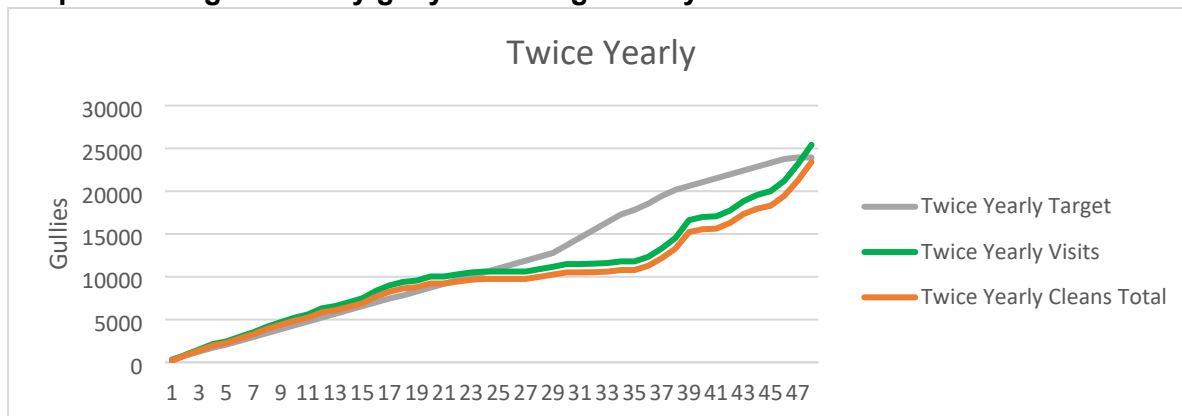
Graph showing quarterly gully cleansing data by week



6 monthly Frequency Cleansing Data

- For year 2021/22 County Highways targeted their Contractor to attend site and cleanse 23,940 gullies.
- The Contractor attended 25,422 sites.
- Of these 25,422 sites attended a total number of 23,409 were cleansed

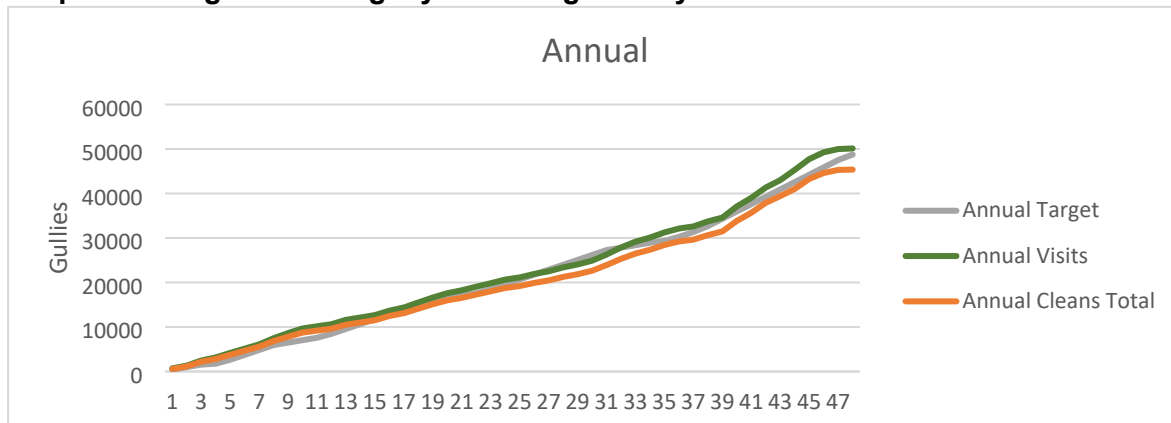
Graph showing 6 monthly gully cleansing data by week



Bi-Annual Frequency Cleansing Data

- For year 2021/22 County Highways targeted Contractor to attend site and cleanse 48,751 gullies.
- The Contractor attended 50,120 sites.
- Of these 50,120 sites attended a total number of 45,370 were cleansed

Graph showing bi-annual gully cleansing data by week



Number of Sites Visited Against Actual Cleanse

Whilst from the data provided it is possible to see that the Contractor continually exceeded their target, it is possible to observe that 7119 gullies were not able to be cleansed during their initial site visit.

This was due to one of the following reasons:

- Vehicle overrun (car parked over the gully)
- The gully required remedial works before it could be cleansed (for example jammed/damaged lid or required digging out by hand due to silt levels).

County Highways do however have measures in place to ensure any gullies unable to be cleansed during an initial visit are repaired (where necessary) and then jetted via alternate means as follows:

- Where there is an issue with vehicle overrun, the gully is put on to an additional cleansing programme alongside a targeted letter drop asking residents to refrain from parking their vehicles within the work zone. For any particularly problematic areas County Highways instruct their Contractor to place barriers or cones in the public highway to enable to cleansing works to be facilitated.
- Gullies requiring remedial works are repaired and then jetted separately through additional works orders issued to the Contractor.

Year on Year comparison

Please see the table below to show year on year performance for 2022 (up to the week commencing 01/08/22) against 2021 data for the same period. This information is based on total number of sites attended/gullies cleansed:

2022		
Total Target	Total Visit	Total Cleansed
26,853	43,595	39,688
2021		
Total Target	Total Visit	Total Cleansed
18,330	20,566	18,799

From the table above it is possible to see that County Highways have increased the target for year 2022 in relation to the number of sites/gullies that contractor must attend and cleanse. It is possible to see that the Contractor has far exceeded their target of 26,853 and actually attended 43,595 sites. This equates to a performance of over **38%** ahead of target.

Drainage Improvement Schemes for 2021/22

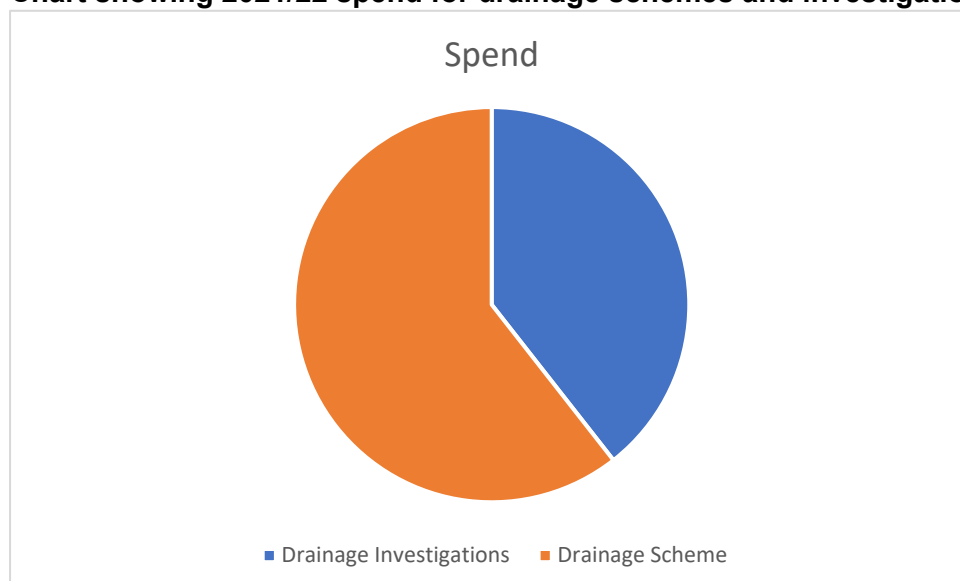
As detailed in this report County Highways, via their Locality Officers, identify drainage improvement schemes to help deal with flooding on the public highway. These schemes are raised in order to either repair or improve existing drainage infrastructure.

In addition to the above drainage investigation schemes, identified through routine jetting and then triaged by the County Highways Delivery Team, are used to undertake smaller repairs to the existing drainage infrastructure.

The table below shows the number of drainage schemes and investigations delivered by County Highways for year 2021/22:

Type of Works	Jobs Completed	Spend
Drainage Scheme	144	£507,000
Drainage Investigation	200	£330,000
		Total £837,000

Chart showing 2021/22 spend for drainage schemes and investigations



The table below shows the predicted spend for drainage scheme and investigation works for year 2022/23.

Type of Works	Spend
Drainage Scheme	£370,000
Drainage Investigation	£362,000
	Total £732,000

Key policies and Working practices

The Local Flood Risk Management Strategy (LFRMS) is the overarching document that details how flood risk is managed in the County. The current LFRMS was published in 2016 and work has commenced on an update.

As part of the development of an updated LFRMS, engagement will be undertaken with key stakeholders, and prior to publishing, consultation will be undertaken, and approval sought from Cabinet.

In addition to the LFRMS, there are a number of other policies and working practices in the authority related to drainage and flood risk. These are summarised in the following table.

Policy or working practice	Owner	Status	Details	Produced	Reviewed
Local Flood Risk Management Strategy (LFRMS)	WCC Flood Risk Management	Adopted strategy	An update of the LFRMS was due in 2021, this was postponed due to delays in publishing National Strategy and then guidance. Work is now underway on the review.	2016	due
Investigation prioritisation	WCC Flood Risk Management	Adopted policy as part of LFRMS	Policy manages resource requirement by outlining that investigations and resources will be focused on high-risk areas first. Generally flooding to properties will be investigated and that to land alone will not.	2016	due
Land Drainage Act Enforcement working practice	WCC Flood Risk Management	Working practice applying investigation prioritisation policy	Enforcement using Land Drainage Act powers will only be used in high-risk locations; generally where defect is likely to cause internal flooding of a property.	2016	due

Scheme development prioritisation in Surface Water Management Plan (SWMP)	WCC Flood Risk Management	Adopted top 100 at risk locations published in LFRMS	Every square km of the County was ranked using historic and predicted flood risk as part of our SWMP. Highest risk locations prioritised for scheme development. Update is underway, ahead of LFRMS using improved and more recent flood records.	2016	due
Lead Local Flood Authority (LLFA) role as Statutory Consultee for surface water drainage on Major Development	DLUHC (Department for Levelling Up, Housing & Communities) [formerly MHCLG]	National Legislation - The Town and Country Planning Act	The Act details the different Statutory consultees and the fixed remit on what they will be consulted upon. The LLFA role is currently being reviewed by DEFRA.	2015	-
Local policies in each of the District or Borough council Local Plans	Local Planning Authority	Adopted by District or Borough Council	The Flood Risk Management team are actively involved in the development of local policies, alongside partners at the Environment Agency and Severn Trent Water.	varies	varies
Flood Risk & Sustainable Drainage Local guidance for developers	WCC Flood Risk Management	Local application of National Planning Legislation, policy and best practice such as the SuDS Manual.	Originally adopted as an appendix of LFRMS. Document is updated regularly in line with changes to Legislation, policy, and best practice. Serves as the no-cost option required for chargeable pre-application advice.	2015	2020
Ordinary Watercourse Land Drainage Consent (OWLDC) and culverting guidance	WCC Flood Risk Management	Local application of Land Drainage Act, Water Framework Directive, and best practice	Document is updated regularly in line with changes to Legislation, policy, and best practice. Serves as the no-cost option required for chargeable pre-application advice.	2012	2021

Ownership of Highway ditches	WCC Flood Risk Management and WCC County Highways	Summary of common law principles and aligned to neighbouring authorities	Leaflet on the WCC webpage.	2017	due
Highway Safety Inspection Manual	WCC County Highways	Adopted Policy	Developed in accordance with the recommendations contained in the Code of Practice for Well Managed Highway Infrastructure (WMHI) 2016. The safety inspection regime is set out within a framework of risk assessment and inspection frequency, which takes account of all road users, including those who are most vulnerable.	2020	2022
WCC Sandbag policy	WCC Flood Risk Management and WCC County Highways	Adopted policy as part of LFRMS and agreed with County Highways. However, district and borough councils will have their own policies.	Sandbags are not an effective measure against flooding and create contaminated waste that must be disposed of correctly. There is no duty for local authorities to distribute sandbags and as such a review may find that an updated policy is that sandbags will not be distributed to residents.	2014	due
Resilient Network	WCC County Highways	Procedure	County Highways have established a 'resilient network' to which they will give priority, in order to maintain economic activity and access to key services during extreme weather.	2018	due
Variable Frequency Jetting Programme	WCC County Highways	Procedure	County Highways have established a regime of variable frequency gully cleansing, adopted for the 2021/22 financial year. The new procedure	2021	N/A

			has been established to identify high risk sites and problematic drainage systems that require cleansing on a more regular basis (3 and 6 monthly intervals).		
Highway Act enforcement	WCC County Highways: Legislation	Working Practice – In line with the Highways Act 1980	Where flooding to the highway can be attributed to private land or assets County Highways will use relevant enforcement powers to resolve the issue and where necessary will seek the support of the WCC Legal Team to serve a notice, to the owner/ occupier of said land/asset.	Varies	Varies
Routine Inspections	WCC County Highways	Working Practices	A Team of Locality Officers carry out inspections to ensure the 'serviceability' of the public highway through the efficient use of resources. Officers ensure the identification of routine drainage maintenance works and the issuing of jobs for this work.	Varies	Varies
Implementation of Highway Drainage Improvements	WCC County Highways	Working Practices	Continued review of working practices to ensure County Highways supports the key objectives of the Council Plan 20-25 by ensuring they manage and maintain the transport network in a safe, sustainable and integrated way. A big part of delivering on this is to ensure that surface water can drain from the highway.	Varies	Varies

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Communities Overview and Scrutiny Committee

9 November 2022

Electric Vehicle (EV) Charging Points - Task and Finish Group Findings

Recommendations

That Communities Overview and Scrutiny Committee support the recommendations set out in in paragraph 5 of the Task and Finish Group's report attached at Appendix 1.

1. Executive Summary

- 1.1 In February 2022, the Communities Overview and Scrutiny Committee (OSC) unanimously voted 'to monitor the rollout of electric charging points'. A Task & Finish group (TFG) was established to look at the various aspects with this in relation to the local authority and what they can do in terms of installing EV charging points.
- 1.2 The TFG held monthly meetings between May-July 2022 and raised varying concerns with charging point placements and types. The work of Transport Planning was acknowledged despite being under resourced. The TFG have made five recommendations to be actioned by the executive.
- 1.3 The agreed recommendations focus on ensuring equality of EV charging points cross-county and what can be done to help increase the number of charging points in Warwickshire.

2. Financial Implications

- 2.1 One of the recommendations the TFG propose is 'additional resources to the Transport and Planning Team', including an additional member of staff to be employed within the team to oversee the EV Charging Point rollout.
- 2.2 It is anticipated that this additional resource would be a Level 3 Engineer at a Scale K pay grade and a fixed term contract for approximately 3 years. This would cost approximately £44,000 annually (including on-costs) if this recommendation is accepted. It is intended that cost of the officer post will be funded from a bid to the Local Electric Vehicle Infrastructure (LEVI) fund, which is anticipated to be open for bid submissions from Local Authorities in 2023.

- 2.3 Funding the additional capacity in this way means, that the recommendations will result in no additional costs to the County Council as funding for the Charging Points will come from existing budgets, central government grants or provided by privately run partners e.g. BP Pulse or Char.gy.

3. Environmental Implications

- 3.1 If the recommendations are not supported then it would make it more difficult for WCC officers to get EV charging points installed and more difficult for Warwickshire residents to charge their EVs.
- 3.2 The recommendations are in line with the Council Plan 2025 by improving air quality in 'built up areas', 'provide charging points for electric vehicles' (page 30) and support 'the use of electric vehicles and move Warwickshire towards sustainable transport choices' (page 41).

4. Supporting Information

- 4.1 The TFG agreed it was important for all elected members and members of the public to be notified of the progress of EV charging points in Warwickshire. This should include any progress with WCC's charging points being repaired when possible.
- 4.2 The TFG were informed that Nuneaton and Bedworth borough were behind the rest of the county in terms of the number of EV charging points per 100,000 people. The TFG therefore concluded that this area should be prioritised for EV charging point placements until it is on a par with the other boroughs and districts. This will be in line with the Council's Levelling Up strategy.
- 4.3 As it stands, permitted development rights around EV charging points make it difficult for some houses with on-street parking to implement these points. The TFG therefore request that a letter be sent to the Minister of State for the Department for Levelling Up, Housing and Communities to consider a relaxation of these development rights which would make it easier for these residents to install EV charging points.
- 4.4 As the Transport and Planning Team is focused on commissioning rather than delivery, an additional resource to lead the delivery phase of future Warwickshire County Council led rollouts is desirable. The TFG support the allocation of more staff resources to rollout EV charging points.

5. Timescales associated with the decision and next steps

- 5.1 A bid to central government's Local Electric Vehicle Infrastructure (LEVI) fund is currently being developed by Transport Planning so that it can be submitted

when the fund opens for bids (date to be confirmed but expected to be 2023). It is expected that the bid would include costs associated with the next phase of rollout of electric vehicle charging infrastructure alongside the revenue costs for an officer to deliver this rollout.

Appendices

1. Report of the Electric Vehicle Charging Point Task and Finish Group

Background Papers

None

	Name	Contact Information
Report Author	Isabelle Moorhouse	isabellemoorhouse@warwickshire.gov.uk Tel: 01926 412159
Assistant Director	Assistant Director for Communities	davidayton-hill@warwickshire.gov.uk
Strategic Director	Strategic Director for Communities	markryder@warwickshire.gov.uk
Portfolio Holder	Portfolio Holder for Transport and Planning	wallaceredford@warwickshire.gov.uk

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

Local Member(s): n/a

Other members: Members of the Communities OSC and Task and Finish Group Members

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Communities Overview and Scrutiny Committee

Electric Vehicle Charging Strategy & Infrastructure Delivery in Warwickshire

Task and Finish Group Report

*Working for
Warwickshire*

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1.0 Executive Summary

The Electric Vehicle (EV) charging network Task and Finish Group was set up in 2022 to review the strategy, delivery and resources required to deliver a comprehensive public EV charging network in Warwickshire.

The Task and Finish Group has gathered and reviewed a range of information to support their work and has reached the following key conclusions:

- Despite initial reservations, the group were encouraged by the progress that was being made to develop an EV charging network in the County.
- A need to ensure that publicly funded charge point provision is delivered in an equitable way across the County, including considering the needs of rural communities.
- Opportunities to provide charging facilities for those without private off-street parking are prioritised, including consideration of gully type solutions
- There is a need for the public to be better informed about the EV charging opportunities that are being installed in their community.

The Task and Finish Group agreed the main focus should be on the continuation of improving the provision of EV chargers. By making the charging network more accessible and comprehensive and providing infrastructure ahead of demand more drivers will make the decision to switch to electric, away from petrol and diesel vehicles. A number of key actions were presented to the group and these were agreed as actions to take forward.

These actions have informed the recommendations put forward by the group.

1. Elected members to be updated on a quarterly basis as to the progress of EV charging infrastructure installation, relative performance of Warwickshire on a national basis and information on usage at existing charging hubs. This will be via email updates for them to share with residents if desired.
2. Officers should continue to seek funding opportunities to enable the delivery of EV charging infrastructure in Warwickshire.
3. Officers to work with the County Council communications team to provide more information to the public about the available EV charging network in Warwickshire.
4. Nuneaton & Bedworth be prioritised for EV charging points until they are performing at the same level (in terms of charge points per 100,000 population) as other boroughs and districts.
5. Officers based in County Highways to further monitor trials elsewhere and consider how a gully solution could be implemented in Warwickshire to

enable residents without off-street parking to charge via their domestic electricity supply.

6. Members to write to Ministry of Housing, Communities and Local Government to ask them to consider a change in the required planning permission for charging points to be one metre instead of two metres from the highway boundary.
7. Staff resourcing for the commissioning and delivery of EV charging infrastructure by the County to be reviewed and, subject to funding, increased to enable the County Council to develop and deliver the required number of charge points to meet the forecast demand.
8. Review and, if appropriate, seek to alter the Traffic Regulation Orders that apply to parking spaces adjacent to charging points in on-street locations to allocate as 'EV only' bays to ensure access to charging points is not unduly restricted by petrol/diesel vehicles. It was agreed that an incremental approach to the designation of 'EV only' bays would be adopted, with a review and changes happening on an annual basis.

2.0 Introduction

2.1 Purpose of Review

In February 2022 the Communities Overview and Scrutiny Committee resolved to establish a Task and Finish Group to review the strategy, current and future delivery and future resourcing of EV Charge points in Warwickshire. Members of the Committee were particularly concerned about access to charge points and the perception that Warwickshire was performing below the national average in terms of the number of public charge points in Warwickshire.

The sale of new petrol/diesel vehicles in the UK will be prohibited from 2030, this will be conducive to increasing public demand for EV and plug in hybrid vehicles and the associated recharging infrastructure to enable the transition away from petrol and diesel vehicles. It is essential therefore, that the scale of the required delivery of charge points in Warwickshire is recognised and resourced adequately.

The perceived lack of EV charging points can make the choice to switch to an EV challenging. Increasing the availability and visibility of EV charge points across the county has benefit for individuals and wider society. At an individual level, more charge points in the right locations will help give drivers the confidence to switch to an EV, help to reduce range anxiety and concerns over how vehicles can be recharged. Wider benefits include significantly improved local air quality and the associated societal health benefits.

At a national level, approximately 70% of EV charging is carried out at home. However for many residents who reside in dwellings without access to private off street parking, the ability to install a private charging point can be challenging. This national picture is reflected in Warwickshire and can act as a barrier to switching to an EV. The provision of a variety of charging types and different locations will provide people with the opportunity to easily recharge their vehicle at a time and place that is convenient to them.

In 2022, the Government published 'Taking Charge' the national Electric Vehicle Infrastructure Strategy. Whilst this looks at access and availability of EV charge points broadly, there is a particular focus on those who do not have access to off-street parking in terms of the need to provide convenient and affordable charging solutions in on-street residential areas. The strategy anticipates that at a national level, around 300,000 chargers are available as a minimum by 2030, with charge points installed ahead of demand, inspiring confidence in drivers who are yet to switch to EV.

Work undertaken by the County Council to develop a strategy for EV charging infrastructure in Warwickshire has identified the number and type of chargers required to meet forecast demand and support the transition away from petrol/diesel vehicles. The forecasts are set out in section 3.2 below.

The forecast increase in charging points is expected to be delivered via a combination of both private (e.g. supermarkets, shopping centres, restaurants etc) and public led interventions. In 2020, EV's comprised less than **1%** of the vehicle fleet, this is anticipated to increase to **15%** in 2025 and **41%** in 2030 (against a background rate of growth in the number of vehicles registered in Warwickshire).

The delivery of public charge points (e.g in Local Authority owned car parks and on -street locations) is the responsibility of Local Authorities. Importantly, whilst central funding is available, this funding is currently available on a competitive basis and there is no revenue support to help fund required local authority staff resources.

2.2 Members and Contributors

The members of the task and finish group were:

- Councillor Adrian Warwick (Chair)
- Councillor Will Roberts (Vice-Chair)
- Councillor Richard Baxter-Payne
- Councillor Bill Gifford
- Councillor John Holland
- Councillor Jan Matecki
- Councillor Tim Sinclair
- Councillor Caroline Philipps (substitute for one meeting).

The Group has been supported by the following officers from Warwickshire County Council:

- Isabelle Moorhouse - Democratic Services Officer
- Margaret Smith – Lead Commissioner, Transport Planning
- Victoria Mumford – Principle Transport Planner
- Benjamin Hill - Contract & Policy Engineer (County Highways)

2.3 Evidence

The Group held a number of information gathering sessions and engaged with a range of expert officers from Warwickshire County Council. The following publications were used as sources of evidence:

- Transport Planning documents (May 2022)
- UK Government's: Taking charge: the electric vehicle infrastructure strategy (published March 2022)

- Energy Saving Trust's 'OxGul-e' (published December 2021)
- Transport Planning's proposed strategy for EV charging points (July 2022)
- EV charging in Warwickshire (report produced by Cenex, 2020)
- Schedule 2, Part 2, Class D of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

The Group also gathered information by engaging with:

- Officers engaged with Oxfordshire County Council to gather information regarding their pilot Gull-ee trial and reported this information to the group;
- Char.gy, supplier of charge points that utilise the electricity supply to lamp post.

2.4 Dates and Timescales

26/05/22	-	Scoping Meeting and current position
30/06/22	-	Evidence Gathering (charging solutions)
20/07/22	-	Final recommendations
09/11/22	-	Report to Communities OSC
15/12/22	-	Report to Cabinet

3.0 Overview

3.1 Policy context

There is recognition of the importance of increasing the number of public EV charging points available to enable people to make the switch to an EV, away from petrol and diesel vehicles. This is of particular importance for residents who do not have access to private off street parking and charging facilities. The shift to EV also supports the reduction of local CO2 emissions/air pollution at tailpipe, thereby improving local air quality and contributing towards net zero.

The following publications set out the key local and national policy context for EV recharging.

Warwickshire Local Transport Plan 2011-2026

The [Warwickshire Local Transport Plan](#) (LTP) contains a series of policies and strategies that set out how Warwickshire's transport network will be maintained.

The EV strategy as contained within the LTP will be updated to reflect the current position as part of the wider Warwickshire LTP review and update.

Government’s ‘Taking Charge’ the electric vehicle infrastructure strategy

The Government published a Taking Charge in 2022, which sets out the ambition to make EV re-charging easier and more convenient for all, with a focus on those who do not have access to off-street parking in terms of the need to provide convenient and affordable charging solutions in on-street residential areas. The strategy anticipates that at a national level, around 300,000 chargers are available as a minimum by 2030, with charge points installed ahead of demand, inspiring confidence in drivers who are yet to switch to EV.

National Planning Policy

National planning policy sets out the current criteria that need to be met to enable the installation of private off street charging spaces and design (NPPF paragraphs 107 and 112 respectively).

3.2 Baseline position & forecast number of chargers in Warwickshire

In 2020, the baseline position in terms of EV charging provision in Warwickshire was relatively low, with a total of 101 charge points across the County.

Local Authority	7kW (fast)	22kW (faster)	50kW+ (rapid)	Total
Rugby	12	4	1	17
North Warwickshire	8	6	5	19
Nuneaton and Bedworth	12	4	4	20
Stratford-on-Avon	40	4	6	50
Warwick	40	14	13	67
Total sockets	112	32	29	173
Total Chargepoints	56	16	29	101

A significant piece of work was undertaken to assess the anticipated demand for charging infrastructure to support EV transition, this work accounted for both the projected increase in EV fleet and assumed that around 70% of charging will be undertaken by people charging at home. Based on this work, it is anticipated that to meet the local forecast level of demand in Warwickshire, the total number of charge points required by 2025 and 2030 will be;

- **by 2025** - an additional 968 standard charging (7kw) sockets (484 twin headed charging points) and 291 fast charging (22kw) sockets (145 twin headed points);
- **by 2030** (inclusive of 2025 target) - 2,758 standard charging (7kw) sockets (1379 points) and 532 fast charging (22kw) sockets (266 points).

The forecast increase in charging points is expected to be delivered via a combination of both private (e.g. supermarkets, shopping centres, restaurants etc) and public led interventions.

3.3 Current activity to support EV charging

The main focus of the EV installation programme of work to date has been on developing a core network of charging hubs across the county, helping to increase the 'visibility' of charging opportunities and giving people who live, work and visit Warwickshire the confidence to transition away from petrol/diesel vehicles.

The County Council was successful in securing approximately £1m of funding (from a combination of successful bids to central government and the Coventry and Warwickshire Local Enterprise Partnership and private sector contributions) to deliver 26 new charging hubs across the county in 2021/22. These new charging points have formed the spine of the EV charging network across Warwickshire and are located in a range of on and off-street locations in the main towns and smaller market towns.

Hub	Number of charging hubs installed	Number of charge points
Town Centre Hubs predominately in off-street car parks	16 hubs	106
Market Town Hubs Mix of off and on street locations	7 hubs	44
Residential Hubs predominantly on-street locations	3 hubs	20
total	26 hubs	170

3.4 A national perspective on progress

The combined public and private charge point installations has had a significant positive impact. Warwickshire's position compared to the English average (as expressed as charge points per 100,000 population) has moved from below to above the England average over the period 2020-2022, with an average of 51.6 charging devices per 100,000 population across the County.

When compared to other neighbouring authorities, Warwickshire has more charging points per 100,000 population (51.6) than Oxfordshire (47.5), Worcestershire (28.3), Leicestershire (33.5) and Staffordshire (29.9).

	April 2022		Jan 2021		Jan 2020	
	No of devices	per 100,000 popn	No of devices	per 100,000 popn	No of devices	per 100,000 popn
England	25,884	45.8	17,459	31.0	13,719	24.5
Warwickshire	301	51.6	153	26.5	116	20.3
N Warks	40	61.1	13	19.9	10	15.4
N&B	29	22.2	16	12.3	13	10.1
Rugby	61	55.1	21	19.3	4	3.7
Stratford	91	68.7	62	47.7	57	44.7
Warwick	80	55.2	41	28.5	32	22.5
Coventry	499	131.5	260	70.0	170	46.3
Solihull	127	58.4	82	37.9	56	26.1
Worcestershire	169	28.3	124	20.8	103	17.4
Leicestershire	239	33.5	145	20.5	112	16.0
Staffordshire	264	29.9	177	20.1	113	12.9
Oxfordshire	331	47.5	256	37.0	212	30.8
Gloucestershire	226	35.3	184	28.9	157	24.8

3.5 Ongoing and future work

Other work to further the development of new EV charging infrastructure includes:

Strategy development

- Further development of the EV charging infrastructure strategy.

Expanding on-street charging opportunities

- Exploring options for residents with no private off street parking - Residents without off street parking can find it difficult to charge their vehicle. The Council is looking at solutions to make it easier for this group of residents to recharge. Options include;
 - a small trial in two residential areas in Stratford Old Town and North Leamington to further explore how electricity supplied to lamp columns

can be utilised to provide overnight charging points for residents. It is anticipated that this trial will commence in December 2022.

- Enabling residents to access their domestic electricity supply via the introduction of gully system from the house to kerbside.

Identifying and Prioritising Need

- Development of a prioritisation tool that can be used to prioritise funding to areas most in need of charging infrastructure (based on areas with a high proportion of households without access to private off-street parking).

Expansion into rural areas

- Development of a rural charging point delivery plan, working with local parish councils as a mechanism for delivery.

Designation of EV only parking bays

- Reviewing the Traffic Regulation Orders to help facilitate better access to the charge points.

Collaboration and partnership working

- On-going collaboration with other Local Authorities and the Energy Savings Trust to ensure Warwickshire remains at the forefront of this area of work.

Procurement

- Procuring a supplier in advance of the next phase of delivery (subject to funding).

There is no guaranteed capital funding for the expansion of the EV network in Warwickshire and this can make it challenging to develop a coherent delivery programme. Further funding bids will be submitted to government, but the competitive nature of the bidding process means funding is not guaranteed. In addition, government currently require a minimum of 40% of costs to be provided by the Council or the charge point supplier.

In addition to funding, there are also other challenges that should be considered;

- Opposition from local residents and businesses regarding the installation of charge points.
- The available capacity in the grid can mean installation in a specific location is not possible (or grid reinforcement costs make the scheme unviable).
- Footway/highway space restraints
- Internal resource availability to develop the wider programme of delivery.
- Traffic Regulation Orders to restrict (or otherwise) parking spaces can be a source of public dissatisfaction.

4.0 Findings

4.1 Overview of findings

The findings of the group confirmed that the provision of public EV infrastructure has a significant role in the County's overall transport strategy and meeting wider objectives - enabling more people to make the switch to EV brings benefits in terms of carbon reduction and improvements to air quality and noise pollution. It is recognised that the County Council has made a positive start in terms of delivering the required number of charging points across Warwickshire but there is a significant number of charge points that will need to be delivered by 2025/30 to meet the expected growth in demand.

4.2 Warwickshire's EV charging network

The EV charging network in Warwickshire is at an embryonic stage. The County Council has made a significant impact, via the recent installation of 26 charging hubs, on the visibility of a charging network and this, combined with private sector installations (e.g supermarkets, cafes, shopping centres) has helped form the basis of a relatively strong network.

There is a clear need to continue with the delivery of charge points, with the key points being;

- EV charging points should be installed ahead of demand, inspiring confidence in drivers who haven't switched to EV.
- Include a mix of suppliers to keep the market competitive and give choice to EV users
- A faster roll out of charge points is needed to meet the forecast demand
- A mix of charging solutions is required

Given the geographical and demographic nature of Warwickshire, a mix of charging types and locations is required. All charge points installed to date have been 7kw standard chargers, there is a clear need to establish a mix of charging solutions, depending on the location in which they are deployed (e.g slow overnight chargers in residential streets). The approach presented and endorsed at the TFG is set out in the table below.

Charging location type	Charger type	Possible funding stream & responsibility	Challenges and opportunities
<p>Residential Street Hubs</p> <p>On -Street chargers in residential area using lamp columns</p> <p>Stand alone charging units</p>	<p>Standard (5.7KW)</p> <p>Standard – up to 22kw</p>	<p>ORCS</p> <p>WCC</p>	<p>PILOT Scheme about to commence, delivering charging points in 5 streets.</p> <ul style="list-style-type: none"> - Provides convenient access to charging for residents. - Tariffs likely to be closer to domestic rates. - Improved control over installation costs. - Slower charging rate – designed for overnight/long stay parking, not a rapid top up. - TROs difficult to apply/enforce in streets where parking restrictions are absent/TRO challenges from residents - Parking issues - Grid capacity and upgrade costs for stand alone chargers – flexibility required over location
<p>Town centre hubs. Located in off - street car parks</p>	<p>Standard and fast (up to 22KW)</p>	<p>ORCS</p> <p>District and Borough Councils</p>	<p>WCC have led the delivery of 26 charging hubs to date, the majority of which are located in off street car parks</p> <ul style="list-style-type: none"> - Convenient for users - Limited stay ensures turnover and easier access. - Use enforced by parking attendants, where available. - Suggest D& B responsibility as land owner and car park operator installation. WCC to work with D&B's to ensure aligned delivery. - Loss of revenue from parking if chargers aren't utilised.
<p>Market town charging hubs</p>	<p>Standard and fast (up to 22KW)</p>	<p>Off street car parks and limited on street provision</p> <p>WCC and Districts and Borough Councils</p>	<ul style="list-style-type: none"> - Provides a broader geographical coverage of EV charging points. - Residents and visitors. - Can be challenging to find suitable on street location that local residents are happy with. - Identified locations can be very expensive in terms of required grid upgrades – flexibility required. - TRO requirements and flexibility required.
<p>Rural charging</p>	<p>Standard and</p>	<p>WCC to lead</p>	

Warwickshire County Council
Overview and Scrutiny – Improving Services for the Community

hubs	fast (up to 22KW) Possibly some provision of 50KW chargers	strategy work if appropriate. Delivery mechanism with parish councils and community groups to be established.	<ul style="list-style-type: none"> - Provides broader geographical coverage of EV charging points across Warwickshire - Convenient access for residents and visitors - Funding constraints
Private Charging			
On - street residential charging	Gully system to enable homeowners to charge using their domestic electricity supply	Homeowners to fund the installation of home charging point and all other necessary equipment. Homeowner to fund any required legal agreements and on going maintenance	<p>-Enables the resident without private off street parking to access domestic electricity supply.</p> <ul style="list-style-type: none"> - cannot guarantee parking outside the home to access home charger. - current planning regulations do not permit every household to install a domestic charger. <p>The application of this technology will require the installation of a gully, or similar, across the footway. This is likely to have legal and maintenance implications that County Highways need to consider and conclude how it could be taken forward.</p> <p>Advice from Energy Savings Trust is for Warwickshire to take a 'watch and wait' approach at this stage.</p>
Private destination e.g supermarket, shopping centre, 'petrol' station forecourt, tourist attraction	Range of standard and rapid should be provided, depending on destination type.	Private sector to fund. Central government funding removed.	Very limited influence from public sector over what is provided and where. WCC will monitor provision to influence where further public intervention is made.

4.3 Funding Electric Vehicle Charging Infrastructure

The Task and Finish Group considered what capital and revenue sources of funding are available. The delivery of EV infrastructure does not have a dedicated internal budget allocation and therefore the installation of new infrastructure is reliant on securing funding from various national and local sources.

In addition, the entirety of the EV charging programme to date (strategy development and scheme delivery) has been undertaken by the Transport Planning team. Delivery of a significantly expanded programme of installations will prove challenging using current resources and the Task and Finish Group considered how responsibilities could be divided between commissioning and delivery teams, alongside the resource implications.

Commissioning	Delivery
<p>Responsible for:</p> <ul style="list-style-type: none"> - Developing the EV infrastructure strategy - Assessing the future demand for EV charging infrastructure to meet the predicted uptake in EVs - Submission of bids for funding - Procuring an EV supplier to install, operate and maintain an initial rollout of charging hubs and provide the necessary match funding - Managing the EV supplier contract <p>Responding to public and member queries regarding EV charging infrastructure (strategy side)</p>	<p>Responsible for:</p> <ul style="list-style-type: none"> - Reviewing public charging needs to identify sites for new charging hubs - Working with the appointed chargepoint supplier to oversee the delivery of chargepoints - Liaising with District and Borough contacts on the implementation of charging infrastructure in their off-street car parks - Responding to public and member queries regarding EV charging infrastructure (delivery side) - Working alongside colleagues in County Highways to support the rollout of charging infrastructure using lamp columns and scoping out a solution for gully charging.
<p>Resourcing implication: 1 FTE (met from within Transport & Highways group existing budget)</p>	<p>Resourcing implication: 1 FTE (new post with associated funding required)</p>

The Task and Finish group heard from officers that future EV chargepoint delivery in Warwickshire would likely require a mix of funding from government competitive funding sources combined with a significant contribution (currently 40%) from the private sector. In some cases, the charge point operator may be willing to fund installations in their entirety, but this is on a case-by-case basis and may lead to inequality in provision across the county.

The main sources of funding currently available to local authorities for EV charging infrastructure are;

The On Street Residential Chargepoint Scheme (ORCS)

The Office for Zero Emission Vehicles (OZEV) announced the continuation of the ORCS scheme to help increase the availability of plug-in vehicle charging infrastructure for residents who do not have access to off-street parking. The funding includes £20 million for 2022/23 and local authorities are invited to

submit applications to receive this funding. Local authorities can receive a grant to part-fund up to a maximum of 60% of capital costs relating to the procurement and installation of residential electric vehicle chargepoint infrastructure. No statement has been issued regarding the continuation of this fund post April 2023.

Local Electric Vehicle Infrastructure (LEVI)

OZEV recently announced the launch of the LEVI fund, which has initially launched as a pilot fund. This fund aims to further support the roll-out of electric vehicle charging infrastructure via large-scale, ambitious and commercially sustainable projects that use significant private sector investment.

Details have not yet been confirmed, but it is expected that the full fund will launch for applications during 2023. There is likely to be a revenue funding stream, but it is unclear as to how this will be distributed to local authorities.

Private Sector Investment

Even if government funding is secured, a proportion of the installation costs will have to be met by the private sector. In some cases there may be the opportunity to work with the contracted supplier to levy greater funding.

It is anticipated that solutions that enable residents without off street parking to charge via their domestic electricity supply would be funded by the resident. In some cases government funding may be available to support a small pilot scheme in the future.

Potential impact on Future funding for Local Highways and Integrated Transport Block Funding

Central government has announced changes to the DfT's local transport capital funding currently allocated by formula. From 2024/25, a proportion of the LA annual highways maintenance budget will be granted or withheld depending on an authority's performance against a number of metrics. The metrics are due to be developed this year, but the intention is for EV charging to be one of the metrics (alongside LTP development, bus and active travel infrastructure). The new approach aims to support and incentivise local authorities to bring about the step change needed to decarbonise transport. It is therefore essential that momentum on EV charge point delivery is maintained.

5.0 Conclusion & Recommendations

The Task and Finish Group engaged with officers from Warwickshire County Council and representatives from an EV charge point supplier. Despite initial reservations, the group were encouraged by the progress that was being made to develop an EV charging network in the County. Some concern was raised around ensuring that publicly funded charge point provision is delivered in an equitable way across the County and that rural communities must be considered. Opportunities to provide charging facilities for those without private off-street parking were considered a priority, alongside ensuring the public is better informed about the EV charging opportunities that are being installed in their community.

The Task and Finish Group agreed the main focus should remain the continued expansion of charge point infrastructure. By making the charging network more accessible and comprehensive and providing infrastructure ahead of demand, more drivers will make the decision to switch to electric. A number of key actions were presented to the group and these were endorsed as actions to take forward. These actions have informed the recommendations put forward by the group.

Action	Key Deliverables
Develop improved communication strategy around progress on EV charge point delivery	<ul style="list-style-type: none"> Regular (quarterly) member briefing paper giving headline updates. Social media updates on a frequent basis Liaise with media team to develop wider comms strategy Encourage elected members to keep constituents updated.
Improved branding	<ul style="list-style-type: none"> Develop a strong 'Park & Charge Warwickshire' brand that can be applied in a number of contexts.
Procurement	<ul style="list-style-type: none"> Carry out a comprehensive exercise to procure at least 2 delivery partners to deliver EV charging hubs in a range of locations. It is likely that contracts entered into will be for a period of 7+ years.
Staff resourcing	<ul style="list-style-type: none"> To adequately resource the sustained delivery of EV charge points in Warwickshire.
Securing funding for delivery	<ul style="list-style-type: none"> To develop funding bids for submission for available funding from central government or more locally e.g. LEP
District & Borough liaison	<ul style="list-style-type: none"> To continue to work closely with District and Borough councils in Warwickshire to help enable delivery of further off-street hubs. Via the wider procurement exercise, offer Warwickshire Councils (including Parish and Town councils) the ability to utilise our delivery contract.
Pilot and wider monitoring including new charging solutions	<ul style="list-style-type: none"> To monitor the success of pilot charging points (initially this will include lamp column based points) and monitor usage of hubs to help inform future delivery in terms of charger type and location. Liaise with other authorities to monitor the successes and challenges associated with alternative charging solutions.

The members of the group unanimously agreed on the recommendations set out below:

1. Elected members to be updated on a quarterly basis as to the progress of EV charging infrastructure installation, relative performance of Warwickshire on a national basis and information on usage at existing charging hubs.
2. Officers should continue to seek funding opportunities to enable the delivery of EV charging infrastructure in Warwickshire.
3. Officers to work with the County Council communications team to provide more information to the public about the available EV charging network in Warwickshire.
4. Nuneaton & Bedworth be prioritised for EV charging points until they are performing at the same level (in terms of charge points per 100,000 population) as other boroughs and districts.
5. Officers based in County Highways to further monitor trials elsewhere and consider how a gully solution could be implemented in Warwickshire to enable residents without off-street parking to charge via their domestic electricity supply.
6. Members to write to the Department for Levelling Up, Housing and Communities to ask them to consider a change to the Town and Country Planning (General Permitted Development) (England) Order 2015 to permit the installation of a charging point to be one metre instead of two metres from the highway boundary.
7. Staff resourcing for the commissioning and delivery of EV charging infrastructure by the County to be reviewed and when funding permits, increase to enable the County Council to develop and deliver the required number of charge points to meet the forecast demand.
8. Review and if appropriate seek to alter the Traffic Regulation Orders that apply to parking spaces adjacent to charging points in on-street locations to ensure access to charging points is not unduly restricted by petrol/diesel vehicles.

WRIF: General Update

7 September 2022

Dave Ayton-Hill

General Update on WRIF progress

Business Investment Growth (BIG) Fund

Two large projects in the BIG pipeline are progressing to the next stage:

- ▶ One project is for a large investment (c. £10m), and we have been working closely with a financial intermediary who has been helping structure the whole deal. Business case has passed Stage 1 and is now in due diligence which we hope to complete within the month.
- ▶ The second project is for a mid-sized loan (c. £4m), and working on a co-investment model with another regional fund. Stage 1 business case expected to be considered in September.

Property Infrastructure Fund (PIF)

- ▶ CBRE have been appointed as Fund Advisors, and we currently working with them to review the investment strategy, potential pipeline of investments, and process/governance for the PIF to feed into wider WRIF review.

Local Communities Enterprise (LCE) Fund

- ▶ Delivery of the LCE funds has continued a positive trajectory since the last MOG.
- ▶ Initial £500,000 was paid to fund managers CWRT in June 2022
- ▶ 3 loans have now been disbursed with a total value of £130,000
- ▶ Current Pipeline shows 23 businesses with current loan values identified as £547,600 (6 business have yet to state the loan requirement value).
- ▶ There are 8 business which have progressed from our support programme i.e. Jumpstart or Business Support seeking £169K in loans with 4 yet to determine the level of LCE requirement. CWRT are working with the programmes to promote LCE and supporting these fledging businesses through the LCE process

Agenda Item 8

WRIF: Communications

Plan

7 September 2022

Dave Ayton-Hill

BIG Monthly Communication Plan

- ▶ Local and national press coverage of the BIG fund and the 1st deal (forge care) under the programme.
- ▶ Continued and sustained networking with a variety of Stakeholder & specialists including:
 - Investment & financial specialists
 - Legal specialists to promote the BIG Fund to them and their clients.
 - Local Banks
 - Equity Financers
 - Professional bodies and associations
 - Financial Brokers (a future prospect)
- ▶ Targeted outreach to Warwickshire businesses using internal WCC software to promote directly to suitable businesses.
- ▶ Attending & presenting at networking events with the correct target audience for the BIG fund.

BIG PR To-Date

Recent PR pieces for the BIG Fund:

- Public Finance (July 22) - Case study: Warwickshire County Council's economic regeneration

https://www.publicfinance.co.uk/case-study/2022/07/case-study-warwickshire-county-councils-economic-regeneration?utm_source=Adestra&utm_medium=email&utm_term=

- Coverage on **Coventry and Warwickshire BBC Radio** - 10th July - News on Forge Care and successfully being awarded £1m WRIF loan.

- Coverage on Forge Care - **University of Warwick Science Park Newsletter** July 14th

<https://www.warwicksciencepark.co.uk/wrif-support-makes-new-childrens-care-facility-possible/>

- Worked closely with Advent Communications to broaden coverage - the piece was successfully placed in the **Business & Innovation Magazine**

<https://www.businessinnovationmag.co.uk/forge-care-receives-funding-from-warwickshire-reinvestment-fund/>

- BIG Team are in dialogue with **Advent Communications**, a general piece has been drafted to be sent via local channels - awaiting approval from Cllr Martin Watson's quote before this is released beginning of September.

LCE Communication & Marketing Plan

- ▶ All LCE Comms follows WCC comms guidance issued to CWRT in March 2022
- ▶ Monthly marketing & communications for the LCE include:
 - Communicating with Previous WCC Business start-up support programme applicants.
 - Case Studies on the Coventry & Warwickshire Reinvestment Trust website
 - News articles on loans for Warwickshire Means Business and other media outlets
 - Social Media Campaigns
 - Attending Job Fairs & Networking Events
 - Leafleting to Warwickshire small businesses
 - Google ads

LCE Comms To-Date

- ▶ LCE launch <https://business.warwickshire.gov.uk/april-2022/news-in-brief/new-lce-fund-will-plug-a-gap-in-the-loans-market-for-small-businesses>
- ▶ Mari Carmen - Fitness LCE case study <https://www.cwrt.uk.com/case-studies/maricarmen>
- ▶ Forget Me Not Café <https://business.warwickshire.gov.uk/july-2022/news-in-brief/forget-me-not-cafe-moves-forward-thanks-to-cwrt-recovery-loan>
- ▶ Initial BBB RLS Announcement <https://www.british-business-bank.co.uk/ourpartners/recovery-loan-scheme/current-accredited-lenders/>
 - CWRT release and webpage <https://www.cwrt.uk.com/recovery-loan-scheme>
- ▶ Article about funding options in Coventry and Warwickshire Chamber of Commerce blog page <https://www.cw-chamber.co.uk/top-tips/cwrt-311222/>

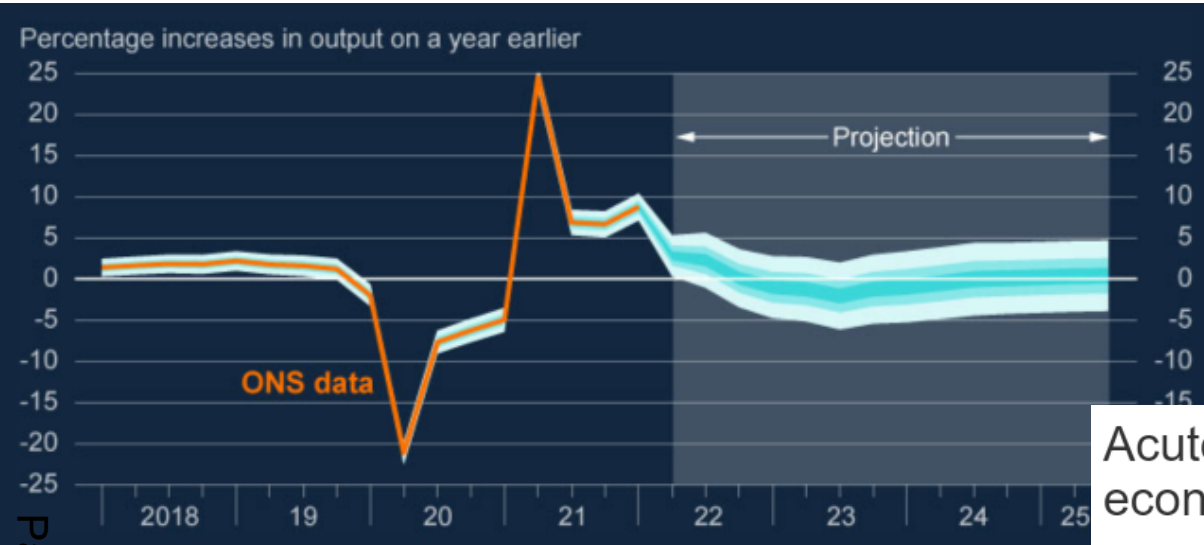
Agenda Item 9

WRIF: Economic Update

7 September 2022

Dave Ayton-Hill

Economic Trends - National



- GDP declined by 0.2% between June & July, and BoE forecasting technical recession in Q4 2022, potentially lasting through 2023. Consumer confidence at a lower point than in any of the previous 4 recessions

Acute concerns in the face of soaring cost-of-living and bleak economic prospects

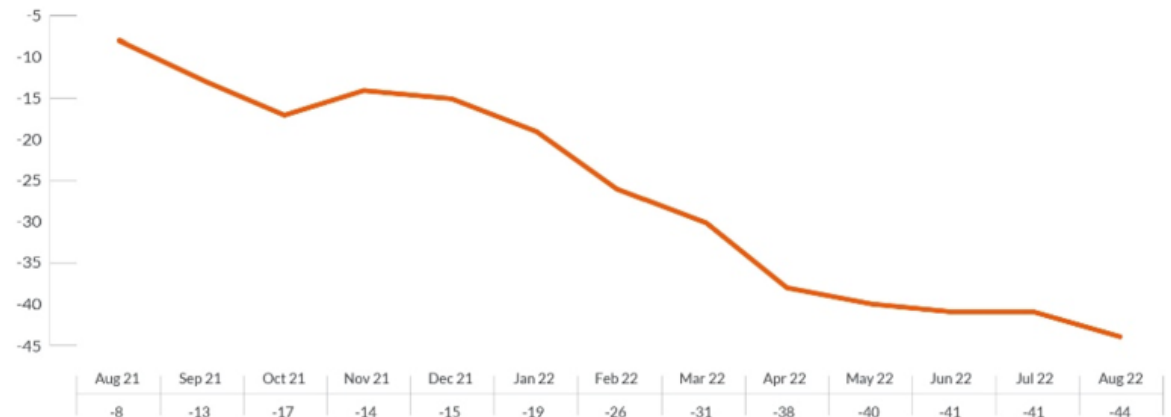
GfK's long-running Consumer Confidence Index decreased three points in August to -44. All five measures were down in comparison to the July 22nd announcement.

“The energy price cap only applies to consumers, and many small and medium-sized companies are going to face a triple whammy: higher fuel bills, higher wage bills, and falling demand”

Guardian, 26th August 2022



Index Score August 2021 – August 2022

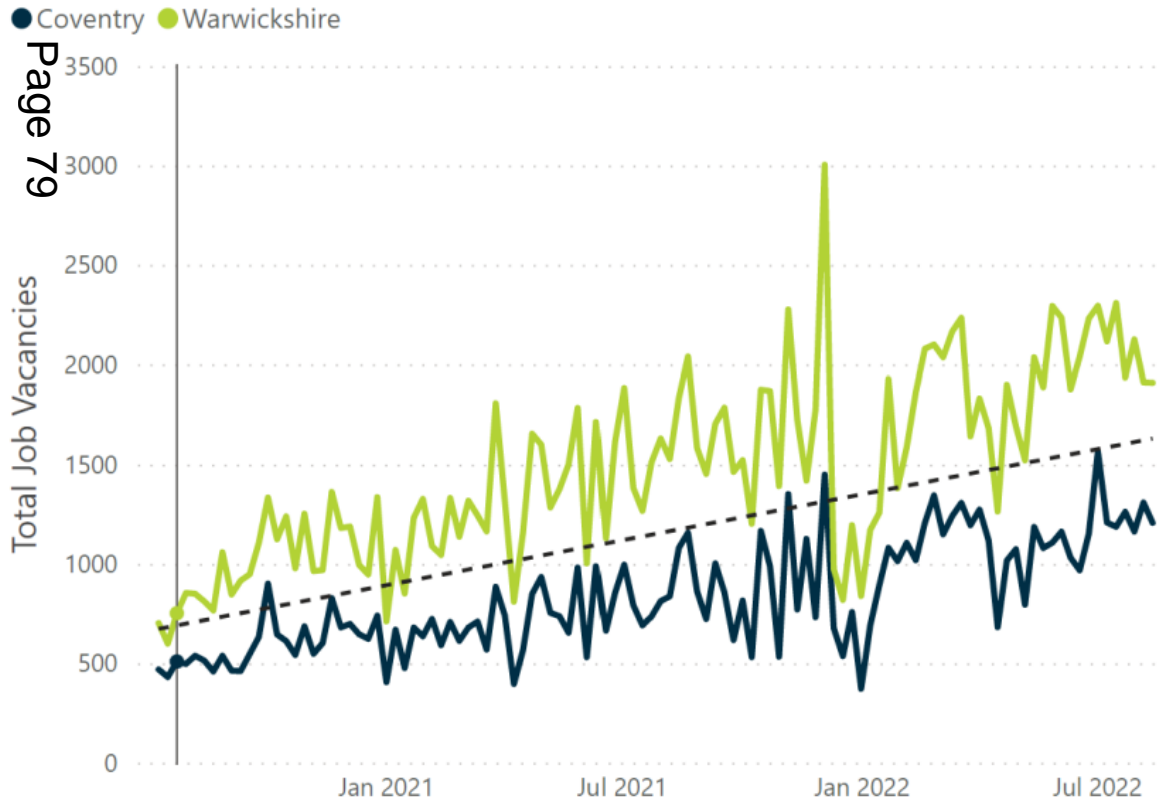


Source: GfK Consumer Confidence Barometer (August 2022)

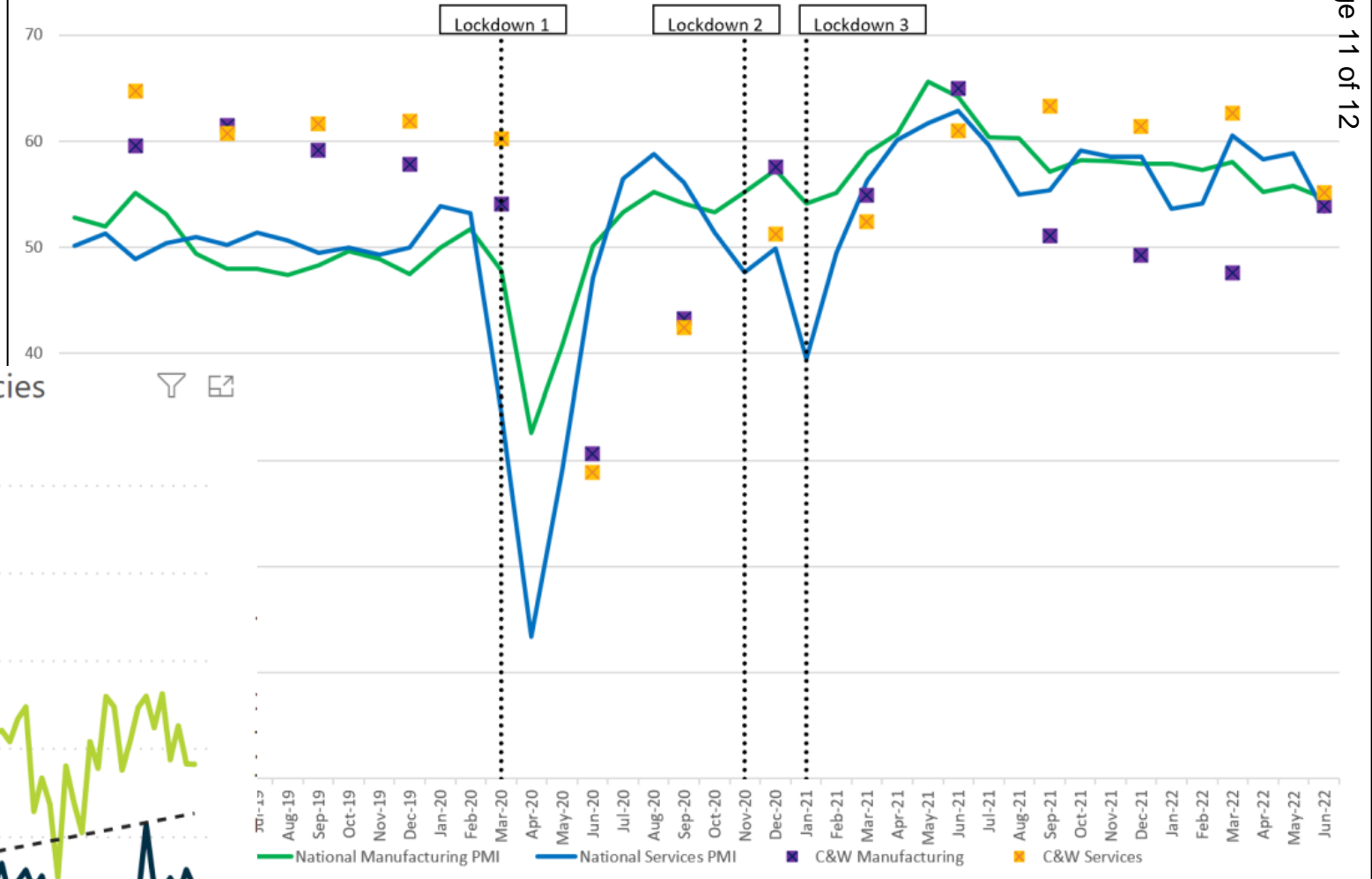
Local economic data

	W'shire	UK
Unemployment rate	2.0%	4.1%
Employment rate	81%	78.5%

Coventry & Warwickshire Total Job Vacancies



C&W Overall Economic Outlook Index



Mixed picture

- ▶ Significant headwinds facing the national and local economy
- ▶ Challenging period ahead in terms of energy costs, cost and wage inflation
- ▶ Increasing pressures on small businesses, particularly in retail, hospitality & leisure, and energy-intensive lower value manufacturing
- ▶ However, labour market still very buoyant and businesses actively looking fill a growing number of vacancies
- ▶ Business investment sentiment still remains relatively high, particularly in key sectors
- ▶ Continued strong flow of Foreign Direct Investment into Warwickshire, particularly in automotive technology and CreaTech (gaming companies); and sustained growth in logistics and e-commerce fulfilment
- ▶ Demand for office and property space in the county remains high and outstripping supply

Communities Overview and Scrutiny Committee

9 November 2022

Average Speed Camera Briefing Note

Overview

The purpose of this briefing note is to provide information on the current routes within the Average Speed Camera (ASC) project, provide background to the project and explain the criteria for route selection.

1.0 Key Issues

- 1.1 This project will address a long-standing issue along identified routes within Warwickshire for traffic collisions resulting in personal injury. The routes highlighted below feature consistently on the County's annually produced list of routes with a poor safety record.
- 1.2 These routes have collisions along their entire length, as opposed to a single location with numerous collisions. Due to variation over the length of the route, they are more challenging to treat in their entirety by traditional engineering measures. There is a national increase in the use of Average Speed Camera enforcement along similarly effected routes in the UK.

2.0 Options and Proposal

2.1 How they Work

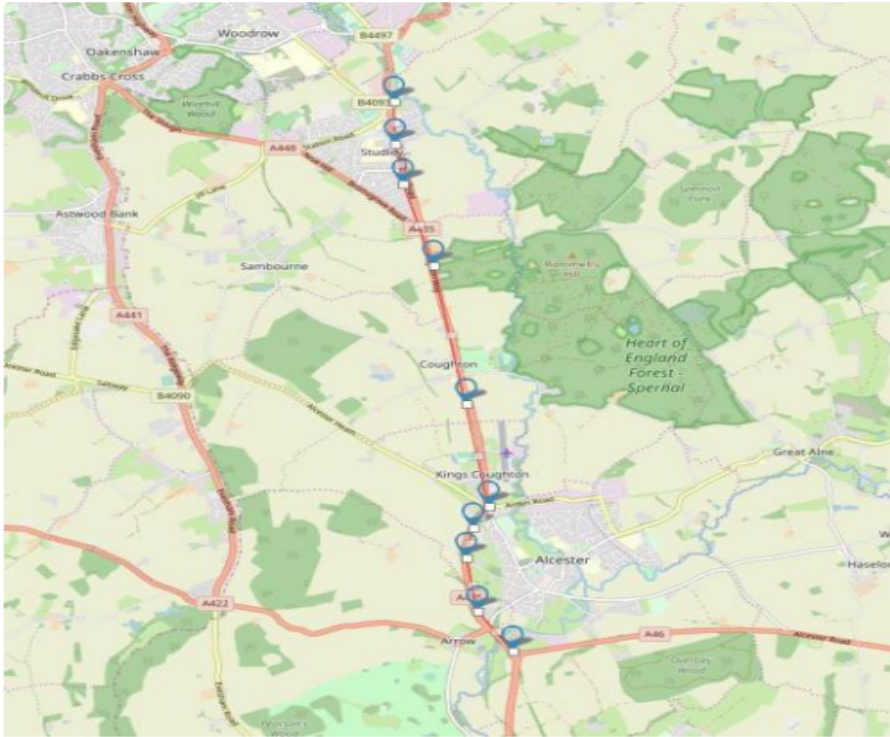
Average Speed Cameras work by utilising a pair of Automatic Number Plate Recognition (ANPR) cameras between two points (one at entry and one at exit). Number plates of vehicles are read by the ANPR cameras, and the system measures the time for each vehicle to travel between these two points over a defined distance and converts it to speed using a simple equation.

Once an 'activation' is generated by the Average Speed Enforcement cameras, the images of offending vehicles are automatically sent to the back-office system where staff check and process an evidence pack for each offence.

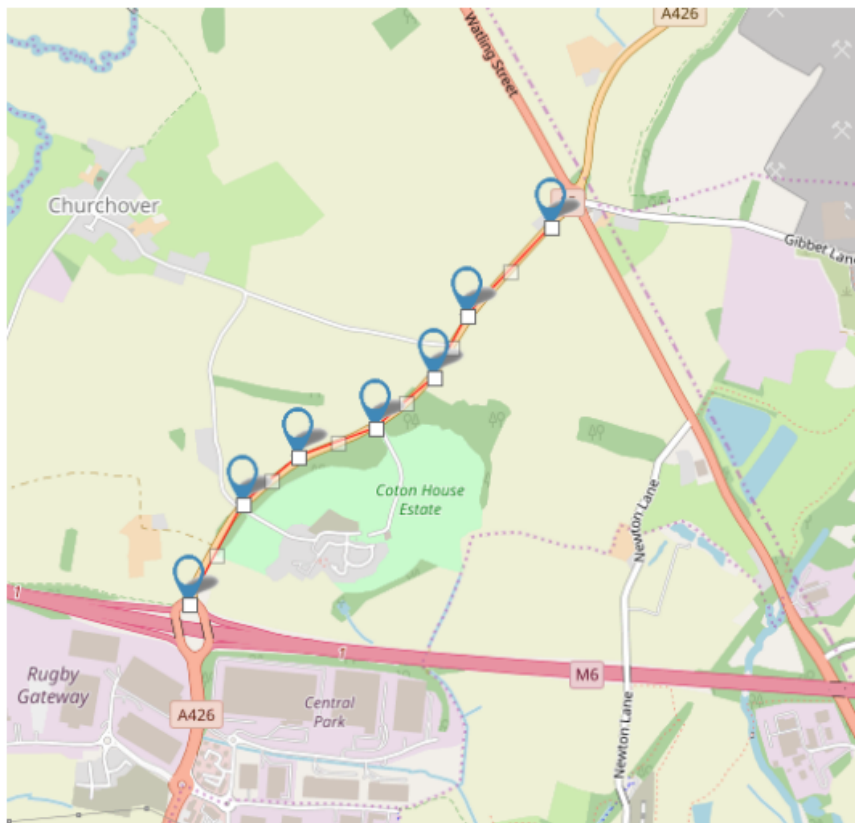
2.2 Locations

There are **four** routes which have been put forward as part of the scheme in Warwickshire:

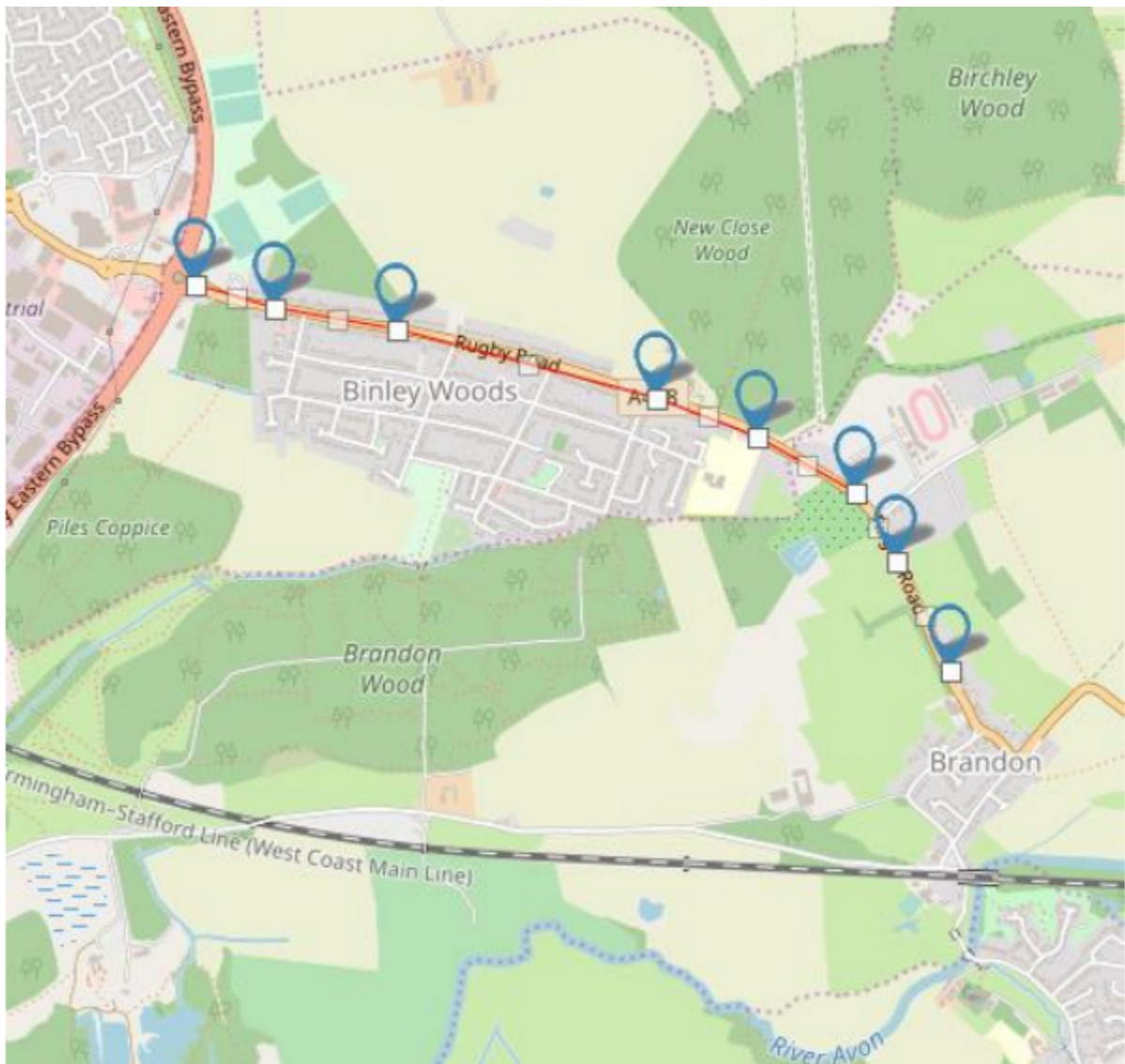
a) A435 Route description: From the B4093 in Studley in a Southerly direction to the junction with the A46 in Alcester. Route Length: 4.94 miles.



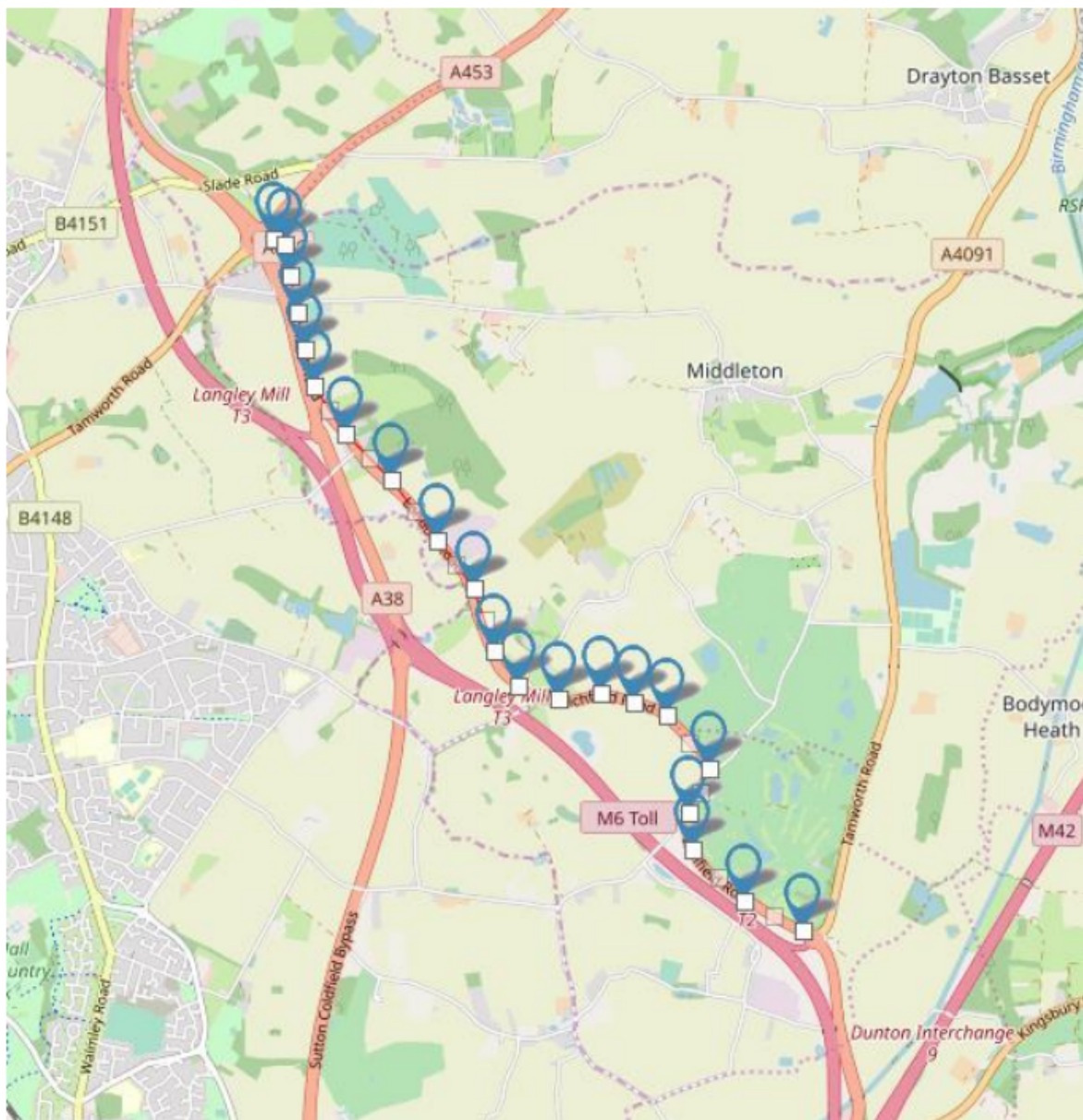
b) A426 Route description: From the junction of the A5 roundabout in a southerly direction to the M6 Junction 1. Route Length: 1.3 miles.



c) A428 Route description: From the junction with the A46 in an Easterly direction to Brandon Village. Route Length: 1.64 miles.



d) A446 Route description: From the junction with the A38 in a South Easterly direction to its junction with the A4091. Route Length: 3.87 miles.



2.3 An analysis has been undertaken to determine the potential effectiveness of average speed cameras as a route treatment. Following this review, the majority of sites in which the ASC's are to be applied show a potential significant reduction in PICs (Personal Injury Collisions) occurring. The average rate for collision reductions from all data provided in the investigation is a reduction in collision of 45% across sites. It is therefore assumed that the proposed scheme will have a beneficial impact on the driver to reduce road casualties across Warwickshire in line with experience at other sites across the United Kingdom.

2.4 The locations which were adopted were chosen as a result of the following considerations:

- Personal Injury Collisions - Causation of collision recorded as a result of excessive vehicle speed, along with severity rates per mile.
- Speed Data - Shown in speed data that there is a demonstratable speed problem for the 85th percentile of traffic. The “85th percentile” speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions). It's typically associated with the setting of speed limits or enforcing limits
- Location of Collisions - The collision data for a baseline period will highlight towards a route treatment as opposed to a cluster site location.
- Engineering Measures - Whether existing engineering measures have previously been exhausted or whether there are further engineering measures to be explored, prior to enforcement.
- Police Support - Discussion with Police to establish whether existing enforcement takes place and whether they are supportive of Average Speed Cameras to treat the proposed route.

The schemes will be monitored over the 12 months post installation, and collision data will be available to assess the effect the ASC's have had on collisions at the locations listed above. It will be possible to report on casualty numbers pre and post installation.

3.0 Financial Implications

3.1 Finance and budget were agreed through capital investment funding process; therefore, all funding has been secured for the project delivery. The delivery and installation of all the ASC units across the listed locations is £1.2 Million. The revenue costs of the scheme will be covered by the annual WCC Highway Maintenance budget. It should be noted reduction in the number of collisions at the schemes locations will reduce the amount of maintenance required at these sites.

3.2 The fines for speeding offences will be automatically received by the police and issued to offending parties the money received from the fines will go to the government consolidated fund

4.0 Environmental Implications

4.1 There will be no fundamental additional environment implications to report as the camera units will use nominal power usage through existing streetlights. However, increased speeds are associated with increased CO² emissions, and therefore a reduction in average speeds along the route should lead to small positive improvements.

5.0 Timescales associated with the decision and next steps

- 5.1 The Average speed cameras are anticipated to be fully operational by the end of the year, once our contractor Balfour Beatty has successfully supplied power to the units and Jenoptik, who have supplied the units install the programme software which can generate the information and data which will be transmitted to the Police and Warwickshire County Council.

Background papers

None

	Name	Contact Information
Report Author	Jagpreet Liddar	jagpreetliddar@warwickshire.gov.uk
Assistant Director	David Ayton-Hill	davidayton-hill@warwickshire.gov.uk
Strategic Director	Mark Ryder	markryder@warwickshire.gov.uk
Portfolio Holder	Andy Crump	andycrump@warwickshire.gov.uk

Communities Overview and Scrutiny Committee

9 November 2022

Communities OSC Customer Feedback Report 2021/22

Recommendation(s)

That Communities Overview and Scrutiny Committee consider and comment upon the content of the WCC Corporate Customer Feedback overview report 2021/22.

1. Executive Summary

1.1 Summary of feedback received

Feedback is always welcomed from customers of the Council's services. The Council receives 4 types of feedback, comments, compliments, complaints, and questions. In total there were 5,017 cases created during 2021/22 which is an increase in engagement with the Council of almost 6% (4,737) on the previous year.

1.2 Customers have a choice of channels to provide their feedback. They can do so digitally via a self account that they can set up through the Warwickshire County Council website, by telephone, face to face at an outlet or by post. Generally over recent years the use of a self account for feedback has been around 70%, rising to over 77% during 2020/21. However 2021/22 has seen a decrease in the proportion of complaints created via a self-account and a fall in the overall usage of self-accounts by 3% to 74%.

1.3 During the financial year 2021/22 the volume of cases processed and closed (4,746) decreased by just over 3% on the previous financial year (falling from 4,903)..

1.4 Timeliness

The Council has specific Service Level Agreements (SLA) for timeliness of response to feedback classed as a question or a complaint. Most cases that are received are dealt with by the appropriate Directorate team. During 2021/22, there were 3,228 cases assigned to teams across the Council. Of the 2,585 complaint and question cases assigned and processed during the period, 77% (89% of questions and 68% of complaints) were closed within the appropriate SLA. There is no SLA performance target for questions however the target for complaints is 70%.

1.5 Complaints

- During 2021/22 there were a total of 1,941 complaints closed across the Council either by an assigned directorate team, by the customer relations team or at triage. This represents an increase of over 21% on 2020/21 and over 27% more than during 2019/20. Of those closed 1,464 cases (over 75%) were managed within service level timescales. This achieves the authority's target of 70%.
- Most of the complaints raised focused on perceived issues with communication, physical environment issues, and protection of users. However, Contact Us currently only allows the selection of one complaint reason for each complaint raised and therefore this may not provide a holistic view of all issues.
- 15.5% of the complaints closed were not upheld
- 17% of complaints have been upheld either fully or partially
- 23% of questions have been answered as part of a complaint.

1.6 Local Government and Social Care Ombudsman (LGSCO)

The Local Government and Social Care Ombudsman (LGSCO) can consider complaints from individuals against local authorities. The LGSCO usually expects the complainant to have completed the Council's own complaints process first. In the year 2021/22 the LGSCO received 54 complaints and enquiries and closed off/completed 58 complaints in respect of the Council (which included a number of complaints received by the LGSCO in the previous year). In 14 cases the complainants were referred back to the Council for local resolution; in 3 cases advice was given to the complainant by the LGSCO; and in 3 cases the complaint or enquiry was incomplete or invalid. Therefore, whilst the LGSCO concluded 58 complaints or enquiries only 38 were counted as a complaint decision by the LGSCO with 19 being closed after initial enquiries and 19 complaints being subject to full investigation by the LGSCO, 14 of which were upheld whilst 5 were not. This means that the LGSCO upheld 74% of the complaints it investigated against the Council which is slightly higher than the average for similar local authorities in this period (71%). Last year the LGSCO closed off/completed 41 complaints or enquiries about the Council, undertaking 9 full investigations and upholding 6 of them giving an uphold rate of 67%. Therefore, there has been a slight increase in the percentage of complaints the LGSCO has upheld, however there was a slight increase in the number of complaints or enquiries considered by the LGSCO in this period. Further details about the LGSCO complaints for 2021/22 can be seen in a report which was taken to Cabinet on 8 September 2022.

1.7 Learning from feedback

Putting things right where they have gone wrong and learning from issues raised is the most important part of our customer feedback process. Where

there are opportunities for learning and change beyond the individual complaint raised, we look carefully at how best to do this. From the information captured on the system the main categories of learning have been recorded as follows:

1. Poor communication by officers both internally and with the customer
2. Better planning required
3. Staff training needed
4. Improve the time for completing cases

2. Financial Implications

None.

3. Environmental Implications

None.

4. Supporting Information

Performance highlights:

- 4.1 Number of cases created during 2021/22 was 6% up on 2020/21.
- 4.2 During 2019/20 approximately 70% of all cases were created digitally however during 2020/21 this increased to over 77% and fell slightly during 2021/22 to 74%. It should be noted that this is a corporate figure and there are differences across directorates. For example, during 2021/22, the Communities directorate received 80% of its feedback digitally whereas People directorate received 38% of feedback digitally.
- 4.3 Of the 2,585 cases assigned to directorate teams, 77% (2,000) of cases were closed within the appropriate SLA (68% of complaints and 89% of questions) which is a decrease of 4% on 2019/20.
- 4.4 Over 82% of complaint cases during 2021/22 were in relation to:
 - Communication 45%
 - Physical environment issues 26%
 - Protection of user over 12%

5. Timescales associated with the decision and next steps

Not applicable

Appendices

1. Appendix 1 – WCC Corporate Customer Feedback Overview report 2021/22.

Background Papers

None

	Name	Contact Information
Report Author	Maureen Oakes	maureenoakes@warwickshire.gov.uk
Assistant Director	Kushal Birla Assistant Director for Business and Customer Services	kushalbirla@warwickshire.gov.uk
Strategic Director	Rob Powell Strategic Director for Resources	robpowell@warwickshire.gov.uk
Portfolio Holder	Councillor Andy Jenns Portfolio Holder for Customer & Transformation	AndyJenns@Warwickshire.gov.uk

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

Councillors Jeff Clarke, Jonathan Chilvers, Jenny Fradgley, Jackie D'Arcy.

Corporate Customer Feedback Overview Report - Appendix

Financial year 2021/22.

Introduction

The purpose of this report is to detail the four types of customer feedback which have been received by Warwickshire County Council during financial year 2021/22 including volume, efficiency of processing and outcome for the customer.

Background

This report will detail and analyse the following:

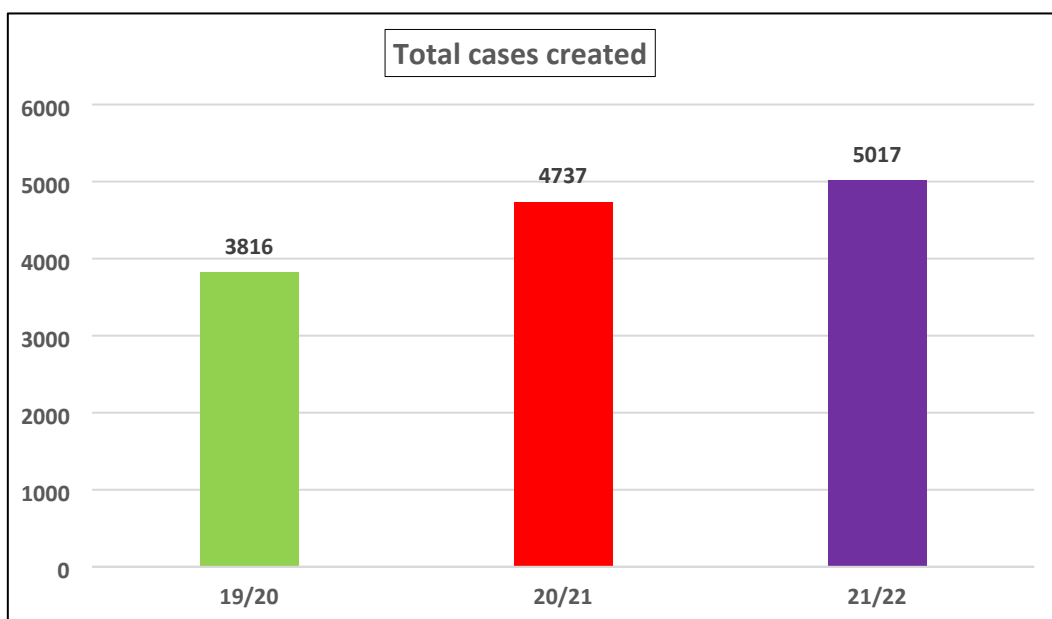
- Volume -
 - All feedback cases created during the period: compliments, complaints, questions and comments that have been received by all services across the organisation
 - Cases processed and closed within the period
- Timeliness – Feedback closed within the appropriate Service Level Agreement
- Complaint issues
- Outcomes and remedies for customers
- Local Government and Social Care Ombudsman (LGSCO)
- Learning from feedback

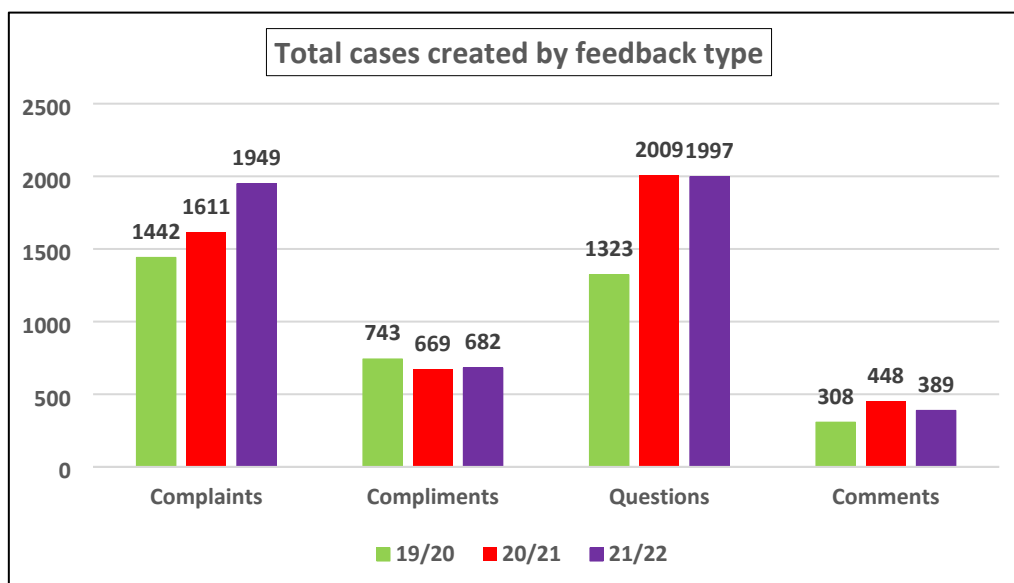
Overview of performance

Volume

Feedback is always welcomed from customers of the Council’s services. The tables below detail the number of cases received during the financial years 2019/20, 2020/21 and 2021/22 and the breakdown by volume of the 4 types of feedback.

The total number of cases created during 2021/22 was 5,017 which is an increase of almost 6% on the previous year.





Cases created are all feedback cases that have been received within the period. This does not include cases that were created in the previous year which had not been closed in the same financial year.

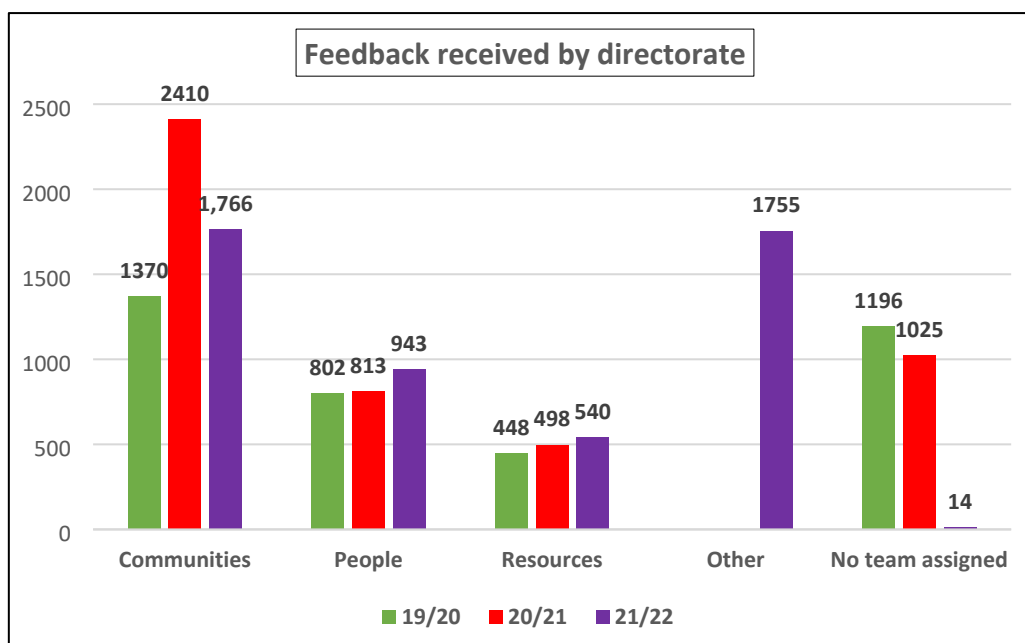
Summary of volume of cases created during 2021/22:

- Complaints increased by almost 21%, although Communities directorate saw a decrease of nearly 12% during 2021/22.
- Compliments increased by 2% with People directorate receiving 69% of all compliments assigned to teams during 2021/22.
- Questions reduced by 0.6% with questions to Communities directorate decreasing by over 34% on the previous financial year
- Comments reduced by just over 13%, with Communities directorate receiving over 71% of all comments assigned to teams during 2021/22.

During 2021/22 the trend, apart from complaints, has seen the volume of feedback compared to 2020/21 remaining at similar levels:

- Complaints have increased by almost 21% across the authority, with 2021/22 being the highest volume in the past 3 years:
 - Communities complaints are down by almost 12% on the previous financial year
 - Resources complaints have increased by over 56% on 2020/21
 - Peoples complaints have increased by 44%
 - Complaint cases that are categorised as 'other' that is, processed by the Customer Relations Team amount to almost 25% of complaint cases created.

The above analysis can be seen in the graph below:



The 'other' category has been introduced this year and are cases that are not assigned to a directorate team but are those cases that have been processed by the Customer Relations Team.

Cases created via self account

Customers have a choice of channels to provide their feedback: digitally via a self account which they can set up through the WCC website, telephone, face to face at an outlet or by post.

The table below details the growth in digital channel use for feedback over the past 3 years.

Percentage of cases created* via customer self-account by feedback type			
Type of feedback	2019/20	2020/21	2021/22
Complaint	66%	69%	61%
Question	99%	99%	99%
Compliment	15%	19%	23%
Comment	85%	93%	93%
Total	69%	77%	74%

* Note that cases created is different from cases closed.

2021/22 has seen a decrease in the proportion of complaints created via a self-account and a fall in the overall usage of self-accounts by 3% on the previous year.

The table below details the percentage use of the digital channel by directorate over the past 3 years.

Percentage of cases created* via customer self-account by directorate			
Directorate	2019/20	2020/21	2021/22
Communities	87%	89%	80%
People	30%	40%	38%
Resources	51%	70%	59%
Not assigned a team/closed at triage/other	83%	85%	92%
Total	70%	77%	74%

* Note that cases created is different from cases closed.

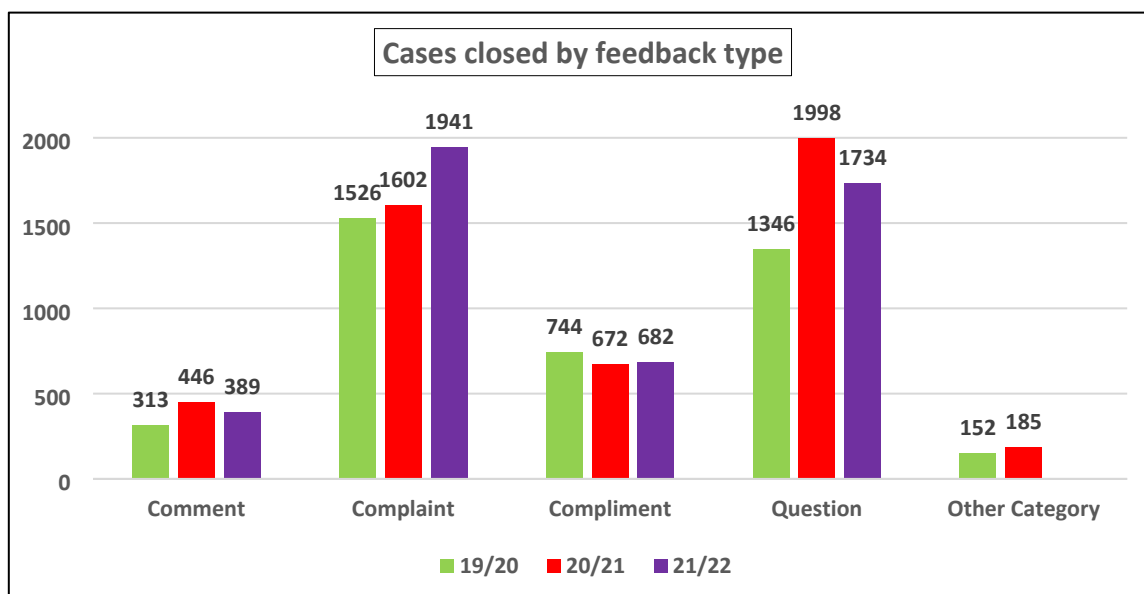
During 2021/22 the Communities directorate received 80% of its feedback digitally whereas People Directorate received 38% of feedback digitally.

Cases closed

All cases received into Contact Us have to be processed prior to closing in the system. There are 2 different types of processing required:

1. A complaint or question relating to WCC and/or its services requires processing and a response provided to the customer within an agreed timescale (Service Level Agreement) As set out in our complaint policy link [here](#), Customer Care Charter and Standards link [Customer Care](#) or in legislation.
2. Feedback received within the system which is not with regard to WCC or the services it delivers or not appropriate for the system requires a specific response (generally signposting) to the customer.

The chart below details the number of cases that have been processed and closed over the past 3 years. During 2021/22 there was just over a 3% decrease in cases closed (4,746) on the previous financial year (4,903).



*For 2021/22 the 'other' category definition has changed and therefore is not comparable to previous years.

It should be noted that cases closed during a period represent those that have been processed, however there were existing cases which were carried over from the previous financial year, just as there were cases received but not processed by the end of the current period.

Timescales

Cases Closed at Initial Triage

Warwickshire County Council has specific Service Level Agreement's for timeliness of response to feedback classed as a question or a complaint, customers do not receive a response to comments or compliments made. Where a response is required, most of these cases are dealt with by the appropriate Directorate team. However, there are cases which are submitted digitally by customers via their self-account that are either not for Warwickshire County Council or not appropriate for the Contact Us process. These cases are:

1. Services delivered by another authority, a district or borough or another organisation
2. The reporting of an initial service request, generally highways related
3. Anonymous submission of question or complaint whereby it is not possible to fully process and respond to the customer.
4. Or can be answered by the Customer Relations Team immediately

Cases which fall into the above categories are closed at initial triage and the customer responded to accordingly. These cases are referred to as 'not assigned a team/closed at triage'. **All these cases are closed within the Service Level Agreement.** In addition, comments and compliments do not require a response to the customer and are generally processed and closed at triage.

Cases closed within the Service Level Agreement (SLA)

The table below details the responsiveness of each directorate to customer feedback during 2019/20, 2020/21 and 2021/22. It is important to note that questions and complaints for People Directorate are not all processed within the directorate; the Customer Service Centre - Supporting People Team, the Financial Assessment Team and the Commissioning Support Unit are service areas within the Resources Directorate that are responsible for investigating and responding to certain People Directorate complaints.

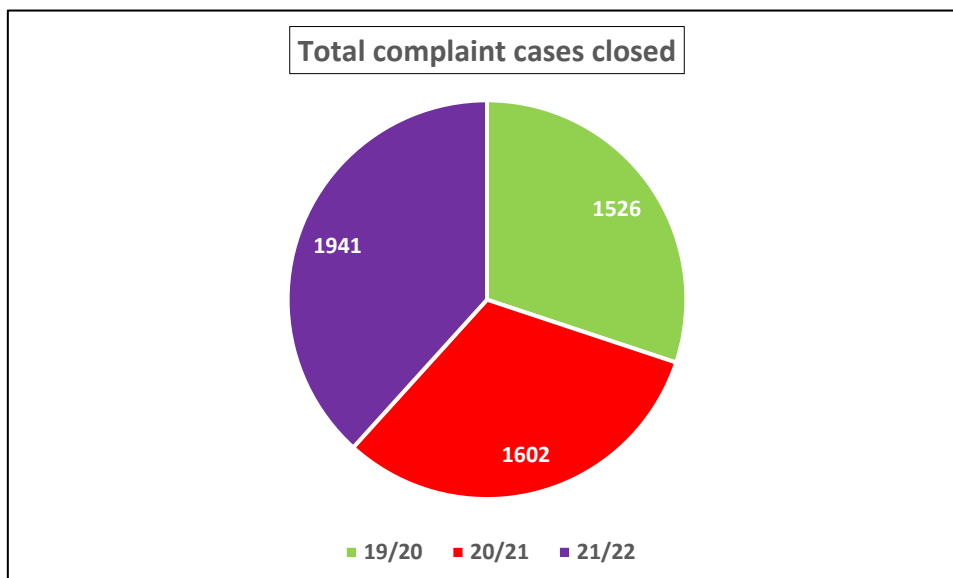
Complaints	2019/20			2020/21			2021/22		
	Number of Cases	Within SLA	%	Number of Cases	Within SLA	%	Number of Cases	Within SLA	%
Communities	577	510	88%	843	738	88%	763	625	82%
People	378	114	30%	308	130	42%	434	206	47%
Resources	185	111	60%	171	99	58%	238	150	63%
Total assigned	1,140	735	64%	1,322	967	73%	1,439	981	68%
Not assigned to a team / Other	386	386	100%	280	279	100%	502	482	96%
Total	1,526	1,121	73%	1,602	1,246	78%	1,941	1,464	75%
Questions									
Communities	713	645	90%	1,146	1,050	92%	766	702	92%
People	119	89	75%	200	152	76%	158	128	81%
Resources	132	100	76%	247	188	76%	222	189	85%
Total assigned	964	834	87%	1,593	1,390	87%	1,146	1,019	89%
Not assigned to a team / Other	382	382	100%	405	405	100%	851	831	98%
Total	1,346	1,216	90%	1,998	1,795	90%	1,997	1,850	93%

	2019/20			2020/21			2021/22		
Comments									
Communities	102	94	92%	239	221	92%	119	106	89%
People	14	9	64%	21	16	76%	21	19	90%
Resources	40	37	93%	62	52	84%	27	25	93%
Total assigned	156	140	90%	322	289	90%	167	150	90%
Not assigned to a team / Other	157	157	100%	124	124	100%	222	220	99%
Total	313	297	95%	446	413	93%	389	370	95%
Compliments									
Communities	18	17	94%	151	148	98%	125	121	97%
People	357	354	99%	327	322	98%	329	323	98%
Resources	102	102	100%	16	14	88%	22	21	95%
Total assigned	477	473	99%	494	484	98%	476	465	98%
Not assigned to a team / Other	267	267	100%	178	178	100%	206	206	100%
Total	744	740	99%	672	662	99%	682	671	98%

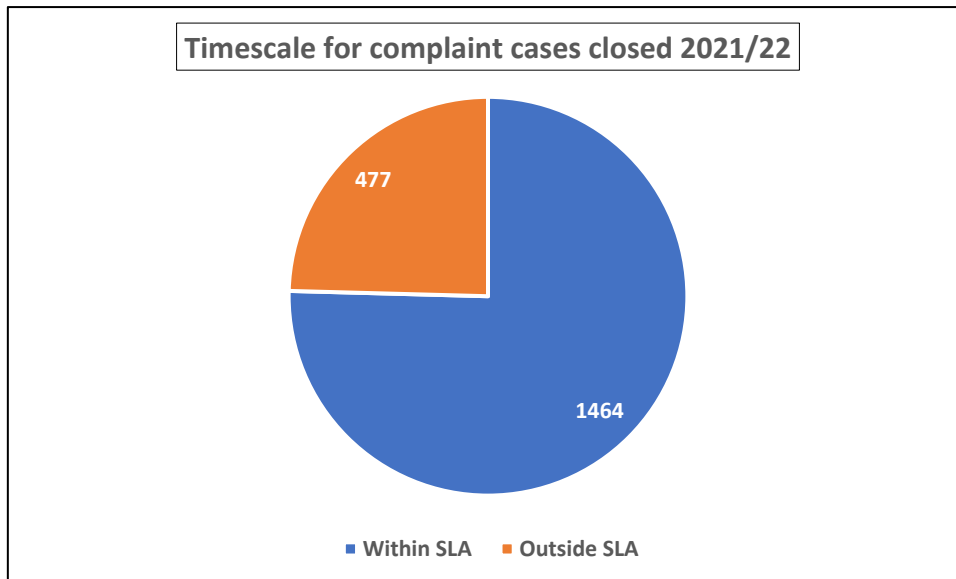
Complaints

Closed cases

During 2021/22 there were over 21% more complaint cases closed than during the previous year and over 27% more than during 2019/20.



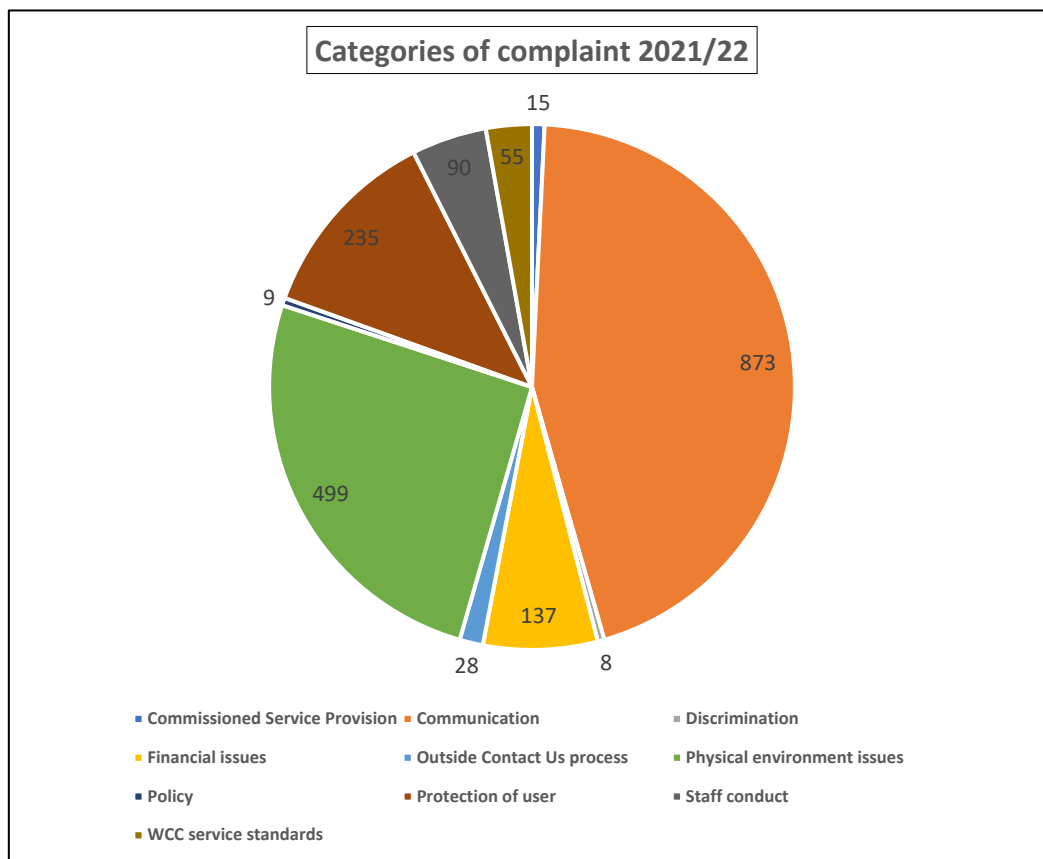
Of the 1,941 complaint cases processed during 2021/22, 1,464 cases achieved the service level agreement (i.e., timeliness requirement), which means that over 75% of complaints were managed within required timescales. This achieves the authority’s target of 70%.



Complaint issues

Most of the complaints raised focused on perceived issues with communication, physical environment issues, and protection of users. However, Contact Us currently only allows the selection of one complaint reason for each complaint raised therefore this may not provide a holistic view of all issues.

The diagram below shows the closure categories of all complaints processed during 2021/22.



Closure categories of complaint by Directorate 2021/22

When a complaint is processed and closed the investigating officer or triage officer must assign a reason to the complaint. Of the 1,941 complaints processed the table below details the categories assigned at closure either by Directorate, by the Customer Relations Team or when closed at triage.

During 2021/22 45% of complaints closed were categorised as communication issues which was the highest category for complaint. Communication was also the highest category in 2020/21 when it was almost 70%. During all 3 financial years the second highest closure reason was 'Physical Environment Issues' ranging from over 26% during 2021/22, 10% in 2020/21, and 23% in 2019/20.

Complaints by Category			
Category	2019/20	2020/21	2021/22
Commissioned Service Provision	35	16	15
Communication	219	1,110	873
Discrimination	4	7	8
Financial issues	69	56	137
Outside Contact Us process	78	27	28
Physical environment issues	353	153	499
Policy	74	10	9
Protection of user	39	54	235
Staff conduct	146	42	90
County Council service standards	510	127	55

Outcome and remedy for customers

Complaints closed by outcome			
Closure Outcome	Total 2019/20	Total 2020/21	Total 2021/22
No outcome provided	18	133	654
All: Transferred	24	61	37
Complaint: Deemed to be Withdrawn	43	35	11
Complaint: Inconclusive	54	58	79
Complaint: Not upheld	203	169	300
Complaint: Partially Upheld	158	121	189
Complaint: Upheld	98	130	140
Complaint: Withdrawn by Customer	21	20	16
Question: Answered	447	463	453
Question: Partially Answered	19	31	16
Question: Unable to Answer	55	101	46

The above data shows:

- The percentage of complaints not upheld has increased from 10.5% in 2020/21 to 15.5% in 2021/22.
- Complaints that have been upheld either fully or partially have increased slightly from 16% in 2020/21 to 17% in 2021/22.
- The percentage of questions answered as part of a complaint has fallen from 29% in 2019/20 and 2020/21 to 23% in 2021/22.

Complaints closed by Remedy			
Remedy	Total 2019/20	Total 2020/21	Total 2021/22
Apology	241	218	316
Change in Policy	2	3	6
Change in Process	19	26	27
Explanation Provided	829	773	875
Financial Remedy	10	11	11
Service Provided	282	372	403

There can be more than one remedy to a complaint, but most of customers' issues have been resolved - at least partially - with an explanation. During 2021/22 an explanation was provided as a remedy in 45% of cases closed, 48% during 2020/21 and 54% in 2019/20. A further significant proportion have been resolved by providing an apology or delivery of a service.

Local Government and Social Care Ombudsman (LGSCO)

In the year 2021/22 the LGSCO received 54 complaints and enquiries and closed off/completed 58 complaints in respect of the Council (which included a number of complaints received by the LGSCO in the previous year). In 14 cases the complainants were referred back to the Council for local resolution; in 3 cases advice was given to the complainant by the LGSCO; and in 3 cases the complaint or enquiry was incomplete or invalid. Therefore, whilst the LGSCO concluded 58 complaints or enquiries only 38 were counted as a complaint decision by the LGSCO with 19 being closed after initial enquiries and 19 complaints being subject to full investigation by the LGSCO, 14 of which were upheld whilst 5 were not. This means that the LGSCO upheld 74% of the complaints it investigated against the Council which is slightly higher than the average for similar local authorities in this period (71%).

In respect of the 38 complaint decisions made by the LGSCO in this period, the details of the areas these related to, and the outcome is as follows:

Area	Upheld	Not upheld	closed after initial enquires
Adult Social Care	6	4	2

Education	5	0	5
Children and Families	3	1	7
Environment Services			4
Other			1

Further information is available on the LGSCO website [here](#)

Learning from feedback

Putting things right where they have gone wrong and learning from issues raised is the most important part of our customer feedback process.

As mentioned, the current complaints case management system, Contact Us, is under review due to failings around the level of information it captures, as well as its ability to manage information in a user-friendly, customer-centric way. Much of the detail in relation to learning from our customers' feedback therefore has been captured outside the system. There is a field 'Lessons learned' within Contact Us which should be completed by the investigating officer once the complaint has been closed however on most occasions this field is used for case notes, is marked N/A or is left blank.

However, from the responses captured on the system the main categories of learning have been recorded as follows:

- Poor communication by officers both internally and with the customer
- Better planning required
- Staff training needed
- Improve the timescale for processing and closing complaints

Summary

Understanding our customers and their views is key to delivering the best possible service, which is something Warwickshire County Council is committed to striving to achieve.

Customers have a right to take their complaints to the LGSCO if they remain unhappy. Therefore, while we aim to resolve issues as early as possible, it is an objective to ensure that our suggested/offered outcomes are appropriate so that the Ombudsman does not disagree with our decision, rather than to aspire to have less complaints taken to that stage.

Communities Overview and Scrutiny Committee - Work Programme

Date of next report	Item	Report detail
Standing items	Questions to Cabinet Portfolio Holders	The Committee may put questions to the Cabinet Portfolio Holders on issues within their remit. The report will set out the forthcoming items listed in the Council's published Forward Plan relevant to the Committee.
	Economic Development Update	<p>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.</p> <p>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).</p>
	EDS Dashboard (to be received every other meeting)	A table on all cycling, walking, train and road developments in Warwickshire and their progress
9 November 2022	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.
9 November 2022	EV Charging Points TFG Findings Report	The report from the electric vehicle charging point TFG before it goes onto December's Cabinet
9 November 2022	Customer Service Report	Customer Service Feedback for the Directorate
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	Transport Scheme Evaluation	A full evaluation following April's note on the successes of transport development schemes implemented
8 February 2023	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. This was pushed back as new projects were starting in September 2022
12 April 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
12 April 2023	NUCKLE Line update	An update on the Nuneaton Coventry Kenilworth Leamington line being done with Coventry City Council
12 April 2023	Major Scheme Developments	A report providing an update on any major schemes ongoing in Warwickshire and any environmental implications they had
7 February 2024	Vehicle Activated Sign Update	An update on the approved policy on the management of future deployment of Vehicle Activated Signs and potential removal of non-operational, non-beneficial VAS

Items for future work programming and review

Item	Description
Planning	
Capital programme	How managed/ overall picture of schemes (Note Resources & Fire and Rescue are also getting regular update on capital slippage).
Bermuda Connectivity	(post-implementation) A report on the Bermuda project

Economy	
Local Enterprise Partnerships	How effective are LEPs in delivering a geographically balanced level of investment across Warwickshire? Members suggested that there was scope for improved monitoring of the CWLEP and a request was made for projected completion dates and project targets to be included in future Economic Development Updates.
Strategic Investment	To monitor WCCs investment in priority road safety schemes across Warwickshire targeted at reducing the numbers killed or seriously injured on our roads. This includes monitoring investment in local highways priorities, spending on LED streetlights and investment in safer routes to schools.
Community Cohesion	
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)
Sustainable Transport	
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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