Cabinet

Date: Thursday 15 June 2023
Time: 1.45 pm
Venue: Committee Room 2, Shire Hall

Membership

Councillor Isobel Seccombe OBE (Chair)
Councillor Margaret Bell
Councillor Peter Butlin
Councillor Andy Crump
Councillor Yousef Dahmash
Councillor Kam Kaur
Councillor Sue Markham
Councillor Jan Matecki
Councillor Heather Timms
Councillor Martin Watson

Items on the agenda: -

Warwickshire
County Council

12. WRIF PIF Bids for approval - June 2023 723 - 752
To consider an exempt report setting out a proposal to invest funds
from the Property Investment Fund pillar of the Warwickshire
Recovery Investment Fund (WRIF).

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Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

</div>

Warwickshire County Council

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- 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.

Warwickshire
County Council

Cabinet

Thursday 11 May 2023

Minutes

Attendance

Committee Members
Councillor Isobel Seccombe OBE (Chair)
Councillor Margaret Bell
Councillor Peter Butlin
Councillor Andy Crump
Councillor Kam Kaur
Councillor Jeff Morgan
Councillor Heather Timms
Councillor Martin Watson

Officers
Sarah Duxbury, Assistant Director - Governance & Policy
Andrew Felton, Assistant Director - Finance
Rob Powell, Strategic Director – Resources
Mark Ryder, Strategic Director for Communities
Steve Smith, Assistant Director – Strategic Support

Others Present

Councillor Sarah Boad
Councillor Judy Falp
Councillor John Holland

1. General

The Leader welcomed everyone to the meeting.

Councillor Izzy Seccombe invited Councillor Peter Butlin to address the meeting, who announced that a joint venture, spearheaded by Warwickshire County Council had won a major national property award.

Councillor Butlin proudly advised that 'Develop Warwickshire' had won the prestigious 'Deal of the Year – Residential' award at the RESI Awards in London last night. Develop Warwickshire would see WCC, Warwickshire Property & Development Group and Countryside Partnerships bring sites forward for housing across the county for the next 30 years, creating thousands of homes and new jobs for local people. The team had been up against very strong competition and had come out on top against a shortlist of 15. Councillor Butlin thanked all of the officers involved for their hard

work, especially the Strategy and Commissioning Manager, Chris Kaye, and his team for their dedication in helping to deliver housing for the people of Warwickshire.

The Leader added her congratulations and reiterated that this award set Warwickshire apart.

(1) Apologies

Apologies for absence were received from Councillors Andy Jenns and Wallace Redford and officers, Nigel Minns, Strategic Director for People.   Councillors Judy Falp and Sarah Boad were welcomed to the meeting.

(2) Disclosures of Pecuniary and Non-Pecuniary Interests

There were none.

(3) Minutes of the Previous Meeting

The minutes of the meeting of Cabinet held on 18 April 2023 were agreed as an accurate record.

(4) Public Speaking

There was none.

2. Education Capital Programme 2023/24

Councillor Kam Kaur introduced the report which outlined proposals for allocating resources in the Education (Schools) Capital Programme to two schemes; Oak Wood Secondary School (Nuneaton) and Bunting Pre School (Stratford upon Avon).

Councillor Kaur provided background to each of the schemes and clarified the financial details including recent increased costs.

Councillor Peter Butlin supported the report and highlighted that recommendation 1) would be considered at Council the following week. He reiterated that the costings for Bunting Pre School were as a result of increases in inflation. Councillor Butlin concluded by applauding the Oak Wood Secondary School scheme which would help to continue to deliver vocational training and prepare individuals for the workplace in the north of the county.

Councillor John Holland welcomed the proposals and queried whether schools were able to contend with the necessary adaptations required, considering the larger proportion of SEND pupils in mainstream schools.

In response, Councillor Kaur confirmed that this was managed on a priority and demand basis, with officers working with the education departments to ensure that appropriate adaptations were managed and completed.

The Leader reiterated the need for SEND places in both special and mainstream schools due to increased demand. She reminded the meeting that it was vital to deliver the service to ensure that

every child was given the chance to be the best they could be and thanked Councillor Kaur and the team for their work.

Councillor Kaur proposed the recommendations and it was

Recommended to Council that:

1) £2.714 million be added to the capital programme to deliver the scheme at Oak Wood Secondary School;

Resolved that:

2) Subject to Council's agreement to the required addition to the Capital Programme in respect of Oak Wood Secondary School, the Strategic Director for Resources is authorised to enter into a Deed of Surrender with the Department for Education (DfE) in relation to Unit 1, Bermuda Innovation Centre on terms and conditions considered acceptable to him;
3) Subject to successful completion of the Deed of Surrender (referred to at Recommendation 2), the Council is authorised to lease Unit 1 and Unit 9 Bermuda Innovation Centre to Central England Academy Trust on terms and conditions considered acceptable to the Strategic Director for Resources;
4) The addition to the Capital Programme of £0.072 million funded from developer contributions is approved to deliver the scheme at Bunting Pre School; and
5) Subject to Council's agreement to the required additions to the Capital Programme, the Strategic Director for People, in consultation with the Portfolio Holder for Finance and Property, is authorised to invite tenders and enter into the appropriate contracts or (where the scheme is school/provider led) to make the necessary funding arrangements for these schemes on terms and conditions considered acceptable to the Strategic Director for Resources.

3. Adult and Community Learning Accountability Agreement (2023-24)

Councillor Kam Kaur introduced the report which sought Cabinet's approval for Warwickshire County Council's Adult and Community Learning Service's Accountability Agreement (2023/24) attached at Appendix 1 to the report.

Councillor Kaur outlined the recommendations and explained that the requirement for the Accountability Agreement had emerged from the government's Skills for Jobs White Paper. She reiterated that this was not new funding but due to the provision being in excess of £1million, the authority were required to produced and submit the agreement to the Department of Education by 31 May 2023.

Councillor Kaur expressed her thanks to the Adult and Learning Community Board who had supported the work at each stage and recognised the partners who had also contributed throughout. She felt that the document was an example of great co-production and showed how the Council worked together with partners in a positive way. Prior to moving the recommendations, Councillor Kaur thanked all the officers involved.

Resolved

That Cabinet:

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11.05.23

1) Approves the Accountability Agreement (2023/24) for Warwickshire County Council's Adult and Community Learning Service (ACL), attached at **Appendix 1;** and
2) Authorises the Strategic Director for People to submit the Accountability Agreement to the Department for Education by 31 May 2023.

4. Developing a Devolution Deal for Warwickshire

Councillor Izzy Seccombe introduced the report and outlined the progress made so far. She thanked all those Members who had volunteered to be part of the Member Working Group and noted the work undertaken so far.

Councillor Seccombe recognised the West Midlands Combined Authority 'Deeper Devolution Deal', and a summary of the main aspects were attached in Appendix 1 to the report.

The report also noted the strong working relationships with the District and Borough Council's and Councillor Seccombe noted that these may go through a period of reset following the recent local elections. The Leader of the Council had written to the Secretary of State in March 2022, expressing the Council's interest in being invited to commence negotiations on a Devolution Deal for Warwickshire but as yet had not received a response.

Councillor Sarah Boad addressed the meeting and referred to the recent changes in political control at various Councils. She queried the timescales involved as she did not feel a great deal of progress had been made.

Councillor Seccombe noted the comments and reiterated that whilst there may be new Portfolio Holder representatives at District and Borough Council levels, the County Council would be looking to reaffirm its' position. She highlighted the importance of continuing the work to establish a strong economy in the County that would benefit everyone.

The Leader proposed the recommendations as laid out, and it was

Resolved

That Cabinet:

1) Notes the progress made to date on the development of options and priorities for a potential future Devolution Deal for Warwickshire and authorises further engagement with partners, based on the proposals set out in Appendix 2; and
2) Notes the content of the recently agreed West Midlands Combined Authority (WMCA) 'Deeper Devolution Deal' and the potential elements of interest and benefit for Warwickshire Councils as Non-Constituent Members and supports ongoing engagement with the West Midlands Combined Authority to maximise the opportunities for Warwickshire from the WMCA Devolution Deal.

5. Integrated Delivery Plan Refresh 2023-24 to 2024-25

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The report sought approval for the refreshed Integrated Delivery Plan (IDP) for the period April 2023 to March 2025. The IDP supported the Council Plan 2022-27 which was approved by Council in February 2023.

Councillor Izzy Seccombe introduced the report and advised that this was a five year rolling plan, expressing the Council's medium-term ambitions and objectives. The IDP would be refreshed annually and looked at the next two years, showing how the budget would be split and delivered through the different departments.

The Leader proposed the recommendation as laid out, and it was

Resolved that Cabinet approves the refreshed Integrated Delivery Plan attached at Appendix 1 to the report.

6. GP Services Task and Finish Review

Councillor Margaret Bell introduced the report which outlined the recommendations from the GP Services Task and Finish Group and which were for action by the County Council and the wider Coventry and Warwickshire health system.

Councillor Bell provided background to the work, explaining that in March 2021 the Adult Social Care and Health Overview & Scrutiny Committee had proposed the establishment of the Task and Finish Group to look at GP Services in the area. She noted that the work had been taking place whilst the CCG's were being transformed into the ICS, making it harder to work against a moving background.

Appendix A to the report outlined the recommendations made by the group and Members noted that the report would also be submitted to the Health and Wellbeing Board for consideration.

The Chair of the Task and Finish Group, Councillor Judy Falp, addressed the meeting and expressed her thanks to the officers involved, especially Paul Spencer, Senior Democratic Services Officer. She advised that it had not been an easy piece of work to scope due to the breadth of health services and hoped that the recommendations would be supported, with the Overview and Scrutiny Committee enabled to monitor progress.

Councillor Izzy Seccombe supported the proposal of continued overview of the work and recognised that the changes around health would be imperative moving forwards. She reminded Members that they were the vehicle for encouraging good communication in their areas.

Councillor John Holland concurred with the comments made and recognised the role of the scrutiny committee and the Health and Wellbeing Board in leading on the issues being raised. He recognised the very difficult job of the GP's and the challenges being encountered by residents and hoped that with all partners working together, the situation could be improved and some of the problems solved.

Councillor Andy Crump supported the recommendations and reflected on his experience dealing with residents who were often confused about who to speak to and what was happening in their area. He felt that recommendation 3 was key, encouraging patient involvement and engaging with partners.

The Leader recognised that all Members were affected by these issues and queried if some would appreciate understanding more about the systems and processes currently in place. She suggested a briefing for wider members of the Council in six months' time to help understand the changes and to enable Councillors to feedback to the ICS.

Councillor Bell agreed to take the suggestion back to officers and recognised the importance of good communications. She thanked the Task & Finish Group for their hard work and proposed the recommendations as laid out.

It was therefore,

Resolved that Cabinet approves the recommendations made for actions by the County Council and the wider Coventry and Warwickshire health system as set out in the report of the GP Services Task and Finish Group (TFG) and as detailed below:

1) That coordinated communications activity continues to be undertaken to explain to the public the revised primary care service delivery rationale. This is an area where partners in the local Integrated Care System, including councillors as community leaders and the Health and Wellbeing Board members can assist, but should rest primarily with the Integrated Care Board;

2) That the ICS includes involvement at all levels of both primary care and Public Health, especially as the new arrangements embed. There is a periodic monitoring role for the commissioning Adult Social Care and Health OSC post-implementation to ensure adequacy of representation;

3) That the Adult Social Care and Health OSC undertakes periodic monitoring around patient/resident involvement in the new ICS. There were perceived concerns that decision making may be moving away from the patient, which is not the intention; and

4) That periodic engagement is undertaken with the Integrated Care Board (as the body responsible for commissioning of general practice services and, associated with this, general practice estate planning and infrastructure delivery) to understand the delivery progress of its general practice estate programme.

7. **Learning Disability and Autism (LDA) Programme 'Building the Right Home' National Capital Grant Funding Proposal**

Councillor Margaret Bell introduced the report which sought approval to progress with the development of a specialist supported housing scheme. The scheme would accommodate people with autism or autism and learning disabilities who require specifically adapted and single occupancy accommodation with care support.

Councillor Bell explained that the aim was to reduce the number of people in inpatient settings, helping to bring them back into the community. She provided an overview of proposed development which would provide six self-contained bungalows with front and rear gardens.

Councillor Peter Butlin applauded the work and explained the costs involved. He felt that, whilst there was a cost to the authority, it was important to make provision for children and young adults

with specific needs and to give them the opportunity to have their independence whilst functioning within the community.

Councillor John Holland welcomed the report but raised a concern about the number of people struggling to receive a diagnosis of autism. In response, Councillor Bell assured the meeting that the Council was very aware of the problems encountered with getting a diagnosis and confirmed that the team were on target to reduce the waiting time to 13 weeks.

Councillor Izzy Seccombe added her support to the project and was excited to see the development progress. She reiterated that the project was aimed at people with long term needs and challenges, enabling them to live independently with support, gain employment, travel and socialise.

Councillor Sarah Boad also welcomed the report, stating it was lovely to see a development of this type in the south and middle of the County.

Having considered the report and having heard from those present, Councillor Bell moved the recommendations as laid out. It was therefore,

Resolved

That Cabinet:

1) Supports in principle the proposed use of a vacant Warwickshire County Council site, the Shortwoods site in the North of the County (North Warwickshire Borough area) for the establishment of six units of 'Building the Right Home' supported housing as part of the Transforming Care agenda, for people with autism or autism and learning disabilities;

2) Authorises the Strategic Director for People, in consultation with the Portfolio Holder for Adult Social Care & Health, to commence a procurement process for the appointment of a registered housing provider to develop a bid to NHS England (NHSE) on behalf of Warwickshire County Council and Coventry and Warwickshire Integrated Care Board to secure 'Building the Right Home' Capital Grant funding for the capital costs of this proposed development and to deliver the scheme; and

3) Subject to the required capital funding for the scheme being secured:

   a) authorises the Strategic Director for People to enter into all relevant contracts for the design, build and management of the scheme on terms and conditions acceptable to the Strategic Director for Resources;
   b) authorises the Strategic Director for Resources to enter into all property related agreements that he considers necessary on terms and conditions acceptable to him, including authority if necessary to grant a 125-year lease at an undervalue (subject to compliance with s.123 of the Local Government Act 1972) to a Registered Provider of Social Housing and a legal charge over the land to NHSE;
   c) authorises the Strategic Director for People, in consultation with the Portfolio Holder for Adult Social Care & Health, to procure and commission care services and take such other steps as he considers necessary to bring the scheme into operation as supported housing.

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8. Reports Containing Exempt or Confidential Information

Resolved:

That members of the public be excluded from the meeting for the item mentioned below on the grounds that their presence would involve the disclosure of exempt information as defined in paragraph 3 of Schedule 12A of Part 1 of the Local Government Act 1972.

9. Approval to procure contract(s) for the haulage of waste in Warwickshire

Councillor Heather Timms introduced the item and summarised the exempt report.

Resolved:

That the recommendations as set out in the exempt report be approved.

The meeting ended at 14:37

Agenda Item 2

Cabinet

15 June 2023

Financial Outturn Report 2022/23

Recommendations

That Cabinet:

1) note the net spend in 2022/23 and the consequent revenue overspend for the organisation at the end of the year;

2) note the explanations and mitigating actions for variations to budgets, and the implications for the Medium-Term Financial Strategy, as set out in Appendix A;

3) approve the retention of the surplus of £1.234m in the DSG Deficit Offset Reserve until there is greater certainty about the longer-term direction of travel of spend in Special Educational Needs and Disabilities, as set out in paragraph 2.7;

4) note the delivery of £9.579m (93.5%) savings in 2022/23, a shortfall of £0.665m against the target, as set out in Section 4;

5) approve the drawdown of £0.920m from Externally Earmarked Reserves and Directorate Risk Reserves to support the delivery of the Council Plan in 2023/24, as outlined in paragraph 6.5 and Appendix C;

6) approve the drawdown of £7.624m from the Revenue Investment Funds to support the delivery of the Council Plan in 2023/24 and 2024/25, as outlined in Section 5 and Appendix D;

7) approve the approach to making good the Communities Directorate Risk Reserve at the end of 2022/23 and for 2023/24 as set out in paragraphs 6.9 to 6.11;

8) note the capital spend in 2022/23 of £117.352m; and

9) approve the reprofiling of £2.094m Services capital spend from 2022/23 into future years.

1.   Purpose of the report

1.1.   The purpose of this report is to provide an analysis and commentary on the financial position of the organisation at the end of the 2022/23 financial year, including:
- revenue and capital performance for financial year 2022/23;
- explanations and mitigating actions for longer-term pressures;
- saving achievements over the course of the financial year; and
- the resulting reserves position as of 1 April 2023.

2.   Summary

2.1.   2022/23 has been a challenging financial year for the Council. We have experienced a period of significant economic uncertainty, with higher than expected levels of inflation and interest rates that have resulted in additional in-year costs, and we have continued to face increases in demand across our children's and adults social care services and for home to school transport. The tightening of the labour market has also impacted the Council workforce and created additional financial pressures.

2.2.   In addition, we have stepped up to support our communities through the cost-of-living crisis and have continued to help Ukrainians through the Homes for Ukraine scheme. We have received significant and very welcome additional funding from the Government to help us support our communities and to enable the organisation to deliver vital services.

2.3.   The financial outturn position reflects these additional pressures which have led to the organisation overspending, albeit within the +/-2% variance target to which the Council operates. Despite the overspend the organisation has worked tirelessly to control spending, this can be seen by the negligible movement in the forecast - of £0.420m - from Q3 to outturn, in Directorates' direct spending, as shown in the last column of Table 3. Our money market investments have performed more strongly than expected, partially offsetting the many financial pressures, as a result of effective investment strategy and rising interest rates in the latter part of the year.

2.4.   The Council has ended 2022/23 with a revenue overspend of £8.920m. However, specific funding had been set aside in the Medium-Term Financial Strategy (MTFS) to meet the £5.062m of the overspend. Once this funding is taken into account, the residual net overspend is £3.858m (1.1% of the net revenue budget), which will be funded from Directorate and the General Risk Reserves set aside to cover any such residual overspends.

2.5.   The variance in the net revenue budget at +1.1% is within the +/- 2% target set as part of the performance management framework and is within acceptable parameters for an authority of the size and complexity of the County Council. It reflects the positive and proactive financial management activity that has taken place throughout the year.

Table 1: Revenue Spend Summary

|	Actual £m	Previous Forecast £m	Change from Previous Forecast £m	
Approved Budget	355.759	358.211	⬇	(2.452)
Net spending as at outturn and forecast as at Quarter 3	364.679	371.622	⬇	(6.943)
Net overspend	**8.920**	**13.411**		**(4.491)**
Reason for, and resourcing, of the overspend				
• **Covid variance:** covid-related spend fully funded by covid grants carried forward from previous years	3.953	5.195	⬇	(1.242)
• **Investment Funds variance**: reprofiling into future years and/or reduced spend of drawdowns from the Investment Funds	(6.090)	(2.773)	⬇	(3.317)
• **DSG variance:** deficit to be offset against the DSG contingency reserve	3.930	4.493	⬇	(0.563)
• **Movement to/from Earmarked Reserves:** spend to be financed from other Earmarked Reserves	3.269	(0.193)	⬆	3.462
• **Residual service overspend to be funded from Directorate and General Risk Reserves**	**3.858**	**6.689**	⬇	**(2.831)**
Net overspend	**8.920**	**13.411**		**(4.491)**

| KEY	
⬇	Represents an improvement in the service variance since the previous period.
⬆	Represents a worsening of the service variance since the previous period.

2.6.   The Dedicated Schools Grant (DSG) ended the financial year with a revenue overspend of £3.930m, within this there was an in-year £4.436m High Needs deficit. This means the cumulative High Needs DSG deficit has now reached £20.416m. The DSG Deficit Offset Reserve is currently £21.650m, which means there is £1.234m more in the reserve than the current cumulative deficit.

2.7.   In the 2022/23 quarterly financial monitoring reports to Cabinet, it had been recommended to transfer any surplus at the end of the year to the Available for Use Reserve to increase the funding available to support the MTFS in future years. However, given that the number of Education Health Care Plans (EHCP) are expected to increase in 2023/24 and the ongoing demand in Independent Special Schools are adding to the level of uncertainty within the DSG, Corporate Board recommends that the £1.234m is retained in the reserve to offset future year pressures until there is greater certainty about the longer-term financial stability of the Special Educational Needs and Disabilities (SEND) service. This position will be kept under close review and any of the DSG reserve that can be released will be recommended as part of the MTFS refresh. Further information on the DSG can be found in paragraph 3.3 and Appendix A.

2.8.   **Savings Achievement Summary**
The savings plan for 2022/23 required the delivery of £10.244m of savings, accumulated from 54 individual saving initiatives. At outturn £9.574m (93.5%) has been delivered in line with the plan, with £0.670m (6.5%) unachieved in year. In the challenging financial circumstances facing the Council, this is a strong level of performance. For details on saving performance please refer to Section 4.

Graph 1: Saving achievements 2022/23 (£m)

Legend: ■ Saving Delivered ■ Undelivered
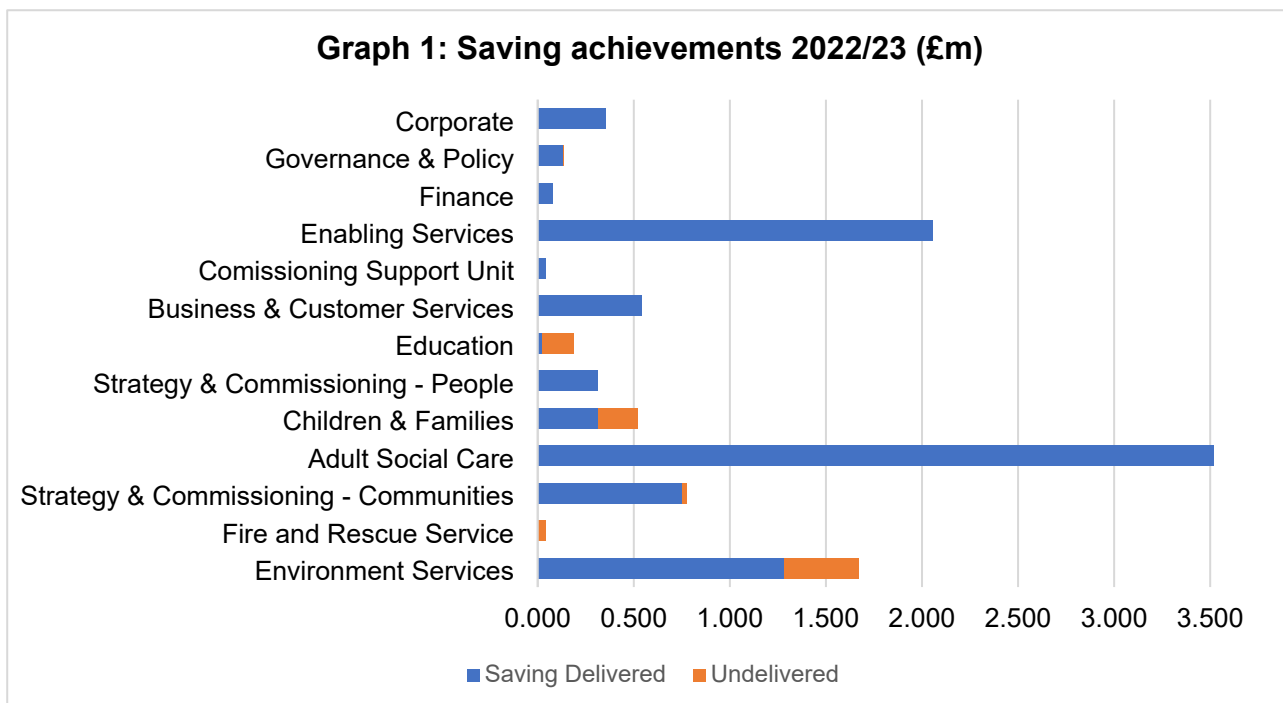
2.9. Capital Forecast Summary

The controllable capital spend for 2022/23 was £97.740m. A further £18.143m was spent on schemes funded by S278 developer contributions where the timing is not directly controllable by the Council. In addition, £1.469m was spent on economic growth-related activity through the Warwickshire Recovery and Investment Fund (WRIF) and Warwickshire Property and Development Group (WPDG). When combined these give a total capital spend for the year of £117.352m.

Graph 2: Capital Expenditure 2022/23 (£m)
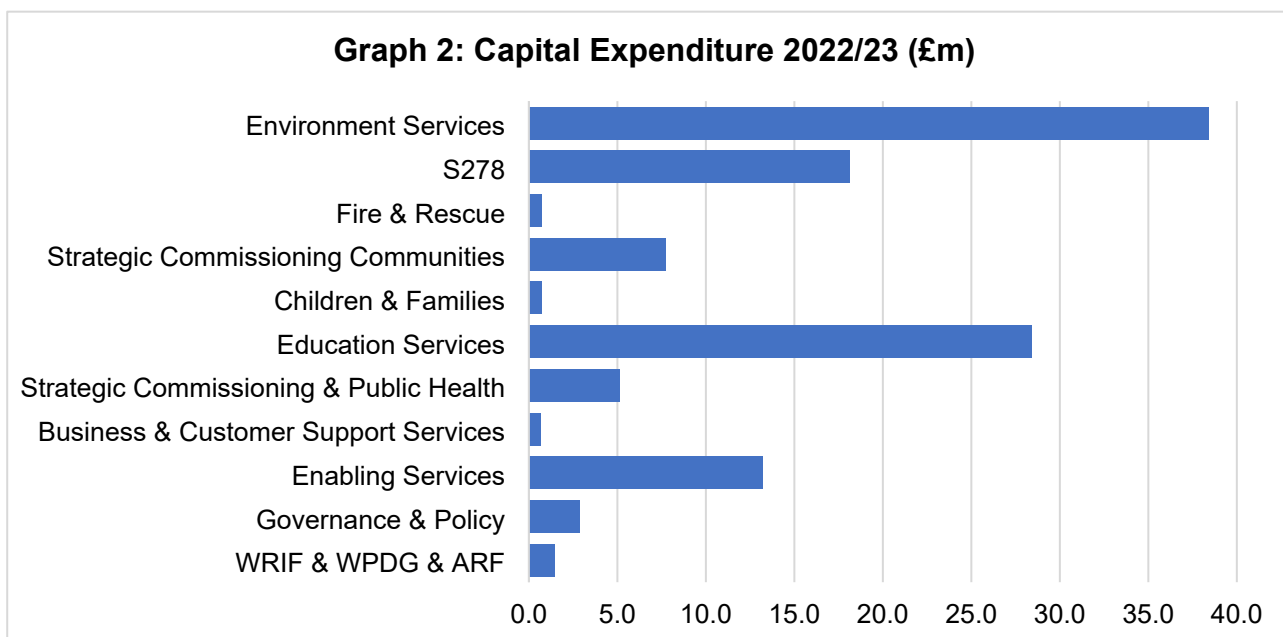
*WRIF (Warwickshire Recovery Investment fund), WPDG (Warwickshire Property Development Group), ARF (Asset Replacement Fund)

2.10. Covid Summary

In 2022/23 Covid expenditure to mitigate the on-going impact of the Pandemic was monitored against the resources carried forward from Covid-support Government grants received in previous financial years. Of the £5.437m approved Covid-19

spend, £3.952m relates to spend in 2022/23 and £1.485m is committed in 2023/24 (see **Appendix E**).

The flexibility to carry forward ring-fenced Covid-19 resources into future years follows a change in the guidance of the Covid Outbreak Management Fund (COMF) announced by the UK Health Security Agency which now allows local authorities to carry forward funding into 2023/24. This means we can carry forward £1.485m to spend on Covid-19 related issues into 2023/24 rather than having to return the funding to the Government.

Table 2: Covid Summary

Covid Budget Position	Q3 Forecast £m	Actual £m
Covid Grants Ringfenced	(3.353)	(3.353)
Covid Grants Un-ringfenced	(11.046)	(11.046)
Available Covid reserves as of 31st March 2022	(14.399)	(14.399)
Covid Related Spend:		
Covid Grants Ringfenced	2.925	2.602
Covid Grants Un-ringfenced	4.562	1.350
Less: Committed Covid Spend for 2023/24	0.431	1.485
Approved Covid Spend for 2022/23 & 2023/24	7.918	5.437
Reserve Review: Transfer to Available for Use Reserve	(5.981)	(8.462)
Total un-allocated funding as at 31st March	(0.500)	(0.500)

Moving forward Corporate Board are recommending that from 2023/24 Covid-related activity forms part of the overall service and financial management of the Authority. Subject to retaining a contingency of £0.500m this means that £8.462m of un-ringfenced Covid funds can be consolidated as part of the 'Available for Use' reserve to support the MTFS and the delivery of the Council Plan and the initiatives already planned to support Covid recovery.

2.11. **Reserves Summary**[1]

Graph 3: Reserves Summary (£m)

■ Increase ■ Decrease ■ Total

	1	2	3	4	5	6	7	8	9
Value	244.532	(10.744)	11.982	(8.920)	(13.850)	222.999	(24.533)	(17.849)	180.616
Label	**01.04.22 Opening Balance**	2021/22 Carry Forward	Movement in 2022/23	Effect of 2022/23 Outturn	2022/23 MTFS Commitment	**31.03.23 Closing Balance**	2023/24 Commitments[2]	Future Years' MTFS	**Indicative remaining reserve**
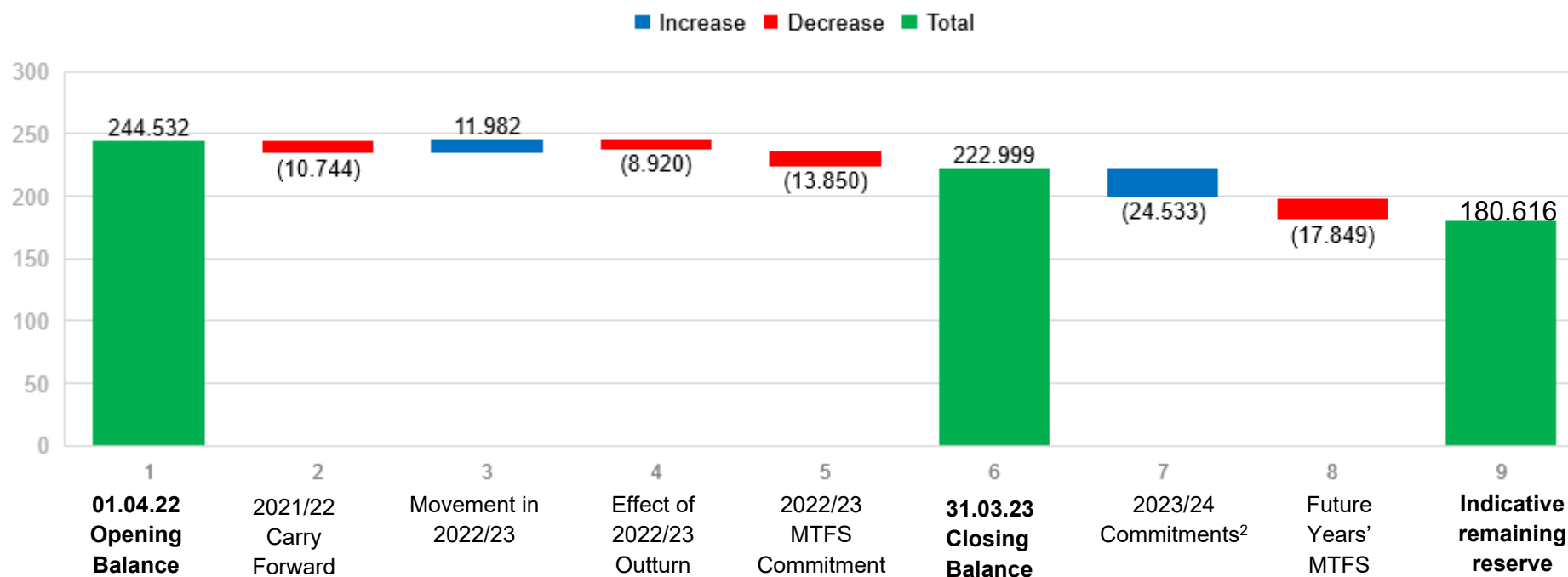
The impact of the outturn on 31 March 2023 will be a decrease in the overall reserves held by the Council over the 2022/23 financial year of £21.533m, taking the total reserve balance to £222.999m. This is planned to reduce by a further £42.383m by the end of the MTFS period. The future MTFS commitments are subject to change as part of the annual refresh of the Strategy.

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[1] Variations in reserves through the year - red indicates use of reserves and blue indicates an increase in reserves
[2] 2023/24 Commitments include MTFS allocations and 2022/23 carry forward and drawdown requests

3. Revenue overview

Table 3: Revenue 2022/23 outturn by service[2]

Service Area	Approved Budget	Actual Spend	(Under) /Overspend	% Change from Budget	Change from Q3 forecast	Represented by:				% Change from Approved Budget	Remaining Service Change from Q3 forecast
						Investment Funds	Impact on Earmarked Reserves	Covid Impact	Remaining Service Variance		
	£m	£m	**£m**		£m	£m	£m	£m	£m		£m
Communities											
Environment Services	50.140	56.704	**6.564**	**13.1%**	(0.448)	(0.045)	(0.098)	0.015	6.692	**13.3%**	(0.295)
Fire & Rescue	24.076	23.746	**(0.330)**	**(1.4%)**	(0.411)	(0.073)	(0.116)	0.000	(0.141)	**(0.6%)**	(0.190)
Strategic Commissioner for Communities	26.812	24.185	**(2.627)**	**(9.8%)**	(2.378)	(0.637)	0.092	0.069	(2.151)	**(8.0%)**	(1.620)
Subtotal Communities	**101.028**	**104.635**	**3.607**	**3.6%**	**(3.237)**	**(0.755)**	**(0.122)**	**0.084**	**4.400**	**4.4%**	**(2.105)**
People											
Social Care & Support	184.791	190.624	**5.833**	**3.2%**	3.351	(0.064)	3.250	0.000	2.647	**1.4%**	1.309
Children & Families	85.460	88.037	**2.577**	**3.0%**	0.813	(0.446)	(0.568)	0.274	3.317	**3.9%**	2.279
Strategic Commissioner for People	36.777	37.848	**1.071**	**2.9%**	(2.055)	(0.175)	(0.088)	2.723	(1.389)	**(3.8%)**	(0.727)
Education Services - Non-DSG	10.576	9.574	**(1.002)**	**(9.5%)**	(1.288)	(0.856)	0.059	0.112	(0.317)	**(3.0%)**	(0.701)
Subtotal People	**317.604**	**326.083**	**8.479**	**2.7%**	**0.821**	**(1.541)**	**2.653**	**3.109**	**4.258**	**1.3%**	**2.160**
Resources											
Business and Customer Services	20.740	20.881	**0.141**	**0.7%**	(0.395)	(0.260)	(0.028)	0.395	0.034	**0.2%**	(0.156)
Commissioning Support Unit	7.063	6.316	**(0.747)**	**(10.6%)**	0.265	(0.228)	0.000	0.101	(0.620)	**(8.8%)**	(0.096)
Enabling Services	29.044	26.212	**(2.832)**	**(9.8%)**	(0.708)	(2.590)	0.124	0.000	(0.366)	**(1.3%)**	(0.207)
Finance	6.660	6.320	**(0.340)**	**(5.1%)**	(0.326)	(0.293)	0.068	0.030	(0.145)	**(2.2%)**	(0.083)
Governance & Policy	3.972	2.915	**(1.057)**	**(26.6%)**	0.055	(0.055)	0.030	0.022	(1.054)	**(26.5%)**	0.067
Subtotal Resources	**67.479**	**62.644**	**(4.835)**	**(7.2%)**	**(1.109)**	**(3.426)**	**0.194**	**0.548**	**(2.151)**	**(3.2%)**	**(0.475)**
Subtotal Directorates	**486.111**	**493.362**	**7.251**	**1.5%**	**(3.525)**	**(5.722)**	**2.725**	**3.741**	**6.507**	**1.3%**	**(0.420)**
Corporate Services and DSG											
Corporate Services & Resourcing	(131.422)	(136.360)	**(4.938)**	**3.8%**	(3.080)	(0.368)	(2.133)	0.212	(2.649)	**2.0%**	(2.411)
DSG expenditure (Education spending)	247.762	251.692	**3.930**	**1.6%**	(0.563)	0.000	3.930	0.000	0.000	**0.0%**	0.000
DSG income	(246.692)	(246.692)	**0.000**	**0.0%**	0.000	0.000	0.000	0.000	0.000	**0.0%**	0.000
School spend extra to DSG allocation	0.000	2.677	**2.677**	**-**	2.677	0.000	2.677	0.000	0.000	**0.0%**	0.000
Subtotal Corporate Services and DSG	**(130.352)**	**(128.683)**	**1.669**	**(1.3%)**	**(0.966)**	**(0.368)**	**6.383**	**0.212**	**(2.649)**	**2.0%**	**(2.411)**
Total	**355.759**	**364.679**	**8.920**	**2.5%**	**(4.491)**	**(6.090)**	**9.108**	**3.953**	**3.858**	**1.1%**	**(2.831)**

[2] The movement from net overspend of £8.920m to the remaining service variance of £3.858m is shown in more detail in table 1.

3.1.   The final outturn position is set out in Table 3 shows a total overspend of £8.920m representing 2.5% of the Council's net revenue budget. This is a decrease of £4.491m from the forecast outturn reported in January. The remainder of the section sets out the material aspects of the overspend, with further detail in **Appendix A**.

3.2.   **Covid (£3.953m)**
Table 3 shows the Covid spend by each Service on the approved initiatives to manage the long-term impact of the Pandemic. Any residual cost resulting from Covid (such as ongoing changes to demand or services), over and above these projects, is now reported as part of the 'Remaining Service Variance' in the table and Services are required to manage these costs within their approved budget. At the end of the financial year this approach has not caused any material unmanageable pressures.

The approved Covid projects are funded from government grants received in previous financial years. At the end of the financial year there is £0.500m in the un-ringfenced Covid reserve which is uncommitted.

3.3.   **Dedicated Schools Grant (DSG)**
The net overspend on the DSG in 2022/23 was £3.930m, split over four blocks – schools, early years, high needs and central services. Table 4 shows the DSG outturn position across these four blocks with a detailed analysis of the DSG variance is provided in Appendix A. Overspends in DSG funded services cannot be made good by applying other Council resources and the blocks cannot cross-subsidise each other.

Table 4: DSG Outturn position

DSG block	Effect of Outturn 2022/23 £m	Reserve Position as at 1 April 2023 £m
Schools Block	(£0.103)	(£0.494)
Early Years Block	(£0.408)	(£3.341)
High Needs Block	£4.436	£20.416
Central Services Block	£0.005	(£0.484)
Total	**3.930**	**16.097**

Within the overall £3.930m overspend there was a £4.436m High Needs block overspend in 2022/23. The significant overspends are in Independent Special Schools with a £3.710m overspend due to a 10% increase in demand for use of provision and £1.729m for the provision of top ups of teacher's pay and pension payments to special schools. The elements of the budget that are overspending include those subject to interventions by the SEND & Inclusion Change programme (SICP). The over-arching aim of the programme is to reduce high costs volumes while increasing lower costs areas of service.

When added to overspends in previous years the £4.436m High Needs block overspend means the Council now has a cumulative High Needs DSG deficit of £20.416m. The DSG Deficit Offset Reserve is currently £21.650m, which means

there is excess funding set aside in the reserve of £1.234m at the end of the financial year, as set out in paragraph 2.7 it is recommended this remains in the reserve. The High Needs Block remains the key area of concern. The repeated annual overspend reflects the structural deficit in funding for this service, which is a national problem.

3.4. **Maintained Schools – outturn position after the DSG allocation**
The Council's accounts include a £2.677m overspend by maintained schools from their delegated budgets. The decisions on the use of this funding are for the individual schools concerned and the County Council cannot make any decisions as to how this funding is used, therefore the schools' forecast position is not included in the quarterly monitoring reports. However, for completeness of the outturn position and alignment to the Statement of Accounts maintained schools are included. The overspend will be funded from the School Balances earmarked reserve, which is accumulated from underspends in previous years and set aside by schools.

3.5. **Environment Services remaining service overspend of £6.692m (a decrease from Q3 of £0.295m)**
The primary driver of this overspend is home to school transport. SEND transport overspent by £3.967m and with mainstream transport overspending by £2.998m. Throughout 2022/23 home to school transport has seen ongoing volatility, with increases in the cost for hire of transport vehicles and bus pass demand on commercial routes. The Summer term total average cost of SEND transport was £55,000 per day, this has increased through the Autumn term to £72,000 per day, an increase of £17,000 per day. On a more positive note, since Q3 the combined home to school transport overspend has only increased by £0.165m reflecting the on-going work to better understand and control the drivers behind the increased spend.

The ongoing financial risk and uncertainty of home to school transport service provision being deliverable within the approved budget, makes this one of the biggest financial risks for 2023/24. The 2023/24 budget for Home to School transport has been set at £30.1m which is an increase of £6.8m compared to 2022/23. Some of this funding has been used to recruit to three new roles who will provide more active management of, and insight into, home to school transport provision. In addition, the cross-party member working group as decided by Cabinet in February 2023, will provide additional oversight and challenge to the delivery of the planned savings through demand management and cost reductions in future years.

3.6. **Social Care and Support remaining service overspend of £2.647m (an increase from Q3 of £1.309m)**
There are significant over- and underspends within the headline overspend, primarily due to:
- older people budgets which overspent by £2.725m, an increase of £1.956m from Q3, driven by rising costs in residential, nursing and domiciliary care, the increased use of spot purchases for residential packages and the increased cost and volume of direct payments;
- Services for those with disabilities aged 0-24 (previously Children with Disabilities), overspent by £1.646m, due to ongoing difficulties of placing young people in suitable alternative accommodation, where weekly costs are dependent on individual need and type of provision in a market where there is

insufficient supply of places nationally. The service has increased from one to three intensive high-cost spot contracts to provide care where residential care or alternative solutions are not appropriate. The lack of supply of suitable accommodation in the market is reflected in the position that, if residential care was an option, the cost avoidance would bring the service to an underspend position;

- services for those with disabilities aged 25-64 overspent by £1.786m, an increase of £1.019m from Q3, this is driven by rising demand for residential care, supported living, direct payments and specialist college placements, partially offset by increased client contributions;
- mental health services overspent by £1.507m due to the rising demand for supported living and residential care across the County;
- integrated care services underspent by £1.493m due to procurement taking longer than originally anticipated and recruitment challenges the service is experiencing; and
- the Assistant Director's centralised budget underspent by £3.819m, an increase of £2.974m from Q3 due to additional Adult Social Care Discharge funding from Government of £2.1m to meet the additional costs of discharging individuals from hospital and £1.5m funding to increase the rates paid to providers of adult social care following the Fair Cost of Care exercise.

3.7. **Children and Families remaining service overspend of £3.317m (an increase of £2.279m from Q3)**

Despite the areas of overspend, in summary, the direction of travel is more positive and in line with the investment in staff and early intervention reducing demand on costly placements, making permanent the successful changes introduced through the Children's Transforming programme. There are some significant pressure points around leaving care as well as continued reliance on costly agency staff.

The significant under and overspends are:
- the additional cost of agency social workers who have been required to cover vacancies;
- the rising cost of residential children's home placements with the average cost of children's home placements now £4,833 per child per week, this is £277 a week higher than the budgeted target rate;
- the cost of short-term specialist care has moved significantly since Q3 from £0.960m overspent to £2.191m overspent, an increase of £1.231m, this is due to the unpredictability of placement timings, managing crisis and the intensity of care;
- an offsetting underspend of £2.293m within the Assistant Director's budget due to reduced legal charges and a salaries underspend; and
- a saving of £1.417m from the ability to spread the Service's overheads across a wider cost base following the receipt of additional Government grants.

The investment in staffing through the Sustainability Plan is critical to maintain the model that has successfully achieved the reductions in unit cost and placement numbers. Recruitment of additional staff will be required to support delivery of the Service's Sustainability Plan and demand management reductions built into the Medium-Term Financial Strategy.

3.8. **Governance and Policy remaining service underspend of £1.054m (a decrease of £0.067m from Q3)**
The underspend is primarily due to new legal contracts for external work being successfully secured. The service has seen demand for external work increased in the latter half of the year with new unanticipated work being requested by other local authorities, particularly around child protection.

3.9. **Strategic Commissioning for Communities remaining service underspend of £2.151m (an increase of £1.620m from Q3)**
The service has seen a significant underspend generated over the year, primarily in waste management (an underspend of £2.995m). This has been driven by a reduction in waste tonnages largely linked to the new collection service introduced across Warwick and Stratford-upon-Avon Districts. Following the level of underspend, the service will review their budgets in early 2023/24, with the outcome from this review feeding into the 2024/25 MTFS refresh. This underspend is offset by an overspend in civil parking enforcement as a result of additional contract costs to recruit patrol officers into posts and an under achievement of parking income, due to the continuing difficulties in recruiting patrol officers meaning less penalties were issued.

3.10. **Strategic Commissioning for People remaining service underspend of £1.389m (an increase of £0.727m from Q3)**
The underspend within People Strategy and Commissioning is largely due the Department of Health taking responsibility for funding water fluoridisation, the Coventry and Warwickshire Integrated Care Board meeting the cost of salary increases for 2022/23 for staff employed under Agenda for Change employment contracts, a reduction in demand for some public health services and staffing underspends. The impact of the funding changes on the MTFS will be reviewed over the next few months.

4. Savings Performance

4.1. To achieve a balanced budget in 2022/23 required the delivery of £10.244m savings. Despite the challenging year Services have delivered £9.579m (93%) of the planned savings, leaving a £0.665m shortfall. The table below provides a summary of the actual delivery against the targeted savings, performance against individual saving targets can be found in Annexes A to M.

Table 5: Savings performance

	No. of Savings Options	Saving Delivered £m	Saving Not Delivered £m
Savings target achieved/overachieved	47	9.249	-
Savings target partially achieved	3	0.330	0.080
No saving delivered against target	4	-	0.585
Total	**54**	**9.579**	**0.665**

4.2. Table 6 details those savings which were not achieved in 2022/23.

Table 6: Summary of savings not fully achieved in 2022/23

Description	Target £m	Outturn £m	Reason for variance and associated management action
Education - Reduction in staffing budgets through recognising natural underspends from staff turnover.	0.100	-	Although work is still progressing to achieve these savings, they are now planned for 2023-24+, the under-achievement in 2022-23 has been offset by other one-off savings.
Environment Services - SEND Home to school transport	0.386	-	There is significant overspend on home to school transport driven primarily by inflationary pressures. The 2023/24 budget for Home to School transport takes account of the non-delivery of this saving.
Strategic Commissioning for Communities - Maximising income from the provision of road safety advice.	0.100	0.075	Saving have been partially achieved this year due to fewer requests for audits.
Children & Families - Maximise income and contributions to care packages	0.300	0.250	Service has delivered 83% of the target with 17% not deliverable from Education Safeguarding training.
Children & Families - Reductions in staff travel, room hire, client travel and expenses from new ways of working post-Covid.	0.056	-	This has not been achieved at outturn the service have an overspend of £0.132m.
Governance and Policy - Reduction in the cost of printing because of moving to paper free meetings.	0.010	0.005	Take up of paper free meetings at outturn was approximately 50%.
Fire and Rescue Service - Review of services purchased from third parties	0.043	-	Not achieved because of the delay in successfully siting the Minerva hot fire unit meaning a greater use of external training facilities than planned. The saving will be delivered once the in-house training facility is up and running.
	0.995	0.330	

4.3.   Social Care and Support Services within adults are reporting full achievement of their planned savings. Two of their plans have proved to be unachievable, however, the Service has identified alternative ways of delivering the saving in year. The undeliverable savings relating to reducing third party spend (£0.228m) and the redesign of the commissioning approach for younger adults (£0.300m) have been replaced by the growth in client contribution income.

5.   Corporate Revenue Investment Funds

5.1.   At the beginning of 2022/23 there was £31.530m in the Corporate Revenue Investment Funds. During the year £11.427m was allocated to projects of which a total of £6.088m (53%) had not been spent by the end of the year. The reasons are the underspend are:

- £0.420m was due to 11 projects being completed for a lower cost than anticipated when they were approved, this funding has been returned to the Revenue Investment Fund and is available for allocation to new initiatives;

- £1.708m related to the underspend on the Digital Roadmap where progress has been paused to understand the Adult Social Care requirements before proceeding, rather than develop one system that the reforms could duplicate;
- £0.368m is the in-year underspend on the System Replacement Fund, which will be held to provide capacity to update and replace the Council's core IT systems; and
- the £3.592m remaining underspend relates to 35 projects that have been delayed and Services are requesting permission to reprofile the funding into 2023/24 to complete the projects. The key themes causing delays are difficulties in recruitment and capacity issues from unexpected competing demands arising due to cost living and inflation pressures which has meant some projects have had to be deprioritised. All the projects will still be delivered with no material change in cost, although the benefits of the projects will be realised slightly later than the original timeframe.

5.2.   Cabinet is recommended to approve the drawdown of the £3.592m not spent in 2022/23 from the Corporate Revenue Investment Funds plus a further £4.031m of funding for investment in 2023/24 that had previously been approved. This means a total investment of £7.624m in 2023/24 to support the delivery of the Council Plan. **Appendix D** provides a breakdown of the request by project and Service.

5.3.   Graph 4 shows the level of funding in each of the investment funds at the end of the financial year. As at the 31 March 2023 there is £26.192m in the Corporate Revenue Investment Funds, of this £17.206m is uncommitted and available for future invest-to-save initiatives and to support the delivery of the Council Plan.

5.4.   In 2022/23 the Revenue Investment Fund (one of the corporate funds) was paused to new applications to make sure the Council could retain higher levels of reserves at a time of rising inflation and economic uncertainty. During the year, there were high priority exceptions, with two projects approved: £0.140m to establish a tree nursery in support of Warwickshire's 2030 Climate Change tree planting pledge and a £1.0m funding package aimed at alleviating cost-of-living pressures recognising the significant economic challenges impacting on residents, communities and businesses. On 1 May 2023, the Revenue Investment Fund was re-opened for new applications. As before new investments will be looking to make a step change towards the delivery of the Council Plan and Integrated Delivery Plan.

Graph 4: Corporate Revenue Investment Funds at 31March 2023
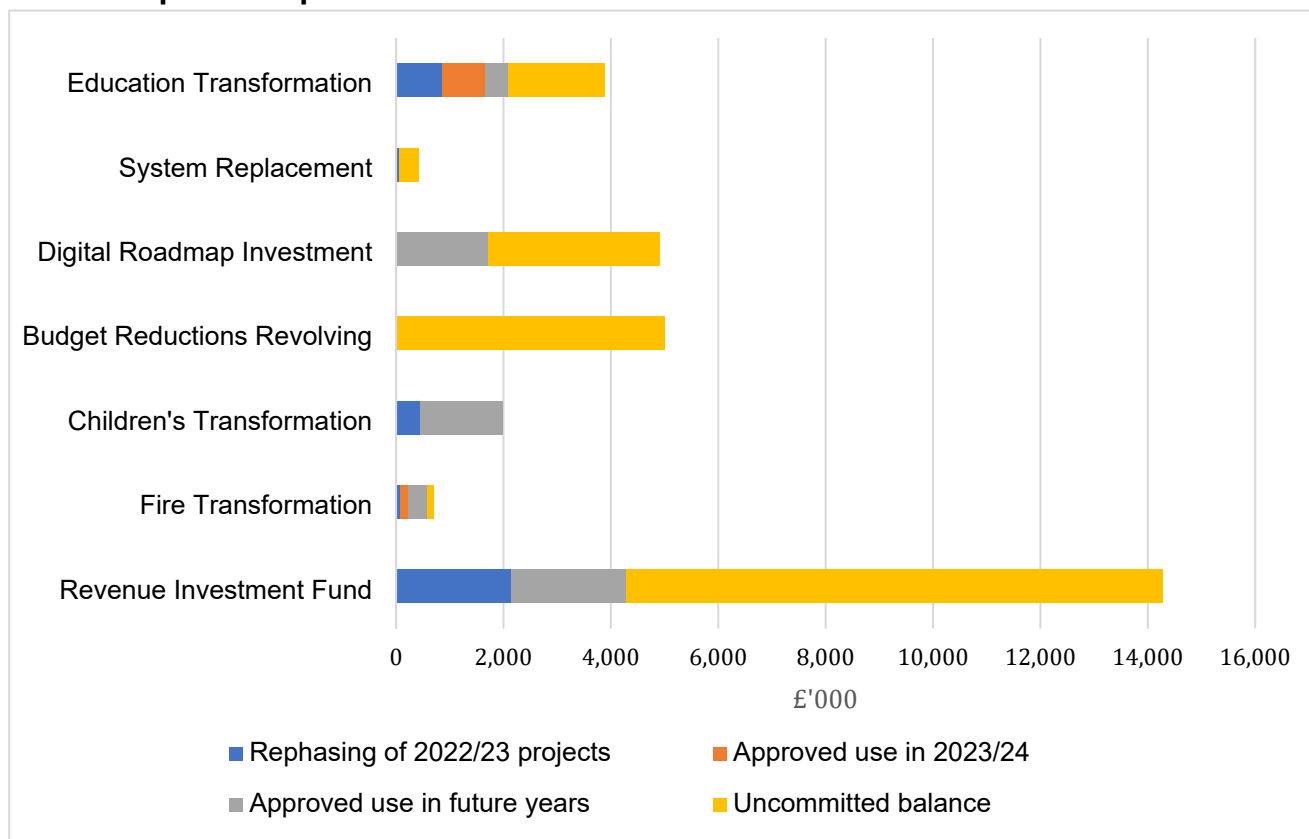
5.5.   The end of the financial year there was £8.466m remaining in the Revenue Investment Fund. Since then, £1.320m for the Social Fabric Fund was approved by Cabinet in April 2023, leaving £7.146m still uncommitted and available for allocation over the five years of the MTFS. The 2023/24 budget resolution stated that where our finances allowed the Fund would be topped up to provide additional investment capacity to support the delivery of the Council Plan and the Integrated Delivery Plan. With the outturn position being more favourable than the Q3 monitoring position, it provides the opportunity to reallocate some of the increase in the Available for Use reserve top up the Revenue Investment Fund so there is £10.0m available for allocation (£2m a year)..

6.   Reserves

6.1.   At the start of the 2022/23 financial year the Council's reserves were £244.532m. After the approved changes to reserves in year and the impact of the overall revenue overspend the level of reserves reduced by £21.532m to £222.999m. The position is summarised in the Table 7.

6.2.   The main reasons for the £6.945m increase in reserves between Q3 and the end of the financial year are:
   - £4.491m reduction in the gross overspend as shown in Appendix A;
   - £3.000m additional BCF grant set aside in the People Directorate Risk Reserve for use in future years; and

£0.546m is the total reduction in the Service Realignment and Investment fund reserves relating to approved spend in 2022/23

Table 7: Movement of reserves from Q3 to Outturn

	Reserves at 1 April 2022 £m	Q3 Forecast Movement in year £m	Q3 Forecast Reserves £m	Movement since Q3 Forecast £m	Reserves at 31 March 2023 £m	2023-28 Planned Use £m	Remaining Reserves £m
DSG Deficit	(11.097)	(5.563)	(16.660)	0.563	(16.097)	0.000	(16.097)
Other Schools Reserves	37.650	7.940	45.590	(2.727)	42.863	0.000	42.863
Covid Reserves	14.399	(11.177)	3.222	(1.237)	1.985	(1.485)	0.500
Revenue Investment Funds	31.530	(8.426)	23.104	3.088	26.192	(5.703)	20.488
Other Earmarked Reserves	81.638	(0.151)	81.487	1.249	82.736	2.258	84.994
Risk and General Reserves	37.056	(3.275)	33.781	1.010	34.791	1.687	36.477
Available to Use Reserve	53.355	(7.825)	45.531	5.000	50.530	(39.140)	11.391
Total	**244.532**	**(28.477)**	**216.055**	**6.945**	**222.999**	**(42.383)**	**180.616**

6.3.   The figures in Table 7 also reflect the previously approved realignment of reserves, following the annual reserves review as approved by Cabinet in the Q3 monitoring report.

6.4.   Within earmarked reserves there are several reserves that have not been drawn upon or added to in 2022/23 and in some cases in previous years too. Corporate Board has commissioned a review of the reserves to be carried out over the summer months to ensure that we are not holding resource without due purpose. The outcomes from this work will feed into the MTFS 2024-29 refresh.

Request to drawdown from reserves

6.5. Services have requested approval to drawdown £0.920m of reserves to support the delivery of the Council Plan in 2023/24 and 2024/25. The £0.920m is made up of six different requests, four of the requests totalling £0.647m are seeking to rephase some of the services 2022/23 core revenue resources into future years for spend against a specific project or initiative.

6.6. The other two requests totalling £0.274m are seeking to drawdown funding from externally earmarked reserves, where the planned spend is in line with the conditions associated with the funding

6.7. The individual requests, and planned use of the funds are listed in **Appendix C** and summarised in the table below alongside the Services 2022/23 remaining service variance position, and the impact the on the directorate risk and external earmarked reserves. Cabinet is recommended to approve these requests.

Table 8: Drawdown request and reserve impact

No.	Service	2022/23 Outturn Residual Over/(Under) Spend £m	Drawdown Request £m
1	Strategy & Commissioning - Communities	(2.151)	0.068
1	Fire & Rescue	(0.141)	0.108
1	Strategy & Commissioning – People	(1.389)	0.163
1	Commissioning Support Unit	(0.620)	0.308
4	*Impact on Directorate Risk Reserves*		*0.647*
1	Strategy & Commissioning – People	n/a	0.155
1	Children & Families	n/a	0.118
2	*Impact on External Earmarked Reserves*		*0.273*
6	*Total Impact on Reserves*		*0.920*

Risk Reserves

6.8. Table 9 below shows the level of Directorate risk reserves as of 31 March 2023, including the impact of the drawdown request as outlined in Table 8. The outturn position means the Communities Risk Reserve ended the financial year overdrawn by £1.824m. The overdrawn position increased to £2.000m when the rephasing of 2022/23 time-limited projects is taken into account.

Table 9: Directorate risk reserves and proposal for 2023/24

	Balance as at 31/03/23 £m	Rephasing of 2022/23 time-limited projects £m	Adjustment to remove overdrawn & right size reserve £m	Adjusted closing balance £m	Risk Reserve Proposal 2023/24	
					%	Total Risk Reserve £m
Communities	(1.824)	(0.176)	2.000	-	2.0%	2.105
People	7.401	(0.163)	-	7.238	2.3%	7.238
Resources	3.213	(0.308)	(1.771)	1.134	2.0%	1.134
Total	**8.790**	**(0.647)**	**(0.229)**	**8.372**		**10.447**

6.9. As overdrawn reserves are not permitted, as part of approving the outturn report agreement is required as to how to make good the 2022/23 £2.000m deficit reserve. The Reserves Strategy, approved by Council in February 2023 sets out the

maximum level of each reserve, which for Communities and People Directorates is 3% of their revenue budget and 2% for Resources Directorate. At 31 March 2023, their underspend means Resources Directorate has a risk reserve of £3.213m, equivalent to 3.8% and above the maximum level set out in the Reserves Strategy. Removing the 'excess' Resources Directorate Risk Reserve and using this to help bring the Communities Directorate Risk Reserve back into balance means only the remaining £0.229m needs to be transferred from the 'Available for Use' reserve. This recommendation provides a solution to make good the Communities Directorate Risk Reserve at the end of 2022/23 and resets the Resources Directorate Risk Reserve with the Reserves Strategy from start of 2023/24.

6.10.   The £2.000m allocation to make good the Communities Directorate Risk Reserve would still leave the Directorate with no risk reserve in 2023/24. The ongoing financial risk and uncertainty surrounding the sustainability of the home to school transport budget is likely to continue in 2023/24. Therefore, to ensure the Council maintains its financial sustainability and effectively manages the financial risks it is facing, additional resources need to be set aside to cover the risk of overspending in Communities Directorate in 2023/24.

6.11.   On the basis that the figures in the Reserves Strategy are 'maximums', Corporate Board recommend that Cabinet set aside £2.105m from the Available for Use reserve to provide a level of cover for a 2% Communities Risk Reserve in 2023/24. This would:
- give the Communities Directorate some level of risk reserve to manage budget volatility in 2023/24; and
- avoid the need for the Strategic Director for Resources to materially increase the minimum level of General Reserves for 2023/24 to provide cover for the risk of services overspending, as this risk will continue to be covered primarily through the Directorate Risk Reserves.

Available to Use Reserve

6.12.   The MTFS approved by full Council in February 2023 retained an unallocated Available to Use reserve of £10.350m, this was based on the forecast impact of outturn as at Q3. The actual impact of outturn has resulted in a smaller overspend than the Q3 estimate, and along with the consolidation of the remaining un-ringfenced Covid-19 grant into general resources has increased the reserve by £6.446m to £16.796m at the end of 2022/23. The recommendations set out in this report would use £5.405m of this reserve and would leave £11.391m available to support the 2024/25 MTFS refresh, an increase of £1.041m from the February 2023 position.

7.   Capital

7.1.   As part of the budget resolution in February 2022 Council approved a total capital budget of £250.115m for 2022/23 and controllable capital payments of £124.764m. The actual capital spend in 2022/23 was £117.352m and the actual controllable capital payments made by the Council were £97.740m.

7.2.   A reconciliation of the approved budget for 2022/23 and the controllable capital payments is shown in Table 10.

Table 10: Capital budget to outturn position

	Capital Budget 2022/23
	£m
Council Resolution February 2022	250.115
Unallocated Capital Investment Fund	(30.613)
Warwickshire Recovery and Investment Fund (WRIF), and Warwickshire Property and Development Group (WPDG) and Asset Replacement Fund (ARF)	(38.643)
Education basic needs funding (unallocated)	(9.624)
Capital maintenance allocations	(29.016)
2021/22 Quarter 3 approved capital programme (including S278, excluding WRIF, WPDG and ARF)	**142.219**
Re-profiling, new schemes, and delays at 2021/22 outturn	(17.455)
Opening capital programme for 2022-23	**124.764**
Re-profiling, new schemes, and delays at Q1	4.424
Re-profiling, new schemes, and delays at Q2	(15.140)
Re-profiling, new schemes, and delays at Q3	(14.214)
Re-profiling, new schemes, and delays at Q4	(2.094)
Capital programme delivered at outturn 2022-23 (including S278, excluding WRIF, WPDG and ARF)	**97.740**

7.3.   The outturn position represents a decrease of £2.094m in spend compared to the Quarter 3 forecast reported in January 2023. The changes to forecasts have been split below in paragraph 7.6 between new schemes, budget reprofiles, net underspends and delays. Additionally, there was £18.413m of S278 schemes spending in 2022/23 and £1.469m of spend on WPDG, WRIF and Asset Replacement Fund schemes.

7.4.   The Capital Investment Fund (CIF) balance which is not included in the above figures is £90.257m over the five years of the MTFS.

Capital Forecast by Service

7.5.   The actual of 2022/23 capital payments directly controllable by the Authority of £97.740m excludes the spend on s278 developer schemes of £18.143m and corporate allocations for WPDG, WRIF and ARF (Asset Replacement Fund) of £1.469m. These elements are excluded from the headline figures as the timing of the spend is not directly controllable by the Council. If these are included the total 2022/23 capital expenditure is £117.352m. The detail by Service is set out in Table 11.

Table 11: Capital Variance Analysis

	2022/23			2023/24 to 2026/27			
	Approved Budget (after Q3) £m	Actual £m	Variance £m	Approved Budget £m	Actual £m	Variance £m	Total Variance £m
Environment Services	39.382	38.385	(0.997)	104.982	130.796	25.814	24.817
Fire and Rescue	2.232	0.732	(1.500)	3.767	4.387	0.620	(0.880)
SC for Communities	7.939	7.716	(0.222)	46.927	48.629	1.703	1.480
Communities	**49.553**	**46.834**	**(2.719)**	**155.675**	**183.812**	**28.137**	**25.417**
Children and Families	1.887	0.696	(1.191)	0.795	2.326	1.532	0.340
Education Services	25.148	28.377	3.229	113.109	129.436	16.326	19.555
Social Care & Support	-	-	-	0.313	0.313	-	-
SC for People & Public Health	5.149	5.125	(0.024)	0.721	5.870	5.149	5.125
People	**32.184**	**34.198**	**2.014**	**114.938**	**137.945**	**23.007**	**25.021**
Business and Customer Support	0.911	0.660	(0.251)	0.591	0.847	0.256	0.005
Enabling Services	13.935	13.210	(0.725)	7.228	21.270	14.042	13.317
Governance & Policy	3.250	2.839	(0.411)	3.197	4.133	0.936	0.525
Resources	**18.097**	**16.710**	**(1.387)**	**11.016**	**26.250**	**15.234**	**13.847**
Controllable capital programme	**99.834**	**97.740**	**(2.094)**	**281.629**	**348.007**	**66.378**	**64.286**
Corporate: WPDG / WRIF / ARF	7.602	1.469	(6.133)	256.998	207.587	(49.411)	(55.544)
WCC Capital Programme	**107.436**	**99.211**	**(8.225)**	**538.627**	**555.594**	**16.967**	**8.742**
S278 funded schemes	15.429	18.143	2.714	46.357	53.375	7.018	9.732
Total Capital Expenditure	**122.866**	**117.352**	**(5.514)**	**584.984**	**608.969**	**23.986**	**18.472**

7.6. At Quarter 3 the controllable capital budget for 2022/23 was reset to £99.834m, as approved by Cabinet in January 2023. Graph 5 explains the changes between the approved budget and the actual spend of £97.740m.
* The figures in the graph above exclude S278 and Corporate Schemes.

Graph 5: Capital Variance Analysis Q4 2022/23 (£m)
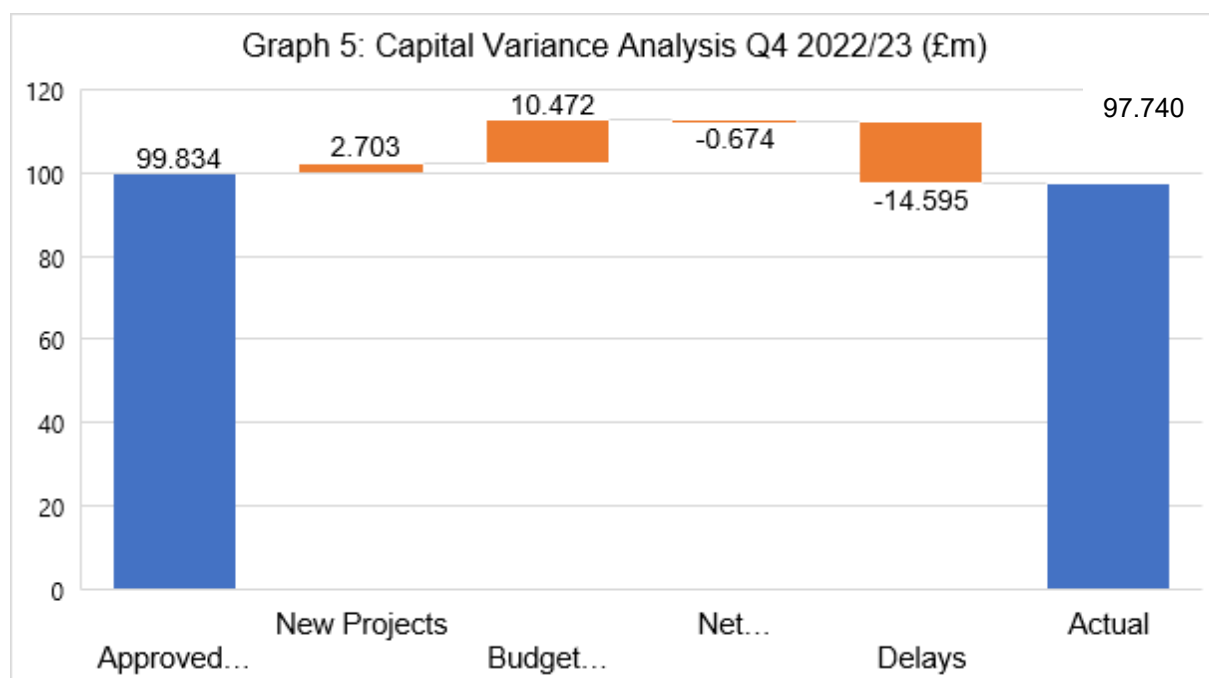
7.7. The movement from forecast at Q3 to outturn actuals shows the changes in capital programme spend, made up of:

- Reprofiled and delayed projects – these are schemes where the project timeline has been reprofiled or there has been a delay in the time scale for delivery. The project is still being delivered and with no material change in cost, but the benefits of projects will not be realised in the timeframe originally anticipated. The net position is that there is £2.094m of project expenditure which has been reprofiled into future years, and work is ongoing to make estimates of planned delivery more realistic to ensure reprofiling only occurs where delays are uncontrollable. The key reasons for the current delays are provided in **Appendix B** of this report and they include availability of contractors and materials, project reviews and redesigns due to inflationary pressures and longer than anticipated procurement and planning processes.

- New projects – these are projects recently added to the capital programme or projects where costs have risen as a result of a substantial change in scope. These schemes have been added through formal governance processes, with financing made available from Capital Investment Fund or funded by third parties.

- Projects with Increased Spend – these are schemes where project costs have risen above the level previously expected and additional funding has been arranged. This may be in the form of a contribution from a Service's revenue budget, the use of Basic Need funding for education projects or increased grants. In many cases the impact of this is that there is less funding available for other projects/activity.

- Underspent projects – these are schemes which have been delivered under budget. The impact of this is that funds are no longer required for a specific scheme. This may mean the Authority will be able to recycle funds to alternative projects or borrow less to fund capital spend in the future.

7.8. Adding £2.703m new projects to the capital programme in 2022/23 requires that an equivalent amount of additional funding has also been identified.

7.9. Table 12 provides a summary of the 2022/23 capital spend by service. Further detail is provided in **Annexes A to M**.

7.10. Funding inflationary pressures on capital schemes was considered by Cabinet and Council in September and a new Inflation Contingency Fund was established (funded from the Capital Investment Fund) to manage the impact of inflation. The new Fund contained £15m funding and allocations totalling £4.218m have been made to date by the Strategic Director for Resources in consultation with the Portfolio Holder for Finance and Property.

Table 12: Capital 2022/23 outturn by service

Service	Approved 2022-23 capital programme at Q4 £m	New projects in year £m	Net over / underspend £m	Total capital programme £m	Budget Reprofile £m	Delays £m	Actual In year capital spend £m	% Of delays
Environment Services	39.382	(0.439)		38.943	2.735	(3.295)	38.383	-8.5%
Fire and Rescue	2.232	0.030	(0.550)	1.712	(0.092)	(0.887)	0.733	-51.8%
Strategic Commissioning for Communities	7.939		(0.120)	7.819	2.025	(2.131)	7.713	-27.3%
Children & Families	1.887	0.049	(0.004)	1.932	0.002	(1.239)	0.695	-64.1%
Education Services	25.148			25.148	5.295	(4.814)	25.629	-19.1%
Social Care & Support	0.000	2.749		2.749			2.749	0.0%
Strategic Commissioning for People & Public Health	5.149			5.149		(0.024)	5.125	-0.5%
Business and Customer Support	0.911			0.911		(0.251)	0.660	-27.6%
Enabling Services	13.935	0.329		14.264	0.034	(1.088)	13.210	-7.6%
Governance and Policy	3.250	(0.015)		3.235	0.473	(0.868)	2.840	-26.8%
Services Capital Programme	**99.834**	**2.703**	**(0.674)**	**101.862**	**10.472**	**(14.597)**	**97.740**	**-14.3%**
Corporate (WPDG & WRIF)	7.602	0.000		7.602		(6.133)	1.469	-80.7%
WCC Capital Programme	**107.436**	**2.703**	**(0.674)**	**109.464**	**10.472**	**(20.730)**	**99.209**	**-18.9%**
S278 Developer Funded Schemes	15.429	1.831	(0.043)	17.217	2.736	(1.806)	18.147	-10.5%
Total Capital Expenditure	**122.866**	**4.534**	**(0.717)**	**126.681**	**13.208**	**(22.536)**	**117.352**	**-17.8%**

7.11. In addition, where schemes are in the early stages of design and costing there is a risk that project costs have significantly risen due to inflation. This may mean in some cases the original scheme is not likely to be achievable within the current approved funding envelope. Decisions about whether to proceed or if the projects should be scaled back or aborted will form part of the development of the Capital Investment Fund pipeline as part of the 2024/25 MTFS Refresh. Any abortive costs on discontinued schemes would need to be funded from revenue resources.

Capital Financing

7.12. Local authorities are required to consider their gross capital spend and how it is financed separately. This is because where allowed, at a whole Council level, it is more cost effective to make use of any external capital resources (primarily government grants and capital receipts) before taking out additional borrowing. The approach delays the time when an authority needs to take out additional borrowing and avoids the impact of additional borrowing costs (interest and the provision for principal repayments) on the revenue budget. For forecasting purposes, we accurately reflect how individual schemes are being financed so that the CFR (Capital Financing Requirement) and MRP (Minimum Revenue Provision, the technical name for the provision for principal repayments) prudently reflect and provide for the repayment of debt.

7.13. The most significant variable in financing the capital expenditure is forecasting the timing of the delivery of capital receipts. Capital receipts, including from the sale of County Council assets and the repayment of WPDG and WRIF loans, are used to avoid the need to incur additional borrowing. Any shortfall in the level of expected receipts may require the Authority to borrow sooner than expected.

7.14. The timing of when additional borrowing is taken out will depend on the Authority's overall cash position which may provide an opportunity to 'internally' borrow from other Council resources in the short term to minimise the impact of financing long-term external borrowing on the revenue budget. Monitoring of longer-term balance sheet projections will continue to be undertaken to ensure the Authority maximises its resources.

7.15. Graph 6 and Table 13 below provide further detail on how the approved 2022/23 capital programme and 2022-27 Capital MTFS are currently planned to be financed.

Graph 6: Estimated Financing to 2024/25 & Later Years (£m)

▨ Borrowing ■ Grants and Contributions ▨ Revenue & Self Financing ■ Capital Receipts
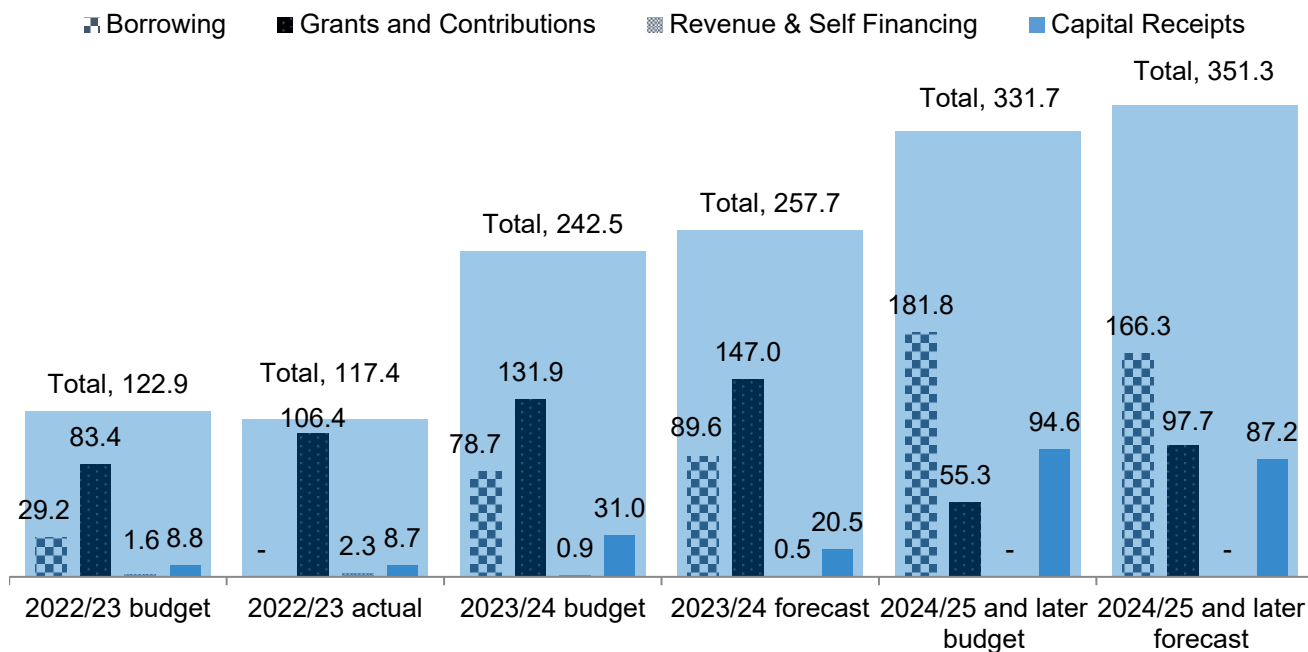
Note: The Council manages cash as a whole, so even where borrowing is shown as a form of financing in this graph it does not mean new borrowing will be necessary. The borrowing figure shown is the gap between our spending and the funding available to us which is called the CFR (Capital Financing Requirement).

Table 13: Capital Resourcing Requirement

	2022/23 budget £'000	2022/23 actual £'000	2023/24 budget £'000	2023/24 forecast £'000	2024/25 and later budget £'000	2024/25 and later forecast £'000
Corporate Borrowing	29.170	-	78.746	89.649	181.812	166.344
Self-financed Borrowing	1.094	-	0.552	0.119	-	-
Grants and Contributions	83.359	106.425	131.882	147.031	55.337	97.740
Capital Receipts	5.301	5.186	3.984	3.489	4.128	0.346
Capital Receipts - WRIF	-	-	12.462	4.474	53.127	51.166
Capital Receipts - WPDG	-	-	14.532	12.541	37.311	35.688
Capital Receipts Reserve	3.479	3.479	-	-	-	-
Revenue	0.463	2.262	0.320	0.382	-	-
Total	**122.866**	**117.352**	**242.478**	**257.685**	**331.715**	**351.284**

* *The income from grants and contributions includes grants from Government and contributions from developers and other third parties.*

8. Financial Implications

8.1. The report outlines the financial performance of the Authority in 2022/23. There are no additional financial implications to those detailed in the main body of the report.

9. Environmental Implications

9.1. There are no specific environmental implications as a result of the information and decisions outlined in the report.

10. Background Papers

10.1. None.

Appendices

Appendix A: Commentary on Service Revenue Outturn Variances

Appendix B: Commentary on Service Capital Outturn Variances

Appendix C: Requested Drawdowns from Externally Earmarked and Directorate Risk Reserves

Appendix D: Requested Corporate Revenue Investment Fund Allocations

Appendix E: Requested 2023/24 Use of Covid-19 Reserves

Appendix F: Service level narrative, reserves, and saving

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No elected members have been consulted in the preparation of this report.

Commentary on Service Revenue Outturn Variances

This Appendix provides commentary on the service revenue forecasts shown in Section 3 of the main report.

1. Communities Directorate

Environment Services - (£6.564m overspend; +13.1%)
Explanation of Covid Pressures (£0.015m)
This is a ringfenced Covid grant funded allocation for Community Safety for work in relation to preventing serious violence.
Explanation of the Investment Funds (£0.045m)
The net variance in investment funds is primarily made up an underspend of £0.056m on the Trading Standards projects, offset by an overspend of £0.015m overspend on the Tree Nursery project.
Explanation of the Earmarked Reserves (£0.098m)
This includes a contribution to the Proceeds of Crime Act (POCA) reserve (£0.076m) as a result of an award made from a Trading Standards investigation, which will be available to support investigations in future years. In addition, there is a contribution to the S38 Developer Funding Reserve (£0.022m)
Explanation of the Remaining Service net overspend (£6.692m)

The service overspend is largely made up of the following:
• Transport Delivery is showing a overspend of £6.415m due mainly to the overspends within Home to School Transport of £6.965m.
  ▪ SEN Transport had an outturn overspend by £3.967m mostly as a result of the number of children being transported and the number of taxi routes being used. Inflation has significantly impacted the cost of transport with taxis increasing by approx. £200 per day and contracts being around £4,000 per day more than in the spring term.
  ▪ Mainstream transport overspent by £2.998m as a result of the number of taxis being used and a high demand for bus passes.
 	
This overspend is offset with net underspends across the rest of transport delivery of £0.550m largely as a result of reduced demand in relation to concessionary transport, contractual savings and in year staff vacancies.
• County Highways have overspent by a net £0.150m due to higher energy rates and contractor indexation increases which have increased maintenance costs giving an overspend of £0.667m. This is mostly offset by an underspend in Network Management of £0.564m due to the over achievement of income targets.

Change in the Remaining Service position since the position reported at Quarter 3 (reduced overspend of £0.295m)
Since Quarter 3 there have been a number of movements to the forecasts. The following areas had reductions in spend compared to the Q3 forecast: - • Transport Delivery reduced by £0.456m compared to the Q3 forecast mainly as a result of some recharge income not being included in the Q3 forecast following the movement of Home to School Transport from Education into Environment Services. • Planning Delivery reduced by £0.247m largely as a result of delays in recruiting to vacancies which at Q3 were anticipated to be filled along with additional income being received. This was offset with increased spend compared to the Q3 forecast as follows: -

Environment Services - (£6.564m overspend; +13.1%)

- Engineering Design Services increased by £0.413m mainly as a result of higher than anticipated agency costs which had not been forecast due to delays in invoicing and an increased rate being applied.

Impact of MTFS

The 2023/24 budget for Home to School transport has been set at £30.1m which is an increase of £6.8m compared to 2022/23.

Transport Delivery have recruited to three new roles which have been introduced through the MTFS. They will seek to analyse the data we have and provide greater insight within the H2S transport provision. This is in conjunction with a cross party member working group which is also trying to drive changes and make savings on the Home to School Transport provision

Fire and Rescue - (£0.330m overspend; +1.40%)

Explanation of the Covid spending (£0.000m)

N/A

Explanation of the Investment Funds (£0.073m)

The underspends on investment funds are: -

- Water Hydrant Project (£0.022m) due to the timing of works taking place. This should be completed in 2023/24.
- Fire Transformation Funding (£0.037m) required to help with the Improvement Plan in 2023/24
- Replacement Systems Project (£0.013m) which will be used to cover higher staffing costs in 2023/24.

Explanation of the Earmarked Reserves net overspend (£0.116m)

There are contributions to reserves from:

- The residual underspend on Hospital to Home (£0.026m) as all spend is funded via Public Health this year.
- Contributions of underspend to the pensions reserve (£0.082m)
- Local Resilience Forum (LRF) to contribute to the reserve held on behalf of partners (£0.013m).

A drawdown from reserves is needed:

- A drawdown is required from the ESN Warwickshire funding of £0.005m to contribute towards the Water Hydrant project and regional posts.

Explanation of the Remaining Service net underspend (£0.141m)

The net overspend mostly comprises of:

- An overspend on training costs of £0.203m due to the delay in the delivery of the in-house training facility. It is hoped the new facility will be open late in the 2023/24 financial year.
- An overspend on IT and communications costs of £0.022m due to annual contract changes in relation to digital transformation.

The above overspends are offset by an underspend in Response and Prevention of £0.359m due to careful management of resources at wholetime stations in addition to being under establishment on on-call staff.

Change in the Remaining Service position since the position reported at Quarter 3 (reduced spending of £0.190m)

The reduced spend is largely as a result of reductions in staffing expenditure compared to forecast.

Impact of MTFS

The remaining service underspend covers the non-delivery of the MTFS saving for 2022/23 of £0.043m on 3rd party spend. The service is expected to ensure that this saving is delivered on a permanent basis going forward, which should be achievable once the in-house training facility is up and running and spend on external provision reduces.

There is also a possible risk that the additional cost of the contractual changes relating to the digital transformation noted above may result in a future recurrent pressure if it cannot be mitigated on an ongoing basis from within existing budgets.

Strategic Commissioning for Communities – (£2.627m underspend; -9.80%)

Explanation of the Covid pressures (£0.069m)

The Covid spending relates to the balance of the original £1.5m Adapt & Diversify grants to small businesses. It represents the expenditure made in 2022/23 to assist local businesses with Covid recovery. These funds have also been re-purposed into Green Recovery and Digital Creative grants and will continue in 2023/24.

Explanation of the Investment Funds (£0.637m)

There are underspends of £0.637m against the following projects which are required to carry forward into 2023/24 to support the continuation of the projects:
- Rugby Parkway project (£0.410m) due to delays in procuring design works
- Road Safety Investment Fund (£0.075m) due to staff shortages leading to project delays
- Digital Infrastructure Strategy (£0.070m) as a result of delays to plans
- Business Economy and Investment Fund (£0.025m) due to reprofiling of costs following procurement
- The Tourism Support Programme (Project Warwickshire) has an in-year underspend (£0.028m) due to reprofiling of the project over the 3 year period
- Employability & Skills Investment Fund (£0.019m) to carry out activities which were not delivered due to team capacity.

The Social Enterprise Support and Shared Prosperity Fund projects underspent by immaterial amount, which no longer required and can be returned to corporate investment funds.

Explanation of the Earmarked Reserves net overspend (£0.092m)

Planned overspends will be met from draws on the following reserves:
- Rural Growth Network reserve (£0.052m)
- European Match Funding reserve (£0.033m)
- Speed Awareness Workshops reserve (£0.007m)

Explanation of the Remaining Service net underspend (£2.151m)

The underspend is predominately made up of the following factors:
- An underspend of £3.495m in Waste and Environment as a result of increased income being received from the Staffordshire contract (some of which related to 2021/22); a reduction in waste arisings meaning costs were lower; the impact of new initiatives such as Bulk Haulage Service being brought in-house and the new 1,2,3 kerbside recycling regime across Stratford-upon-Avon and Warwick.
- Both Place & Infrastructure and Economy & Skills underspent jointly by £0.398m mostly from in year vacancies and over achievements of rental income.

The underspends were offset by overspend in the following areas:
- Transport & Highways had an overspend of £1.199m mainly as a result of additional contract costs to recruit patrol officers into posts and an under achievement of parking income, due to the continuing difficulties in recruiting patrol officers meaning less penalties had been issued.
- An overspend within Country Parks of £0.500m as a result of reduced income from parking and a VAT correction.

Change in the Remaining Service position since the position reported at Quarter 3 (increased underspend of £1.620m)

The change in the position reported at Quarter 3 is mainly due to the increased underspend within waste (£2.467m) as a result of increased income being received from the Staffordshire

contract (some of which related to 2021/22), a reduction in waste arisings meaning costs were lower, and the impact of the new initiatives mentioned above.

The change in underspend was offset by increased overspends in Country Parks (£0.408m) due to reduced car parking income and the VAT correction, and reduced income being received in Road Safety Education (£0.211m) and Safety Engineering (£0.100m). In addition, the costs associated with Parking Enforcement increased (£0.177m) due to reduced income from less penalties being issued due to difficulties in recruiting staff.

Impact of MTFS

The high level of underspend within Waste and Environment will mean that an in-depth review will need to take place in 2023/24 to decipher the right size for the budget and could lead to further MTFS savings.

2. People Directorate

Social Care & Support Service – (£5.833m overspend 3.2%)
Explanation of the Approved Covid spend (£0.000m)
No Covid pressures
Explanation of the Investment Funds net underspend (£0.064m)
Reduced spend for the Integrated Care Record project.
Explanation of the Earmarked Funds net spend (£3.250m)
• £2.300m drawdown of winter pressures funding held in earmarked reserves towards the excess costs in Older Peoples Services. • £0.166m drawdown of Mental Health Transformation funding 2021/22 • £0.784m represents a net drawdown from the Development Fund which comprises of a number of movements, the most material elements being a £1.430m planned drawdown for Year 1 of the home-based therapy service offset by a £1.116m was contributed to the reserve for the purposes of the Community Recovery Scheme in 2023/24.
Explanation of the Remaining Service net overspend (£2.647m 1.4%)
Older People Services • Older People Services has an overspend of £2.725m driven by rising costs in residential and domiciliary care, substantially offset by increased client contributions. Residential costs are rising due to difficulties in sourcing packages of care at framework rates; spot packages of care are on average 39% more expensive than framework rates and account for 66% of packages of care sourced. The number of active users for domiciliary care has increased by 11% from April 2022, in stark contrast to relatively flat numbers of service users historically. • The continuation of the hospital discharge process, whereby individuals are discharged from hospital prior to an assessment of social care needs, has contributed to the increased volumes in Older People Services, these have been funded in part by the Integrated Care Board (ICB) and the Adult Social Care Discharge Fund, with the funding streams held by the Assistant Director area for centralised budgets. The increases in rates paid to providers funded by the Market Sustainability Grant as part of the Fair Cost of Care exercise of £1.4m also mostly impacts Older Peoples Services, with the funding received in the Assistant Director area. • The overspend is offset by associated increased income in the Assistant Director area for centralised budgets. Other Social Care and Support Services • Disabilities 25-64 has an overspend of £1.786m which relates to Learning Disabilities. This is driven by costly spot purchasing for residential care, which is currently 60% more expensive than framework rates; increased expenditure on specialist college placements this year due to 'catch up learning' post covid leading to some students remaining for a further year; and have increased cost and volume of supported living placements. • Disabilities age 0-24 overspend of £1.646m is explained in its entirety by the provision of extra care due to the ongoing difficulties of placing a small number of children in suitable alternative accommodation. Since period 10 we have increased from one to three intensive and particularly costly spot contracts to provide care where residential care or alternative solutions are not currently deemed appropriate. If residential care was an option, the cost avoidance would bring this service to an underspend position. • Mental Health Services has an overspend of £1.507m due to rising demand for supported living and residential care across the County. Supported living volumes of packages of care have increased by 23% in the past 12 months and residential packages of care have increased by 10%. The overspends have in small part been offset by a drawdown of the

balance of £0.166m external Mental Health Transformation funding from underspends in 2021/22.
- Development and Assurance has an overspend of £0.295m due to transportation costs.

The overspends are offset by an Integrated Care Services underspend of £1.493m, comprising of three factors:
- time needed to undertake effective procurement for the Assistive Technology projects has resulted in an underspend of £0.600m.
- £0.600m staffing related underspend due to recruitment challenges
- £0.300m underspend from reductions in the use of community equipment.

Note that for 2023/24 £0.500m budget has been moved from this area to address pressures in Older People and Disabilities 25+ services.

Change in the Remaining Service position since the position reported at Quarter 3 (increase of £1.309m 0.7%)

The continuation of the hospital discharge process, whereby individuals are discharged from hospital prior to an assessment of social care needs, has contributed to the increased volumes particularly in Older People Services, which have been funded in part by the Adult Social Care Discharge Fund. Post Quarter 3 the ICB and WCC agreed the use of the Adult Social Care Discharge Fund. The WCC allocation funded the forecast cost of continuing the enhanced hospital discharge process from 22 September 2022 until the end of the financial year, explaining the material increase in Older People Service. The increases in rates paid to providers funded by the Market Sustainability Grant as part of the Fair Cost of Care exercise of £1.4m also mostly impacts Older Peoples Services, with the funding received in the Assistant Director area, whose impact was forecast post Quarter 3.

Impact on the MTFS

The impact on 2023/24 is currently deemed to be manageable given the increase in budget from 2022/23 to 2023/24.

As above since period 10 we have increased from one to three intensive and particularly costly spot contracts for children with disabilities. If residential care was an appropriate option, even at double the average residential cost, the cost avoidance would be £2.2m per annum. As a result, this is a critical area for management attention in terms of reducing the incidence and duration of such placements. There is a risk that two of these three placements could continue, if there are not alternative options, and the costs would be incurred for several years.

Impact on the MTFS post 2023/24 is a growing concern. Recurring financial pressures already built into the MTFS will need to be recalculated to reassess the financial pressures, and savings. Currently the net increase from 2023/24 to 2024/25 appears low although we also have ringfenced grants to incorporate into budgets.

People Strategy and Commissioning Service – (£1.071m overspend 2.9%)
Explanation of the Approved Covid spend (£2.723m)

The impact of Covid-19 on the forecasts amounts to £2.723m. This relates to:
- £1.135m Covid related activity funded from the Contain Outbreak Management Fund:
  - £0.833m School air quality assessment and ventilation improvements
  - £0.225m Supporting high risk workplaces with grants and ventilation improvements
  - £0.077m Public Health Consultant
- £0.977m Covid related activity funded from the Test and Trace Grant:
  - £0.648m Staffing to increase public health capacity
  - £0.090m Covid Case Management System
  - £0.090m Housing support for rough sleepers to remain in accommodation
  - £0.072m Retrospective costs for workplace resilience scheme 'Thrive at Work'
  - £0.051m to produce Winter Wellness booklet
  - £0.026m Contributed to Coventry University PHD programme to fund research regarding covid in the community
- £0.611m Covid related activity funded from Generic Covid Grant:
  - £0.251m Reducing the impact of Covid on BAME communities' project
  - £0.178m Improving mental health Covid recovery project
  - £0.092m Suicide prevention role and strategy implementation
  - £0.058m Children in Crisis Commissioner
  - £0.032m Learning and Development to support the quality of the Children's Home

Explanation of the Investment Funds net underspend (£0.175m)

£0.048m in year underspend on the Tackling Family Poverty project and £0.127m on the Creative Health project.

Explanation of the Earmarked Funds net transfer to reserves (£0.088m)

- £0.743m drawdown from Social Care and Health Partnerships Reserve in relation predominantly to partnership funded delivery projects

Offset by:
- £0.242m transfer to the Social Care and Health Partnerships Reserve due to a delay in start date of the Autism Diagnosis and Community Discharge Grant
- A contribution of £0.589m is being made to the Domestic Abuse Grant Reserve due to an in-year underspend of the grant following delays in the mobilisation of the project, recruitment delays and low referral numbers.

Explanation of the Remaining Service net underspend (£1.389m; -3.8%)

£0.687m underspend in Public Health primarily due to:
- £0.235m unspent water fluoridisation budget as this is now a Department of Health responsibility, £0.185m staffing underspend, £0.164m unutilised carry forward for Homelessness due to other funding streams becoming available and £0.103m for a range of individually immaterial reductions.
- £0.460m underspend in Health & Wellbeing due to salary increase costs for staff employed under Agenda for Change employment contracts being funded by ICB, and other staffing underspends.
- £0.227m underspend in Integrated and Targeted Support due to reduction in the number of referrals and duration of drug and alcohol rehabilitation.

Change in the Remaining Service position since the position reported at Quarter 3 (reduced spend of £0.727m -2.0%)

- £0.338m due to a reduction in the number of referrals and duration of drug and alcohol rehabilitation from the levels anticipated.

- £0.245m for salary increases for staff employed under Agenda for Change employment contracts themselves within contracts commissioned by WCC, is not required as the ICB have received funding for this, confirmed post period 10.
- £0.235m unspent water fluoridisation budget as this is a Dept. of Health responsibility, confirmed post period 10.
- Offset by £0.046m net increases in expenditure.

Impact on the MTFS
No adverse impact on MTFS. Use of the fluoridisation budget in future years may be required for an alternative public health purpose.

Children & Families – (£2.577m overspend, 3.0%)

Explanation of Approved Covid spend (£0.274m)
The approved Covid spend relates to agreed staffing, agency, and sessional staff.

Explanation of the Investment Funds net underspend (£0.446m)
Children's Transformation Fund (CTF) – Underspend caused by delays/reconfiguration in some one off projects & expenditure (until new structure and sustainability plan is in place) which will now take place in 2023/24 and 2024/25.

Explanation of the Earmarked Funds net underspend (£0.568m)

- The overall forecasted ACE (Adoption Central England) overspend (for the partnership) is £0.193m (covered by a specific reserve with a balance of £0.250m) and is related to a reduction in selling of places and a full staffing compliment. This has been reduced by additional in-year partner contributions. A full "mitigation" discussion, requested by the Children & Families Assistant Director, has resulted in additional contributions being confirmed by all partners for 2023/24 with a full zero base budget exercise taking place before 2024/25 budget is set.
- The Priority Families programme has an underspend of £0.715m due to greater than expected fixed element of the grant as well as achievement of 100% of the payment by results element. This has been earmarked for further short term early intervention work for 2024/25.
- The balance of £0.046m is due to a refund for underutilised secure placements (Youth Justice) as well as reduced spend on Leaving Care S31 earmarked grant.

Explanation of the Remaining Service net overspend (£3.317m 3.9%)

- Underspends: The service has experienced increased stability within Children in Care (CiC) placements resulting in less pressure on the placement budget which has underspent by £2.591m (Q3 £3.367m). This is in part due to the full year effect of a decline in numbers in late 2021/22 and is reflected across the 3 main placement types. Currently the residential net average unit cost is £4,833 compared to the £4,610 per week in 2021/22. This reflects increasing spot purchase and/or new placement costs in 2022/23, with some success in increasing partner contributions.
- A saving of £1.417m from the ability to spread the Service's overheads across a wider cost base following the receipt of additional Government grants. This funding will go some way to cover the overspends mentioned below.
- Overspends: include staffing £3.418m, approved Innovate Agency contract £0.447m, Leaving Care Accommodation and related costs £1.582m, short-term specialist "extra" care £2.191m , Children in Care Transport £0.390m.
  - **Staffing** - With the steady transition stage and necessary HR consultations required for the new staffing structure (as part of the Sustainability Plan) there are some in year salary overspends of £0.526m. Associated with this transition, as well as experiencing some key vacancies, the service has spent £2.892m on agency staff and staffing SLAs. In order to mitigate difficulties in obtaining agency front line social workers for a recent surge in

Children & Families – (£2.577m overspend, 3.0%)

demand of children cases, a short-term contract was entered into (Innovate) at a cost of £0.447m.

- o **Leaving Care** - This area has continued to grow in spend. Final position is an overspend of £1.339m which is an increase of £0.550m since Q3. Providers on the framework have seen in year increases in rates higher than expected and this together with the growing increases in needs for complex young people to be accommodated are having a profound effect on the unit cost of supported accommodation. Weekly average unit cost for 2022/23 is £1,890 which to put this into context is £1,039 per week more than external foster-care. Significant progress has now been made by the new Operations Manager in auditing all supported accommodation placement packages and their elements. Unit costs of supported accommodation placements are continually rising. The Assistance Director is progressing discussions with Strategic Commissioning to review the commissioning and suppliers of this accommodation.
- o **Extra Care** - There has been a new budget of £0.100m created for children who need more short-term specialist care (Extra Care), and this has moved significantly since Q3 from £0.960m overspent to £2.191m overspent, an increase of £1.231m. This is due to unpredictability of placements, their costs (intensity of care) and duration of time. In total 17 children have used this 'extra care' type of placement with 4 providers. Just 5 of the children have been responsible for just over £2.000m of the costs with 1 child costing £0.660m alone
- o **Children in Care Transport** - The final charges from Transport Operations resulted in a £0.390m overspend due to significant inflationary increases (similar cost of fuel/living increases experienced in mainstream and SEND Transport (Communities Directorate).

Despite the areas of overspend, in summary, the direction of travel is more positive than in recent years and in line with the investment in staff and early intervention reducing demand on costly placements, although there are still some pressure points significantly around Leaving Care as well as continued reliance on costly Agency staff as well as some recruitment over establishment.

Change in the Remaining Service position since the position reported at Quarter 3 (increase of £2.279m, a variance overspend position of £3.316m.

This significant movement from Q3, which is Period 8, reflects the changes that have occurred over four months (to outturn) in a demand led service, with the reality of children's placements being volatile to predict and where needs and demands can change very quickly. Historic trends are not always a good predictor of future trends in the short term. Major changes since Q3 are: -

- o **Children in Care Placements** - The position since Q3 has deteriorated by £0.776m (although still a substantial underspend). Internal/External Foster care has seen little net change but Residential is the reason for this change in position. There have been 12 new placements between Q3 and Outturn with 1 child placed in a secure unit with a weekly cost of £21,609. The number of weeks purchased this financial year is 3,109.72 which is 80.72 more than 2021/22. It is the rates (average unit costs) that has resulted in this deteriorated position. The average weekly unit cost is £4,833 which is £277 a week higher than the budgeted target rate. The rate has been slowly rising over 2022/23 (Q1 £4,302, Q2 £4,532 Q3 £4,665), and comparing this against the 2021/22 rate of £4,610 means 2022/23 is higher by £223.
- o **Extra Care** – The need for more short-term specialist care (Extra Care) has moved significantly since Q3 from £0.960m overspent to £2.191m overspent, an increase of £1.231m. This is due to unpredictability of timings placements, their costs (intensity of care) and duration of time. As mentioned earlier, just 5 of the children have been the driver for over £2.000m of the costs with 1 child costing £0.660m alone.
- o **Leaving Care** – There has been an increase of £0.550m since Q3. Providers on the framework have seen in year increases in rates higher than expected and this together with the growing increases in needs for complex young people to be accommodated are having a profound effect on the unit cost of supported accommodation.
- o **Grants** – The above increases since Q3 have been offset in part by increased (unpredictable) grant contributions especially from UASC. (increased £0.155m).

Impact of MTFS

Children & Families – (£2.577m overspend, 3.0%)

The final Sustainability Plan has been implemented on time. The emphasis of the plan is to reduce demand on placements and other high-cost services in order to meet the necessary financial savings plan for C&F as well as build headroom budget to fund the increased establishment cost. In contributing to the requirements of the MTFS refresh, the service has proposed a number of savings proposals, some of which will be very challenging. The Assistant Director understands that due to the lateness of the Children in Care transport forecast growth this is not covered in the current MTFS but may need to be a new pressure for next year's refresh if offsetting savings cannot be identified.

Education Services Non DSG – (£1.002m underspend, -9.5%)

Explanation of the Approved Covid spend (£0.112m)

These are staffing costs for short term posts where there was a delay in recruitment.

Explanation of the Investment Funds position (£0.856m)

This is due to planned training & development costs delay within the SEND & Inclusion Change programme as well as staffing (via SLAs) capacity to commence some of the work. This has been re-scheduled for phase 3, 2023/24.

Explanation of the Earmarked Funds position (£0.059m overspend)

There is a total overspend of £0.126m covered by their own earmarked reserves in School Improvement and Schools in financial difficulty, offset by a £0.068m underspend on improvements to the Education MIS.

Explanation of the Remaining Service net underspend £0.317m 3%

This underspend is predominantly the result of:
- Within the SENDAR service there is an overspend of £0.507m, consisting of staffing, legal and mediation costs, all of which have been highlighted (and allocated) in the MTFS refresh along with plans to mitigate some of these overspends.
- These overspends are offset by underspends elsewhere in the service most notably Education Psychologists (£0.533m) due to vacancies within the non-traded service and an improvement late in the year of the trading position. There is also a similar improved trading position underspend of £0.116m within SEND Integrated service (STS).

  These overspends are further offset by minor operational underspends and some increased traded surplus across the Non DSG Education.

Change in the Remaining Service position since the position reported at Quarter 3 (decrease of £0.701m

This change is consistent across the 4 service areas, but predominantly within SEND & Inclusion and Education delivery, with forecast reductions of £0.358m & £0.137m respectively. These relate mostly to confirmed staffing costs as well as greater than expected position with trading services and grant funded services.

Impact of MTFS

The MTFS refresh process has considered all the major areas of pressures currently being experienced within Education. The Assistant Director & Senior Leadership Team are currently planning how to mitigate savings from 2022/23 not yet achieved as unless delivered will continue into 2023/24. These are predominantly related to vacancy management. These need to be addressed in conjunction with the 2023/24 3rd party savings and vacancy factor targets.

Education Services Dedicated School Grant (DSG) – (£3.930m overspend,1.6% of gross grant)

Explanation of the Dedicated Schools Grant net overspend (£3.930m)

There are minor net variances on the Schools Block of £0.103m (under-spend) and the Central School Services Block of £0.006m (overspend).

Early Years Block:
- The Early Years Block has incurred an underspend of £0.408m net position.
- There is an underspend of £0.934m on 2–4-year-old. This was in part a result of the revised funding was issued in August by Education Skills Funding Agency (ESFA) which increased the 3&4 years old allocation by £1.2m. This block of the DSG is subject to a revised post year end funding adjustment by the ESFA in the next financial year once the spring census data has been confirmed. The underspend will cover this adjustment.
- Education Services has a small operational underspend of £0.152m from recent staff vacancies and some adjustment to operating models.
- Also included in the Early Years position is planned one off expenditure of £0.677m, which consists of the release of a package of Covid recovery related grants available to all early year's providers and mainstream nurseries. Take up of the first tranches in 2022/23 was not as large as expected but there will be future tranche launches in the new financial year for further expenditure, but this is dependent on individual providers applying.

High Needs Block:
- The main area of ongoing concern is the High Needs Block where the overspend is £4.436m. This net overspend consists of a number of significant budgets which are subject to interventions by the SEND & Inclusion Change programme (SICP). The over-arching aim over the long term (as insufficient funding for SEND is a national issue) is to reduce high costs volumes while increasing lower costs areas of service. For example, reducing the reliance of Independent Specialist Provision and increasing "SEND Top-ups" to mainstream and special schools.
- This final position of £4.436m is considerably greater than that planned by the SEND & Inclusion Change Programme (SICP) at the start of the year which had assumed that the overspend would be £2.245m, so this is a significant deterioration which is somewhat mitigated going forward with the recent larger than expected High Needs Block DSG settlement figure for 2023/24. The final out-turn position will be factored into the long term DSG recovery plan, to take account of any on-going pressures (as well as the increased funding). This will be reported back to the SICP board for any mitigating action to ensure that the overall DSG recovery plan is covered by the updated MTFS proposals.
- A decision taken at the inception of the SICP to set budgets for individual services as they might be after several years of the change programme (i.e. aspirational) does lead to several large over/underspends because budget is set for the future while the forecasted costs are for the present. Therefore, a holistic view is best taken.
- As reported throughout the year, areas of overspend include:
  - An overspend of £3.710m on Independent Schools Provision. The demand on the Independent special schools has increased dramatically and the final position has followed suite with final spend of £18.212m. Numbers in Independent Schools provision have fluctuated by up to 10% in year, with a high at Q3 (337) to final outturn of 306. Unit costs have remained steady at between £0.058m and £0.060m. For the whole of 2021/22 there were 277 places purchased at £0.054m, Q2 2022/23 the forecasted numbers were 327 at £0.057m.
  - Top ups of Teachers' pay & pension payments (TPP) to special schools £1.729m (this also includes some minor commissioning contracts). Due to late clarification of the TPP to special schools by the DfE, it was not confirmed until well into the financial year that these were payable by WCC, and no budgetary provision had been made. This has been rectified for 2023/24.
- There has been a relatively minor net overspend of £0.235m on EHCP Top ups and Resourced provision. (£32.408m budget)

Education Services Dedicated School Grant (DSG) – (£3.930m overspend,1.6% of gross grant)
• An overspend on Hospital Tuition of £0.127m. The forecast overspends are partly offset by the following underspends: • Post 16 Provision of £0.151m due to lower take up. • Alternative provision of £1.121m with a drop in demand but increased unit costs, off-set by the overspends on EHCP Top ups and Resourced provision mentioned above. • Slight overall net underspend of £0.094m for some support services.
Change in the DSG since the position reported at Quarter 3 (decrease of £0.565m)
The decrease in the overall DSG overspend is predominantly the result of the £0.503m decrease in the High Needs Block: • Decreased overspend in the Independent special schools' budget (as mentioned above), with a decrease of £1.255m. • Alternative provisions & Area Based Partnership, a decrease in underspend of £0.413m with growth in demand since the new academic year. • EHCP Top ups and Resourced provision increased by £1.248m
Impact of MTFS
This overall size of the High Needs DSG overspend has increased significantly and is above the MTFS expected overspend of £2.245m and will impact on the overall recovery plan and the contributions from the MTFS to cover the cumulative deficit. What should be noted also is that this net overspend of £4.436m would have been £1.908m greater without the contribution from the Schools Block to the High Needs Block. Such a transfer for 2023/24 was not agreed by the Schools Forum and will not be forthcoming next year. The key will be to continue momentum with the recovery plan and to achieve future years' savings. The growth in the overspend may be mitigated by recent greater than expected (but with conditions) growth on the HNB DSG grant for 2023/24. The key is to ensure that growth in HNB spend does not match the unexpected growth in the funding. At present the cumulative deficit for the HNB following 2022/23 outturn is £20.416m. The DSG offset reserve currently totals £21.650m. The MTFS 2023-2028 provides for a 2023/24 contribution to the DSG offset reserve of £4.855m, which is the assumed level of overspend in 2023/24, and careful monitoring will need to continue to ascertain whether the actual overspend will be greater than this.

3. **Resources Directorate**

Business and Customer Services (£0.141m overspend, +0.7%)
Explanation of Covid spending approval (£0.395m)
The Covid spend primarily consists of: • The second year of a two-year time limited allocation to support the implementation of the FOM (£0.290m) • Allocations from ring fenced Covid grant for the Social Impact Fund and the Backward Contact Tracing team (£0.031m) • Additional support for the placement hub (£0.020m)
Explanation of the Investment Funds net underspend (£0.260m)
This relates to the following projects all of which will be required in 2023/24 to support the continuation of the projects. • Cost of Living Support (£0.188m) including voluntary and community transport schemes, additional capacity for Citizen's Advice and VCSE organisations and Town & Parish Councils. • Information and Advice (£0.030m). • Extend library and museum opening hours as warm hubs (£0.020m), including activities for children and families. • Surveys as per Waterways Strategy (£0.013m) The Enhanced Time Banked project has been completed and unspent funding of £0.010m will be returned to corporate investment funds.
Explanation of the Earmarked Reserves net overspend (£0.028m)
A drawdown from reserves: • To support additional costs relating to the admissions service within Business Support a draw from the Customer Journey reserve is required (£0.098m). This is offset by contributions to reserves: • Underspend contributed into the Local Welfare Scheme reserve due to current costs being covered by the Household Support Fund. (£0.112m) • Income from donations and archaeological deposits (£0.015m) transferred into the Museum, Records and Libraries Trust Funds and Bequests reserve.
Explanation of the Remaining Service net overspend (£0.034m)
The remaining service overspend of £0.034m is largely a result of: • An overspend in Business Support of £0.170m due to increased demand in Social Care and Support (£0.220m) and temporary staff in the Admissions service (£0.115m), which is the remaining overspend after an agreed transfer from Reserves. This is offset by an underspend in the Communities and Resources Business Support team of £0.128m due to vacancy management as the service begins to work towards achieving future savings targets. • This is offset by a £0.110m underspend in the Customer Contact Centre due to reduced salary expenditure as post-pandemic demand decreases.
Change in the Remaining Service position since the position reported at Quarter 3 (decrease in spending of £0.156m)
The change in the forecast was as a result of a review of staffing forecasts within the libraries area (£0.160m) and reductions in the forecast amount of cover needed to backfill for long term sickness.
Impact of MTFS

There are a number of existing savings within the MTFS that relate to staffing reductions. Therefore, there will continue to be a focus through this the financial year and next, on how these savings will be met and the risk of overspends mitigated.

Commissioning Support Unit - (£0.747m underspend, -10.6%)

Explanation of the Covid pressures (£0.101m)

The Covid spending consists of:
- Quality Assurance Technical Specialist (£0.031m) – funded by ringfenced Covid grant.
- Community Testing (£0.019m) – funded by ringfenced Covid grant.
- PPE Staffing (£0.051m) – funded by ringfenced Covid grant.

Explanation of the Investment Funds net underspend (£0.228m)

The underspend forecast on Investment Funds relates to the following projects which are split between completed and continuing projects.

The completed projects where underspends will be returned centrally are:
- Transformation (£0.166m) – Electronic Document & Records Management System (EDRMS) Implementation Support, this project has been reviewed and the costs will now be absorbed by Digital & ICT.
- Digital/ICT Future Operating Model Implementation (FOM) (£0.118m) – underspend due to delay in Digital & Data
- Mosaic Change Hub (£0.079m)
- Organisational change funding for WCC Residents Panel (£0.017m)

The continuing projects where underspends are required to be carried forward are:
- Transformation (£0.116m) – Implementation of Business Analytics, represents the contingency amount built into the original funding allocation and will be reviewed by the Programme Board.
- Digital Post Room (£0.031m) to transfer in 2023/24 to Business Support to support the completion of the project.
- Climate Change Programme (£0.002m)

In addition to the underspends there is also an overspend of £0.302m against the Green Shoots Community Climate Change Fund. This will be funded from future year allocations for this project.

Explanation of the Earmarked Reserves net und/overspend (£0.000m)

N/A

Explanation of the Remaining Service net underspend (£0.620m)

The remaining service underspend is largely made up of:
- Staff vacancies within Contract Management (£0.376m). An element of this relates to a time limited MTFS allocation to recruit staff to realise savings across the organisation in non-contracted third party spend. However, in the current climate the recruitment market is challenging and one recruitment round has already proved unsuccessful. A revised approach to reduce the number of staff recruited but increase the length of the time they work for us is in development, thus requiring a carry forward from the original time limited allocation. It is not anticipated that this will impact the delivery of the savings in the MTFS but reduces the lead in time for delivery and hopefully make the positions more attractive to the market.
- There are in year salary underspends of £0.161m in PMO and Business Intelligence due to in year vacancies in both areas. Within PMO these vacancies have been held ahead of a planned restructure.

• An underspend against the time limited MTFS allocation to support paper storage (£0.062m). It has been requested that this is carried forward and transferred to Governance & Policy to continue to support the continuation of the project.
Change in the Remaining Service position since the position reported at Quarter 3 (increased underspend of £0.096m)
This increased underspend is mostly made up of a reduction in the employee spend and corresponding income in the PMO service due to demand being less than expected (£0.067m).
Impact of MTFS
None identified

Enabling Services - (£2.832m underspend, -9.8%)
Explanation of the Covid pressures (£0.000m)
N/A
Explanation of the Investment Funds net underspend (£2.590m)
This underspend relates to the following projects. With the exception of the Our People Leadership all funding has been requested to be carried forward to support the continuation of the projects: • Digital Roadmap (£1.708m). It was agreed to pause the implementation until the impact and consequence of wider business demands (especially Adult Social Care reform) were understood. In January, a Cabinet paper was approved to support the implementation of the Microsoft Technology Platform including the procurement of an external partner to support on this. • Transformation funding for Cloud Migration Data Centre (£0.691m), focus has been on the development of the case for the Customer Platform and associated digital roadmap elements. Significant planning and evaluation activity has taken place from within service budgets and service activity has been taking place to optimise (financially and operationally) the existing cloud implementation prior to further migration. • Transformation funding for Business Analyst Support (£0.091m), the challenges associated with the Contact Centre telephony procurement and other digital roadmap elements have negated the need for BA support during this financial year. • Transformation funding for Reusable Components (£0.082m), focus has been on other elements of the digital roadmap which are anticipated to define the need for further reusable component investment. This approach has been taken to ensure that investment is directed at the most appropriate specific activities. • Transformation funding for Modern Government (£0.014m). • Transformation funding for the Leadership assessment design process (£0.003m), this project is now complete and funding has been returned.
Explanation of the Reserves net overspend (£0.124m)
A drawdown is required from the Going for Growth Apprenticeship scheme reserve (£0.124m) to cover costs exceeding those covered by the Apprenticeship Levy.
Explanation of the Remaining Service net underspend (£0.366m)
The remaining service underspend is predominately made up of the following: • In year staffing underspends in HR Enabling, Property Risk and ICT Strategy of £0.505m mainly due to difficulties in recruiting to vacant posts. • An underspend on the Corporate Cleaning service of £0.207m mostly due to spend on cleaning materials and contracts being less than expected. • An underspend on HR training levy of £0.099m These underspends are offset by overspends: • £0.230m increased ICT software and licence costs due to the rising number of staff in the organisation

• £0.147m from Increased Agency Support within Digital and ICT to meet increased demands and project development. • £0.110m from an under recovery of in the ICT School Support and Advisory due to reduced subscription and buy as you Go (BAYG) income from Warwickshire Academies.
Change in the Remaining Service position since the position reported at Quarter 3 (reduction in underspend of £0.207m)
The forecast has changed largely as a result the following: - • Revisions to salary forecasts (£0.122m) due to delays in planned recruitment. • Income for a contribution to ICT software from Northamptonshire Fire & Service (£0.066m) overlooked in the forecast.
Impact of MTFS
None identified

Finance Service – (£0.340m underspend, -5.1%)
Explanation of the Covid spending (£0.030m)
The Covid approved spending relates to the remaining costs for an Interim post within Operational Finance Delivery.
Explanation of the Investment Funds net underspend (£0.293m)
There are underspends on investment projects which will be requested for carry forward to support continuation of the projects: • McCloud Pension project (£0.017m) • Agresso Development and Capital Project (£0.276m)
Explanation of the Earmarked Reserves net overspend (£0.068m)
The draw on reserves is the impact of the Schools Absence Insurance Scheme
Explanation of the Remaining Service net underspend (£0.145m)
• Across Finance there are forecast in year salary underspends of £0.304m which are as a result of difficulties recruiting to vacant posts, including the Strategic Risk Management post. • This underspend is offset by an overspend related to WPDG of £0.164m due to the Procurement project taking 9 months longer than anticipated and requiring considerable resource from internal legal, external legal and external consultants.
Change in the Remaining Service position since the position reported at Quarter 3 (increased underspend of £0.083m)
There was no significant change since Q3.
Impact of MTFS
None identified

Governance and Policy – (-£1.057m underspend, -26.6%)
Explanation of the Covid spending (£0.022m)
The Covid spend comprises of:
• £0.016m Flu vaccinations • £0.006m for video translation costs and Winter Wellness advertising – funded from ringfenced Covid grant
Explanation of the Investment Funds net underspend (£0.055m)
The net underspend on investment funds is from two projects:
• £0.041m from an Organisation Change Fund project which is requested to carry forward to support the Pay and Reward project • £0.014m for the FOM Implementation which will be returned as it is no longer required.
Explanation of the Earmarked Reserves net overspend (£0.030m)

There is an overspend on the North Warwickshire project management and consultancy fees (£0.030m) which will be funded by a drawdown from the One Public Estate (OPE) reserve.
Explanation of the Remaining Service net underspend (£1.054m)
The remaining service underspend mainly comprises of: • Over recovery of income of £0.723m within Legal services due to new external income contracts delivering profits at a higher margin. • Over recovery of internal income of £0.189m within Marketing and Communications as a result of increased work being carried out within the current staffing resource. • In year underspends on salaries (£0.081m) mainly due to recruitment delays within Corporate Policy, HROD and Democratic Services
Change in the Remaining Service position since the position reported at Quarter 3 (increased underspend of £0.067m)
There was no significant change to the Q3 forecast position.
Impact of MTFS
The MTFS includes future savings linked to legal traded income. The position will need to be kept under close review as more legal income is being generated internally and some large contracts for external work have been lost and not yet replaced.

4. **Corporate Services and Resourcing**

Corporate Services and Resourcing – (£4.938m Underspend, 3.8%)
Explanation of the Covid spending (£0.212m)
Additional covid expenditure to mitigate the on-going impact of the Pandemic.
Explanation of the Investment Funds net under/overspend (-£0.368m)
Unspent allocation of the 'System Improvement Fund' that will be transferred to the 'System Replace Reserve'.
Explanation of the Earmarked Reserves net underspend (-£2.133m)
• Net contribution to the commercial risk reserve of (£1.764m) from the central Warwickshire Property Development Group budget because of underutilised provision for delayed capital receipts set aside as part of the Warwickshire Property Development Group Business Plan; • the transfer to earmarked reserves relates to the (£0.263m) quadrennial local elections as the budget allocation is not required in non-election years and transferred to earmarked reserves building up sufficient funds to pay for the elections when they take place every fourth year; • (0.174m) Moved to earmarked reserve as Audit fees were expected to rise in 22/23 but the new contract begins 23/24. • In addition (£0.214m) will be transferred from the Apprenticeship Levy to be used in future years.
Explanation of the Remaining Service net underspend (£2.649m)
• There is a £525k underspend which relates to the reversal of the 1.25% National Insurance rate rise as per the autumn statement. • A £2.726m underspend is a result of improvement returns on our investments arising in the latter part of the year due to an increase in interest rates. • County Coroners underspent by £0.083m due to the reduced level of demand compared to the assumptions made when setting the budget specifically in body retrievals, post-mortems and mortuary usage and a £350k paid dividend underspend. • Offsetting these is the increase in salaries due to the pay award of £709k and £286k due to disposal of assets being lower than estimated
Change in the Remaining Service position since the position reported at Quarter 3 (reduction of £2.411m)
Most of this variance is a result of an improved return on our investments which is linked to the higher interest rates currently being offered to reduce inflation.
Impact of MTFS
A pending pay award estimate and changes to National Insurance for future years has been reviewed and updated in the MTFS.

APPENDIX B

Commentary on Service Capital Forecasts

The main reasons for the £14.597m lower capital spend in the quarter compared to the approved budget are set out below. These changes generally mean the expected benefits of the capital schemes may not be realised to the original time frame, however in some cases the change only relates to the timing of the expected cash flow without any impact on the deliverables of the scheme.

In addition to the £14.597m there is an additional £1.806m of delays relating to projects funded by s278 developer contributions. A s278 agreement is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the Council (in our capacity as the Highway Authority) to make permanent alterations or improvements to a public highway, as part of a planning approval. The developer is responsible for paying the full costs of the works, including elements such as design, legal and administration fees, land acquisition and maintenance. A developer will submit an S278 application early in the design process, in many cases at least 12 months before the works are required on site. Although the council is involved throughout in discussing schemes and their timing with developers, ultimately the decision to go ahead with a scheme and enter into an agreement is the developers, and the council has no control over this. Developers are charged for the cost of works as these are incurred.

There is also a £6.133m of delays on corporate schemes from the WRIF, WPDG and the Asset Replacement Fund. The timing of these schemes is largely outside of the control of the Council therefore they are excluded from the analyses below, but details of these schemes can be found in Annexes A to M.

It should be noted that there were £10.472m of schemes reprofiled where spend happened earlier than expected to offset the above as well as £2.703m of new projects and £0.674m of projects that came in under budget. This creates an overall picture of a reduction from Q3 to outturn of £2.094m of controllable spend.

Environment Services – £3.295m
- Vehicle Mitigation barriers in Stratford upon Avon £0.582m - The delay has been caused by the requirement for a specialist engineer to sign off the design of the barriers.
- A46 Stoneleigh Junction improvement £0.899m – Delays caused by various issues around the scheduling of works and contractor construction delays relating to the new bridge. Completion is due in summer 2023.
- A3400 Birmingham Road Stratford corridor improvements £0.474m – The delay is due to the need to redesign of the layout of the solution. It is anticipated that works will now commence in 2023-24.
- Flood alleviation scheme Fenny Compton £0.227m - Delays in the procurement has pushed the delivery of this scheme to span 2022/23 and 2023/24 financial years. Extended lead-in times for products, listed building consents, and the agreement of contract amendments are other causes for the programme slippage. Additionally, further hydraulic modelling was required to determine the viability and residual risk of a survey recommendation to install flood walls to a property.
- There are a number of other schemes with delays of less than £0.200m each which are detailed in the annexes A to M.

Fire & Rescue - £0.887m
- Fire & Rescue training centre new build £0.691m - Delays in schemes have been caused by planning issues around the fire training equipment on site.
- There are two other schemes with delays of less than £0.200m each which are detailed in the annexes A to M.

Strategic Commissioning for Communities - £2.131m
- A439 Southern Casualty Reduction £0.297m - The project team are currently awaiting a costed re-design and schedule before progressing to completion.
- Evidence Led decision making in tackling climate emergency and air quality - £0.233m. There has been a delay in the procurement of the equipment. Additional revenue funding has been found in order to allow the project to complete.
- Stoneleigh Park link road £0.205m. The delay has been caused by works needing to fit with HS2 work and timelines.
- There are a number of other schemes with delays of less than £0.200m each which are detailed in the annexes A to M

Education Services - £4.814m
- Campion School expansion phase 2 £0.309m - The outstanding works are likely to fall into 2023/24.
- Etone College 1FE expansion £2.360m - This is a school led scheme and the Council is waiting for confirmation that construction is complete before paying the approved funds over to the school. This was anticipated to happen in 2022-23 and has now been delayed until the new financial year.
- Improvements at Bunting Pre School £0.228m - The Council is waiting for confirmation that the works are complete which is when reimbursement of costs is due.
- Former radio mast site (Houlton) Rugby expansion at St Gabriels £0.663m - This project is still in the planning stage and forecast spend was over-optimistic about the timing of progress on the project.
- The Queen Elizabeth Academy Atherstone £0.500m - This is another school led scheme where payments will be made upon completion. It was anticipated that build progress would have been faster. The spend has been re-profiled for the anticipated completion date pre-September 2023.
- There are a number of other schemes with delays of less than £0.200m each which are detailed in the annexes A to M

Children & Families Services - £1.239m
- Work to establish Children's' Homes within Warwickshire over the three individual sites has been delayed (£0.989m). In one instance this has been due to a change in the scope of the project and additional inflationary pressure, another is due to planning processes around change of use of a property. A third project is still seeking a suitable property for the anticipated cohort.

Public Health and People Strategy & Commissioning - £0.024m
- Adult Social Care Modernisation & Capacity - £0.021m - This funding is allocated to the changing places project. These projects are demand led based on applications to the fund. Some planned installations have been delayed or paused and other opportunities have been identified. It is anticipated spend will happen in 2023-24.

Business & Customer Service - £0.251m
- Improving the customer experience / on front door £0.251m - There has been a delay in delivery of fleet replacement due to issues around the procurement process.

Enabling Services - £1.088m
- Schools and non-schools maintenance schemes have been underspent in year with a request to undertake the work in the next financial year - £0.686m (schools) and £0.230m (non-schools). This is simply a timing issue and will resolve over the course of the coming months.
- There are other schemes with delays of less than £0.200m each which are detailed in the annexes A to M.

As part of the initial phase of the Shire Hall development within the Estate Master Plan project £0.329m has been spent on the purchase of furniture using revenue budget underspends in the service. To ensure compliance with accounting rules this expenditure has been capitalised and added to the asset register as a grouped item.

Governance & Policy - £0.868m

- Maintaining the smallholdings land bank - £0.370m - There have been no feasible purchases this year and, subject to approval, the budget will be re-profiled into later years.

Appendix C – Requested Rephasing of 2022/23 MTFS time limited core revenue allocations and drawdown from externally ringfenced reserves

There are two parts to this appendix:

- a list of requests to rephase 2022/23 MTFS time-limited allocations where activity was not completed at the end of the year; and
- requests to drawdown funding from earmarked reserves where the proposed activity meets the conditions under which the funding was provided to the Council.

Service (AD)	Amount Requested £m	Proposed use of the funding
Strategy & Commissioning – Communities	0.068	**Transforming Nuneaton Project -** Delays have resulted in tenants remaining in situ longer than anticipated. As the purchase of the properties was via grant funding, this rental income is ringfenced for use against the TN project. Funding originally received from external partners in 2021/22, £0.102m was carried forward into 2022/23.
Fire & Rescue	0.108	**Fire protection staffing and training plans -** as outlined in the HMI Action plan have been delayed due to recruitment issues. The service received £0.775m MTFS time limited funding to deliver the HMI action, due to delays the request is to rephase the funding into 2023/24.
Strategy & Commissioning - People	0.163	**Integrated Homelessness project –** MTFS time limited allocation for a 3-year Homelessness project was delayed due to nursing provision being limited due to covid. Contract is in place with SWFT for delivery in 2023/24, funding is required to be rephased.
Commissioning Support Unit	0.308	**Staffing capacity -** to support delivery of the savings on non-contracted and unconsolidated third party spend. The start of this project was delayed due to difficulties recruiting to temporary positions. Fixed term appointments now in place, funding is required to be rephased to continue the project in 2023/24
Total drawdown from Directorate Risk Reserve	**0.647**	**4 requests**
Strategic Commissioner for People	0.155	**Social Care & Health Partnership Reserve** - To fund the 2023/24 costs of those discharged up to and including 31 March, for a maximum of 6 weeks.
Children & Families	0.118	**Controlling Migration Fund Reserve -** To fulfil existing commitments within Children and Families.
Total drawdown from External Earmarked Reserves	**0.273**	**2 requests**
	0.920m	

Appendix D: Requested Use of the Revenue Investment Fund

A list of the requested use of the Revenue Investment Fund in 2023/24. The list comprises the rephasing of spend originally planned for 2022/23 and the spend originally planned for 2023/24. The are no new schemes requesting approval.

Service	Project	Re-phased spend from 2022/23 to 2023/24 £m	Approved 2023/24 Spend £m	Total Budget required in 2023/24 £m	Budget allocation in future years £m	Estimated project completion date	Progress Update
Environment Services	Trading Standards Data Cleanse and Business Process Review	0.057	0.047	0.104	-	Mar 24	A slight delay in delivering the project means funds are now required in 23/24.
	Forestry - Tree Nursery	-0.015	0.118	0.103	-	Mar 24	Spend of budget ahead of schedule.
Fire & Rescue	Building Capacity and Integration for WFRS	0.037	-	0.037	-	Mar 24	The Improvement Project Plans are on track to spend this balance in 23/24.
	Fire Control Room	0.014	0.142	0.156	-	Mar 24	This balance will fund increased staffing costs in order to resource the project.
	Water Hydrant Project	0.022	-	0.022	-	Mar 24	Preparatory work started in 22/23 and works will be completed in 23/24.
	Fire Control Room	-	1.409	1.409	-	Mar 24	Planned spend in relation to staffing costs in order to implement the Control Room changes.
Strategic Commissioning for Communities	Safe and Active Travel	0.075	-	0.075	-	Mar 24	Staffing shortages and a restructure have caused delays in the project.
	Rugby Parkway	0.41	-	0.41	-	Mar 24	Delays in procuring design works
	Art Challenge	0.028	-	0.028	-	Mar 24	In year underspend due to reprofiling of the project over the 3-year period.
	Digital Market Place	0.019	-	0.019	-	Mar 24	A number of activities that were not carried out due to capacity whilst the Community Renewal Fund programme was being delivered. A continuation of the budget into 2023/24 will enable the team to overcome the fall in activity and increase visibility.
	Economic Recovery - JumpStart	-	0.038	0.038	-	Mar 24	Projected spend on target for 2023/24.
	Economic Recovery - Tourism & Leisure Business Support	0.025	0.231	0.256	-	Mar 24	Delayed procurement process has resulted in the re-profiling of the contract costs.
	5G and Connectivity	0.070	-	0.070	-	Mar 24	Delayed recruitment of the Digital Infrastructure Team has led to delays in the project.
Communities Total		**0.741**	**1.986**	**2.727**	**-**		

Service	Project	Re-phased spend from 2022/23 to 2023/24 £m	Approved 2023/24 Spend £m	Total Budget required in 2023/24 £m	Budget allocation in future years £m	Estimated project completion date	Progress Update
Education Services (Non-DSG)	SEND and Inclusion Change Programme	0.584	0.828	1.412	-	Mar 24	There was a delay in planned training & development within the SEND & Inclusion Change programme, as well as available staffing capacity to commence some of the work. This has been re-scheduled for phase 3 in 2023/24.
	Music Service Review Project	-	0.023	0.023	-	Mar 24	Review to be completed in 2023/24
	Education Transformation Projects	0.272	0.010	0.282	-	Mar 24	Project has been delayed due to reorganisation, consultation and training. This project will be tied into the ESFA led Delivering Best Value programme.
Social Care and Support	Integrated Care Records	0.064	0.086	0.150	0.092	Mar 26	Project start was delayed by a year requiring funding to be rephased.
Children and Families	Children Transformation Fund for 23/24	0.446	-	0.446	-	Mar 24	Underspend due to delays/reconfiguration in some one-off projects, which will now take place in 2023/24 and 2024/25.
Strategic Commissioner for People	Children and Families Tackling Inequality	0.048	0.250	0.298	0.154	Sept 25	Projects have been rephased due to staffing changes and recruitment issues.
	Creating a healthy social prescribing system	0.127	0.090	0.217	-	Dec 23	6 Projects - 2 completed and 4 to be completed in 2023/24
People Total		**1.541**	**1.287**	**2.828**	**0.246**		
Business and Customer Services	Information and Advice	0.030	-	0.030	-	Mar 24	This funding continues to support a project manager and consultancy work to improve customer's access to online advice.
	Surveys as per Waterways Strategy	0.013	-	0.013	-	Mar 24	Project to be completed 2023/24
	Community Powered Warwickshire - New Locals	-	0.020	0.020	-	Mar 24	Project to be completed 2023/24
	Community Managed Libraries to operate "community fridges"	0.012	-	0.012	-	Dec 23	Delay in purchasing equipment for all sites.
	Extend library and museum opening hours as warm hubs, including activities for children and families	0.007	-	0.007	-	Mar 24	This funding has been committed to and will be utilised to provide museum activity sessions.
	Community Supermarkets	0.188	-	0.188	-	Mar 24	Project on schedule to fund additional Citizens Advice capacity.

Service	Project	Re-phased spend from 2022/23 to 2023/24 £m	Approved 2023/24 Spend £m	Total Budget required in 2023/24 £m	Budget allocation in future years £m	Estimated project completion date	Progress Update
Commissioning Support Unit	Cost of Living Projects (Balancing figure from £1m allocation)	-	-	-	0.563	TBC	This funding will be drawdown as required to support a range of services provide cost of living adjustments as per the original bid.
	Climate Change Programme	0.002	-	0.002	-	Mar 24	This funding is supporting a temporary post alongside MTFS funding.
	Bin/Scan & Store project	-	0.001	0.001	-	Mar 24	Further funding will be required for the ongoing cost of this project. A bid expected through MTFS/Investment fund route
	EDRMS - Digital Post room	0.031	-	0.031	-	Mar 24	This funding is being transferred to Business Support who will now be responsible for completing the project.
	Cloud - Itelligent-i- Azure	0.085	-	0.085	-	Mar 24	Project was put on hold during 2022/23 but has now been agreed by the Programme Board to continue.
	Itelligent-i - Business Analytics Platform Phase 2	0.031	-	0.031	-	Mar 24	Project was put on hold during 2022/23 but has now been agreed by the Programme Board to continue.
	Community Climate Change Fund - Green Shoots	-0.302	0.738	0.436	-	Mar 24	This project is well underway and future funding was utilised for spend in 2022/23.
Enabling Services	Azure VSTS licence renewal & VS Enterprise licence	0.091	-	0.091	-	Mar 24	Project delays due to requirement for business analyst support to understand the challenges associated with the Contact Centre telephony procurement.
	Disaster recovery & Cloud migration - Azure data centre annual	0.691	-	0.691	-	Mar 24	Focus has been on the development of the case for the Customer Platform and associated digital roadmap elements. Significant planning and evaluation activity has taken place from within service budgets and service activity has been taking place to optimise (financially and operationally) the existing cloud implementation prior to further migration.
	Modern Government - software, licences, tablet app and hosting	0.014	-	0.014	-	Mar 24	Project to be completed 2023/24
Service	Project	Re-phased spend from	Approved 2023/24	Total Budget	Budget allocation	Estimated project	Progress Update

		2022/23 to 2023/24 £m	Spend £m	required in 2023/24 £m	in future years £m	completion date	
Enabling Services	Reusable components	0.082	-	0.082	-	Mar 24	Focus has been on other elements of the digital roadmap which are anticipated to define the need for further reusable component investment. This approach has been taken to ensure that investment is directed at the most appropriate specific activities.
	Digital Roadmap Investment Fund	-	-	-	1.708	TBC	It was agreed to pause the implementation until the impact and consequence of wider business demands (especially ASC reform) were understood. In January, a Cabinet paper was approved to support the implementation of the Microsoft Technology Platform including the procurement of an external partner to support on this.
Finance	McCloud Pensions Remedy	0.017	-	0.017	-	Mar 24	Project to be completed 2023/24
	Cloud Hosting Project (Capital & Unit 4 Development Plan)	0.277	-	0.277	-	Mar 24	This funding is to be used towards the implementation of FP&A for Capital, the new system for capital budgeting and moving Unit4 to the Cloud.
Governance and Policy	HR Policy Review	0.041	-	0.041	-	Mar 24	Project to be completed 2023/24
	Resources Total	1.310	0.759	2.069	2.271		
	Total	3.593	4.031	7.624	2.517		

Appendix E – Requested Use of Covid-19 Reserves

A list of the £1.455m drawdown requested from Covid-19 reserves to support on-going work on Covid recovery in 2023/24. These allocations are the remaining spending on projects originally approved in June 2022.

Service	Amount Requested £m	Proposed use of the funding
Strategic Commissioning for People and Public Health	0.045	Delivery of the Suicide Prevention Strategy and support for further suicide prevention work.
	0.068	Activity to mitigate the impact of Covid-19 on communities from ethnic minority backgrounds.
Education	0.074	Provide extra capacity in Early Years Delivery.
Strategic Commissioning for Communities	0.547	Adapt and Diversify Grant scheme to assist local small businesses with Covid recovery with a focus on Green Recovery and Digital Creative grants.
Un ringfenced Covid Commitment	0.734	
Environment Services	0.030	Management of Transitions, interventions to prevent serious violence.
Strategic Commissioning for People and Public Health	0.070	Capacity to support Connecting Communities activity
	0.032	Community testing temporary extension (contribution to Coventry service)
	0.609	Investment to support improvements to ventilation in schools
Finance	0.010	Administration of of the reporting of Covid-19 financial information to central government
Ringfenced Covid Commitment	0.751	
Total Allocation	1.485	

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Annex A Revenue - Environment Services - Scott Tompkins
Strategic Director - Mark Ryder
Portfolio Holders - Cllr Heather Timms (Environment, Climate & Culture)

22/23 Revenue Budget

Service	Gross Exp Budget	Gross Income Budget	Net Exp Budget	Net Exp Variation Over/ (Under)	Net Variance Represented by Revenue Investment Funding	Net Variance Represented by Contra to/from Earmarked	Net Variance Represented by COVID Approved Allocations	Net Variance Represented by Remaining Service Variance	Reason for Net Variation and Management Action
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Assistant Director - Environment Services	356	0	356	23	0	0	0	23	
Trading Standards & Community Safety	2,768	(939)	1,829	(93)	-57	(98)	15	47	Inflationary spending pressures during the year, including over spends in G&T Services have been offset by good performance with in Trading Standards on income generation.
County Highways	20,333	(6,430)	13,902	162	12	0	0	150	Overall overspend position is made up of various overspends and underspends. HMC mid-year contract inflation resulted in circa £300k overspend against revenue construction activities. This was highlighted to Corporate Board in August. Also, HMC overhead costs to BBLP were overspent. The amount of overhead we can charge to Capital is not enough to offset this overspend. This is a recurring overspend. For FY23/24 we have received one-off inflationary increases for HMC revenue spend and Streetlighting energy.

There were also overspends in Forestry and Rights of Way due to increased staffing and legal costs. We also overspent on streetlighting energy due to rates changing in October, and a reduced amount of accident damage recharges. For FY23/24 income from the Forestry team should be as expected, as the team has restructured which has meant a more fully filled establishment.

The overspends were offset by additional income in the Searches and Network Management teams. |
| Planning Delivery | 5,202 | (4,564) | 638 | (346) | 0 | 0 | 0 | (346) | The overall underspend is predominately due to savings against employee costs due to a number of vacancies and recruitment issues across the planning and highways teams, as well as the employee costs starting in December/January for the new natural capital team. Some income targets have been exceeded, whilst others have not been achieved, due to the unpredictability of the of the market, as well as rising costs. The services are customer driven and it is difficult to predict income streams accurately. The Flood team have seen savings due to a drier than usual year. This has seen a reduction in the number of investigations and associated CCTV surveys and interventions required, as well as a reduction in spend on consultant support to cover officer time in undertaking investigations. |

Service	Gross Exp	Gross Income	Net Exp		Net Variance Represented by				Reason for Net Variation and Management Action
	Budget	Budget	Budget	Variation Over/ (Under)	Revenue Investment Funding	Contra to/from Earmarked	COVID Approved Allocations	Remaining Service Variance	
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Transport Delivery	41,884	(9,479)	32,405	6,415	0	0	0	6,415	Controlling this emotive budget continues to be difficult, it is a fast changing, demand led service that is difficult to stabilise. Procedures are in place and being further developed to gather information to set the networks far earlier so that the necessity to return to the market frequently is reduced. The budget was transferred part way through the year and now seeing benefits from this in terms of data gathering and reasoning. The major issue this year has been the huge leap in inflation and this has driven contracted prices extremely high causing the overspend shown. A successful MTFS bid has corrected the budget for the start of 23/24 and further work on how the service is run following the SICP transport project should ensure budget is achieved this year.
Engineering Design Services	9,828	(9,031)	797	405	0	0	0	405	EDS have found difficultly to forecast this financial year as the volume of work carried out by external suppliers, together with the time taken to check and process the (often late) invoices, meant that financial data was often months behind. Coupled with this, one supplier backdated inflation level rate increases for a good proportion of the financial year and this was only implemented in March giving EDS very little time to react and mitigate this pressure. Moving forward, EDS are reviewing our own rates to accommodate suppliers and WCC pay increases. We are also closely monitoring income particularly to ensure that all costs are covered from developers when administering the numerous S278 funded projects EDS manage.
Emergency Management	213	0	213	(2)	0	0	0	(2)	
Net Service Spending	80,584	(30,443)	50,140	6,564	(45)	(98)	15	6,692	

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Annex A Savings - Environment Services - Scott Tompkins
Strategic Director - Mark Ryder
Portfolio Holders - Cllr Heather Timms (Environment, Climate & Culture)

Saving Proposal	Target £'000	Actual £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
Traded income - Expansion of traded income across the service including improving efficiencies and increasing income from external contracts, new future external contracts and MOT sales to public, enforcement income from network management, ecology surveys and the forestry service.	360	360	0	Forestry continues to struggle with income generation due to staff shortages.
Savings on third party spend - Review of services purchased from third parties to ensure value for money and management of the cost increases of externally purchased services.	351	351	0	We are unlikely to acheive this savings in future years and an MTFS pressure bid has been made. The savings in this year is being covered by additional income mostly from Network Management
Management of highways maintenance costs - Review of highways maintenance spend, road conditions survey work and capitalisation of contract overheads.	575	575	0	The team have managed to make this savings in-year without further capitalisation mostly from additional income and from savings in other budget areas.
SEND Home to school transport - Reduction in the cost of the service as a result of service/route redesign and the positive impact of the SEND Change and Inclusion Programme on both demand and the length of journeys.	386	0	386	A successful SEND network review was carried out last year that saved £320k full year, however the benefit of this has been completely overshadowed by the effect of RPI increases on contracted rates.
Total	**1,672**	**1,286**	**386**	

Environment Services - Scott Tompkins

Strategic Director - Mark Ryder

Portfolio Holders - Cllr Heather Timms (Enviro

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
10203000	Rugby Western Relief Road	59,145	0	100	0	**59,245**	59,145	0	50	50	**59,245**	0	0	
11221000	M40 Junction 12	11,903	0	19	0	**11,922**	11,903	4	15	0	**11,922**	4	0	
11272000	Rugby Gyratory Improvement Scheme	1,564	0	24	0	**1,588**	1,564	0	24	0	**1,588**	0	0	
11339000	Bermuda Connectivity Project	6,406	2,854	4,182	1,500	**14,941**	6,406	3,712	3,324	1,500	**14,941**	858	0	The overspend in 22/23 was due to re-sequencing the construction programme to allow more concurrent work
11510000	A46 Stanks Island signalisation and improvement Bham Rd	5,205	50	1,428	0	**6,683**	5,205	47	1,431	0	**6,683**	-3	0	
11604000	A444 Corridor Improvements - Phase 2	480	80	1,920	1,854	**4,334**	480	119	1,890	1,845	**4,334**	39	0	
11605000	A3400 Bham Road Stratford Corridor Improvements	870	900	5,689	0	**7,459**	870	426	5,663	500	**7,459**	-474	0	The £474k slippage is due to Phase 2 construction works not commencing in 22/23 as expected due to the need to resolve design issues. Works are now planned to commence in 23/24.

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11649000	A46 Stoneleigh Junction Improvement	20,487	8,500	8,274	0	**37,262**	20,487	7,601	9,173	0	**37,262**	-899	0	£898K has slipped into the next financial year due to various issues during construction, this has delayed completion until summer 2023.
11694000	A47 Hinckley Road Corridor Scheme	692	88	1,687	1,413	**3,881**	692	111	834	3,394	**5,031**	23	1,150	Increase of £1.1m from DfT for Active Travel Fund awarded March 2023.
11849000	Improvements to the A446 Stonebridge junction (Coleshill)	30	30	852	1,466	**2,378**	30	69	852	1,052	**2,003**	39	-375	Budget reduced by £375k due S.106 funding not being available for this scheme
11853000	Transforming Nuneaton - Highway Improvements (CIF)	404	220	3,575	15,366	**19,565**	404	337	575	18,249	**19,565**	117	0	The future year's budgets have been re-profiled due to delays on awaiting information from dependant schemes, however, due to the design team being able to work on all schemes concurrently, this has provided the opportunity to complete more work than anticipated in 22/23.
11857000	Emscote Road Corridor Improvements Scheme	90	230	479	9,473	**10,272**	90	269	491	9,422	**10,272**	39	0	
11904000	A452/A46 Developer Improvement scheme	5	5	2,471	4,200	**6,681**	5	5	2,471	4,200	**6,681**	-0	0	
Street Lighting														
11279000	Pump Priming allocation for LED street lighting	5,198	105	0	0	**5,303**	5,198	90	0	0	**5,288**	-15	-15	carry forward to cde 12077000
11818000	Street Lighting Base Budget for 2020 / 2021	809	0	0	0	**809**	809	0	0	0	**809**	0	0	

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11884000	Street Lighting annual maintenance 2021-22	644	152	0	0	**796**	644	23	0	0	**667**	-129	-129	BUDGET TRANSFER TO 11992000
11992000	Street Lighting Annual Main 2022/23	0	543	0	0	**543**	0	663	0	0	**663**	120	120	the actuals are offset by the underspends on 11884**** codes
12077000	Street Lighting Annual Main 2023/24	0	0	0	0	**0**	0	0	543	24	**567**	0	567	New budget allocated plus some c/f budget of £24,452 re codes 11279000 11884000
Structural Bridge Maintenance														
11382000	Minor Bridge Maintenance schemes 2015/2016	1,683	0	0	0	**1,683**	1,683	0	0	0	**1,683**	0	0	A small amount of additional spend on 11382014 to complete the project.
11457000	Minor Bridge Maintenance schemes 2016/2017	531	0	0	0	**531**	531	0	0	0	**531**	0	0	
11587000	Minor Bridge Maintenance schemes 2017/2018	2,661	44	14	0	**2,719**	2,661	45	12	0	**2,719**	1	0	
11658000	Minor Bridge Maintenance schemes 2018/2019	1,775	43	46	0	**1,863**	1,775	138	0	0	**1,912**	95	49	£94,588 of additional spend against profiled budget on CP 11658005 for 2022/23 - should have been coded to CP 11990005.
11717000	Bridges Base Budget 2019 2020	917	5	10	0	**931**	917	7	8	0	**931**	2	-0	Original profile moved slightly with minor additional spend in 2022/23
11816000	Bridges Base Budget 2020 2021	779	53	101	0	**933**	779	36	125	0	**940**	-17	7	Slight overspend forecast on CP 11816016 Sandy Way Lane
11833000	Historic Bridge Maintenance	1,400	1,479	1,349	2,318	**6,546**	1,400	1,395	1,402	2,349	**6,546**	-85	0	Programme has been re-profiled based on progress to date. Slightly reduced spend in 2022/23 which will now be used in 2023/24.

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11882000	Bridges annual maintenance 2021-22	468	329	61	-	858	468	193	190	0	850	-137	-7	Some reduction in spend in 2022/23 against profile which will be used in 2023/24 to support the maintenance programme.
11990000	Bridge Annual Main 2022/23	-	696	274	-	970	0	522	399	0	921	-174	-49	Reduced spend in 2022/23 partially due to a miscoding against an incorrect, but related sub project.
12075000	Bridge Annual Main 2023/24	-	0	-	-	0	0	0	1,019	0	1,019	0	1,019	Budget Allocation as part of the 2023/24 resolution.
Structural Maintenance of Roads														
11361000	Highways Maintenance 16/17	15,096	0	0	0	15,096	15,096	0	0	0	15,096	0	0	
11545000	Highways Maintenance 2019/20	0	0	0	0	0	0	0	0	0	0	0	0	
11553000	National Productivity Investment Fund Money	0	0	0	0	0	0	0	0	0	0	0	0	
11720000	County Highways Base Budget 2019 2020	17,421	0	0	0	17,421	17,421	0	0	0	17,421	0	0	
11785000	County Highways Base Budget 20-21	21,964	0	0	0	21,964	21,964	0	0	0	21,964	0	0	
11808000	Vehicle Mitigation Barriers (Stratford on Avon)	0	582	0	0	582	0	0	582	0	582	-582	0	budget carry forward to new year
11871000	Highways 2021-22 Surface Dressing	1,614	1	0	0	1,615	1,614	1	0	0	1,615	-0	-0	
11872000	Highways 2021-22 Slurry Seal	382	2	0	0	384	382	2	0	0	384	-0	-0	
11873000	Highways 2021-22 Routine Patching	1,382	29	0	0	1,411	1,382	29	0	0	1,411	1	1	
11874000	Highways 2021-22 Patching Surface Dressing	493	0	0	0	493	493	-28	0	0	465	-28	-28	credit carry forward to code 12072000
11875000	Highways 2021-22 Patching Slurry Sealing	130	0	0	0	130	130	-2	0	0	128	-2	-2	credit carry forward to code 12072000

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11876000	Highways 2021-22 Pot Hole Budget	204	4	0	0	**208**	204	4	0	0	**208**	-0	-0	
11877000	Highways 2021-22 Structural Patching	787	7	0	0	**794**	787	7	0	0	**794**	0	0	
11878000	Highways 2021-22 Road Marking SD	343	0	0	0	**343**	343	0	0	0	**343**	0	0	
11879000	Highways 2021-22 Structural Maintenance Annual Programme	8,999	0	0	0	**8,999**	8,999	-119	0	0	**8,880**	-119	-119	CREDITS TRANSFER TO NEW BUDGET 12072000
11880000	Highways 2021-22 Structural Maintenance Annual Footways Programme	2,229	0	0	0	**2,229**	2,229	-37	0	0	**2,192**	-37	-37	CREDIT TRANSFER TO NEW BUDGET 12072000
11881000	Staff Recharges Annual 2021 -22	887	0	0	0	**887**	887	0	0	0	**887**	0	0	
11912000	Highways 2021-22 Micro Asphalt	79	0	0	0	**79**	79	0	0	0	**79**	0	0	
11913000	Highways 2021-22 Patching Micro Asphalt	7	0	0	0	**7**	7	0	0	0	**7**	0	0	
11914000	Highways 2021-22 Road Marking For Micro Asphalt	0	0	0	0	**0**	0	0	0	0	**0**	0	0	
11926000	Forestry 35 X Yard Skips	8	0	0	0	**8**	8	0	0	0	**8**	0	0	
11927000	Forestry Vehicle Reg WR12HYF	0	0	0	0	**0**	0	0	0	0	**0**	0	0	
11979000	Highways 2022/23 Surface Dressing	0	1,835	0	0	**1,835**	0	1,824	0	0	**1,824**	-11	-11	budget underspends transfer to 12072000
11980000	Highways 2022/23 Slurry Seal	0	217	0	0	**217**	0	306	0	0	**306**	89	89	budget transfer from 11987000 to match the actuals
11981000	Highways 2022/23 Routine Patching	0	1,085	0	0	**1,085**	0	1,465	0	0	**1,465**	380	380	budget transfer from 11987000 to match the actual
11982000	Highways 2022/23 Patching Surface Dressing	0	380	0	0	**380**	0	573	0	0	**573**	193	193	budget transfer from 11987000 to match the actual

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11983000	Highways 2022/23 Patching Slurry Sealing	0	43	0	0	**43**	0	14	0	0	**14**	-29	-29	budget transfer to new budget 12072000
11984000	Highways 2022/23 1ST TIME FIND AND FIX	0	189	0	0	**189**	0	242	0	0	**242**	53	53	budget transfer from 11987000 to match the actual
11985000	Highways 2022/23 Structural Patching	0	868	0	0	**868**	0	894	0	0	**894**	26	26	budget transfer from 11987000 to match the actual
11986000	Highways 2022/23 Road Marking SD	0	327	0	0	**327**	0	327	0	0	**327**	0	0	budget transfer from 11987000 to match the actual
11987000	Highways 2022/23 Structural Maintenance Annual Programme	0	9,263	0	0	**9,263**	0	8,214	0	0	**8,214**	-1,049	-1,049	transfer of underspends to new budget 12072000 plus a transfer of £25k to code 11865001
11988000	Highways 2022/23 Structural Maintenance Annual Footways Programme	0	2,279	0	0	**2,279**	0	2,185	0	0	**2,185**	-94	-94	transfer of underspends to new budget 12072000
11989000	Staff Recharges Annual 2022/23	0	895	0	0	**895**	0	906	0	0	**906**	11	11	budget transfer from 11987000 to match the actuals
11994000	Forestry: Vermeer chipper	23	0	0	0	**23**	23	0	0	0	**23**	0	0	
12019000	Highways 2022-23 HS2 Road deterioration fund	0	107	0	0	**107**	0	251	0	0	**251**	145	145	corp budget added to offset actuals
12032000	Sawbridge. Bridge replacement on Public footpath R260	0	20	0	0	**20**	0	20	0	0	**20**	-0	-0	
12033000	Brailes. Drainage works on Public Bridleway SS61	0	31	0	0	**31**	0	31	0	0	**31**	0	0	
12064000	Highways 2023/24 Surface Dressing	0	0	0	0	**0**	0	0	2,214	0	**2,214**	0	2,214	new budget allocated BUDGET COMBINED WITH 12067000
12065000	Highways 2023/24 Slurry Seal	0	0	0	0	**0**	0	0	260	0	**260**	0	260	new budget allocated, BUDGET COMBINED WITH CODE 12068000
12066000	Highways 2023/24 Routine Patching	0	0	0	0	**0**	0	0	1,085	0	**1,085**	0	1,085	new budget allocated

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
12067000	Highways 2023/24 Patching Surface Dressing	0	0	0	0	**0**	0	0	0	0	**0**	0	0	Budget transferred to 12064000 as per S Carpenter
12068000	Highways 2023/24 Patching Slurry Sealing	0	0	0	0	**0**	0	0	0	0	**0**	0	0	Budget transferred to code 12065000 as per S Carpenter
12069000	Highways 2023/24 1st Time Find And Fix	0	0	0	0	**0**	0	0	3,064	0	**3,064**	0	3,064	new budget allocated
12070000	Highways 2023/24 Structural Patching	0	0	0	0	**0**	0	0	868	0	**868**	0	868	new budget allocated
12071000	Highways 2023/24 Road Marking Sd	0	0	0	0	**0**	0	0	327	0	**327**	0	327	new budget allocated
12072000	Highways 2023/24 Structural Maintenance Annual Programme	0	0	0	0	**0**	0	0	8,258	0	**8,258**	0	8,258	new budget allocated, plus any underspends from last year
12073000	Highways 2023/24 Structural Maintenance Annual Footways Programme	0	0	0	0	**0**	0	0	2,279	0	**2,279**	0	2,279	new budget allocated
12074000	Staff Recharges Annual 2023/24	0	0	0	0	**0**	0	0	913	0	**913**	0	913	new budget allocated
12076000	Traffic Signals Annual Main 2023/24	0	0	0	0	**0**	0	0	250	0	**250**	0	250	
Traffic Signals														
11381000	Traffic Signals 2015-16	181	11	0	0	**192**	181	0	11	0	**192**	-11	0	
11718000	Traffic Base Budget 2019 2020	234	19	22	0	**275**	234	0	41	0	**275**	-18	0	
11817000	Traffic Base Budget 2020 2021	206	0	0	0	**206**	206	0	0	0	**206**	0	0	
11848000	CIF - Replacement Bollards in Stratford, Nuneaton & Bedworth	93	200	181	0	**474**	93	241	140	0	**474**	41	0	
11883000	Traffic Signals Annual Main 2021-22	165	45	15	0	**225**	165	48	12	0	**225**	3	0	

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11945000	D1356 - DfT - Traffic Signals Maintenance Grant Award	8	280	304	0	**593**	8	467	117	0	**593**	187	0	Spend in 22/23 has been higher than anticipated due to the scope of the works being increased to include for the carriageway resurfacing works and the upgrading of the existing the street lighting.
11991000	Traffic Signals Annual Main 2022/23	0	250	96	0	**346**	0	178	168	0	**346**	-72	0	Reduced spend in 22/23 than anticipated due to lack of staff resources to complete works.
Flood management														
11074000	Snitterfield Emergency Works	2,793	0	0	0	**2,793**	2,793	0	0	0	**2,793**	0	0	
11427000	Ladbrooke Flood Alleviation	60	0	0	0	**60**	60	0	0	0	**60**	0	0	
11514000	Grendon Property Level	72	0	0	0	**72**	72	0	0	0	**72**	0	0	
11550000	Flood modelling	99	0	0	0	**99**	99	0	0	0	**99**	0	0	
11574000	Kites Hardwick flood alleviation	103	0	0	0	**103**	103	0	0	0	**103**	0	0	
11599000	Cherrington Flood Risk Management Scheme	62	0	0	0	**62**	62	0	0	0	**62**	0	0	
11686000	Whiteacre Health Flood Alleviation	56	0	0	0	**56**	56	0	0	0	**56**	0	0	
11735000	Grendon Capital Flood Scheme	31	0	0	0	**31**	31	0	0	0	**31**	0	0	
11794000	Flood Defence Maintenance 20-21	2	0	0	0	**2**	2	0	0	0	**2**	0	0	

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11801000	Flood alleviation schemes CIF - Pailton	73	30	13	0	**116**	73	18	0	25	**116**	-12	-0	carryforward budget to future years
11802000	Flood alleviation schemes CIF - Fenny Compton	10	280	294	0	**584**	10	53	0	521	**584**	-227	0	BUDGET CARRY FORWARD TO FUTURE YEARS
11803000	Flood alleviation schemes CIF - Welford on Avon	0	0	43	0	**43**	0	0	0	43	**43**	0	0	BUDGET CARRY FORWARD TO FUTURE YEARS
11804000	Flood alleviation schemes CIF - Galley Common	0	0	22	0	**22**	0	0	0	22	**22**	0	0	BUDGET CARRY FORWARD TO FURTURE YEARS
11805000	Flood alleviation schemes CIF - Bermuda	0	0	32	0	**32**	0	0	0	32	**32**	0	0	BUDGET CARRY FORWARD TO FURTURE YEARS
11806000	Flood alleviation schemes CIF - Brailes	0	12	103	0	**115**	0	10	0	105	**115**	-2	0	BUDGET CARRY FORWARD TO FURTURE YEARS
11870000	Flood Defence Maintenance 21-22	144	0	0	0	**144**	144	0	0	0	**144**	0	0	
11892000	Flood defence - Fillongley	38	89	29	0	**156**	38	19	0	99	**156**	-70	-0	BUDGET CARRY FORWARD TO FURTURE YEARS
11928000	Bilton Road Property Flood Resilience Scheme	12	12	0	0	**24**	12	3	0	9	**24**	-9	0	budget transfer to new future year budgets
11943000	Clifford Chambers Property Flood Resilience Scheme	7	117	30	0	**154**	7	106	0	41	**154**	-11	-0	BUDGET CARRY FORWARD TO FURTURE YEARS
11978000	Flood Defence Maintenance 22-23	0	135	278	0	**413**	0	135	0	0	**135**	0	-278	CARRY FORWARD £278,299 TO NEW ALLOCATION CODE 12063000
12005000	Broadwell property flood resilience scheme	0	48	93	0	**141**	0	6	0	135	**141**	-42	-0	BUDGET CARRY FORWARD TO FURTURE YEARS

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
12063000	Flood Defence Maintenance 23-24	0	0	0	0	**0**	0	0	219	278	**497**	0	497	NEW BUDGET OF £219K ALLOCATED PLUS CARRY FORWARD FORM CODE 11978000 OF £278,299
Community Safety														
11712000	Gypsy & Traveller Services 19-20	0	0	0	0	**0**	0	0	0	0	**0**	0	0	
11889000	Gypsy & Traveller Services 20-21	81	0	0	0	**81**	81	0	0	0	**81**	0	0	
11855000	Development and upgrade of three WCC owned Gypsy and Traveller sites	20	141	499	0	**660**	20	16	0	624	**660**	-125	-0	carry forward to future years
11869000	Gypsy & Traveller Services 21-22	-19	50	0	0	**31**	-19	0	0	50	**31**	-50	0	budget transferred to future years
11977000	Gypsy & Traveller Services 22-23	0	21	0	0	**21**	0	0	0	21	**21**	-21	0	budget transferred to future years
12062000	Gypsy & Traveller Services 23-24	0	0	0	0	**0**	0	0	22	0	**22**	0	22	new budget allocated
Integrated Transport - Delivery														
11762000	Nuneaton To Coventry Cycle Route - Cif	43	30	490	449	**1,012**	43	-2	130	840	**1,012**	-32	0	
11764000	Green Man Coleshill Signalised Junction - Cif	122	30	709	0	**861**	122	7	702	30	**861**	-23	0	Project construction has been delayed following public consultation, construction to take place in 23/24 financial year. £30k moved to following year for closing the scheme.
11765000	Hinckley To Nuneaton Cycle Route - Cif	82	35	685	0	**802**	82	16	704	0	**802**	-19	0	

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11778000	A452 Kenilworth To Leamington Cycle Route - CIF	444	200	1,236	3,801	**5,680**	444	87	1,957	3,914	**6,401**	-113	721	Additonal DfT funding received late in 22/23 of £721k has been added to the 23/24 Forecast. Underspend against 22/23 due to project being slightly behind schedule.
12011000	A452 Kenilworth Road to Leamington Spa town centre cycle route – Getting Building Fund	33	40	537	0	**610**	33	316	501	0	**850**	276	240	Additonal DfT funding of £240k received March 2023 added to 23/24 Forecast. Overspend against 22/23 due to project being ahead of schedule.
Transport Delivery														
11968000	Recovery Vehicle/ County Fleet Maintenance	0	84	0	0	**84**	0	84	0	0	**84**	0	0	
12056000	Officer Van for Trading Standards	0	0	0	0	**0**	0	32	0	0	**32**	32	32	A new vehicle was required to support work to combat the significant sale and suply of illegal tobacco and vapes througout the county. It was funded by Proceeds of Crime income.
Area Delegated														
11276000	Rugby Area Committee	416	0	0	36	**452**	416	0	0	36	**452**	0	0	
11354000	Area Delegated Funded Schemes 2017/18	20	0	0	210	**229**	20	3	0	650	**673**	3	444	transfer of old budgets to this unallocated code.
11398000	Design Services Area Delegated Funding	152	0	9	0	**161**	152	9	0	0	**161**	9	0	schemes completed 22/23
11452000	Area delegated funding 18-19	0	0	819	0	**819**	0	0	0	783	**783**	0	-35	transfer of budget to fund other schemes to match the budget
11483000	Delegated Budget 2016 2017 - Gaf Din	86	0	0	0	**86**	86	0	0	0	**86**	0	0	

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11485000	Delegated Budget 2016 2017 - Jo Edwards	541	0	0	0	**541**	541	0	0	0	**541**	0	0	
11487000	Delegated Budget 2016 2017 - Nigel Whyte	112	0	13	0	**125**	112	3	0	0	**115**	3	-10	budget transferred to the unallocated scheme
11488000	Delegated Budget 2016 2017 - Carolyn Burrows	181	0	36	0	**217**	181	0	0	0	**181**	0	-36	budget transfer to unallocated code
11588000	Delegated Budget for Traffic Signals Gaf Din 2017-18	1	0	4	0	**5**	1	4	0	0	**5**	4	0	schemes completed in 22/ 23
11590000	Delegated Budget For Traffic And Rd Safety Jo Edwards 2017 /2018	736	0	21	0	**757**	736	7	0	0	**743**	7	-14	budget transferred to the unallocated schemes
11592000	Delegated Budget For County Highways J Grant 2017 /2018	582	11	0	0	**593**	582	11	0	0	**593**	0	0	
11593000	Delegated Budget For Transport Planning 2017 2018 N Whyte	41	0	9	0	**50**	41	7	0	0	**48**	7	-2	schemes completed in 22/23
11652000	Jo Edwards Delegated Schemes 2018 2019	843	0	187	0	**1,030**	843	19	0	0	**862**	19	-168	budget transferred to the unallocated schemes
11653000	John Grant Delegated Schemes 2018 2019	695	18	0	0	**713**	695	18	0	0	**713**	0	0	
11656000	Nigel Whtye Delegated Schemes 2018 2019	71	0	2	0	**73**	71	2	0	0	**73**	2	0	schemes completed in 22/23
11721000	Traffic Signals Delegated Budget 2019 2020	0	0	0	0	**0**	0	0	0	0	**0**	0	0	
11722000	St Lighting Delegated Budget 2019 2020	4	0	2	0	**6**	4	2	0	0	**6**	2	0	schemes completed in 22/23
11723000	County Highways Base Delegated Budget 2019 2020	425	157	46	0	**628**	425	157	0	0	**582**	0	-46	budgets transferred to unallocated schemes
11724000	Traffic Road Safety Delegated Budgets 2019 2020	556	0	493	0	**1,049**	556	89	0	0	**645**	89	-404	budget transferred to the unallocated schemes

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11725000	Bus Shelter Infrastructure 2019 2020 Delegated Budgets	117	36	16	0	**170**	117	26	0	0	**143**	-10	-26	budget transferred to the unallocated codes
11799000	Area delegated funding 20-21	0	0	0	0	**0**	0	0	0	0	**0**	0	0	
11835000	North Warks Area Delegated	241	147	439	0	**827**	241	223	269	383	**1,116**	76	288	new budget allocated to schemes
11836000	Nun & Bed Area Delegated	514	337	865	0	**1,716**	514	480	499	773	**2,266**	143	551	new budget allocated to schemes
11837000	Rugby Area Delegated	534	269	557	0	**1,360**	534	510	384	387	**1,815**	241	455	new budget allocated to schemes
11838000	Stratford Area Delegated	269	370	856	0	**1,494**	269	417	499	882	**2,067**	47	573	new schemes allocated Minus £8k transer from 11838005 to scheme 11959000
11839000	Warwick Area Delegated	435	454	1,086	0	**1,975**	435	464	538	1,148	**2,585**	10	610	new budget allocated to schemes
Developer Funded Transport - s106 schemes														
11054000	Rugby, Hunters Ln - Through Route New Tech Dr To Newbold Rd	75	2	372	0	**448**	75	0	5	369	**448**	-2	0	Project re-profiled in line with anticipated spend.
11099000	Upgrade Traffic Signals Blackhorse Rd	141	9	0	0	**150**	141	0	9	0	**150**	-9	0	
11194002	New bus stop on Tachbrook Park Drive near Leamington	12	1	0	0	**13**	12	0	1	0	**13**	-1	0	
11194004	Install CCTV on Emscote Road Warwick (Tesco Stores)	0	0	0	0	**0**	0	0	0	0	**0**	0	0	
11194005	Install MOVA operation on traffic signal junctions Emscote Road Warwick (Tesco Strores)	118	52	0	0	**170**	118	12	40	0	**170**	-40	0	Slight underpend in 22/23 due to works being behind anticipated schedule
11194006	Install Variable Message Signs A444 (Prologis)	0	0	90	0	**90**	0	0	0	90	**90**	0	0	
11195006	S106 Traffic Calming and Signage Improvements for Bidford-on-Avon bridge and Welford bridge	19	0	0	0	**19**	19	0	0	0	**19**	0	0	

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11195009	40/50MPH SPEED LIMIT AND MINOR KERBING WORKS LONGMARSTON ROAD WELFORD ON AVON.	21	0	0	0	21	21	0	0	0	21	0	0	
11195011	S278 Crabtree Medical Centre Bidford - Bus Stops	27	0	2	0	29	27	0	2	0	29	0	0	
11417000	A426 /A4071 Avon Mill Rdbt Rugby Improvement Scheme	897	475	442	0	1,814	897	506	411	0	1,814	31	0	There was a small overpend in 22/23 due to additional Q4 spend by internal teams dealing with unexpected design issues, which weren't forecast at Q3.
11441001	Zebra Upgrade on Tachbrook Road Leamington	60	1	1		62	60	0	2	0	62	-1	0	
11441004	Weddington Road , Nuneaton Implement Toucan Crossing	71	0	112	0	183	71	0	0	112	183	0	0	Budget profiled to 24/25 in line with projected spend
11692000	Upgrade existing shared ped / cycle path Bermuda	2	5	16		23	2	1	20	0	23	-4	-0	
Developer Funded Transport - Europa Way														
11580000	A452 Europa Way (Lower Heathcote Farm), Warwick. Developer – Gallagher Estates Ltd. S278	3,046	12	0	0	3,057	3,046	12	0	0	3,057	-0	-0	Project complete and balance of £200 funding not required
11602000	A452 Europa Way / Olympus Avenue Traffic Signal Controlled Junction S278	4,890	86	100	0	5,075	4,890	88	97	0	5,075	3	0	
11636000	A452 Myton Road And Shire Park Roundabouts S106 WCC3	518	272	3,980	2,036	6,806	518	554	2,860	2,889	6,822	282	16	
11637000	A452 Europa South of Olympus Avenue to Heathcote Lane Roundabout S106 WCC2 (Fusilliers Way to Gallows Hill)	262	31	24	7,183	7,500	262	79	5	7,154	7,500	49	0	

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11638000	A452 M40 spur west of Banbury Road S106 WCC1	13	8	54	4,862	**4,937**	13	19	50	4,855	**4,937**	11	0	
11814000	C9878 A452 Europa Way Dualling, The Asps S278	1	1	149	0	**150**	1	0	149	0	**150**	-0	0	
Developer Funded Transport - s278 schemes														
10010000	Transport - Developer Funding Holding Code	0	0	0	0	**0**	0	0	0	0	**0**	0	0	
10010001	Unallocated section 278 developer funds	8	0	0	1,608	**1,616**	8	12	0	1,596	**1,616**	12	-0	Correction of prior year funding transactions
11305000	New Roundabout on the A444 Weddington Road Nuneaton	648	0	0	0	**648**	648	3	0	0	**651**	3	3	Some final additional spend to complete the project - all costs charged to the developer.
11307000	New Footway/Cycleway to connect Insight Park to Southam along Welsh Road East	80	-1	0	0	**79**	80	-1	0	0	**79**	0	0	A small refund was received in 2022/23
11327000	B4113 Gipsy Lane Junction	5	0	1	0	**6**	5	0	1	0	**6**	0	0	
11336000	Ansty Business Park Phase 3 Junction Improvements	1,454	1,200	358	0	**3,012**	1,454	1,356	202	0	**3,012**	156	-0	Project progressed further than original profile in 2022/23
11366000	B4087 Tachbrook Road Signals for Development at Woodside Farm Whitnash	431	0	0	0	**431**	431	0	0	0	**431**	0	0	
11423000	A423 Coventry Road Southam New Priority Junction S278	512	0	0	0	**512**	512	0	0	0	**512**	0	0	
11430000	A428 Rugby Radio Station Mass Site S278 Highways Work	2,909	20	20	0	**2,949**	2,909	-38	0	78	**2,949**	-58	-0	Original profile was not realised in 2022/23 - remaining budget now movedto 2024/25
11435000	A3400 Birmingham Rd Stratford - Conversion of Existing Traffic Signal Junction S278	308	0	0	0	**308**	308	0	0	0	**308**	0	0	

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11436000	B4087 Oakley Wood Road, Bishops Tachbrook - New Ghost Island Right Turn Lane S278	366	0	0	0	**366**	366	0	0	0	**366**	0	0	
11437000	B4632 Campden Road /C47 Station Road - New Ghost Island & New Minor Access S278	588	0	0	0	**588**	588	6	0	0	**594**	6	6	Scheme is driven by developer - some additional unprofiled spendin 2022/23
11438000	B4642 Coventry Rd, Site Access, Cawston - New Traffic Signal Junction S278	582	0	0	0	**582**	582	0	0	0	**582**	0	0	Immaterial charge of £8 in 2022/23 - not profiled.
11439000	B4642 Coventry Rd / Cawston Grange Drive Cawston Construction of 5th Arm at Rdbt S278	1,449	0	0	0	**1,449**	1,449	0	0	0	**1,449**	0	0	Immaterial charge of £62 in 2022/23 - not profiled
11460000	C204 Birmingham Road, Alcester New Right Turn Lane S278	145	0	13	0	**158**	145	-29	43	0	**158**	-29	0	Refund from previous years in 2022/23 - balance of budget re-profiled to 2023/24
11461000	A47 The Long Shoot, Nuneaton , New Traffic Controlled Junction S278	1,168	0	1	0	**1,169**	1,168	10	0	0	**1,178**	10	9	Expenditure driven by developer programme - additional to profile in 2022/23
11462000	B4035 Camden Road, Shipston On Stour New Right Turn Lane S278	336	0	0	0	**336**	336	0	0	0	**336**	0	0	Immaterial charge of £78 on 2022/23 - not profiled
11463000	B4451 Kineton Road Southam New Roundabout S278	609	0	0	0	**609**	609	0	0	0	**609**	0	0	
11467000	C43 Harbury Lane, Warwick – new traffic signal controlled junction.S278	556	0	0	0	**556**	556	-0	0	0	**556**	-0	-0	Small immaterial refund of £14 in 2022/23 - not profiled.

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11505000	A422 Alcester Road SoA access to development and relocation of puffin crossing	250	0	0	0	**250**	250	1	0	0	**251**	1	1	Small additional expenditure in 2022/23 - not profiled. Developer driven programme.
11506000	A426 Southam Rd Southam access to quarry at Griffins Farm	307	0	0	0	**307**	307	0	0	0	**307**	0	0	
11507000	A428 Lawford Road Rugby right turn lane and access to development site	411	8	1	0	**420**	411	5	4	0	**420**	-3	-0	Developer led programme - small change in the profile for 2022/23 and 2023/24
11508000	B4429 Ashlawn Rd Rugby new puffin crossing	58	0	0	0	**58**	58	0	0	0	**58**	0	0	Immaterial spend of £47 in 2022/23 - not profiled.
11511000	A429 Ettington Rd Wellesbourne new rdbt and puffin crossing	1,216	0	0	0	**1,216**	1,216	6	0	0	**1,222**	6	6	Fully funded Developer led programme - additional unprofiled spend in 2022/23
11515000	A4254 Eastbro Way Nuneaton Traffic Signals at Junctions with Camborne Drive S278	2,013	0	0	0	**2,013**	2,013	0	0	0	**2,013**	0	0	
11516000	A444 Weddington Road Nuneaton Right Turn Lane to Site Access S278	699	0	0	0	**699**	699	0	0	0	**699**	0	0	
11517000	A47 Hinkley Road Nuneaton Puffin Crossing	116	0	0	0	**116**	116	-23	0	0	**93**	-23	-23	Adjustment against previous years costs have reduced the overall spend of the project.
11518000	D2206 Siskin Drive Baginton Right Turn Lane S278	459	0	1	0	**460**	459	0	1	0	**460**	0	0	Slightly higher spend than profiled in 2022/23
11519000	D3108 Back Lane Long Lawford Traffic Signals & Junction Improvements S278	443	0	0	0	**443**	443	0	0	0	**443**	0	0	Immaterial additional cost of £64 in 2022/23 - not profiled.
11527000	A423 Marton Road , Long Itchington - New Footway & Site Access S278	174	0	0	0	**174**	174	0	0	0	**174**	0	0	

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11528000	A444 Weddington Road , Nuneaton New Puffin Crossing S278	218	0	0	0	**218**	218	-20	0	0	**198**	-20	-20	Adjustment made to previous year spend, resulting in slightly reduced budget for project
11529000	B4642 Coventry Road Cawston - New Right Turn Lane S278	26	350	25	0	**401**	26	757	0	0	**784**	407	382	Developer led programme - fully funded by S278
11530000	C33 Stockton Road And A423 Southam Road , Long Itchington New Footway & Upgrade Of Zebra Crossing S278	303	1	1	0	**305**	303	0	1	0	**305**	-0	0	Developer led programme - small changes to original profiling
11531000	D1643 Park Road , Bedworth New Car Park Egress S278	142	1	1	0	**143**	142	-2	3	0	**143**	-3	-0	Adjustment to previous year spend and re-prifling of original budget
11551000	A47 The Long Shoot Nuneaton relocation of a refuge island and creation of right turn lane	17	1	0	0	**18**	17	0	0	0	**18**	-0	0	Developer led programme - small adjustment to profiling
11576000	A3400 Banbury Road / Tiddington Rd Stratford Traffic Signals	22	15	88	0	**125**	22	17	86	0	**125**	2	-0	Developer led programme - slight change to original profile
11577000	A3400 Bridgefoot / Bridgeway Stratford Junction Improvements	92	3	100	0	**195**	92	5	98	0	**195**	2	-0	Developer led programme - slight change to original profile
11578000	C98 Loxley Rd , Tiddington - Site Accesses & Improved Footways	867	20	829	0	**1,716**	867	16	834	0	**1,716**	-4	-0	Developer led programmes98 fully funded by S278
11579000	D7050 Common Lane Kenilworth Traffic Signal Junction	3,296	10	59	0	**3,365**	3,296	5	65	0	**3,365**	-5	-0	Developer led programmes fully funded by S278
11581000	Butlers Leap Link Road - Traffic Signal Impts	3,746	1	8	0	**3,755**	3,746	1	8	0	**3,755**	-0	0	Developer led programmes fully funded by S278

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11582000	Shottery Link Road Stratford Puffin Crossing 7 & New Roundabout	985	4,000	1,485	0	**6,470**	985	4,676	808	0	**6,470**	676	0	Developer led programmes fully funded by S278
11595000	A422 Banbury Road Ettington Ghost Island Right Turn Lane	293	0	0	0	**293**	293	0	0	0	**293**	0	0	
11597000	B4451 Station Rd Bishops Itchington Ghost Island Right Turn Lane S278	782	3	5	0	**790**	782	1	7	0	**790**	-2	-0	Developer led programmes fully funded by S278
11598000	A426 Leicester Road Rugby Highway Impt S278	2,743	1	0	0	**2,744**	2,743	0	1	0	**2,744**	-1	-0	Developer led programmes fully funded by S278
11603000	B439 Salford Road Bidford - Access And Puffin Crossing	89	1	2	0	**92**	89	0	3	0	**92**	-1	0	Developer led programmes fully funded by S278
11608000	Highway Impt A446 Lichfield Road , Coleshill S278	62	1	0	0	**63**	62	0	0	0	**63**	-0	0	Developer led programmes fully funded by S278
11609000	Highway Impt C104 Milcote Rd Welford On Avon S278	280	0	4	0	**284**	280	0	3	0	**284**	0	0	Developer led programmes fully funded by S278
11617000	C12 Plough Hill Road , Galley Common - installation of Puffin crossing & associated fway works	234	5	8	0	**247**	234	-0	5	8	**247**	-5	-0	Developer led programmes fully funded by S278
11662000	A3400 London Road Shipston S278 Ghost Island Right Turn Lane Junction	470	0	50	0	**520**	470	2	48	0	**520**	2	0	Developer led programmes fully funded by S278
11663000	A425 Daventry Road Southam S278 Construct Access	423	1	2	0	**426**	423	0	3	0	**426**	-1	0	Developer led programmes fully funded by S278
11664000	C8 Trinity Road Kingsbury S278 Traffic Signal Junction	3,062	0	10	0	**3,072**	3,062	-43	53	0	**3,072**	-43	0	Developer led programmes fully funded by S278
11665000	D538 Station Road Coleshill S278 Puffin Crossing	10	1	5	0	**16**	10	0	6	0	**16**	-1	-0	Developer led programmes fully funded by S278

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11666000	Cctv /Utc Integration Scheme On A3400 Bham Rd Stratford S278	1	0	84	0	**85**	1	1	83	0	**85**	1	0	Developer led programmes fully funded by S278
11667000	B4642 Coventry Rd Cawston Ghost Island Right Turn Lane S278	1,012	5	32	0	**1,050**	1,012	0	5	32	**1,050**	-5	0	Developer led programmes fully funded by S278
11671000	B4455 Fosse Way / B4100 Banbury Rd (Jlr) Highway Impt S278	15	0	584	0	**600**	15	0	0	584	**600**	0	0	Developer led programmes fully funded by S278
11672000	B4455 Fosse Way /A425 Southam Rd Roundabout Impt S278 (CEG)	36	2	462	0	**500**	36	4	460	0	**500**	2	-0	Developer led programmes fully funded by S278
11673000	B4455 Fosse Way /C43 Harbury Lane Impt Crossroads S278 (CEG)	78	630	2,520	200	**3,427**	78	352	2,520	478	**3,427**	-278	0	Developer led programmes fully funded by S278
11674000	B4100 Banbury Rd / Meadow Close Junction Impt S278 (CEG)	0	0	0	0	**0**	0	0	0	0	**0**	0	0	
11675000	B4100 Banbury Rd / Kingston Grange Site Access Impt S278 (CEG)	1,151	8	30	0	**1,189**	1,151	-12	8	42	**1,189**	-21	0	Developer led programmes fully funded by S278
11676000	B4100 Banbury Rd / Site Access Lighthorne Heath Highways Impt S278 (IM Properties)	60	50	1,640	230	**1,980**	60	79	1,640	201	**1,980**	29	-0	Developer led programmes fully funded by S278
11684000	S278 Highway Impt C30 Hillmorton Lane To Houlton And The Kent Rugby	3,156	10	80	0	**3,246**	3,156	79	11	0	**3,246**	69	-0	Developer led programmes fully funded by S278
11688000	S278 Highway Impts Rugby Free School	821	3	21	0	**845**	821	1	24	0	**845**	-2	0	Developer led programme funded by S278 - PM to confirm at Q1 whether the corporate resource allocation of £19k is still required

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11695000	A4023 Coventry Highway Mappleborough Green S278	3,936	14	100	0	**4,050**	3,936	2	12	100	**4,050**	-12	0	Developer led programmes fully funded by S278
11696000	A428 Crick Road Rugby S278	1,297	4	10	0	**1,311**	1,297	3	12	0	**1,311**	-1	0	Developer led programmes fully funded by S278
11697000	A428 Hillmorton Road /B4429 Ashlawn Rd Rugby S278	327	35	5	0	**367**	327	31	9	0	**367**	-4	-0	Developer led programmes fully funded by S278
11698000	B4632 Campden Road Clifford Chambers S278	378	400	100	0	**878**	378	1,067	0	0	**1,445**	667	567	Developer led programmes fully funded by S278
11699000	B5000 Grendon Road Polesworth S278	368	3	0	0	**371**	368	6	0	0	**374**	3	3	Developer led programmes fully funded by S278
11705000	A425 Banbury Rd Warwick Highway Impt S278 Wk Ind Schools	503	3	4	0	**510**	503	0	6	0	**510**	-2	0	Developer led programmes fully funded by S278
11706000	A452 Europa Way (North Of Gallows Hill) Highway Impt S278 - Galliford Try	49	5	395	0	**450**	49	0	5	395	**450**	-5	-0	Developer led programmes fully funded by S278
11707000	A47 Long Shoot Nuneaton Highways Impt S278 Jelson Ltd	481	899	400	0	**1,780**	481	1,468	0	0	**1,949**	569	169	Developer led programmes fully funded by S278
11708000	B4035 Campden Rd Shipston Highway Impt S278 - Taylor Wimpey	195	1,156	200	0	**1,551**	195	1,508	0	0	**1,703**	352	152	Developer led programmes fully funded by S278
11709000	C11 Higham Lane Nuneaton Highway Impt S278 - Persimmon	1,177	50	59	0	**1,286**	1,177	3	47	59	**1,286**	-47	0	Developer led programmes fully funded by S278
11732000	B4086 Wk Rd Kineton S278 Site Access Morris Homes C9389	1,556	10	22	0	**1,588**	1,556	-26	58	0	**1,588**	-36	0	Developer led programmes fully funded by S278
11733000	B4089 Arden Rd S278 Site Access Alcester Estates C9558	95	2	13	0	**110**	95	0	2	13	**110**	-2	0	Developer led programmes fully funded by S278
11734000	B4100 Temple Herdewyke Highways Impt S278 Dio C9618	3,672	40	10	0	**3,722**	3,672	429	0	0	**4,101**	389	379	Developer led programmes fully funded by S278

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Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11743000	Junction Impt A3400 Shipston Rd SoA C8950 St Mowdens S278	14	5	1,000	2,881	**3,900**	14	2	3	3,881	**3,900**	-3	0	Developer led programmes fully funded by S278
11744000	Highways Impt A426 Rugby Rd C9401 David Wilson S278	2,332	23	0	0	**2,355**	2,332	4	19	0	**2,355**	-19	-0	Developer led programmes fully funded by S278
11745000	Highways Impt Gallows Hill C9042 Galllagher S278	86	20	2,000	1,394	**3,500**	86	463	1,557	1,394	**3,500**	443	-0	Developer led programmes fully funded by S278
11747000	C12 Tunnel Rd Highway Impt S278 Countryside Prop (C9836)	11	2	4	0	**17**	11	1	5	0	**17**	-1	-0	Developer led programmes fully funded by S278
11748000	C88 Alwyn Road Rugby Highway Impt S278 Miller Homes (C9712)	2	2	246	0	**250**	2	0	2	246	**250**	-2	0	Developer led programmes fully funded by S278
11749000	C93 Bishopton Lane SOA S278 Miller & T.Wimpey (C9163)	1,277	263	60	0	**1,600**	1,277	477	0	0	**1,754**	214	154	Developer led programmes fully funded by S278
11751000	A428 Coventry Rd Long Lawford Junction IMPT C9593 Bloor	29	20	1,052	0	**1,100**	29	19	1,052	0	**1,100**	-1	-0	Developer led programmes fully funded by S278
11752000	B4100 Banbury Rd Lighthorne Heath Highway IMPT C9830 Ceg	0	0	0	0	**0**	0	0	0	0	**0**	0	0	
11753000	B4100 Banbury Rd / Kingsway Rdbt Highway IMPT C9829 Ceg	3,294	2,750	1,100	0	**7,144**	3,294	1,780	970	1,100	**7,144**	-970	-0	Developer led programmes fully funded by S278
11754000	C33 Stockton Rd Long Itchington Highway IMPT C9631 Barratt	120	10	0	0	**130**	120	-1	11	0	**130**	-11	0	Developer led programmes fully funded by S278
11755000	C12 Plough Hill Rd , Nuneaton Highway IMPT C9746 Countryside	29	10	271	0	**310**	29	18	262	0	**310**	8	-0	Developer led programmes fully funded by S278
11757000	A425 Banbury Rd Warwick S278 Highways Impt C9591	27	32	1,000	2,441	**3,500**	27	24	1,000	2,449	**3,500**	-8	0	Developer led programmes fully funded by S278

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11758000	B4632 Campden Rd Long Marston S278 Highways Impt C9392	4,460	1,759	300	0	**6,519**	4,460	1,783	276	0	**6,519**	24	-0	Developer led programmes fully funded by S278
11759000	A4177 Bham Rd Hatton S278 Highways Impt C9816	4	23	573	0	**600**	4	39	556	0	**600**	17	-0	Developer led programmes fully funded by S278
11760000	A423 Southam Bypass S278 Highways Impt C9664	7	33	1,000	761	**1,800**	7	3	1,000	790	**1,800**	-29	-0	Developer led programmes fully funded by S278
11767000	A45 Stonebridge / D2201 Rowley Rd Baginton S278 Highway Imp C9185	529	17	55	0	**600**	529	33	38	0	**600**	17	0	Developer led programmes fully funded by S278
11768000	B4029 Severn Rd Bulkington S278 Highway Impt C9913	468	6	130	0	**604**	468	135	2	0	**604**	128	-0	Developer led programmes fully funded by S278
11769000	B4632 Campden Rd Quinton S278 Highway Impt C9930	1,628	28	100	0	**1,757**	1,628	34	94	0	**1,757**	6	-0	Developer led programmes fully funded by S278
11770000	C33 Bubbenhall Rd Baginton S278 Highway Impt C9803	428	72	100	0	**600**	428	49	100	23	**600**	-23	0	Developer led programmes fully funded by S278
11771000	D6216 Upper Henley St Soa S278 Highways Impt C9793	20	2	2	0	**24**	20	0	2	2	**24**	-2	0	Developer led programmes fully funded by S278
11772000	M6 Junction 1 / A426 Leicester Rd Rugby S278 Highway Impt C9471	340	6	0	0	**347**	340	25	0	0	**365**	18	18	Developer led programmes fully funded by S278
11774000	C32 Bham Rd (Farmers Market Rdbt.) S278 Highways Impt - C9670	3	2	245	0	**250**	3	0	2	245	**250**	-2	0	Developer led programmes fully funded by S278
11815000	C9802 A46 Stoneleigh Rd (Whitley South) S278	28	0	0	0	**28**	28	0	0	0	**28**	0	0	Developer led programmes fully funded by S278
11823000	C9962 - A46 Alcester Road, Stratford-upon-Avon	19	10	20	0	**50**	19	11	19	0	**50**	1	0	Developer led programmes fully funded by S278
11824000	C9964 - B4632 Campden Rd (Freshfields Nursery), Clifford Chambers	7	17	735	0	**760**	7	9	735	8	**760**	-8	-0	Developer led programmes fully funded by S278

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11825000	C9946 - C43 Gallows Hill (Strawberry Fields), Warwick	30	20	1,517	1,434	**3,000**	30	9	1,517	1,445	**3,000**	-11	0	Developer led programmes fully funded by S278
11826000	C9973 - D7069 Glasshouse Lane, Kenilworth	46	23	4	0	**73**	46	75	0	0	**121**	52	48	Developer led programmes fully funded by S278
11827000	D1020 - A46/A428 Rugby Road, Binley Woods	39	50	11	0	**100**	39	65	0	0	**104**	15	4	Developer led programmes fully funded by S278
11828000	C9990 - A426 Rugby Road/D3616 The Square (Dun Cow Crossroads), Dunchurch	961	10	10	0	**981**	961	-18	10	28	**981**	-28	0	Developer led programmes fully funded by S278
11829000	C9991 - A426 Dunchurch Rd/NB4429 Ashlawn Rd (Cock Robin Island), Rugby	28	22	201	0	**250**	28	24	198	0	**250**	3	0	Developer led programmes fully funded by S278
11830000	C9992 - B4429 Ashlawn Rd/D3394 Barby Rd, Dunchurch	56	7	538	0	**600**	56	26	518	0	**600**	20	0	Developer led programmes fully funded by S278
11831000	C9983 - C93 Bishopton Lane (canal bridge traffic signals), Stratford-upon-Avon	337	40	63	40	**480**	337	10	63	70	**480**	-30	0	Developer led programmes fully funded by S278
11832000	C9981 - D3948 Falkland Place, Temple Herdewyke	174	20	0	0	**194**	174	25	0	0	**199**	5	5	Developer led programmes fully funded by S278
11905000	D1152 - S278 Brinklow Road, Binley Heath (Temporary Access)	35	10	21	0	**66**	35	6	21	4	**66**	-4	-0	Developer led programmes fully funded by S278
11915000	D1175 B4429 Coventry Road Section 4&8 HE - Symmetry Park Coventry Road, Rugby South	24	33	403	0	**460**	24	63	373	0	**460**	30	-0	Developer led programmes fully funded by S278
11916000	D1251 - D11 C204 Birmingham Rd, Alcester, Right Turn Lane (Major)	545	480	100	50	**1,175**	545	488	100	42	**1,175**	8	-0	Developer led programmes fully funded by S278

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11918000	D1151 - A4390 Seven Meadows Rd (Shakespeare Marina), Stratford upon Avon (New Access)	25	9	210	0	**244**	25	13	206	0	**244**	4	-0	Developer led programmes fully funded by S278
11919000	C9973 - Glasshouse Lane, Kenilworth School (MAJOR) Scheme	0	67	1,433	300	**1,800**	0	6	1,433	361	**1,800**	-61	-0	Developer led programmes fully funded by S278
11920000	D1216 - Gipsy Lane, Yew Tree Farm, Nuneaton	22	57	1,652	200	**1,930**	22	82	1,627	200	**1,930**	25	-0	Developer led programmes fully funded by S278
11932000	D1269 - Pickard Street, Emscote Rd, Warwick - Lidl Access S278	71	34	5	0	**110**	71	31	8	0	**110**	-3	-0	Developer led programmes fully funded by S278
11933000	D1225 - B4429 Coventry Rd, Symmetry Park, Rugby Sth. Construction Access MINOR S278	10	8	32	0	**50**	10	7	33	0	**50**	-1	0	Developer led programmes fully funded by S278
11934000	D1242 - A4254, Eastboro Way, Nuneaton, Toucan Crossing S278	3	7	140	0	**150**	3	9	138	0	**150**	2	0	Developer led programmes fully funded by S278
11935000	D1220 - Coventry Road, Faultlands Farm, Nuneaton S278	56	74	111	0	**240**	56	90	94	0	**240**	17	0	Developer led programmes fully funded by S278
11936000	D1272 - A444 Lichfield Road, Curdworth (Dunton Wharf) S278	12	3	45	0	**60**	12	3	45	0	**60**	-0	0	Developer led programmes fully funded by S278
11937000	D1301 - A452 Europa Way, (The Asps), Banbury Road MINOR S278 Temp access	19	19	2	0	**39**	19	22	0	0	**42**	4	2	Developer led programmes fully funded by S278
11938000	D1264 - C43 Gallows Hill (Strawberry Fields) Warwick - MINOR S278 Temp Access	4	12	59	0	**75**	4	19	52	0	**75**	7	0	Developer led programmes fully funded by S278

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11939000	C9629 - D5496 School Road, Salford Priors, Stratford upon Avon MINOR S278	4	2	15	0	**20**	4	4	12	0	**20**	3	0	Developer led programmes fully funded by S278
11940000	D1270 - D6173 Timothy's Bridge Road, Startford upon Avon (Swan's Landing) MINOR S278	0	4	106	0	**110**	0	1	109	0	**110**	-3	0	Developer led programmes fully funded by S278
11941000	D1268 - D2045 Coombe Fields Road, Ansty, Rugby S278 (Signal Jnct)	21	20	409	0	**450**	21	23	406	0	**450**	3	0	Developer led programmes fully funded by S278
11942000	D1265 - C43 Gallows Hill (Lower Heathcote Farm) Warwick, MINOR S278	6	10	5	0	**21**	6	12	3	0	**21**	2	0	Developer led programmes fully funded by S278
11946000	D1341 - A428 Coventry Rd, Long Lawford (Temp Access) S278	4	3	28	0	**35**	4	-0	31	0	**35**	-3	0	Developer led programmes fully funded by S278
11947000	D1293 - D4885 Chesterton Drive (Campion School) Leamington Spa S278	0	0	0	0	**0**	0	0	0	0	**0**	0	0	
11948000	D1302 - D1736 School Lane, Exhall (Toucan Crossing) MINOR S278	2	5	249	0	**256**	2	11	243	0	**256**	6	0	Developer led programmes fully funded by S278
11949000	D1326 - D7069 Glasshouse Lane, Kenilworth S278	6	22	867	0	**895**	6	22	866	0	**895**	1	0	Developer led programmes fully funded by S278
11950000	D1339 - D7069 Glasshouse Lane (Crewe Lane) Kenilworth MINOR S278	4	15	301	0	**320**	4	10	306	0	**320**	-5	0	Developer led programmes fully funded by S278
11951000	D1300 - D4102 Millers Road, Warwick MINOR S278	11	79	5	0	**95**	11	103	0	0	**114**	24	19	Developer led programmes fully funded by S278

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
11966000	D1409 - A46 Alcester Rd, Stratford - Billesley Crossroads S278	0	2	19	0	**21**	0	1	20	0	**21**	-1	0	Developer led programmes fully funded by S278
11967000	D1408-A46 Alcester Road Stratford Footway & Cycleway S278	1	8	0	0	**8**	1	9	0	0	**9**	1	1	Developer led programmes fully funded by S278
11976000	A46 Alcester Road Stratford (Drayton manor drive)	0	5	45	0	**50**	0	4	46	0	**50**	-1	0	Developer led programmes fully funded by S278
11997000	C43 Gallows Hill - bell mouth at car dealership	0	5	2	58	**65**	0	5	60	0	**65**	0	0	Developer led programmes fully funded by S278
11998000	S5721 Stockley Road, Exhall - priority junction	0	15	174	0	**189**	0	12	177	0	**189**	-3	0	Developer led programmes fully funded by S278
12008000	A428/A45 Rugby Road, Binley Woods	0	10	70	0	**80**	0	14	66	0	**80**	4	0	Developer led programmes fully funded by S278
12035000	D1425 - A452 Leamington Rd, Kenilworth - Thickthorn (MINOR) S278	0	8	52	0	**60**	0	5	55	0	**60**	-3	0	Developer led programmes fully funded by S278
12036000	D1467 - A452 Leamington Rd, Kenilworth - Thickthorn LILO S278	0	9	298	0	**307**	0	17	290	0	**307**	8	0	Developer led programmes fully funded by S278
12037000	D1468 - A452 Leamington Rd, Kenilworth - Thickthorn Signalised Jnct S278	0	3	200	1,327	**1,530**	0	17	200	1,313	**1,530**	14	0	Developer led programmes fully funded by S278
12038000	D1466 - D7069 Glasshouse Lane, Kenilworth - Thickthorn Priority Jnct S278	0	4	800	424	**1,228**	0	16	800	413	**1,228**	12	0	Developer led programmes fully funded by S278
12039000	D1478 - A422 Banbury Rd, Stratford - Stratford Business & Technology Park S278	0	2	200	298	**500**	0	1	200	299	**500**	-1	0	Developer led programmes fully funded by S278

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
12040000	D1430 - B4100 Gaydon Service Station, Banbury Rd, Gaydon S278	0	4	73	0	**77**	0	6	71	0	**77**	2	0	Developer led programmes fully funded by S278
12041000	D1388 - B4114 Lutterworth Rd/ Golf Dv, Whitestone, Nuneaton Traffic Signals S278	0	5	800	495	**1,300**	0	5	800	495	**1,300**	0	0	Developer led programmes fully funded by S278
12043000	D1527 - A452 Europa Way, Warwick (The Asps) - Ph 1 Interim Site Access LILO	0	5	55	0	**60**	0	7	53	0	**60**	2	0	Developer led programmes fully funded by S278
12044000	D1529 - B4429 Coventry Road, Symmetry Park Windmill Lane - Cycle Link	0	2	127	0	**129**	0	10	119	0	**129**	8	0	Developer led programmes fully funded by S278
12045000	D1521 - C1 Austrey Road, Warton, Tamworth - Widening & Junction Improvement	0	2	671	0	**673**	0	8	666	0	**673**	6	0	Developer led programmes fully funded by S278
12046000	A3400 Mill Lane, Newbold on Stour, Oldacre Gardens - Passing Bays	0	0	0	0	**0**	0	2	0	78	**80**	2	80	Developer led programmes fully funded by S278
12047000	The Belfry Hotel and Resort, Sutton Coldfield – junction improvement	0	0	0	0	**0**	0	3	0	100	**103**	3	103	Developer led programmes fully funded by S278
12054000	C7 Tamworth Road, Wood End Land East of Islington Farm - construction of new access, footpath and road	0	0	0	0	**0**	0	2	0	78	**80**	2	80	Developer led programmes fully funded by S278
12055000	A3400, Stratford Road, Shipston-on-Stour - Ellen Badger Hospital – widening access and relocation of pedestrian island	0	0	0	0	**0**	0	9	0	71	**80**	9	80	Developer led programmes fully funded by S278

2022/23 to 2024/25 Capital Programme - Environment Services

Project	Description	Approved Budget					Forecast					Variation		
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Major Transport Projects														
12081000	C5 Orton Road, Warton (Warton Allotments) – widening and realignment of Orton Road, new footways, culverting of existing ditch and new drainage infrastructure	0	0	0	0	**0**	0	2	0	839	**840**	2	840	Developer led programmes fully funded by S278
12082000	B4113 Longford Road, Exhall (Wilsons Lane) - Ghost Island and footway - Construction of a right turn lane into the Longford Road and widening of the footway	0	0	0	0	**0**	0	4	0	209	**213**	4	213	Developer led programmes fully funded by S278
12083000	B4113 Longford Road, Exhall (Wilsons Lane) – Temporary and minor access – Construction of a temporary access in a form of a dropped kerb vehicle	0	0	0	0	**0**	0	11	0	29	**40**	11	40	Developer led programmes fully funded by S278
12085000	D1562 -A4254 Eastboro Way - Signalised Junctions Heart of England Way S278	0	0	0	0	**0**	0	5	0	4,405	**4,410**	5	4,410	Developer led programmes fully funded by S278
12091000	D1636 -A4254 Eastboro Way - Signalised Junctions Crowhill Road S278	0	0	0	0	**0**	0	0	0	2,000	**2,000**	0	2,000	Developer led programmes fully funded by S278
Grand Total		293,738	54,812	81,033	70,306	499,888	293,738	56,526	88,080	96,091	534,435	1,715	34,547	
Europa Way S278		7,936	98	249	0	8,283	7,936	100	246	0	8,283	2	-0	
S278 Schemes		74,546	15,331	31,968	14,140	135,985	74,546	18,043	26,924	26,205	145,717	2,712	9,732	
Total S278		82,481	15,429	32,217	14,140	144,267	82,481	18,143	27,170	26,205	153,999	2,714	9,732	
Non S278 Environment Services schemes		211,256	39,382	48,816	56,166	355,621	211,256	38,383	60,910	69,886	380,436	-1,000	24,815	

Annex C Revenue - Fire & Rescue Service - Ben Brook

Strategic Director - Mark Ryder

Portfolio Holders - Cllr Andy Crump (Fire & Rescue and Community Safety)

22/23 Revenue Budget

Service	Gross Exp Budget	Gross Inc Budget	Net Exp Budget	Net Exp Variation Over/ (Under)	Net Variance Represented by Approved Investment/Transformation funds	Net Variance Represented by Contr to/from Earmarked Reserves	Net Variance Represented by COVID Pressures	Net Variance Represented by Remaining Service Variance	Reason for Net Variation and Management Action
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Fire Leadership Team	1,169	(179)	989	(19)	0	(13)	0	(6)	A small underspend in PA Support due to vacant posts that have been filled within the year has been offset by very small overspend on Brigade Managers. The £13k movement to reserves is for Local Resilience Forum due to holding funding on behalf of the forum and all partners.
AM Response	16,747	(7)	16,740	(322)	0	5	0	(327)	Technical and Transport, budgets slightly over, and this is down to inflationary costs, although at 70k it is only around 3% over. Response has ended the year at around a 2% underspend, about £290k. This is affected by the large underspend in the on call system, due to reduced numbers currently which we are working hard locally and collaborating nationally to resolve. The threat of strike action during this financial year has made forcasting a little diffcult but we have still been able to forcast within 2%
AM Protection	3,342	(544)	2,798	181	(22)	0	0	203	As expected, the delay of getting the Minerva unit operational has impacted the training budget which is largely responsible for the overspend in this area. With additional timelimited funding available for 2023/24 to bridge the gap until the training site is open this shouldn't be a future issue. Mutual Assistance charges from West Midlands FRS have put pressure on the Operational Planning budget. The Protection Uplift grant funding along with carried forward MTFS time-limited funding has ensured no overspends within Community Fire Protection although the long term budget planning of this area continues to be discussed.
AM Prevention	2,363	(338)	2,024	(109)	(51)	(26)	0	(32)	The cost centres within Prevention have been closely monitored all year, with large overspends being offset by underspends within the area as generally forecast. Investment funding has been carried forward in respect of the Replacement Systems project and the Fire Transformation Fund. The remaining underspend can be largely attributed to Arson Reduction.
Business Support	1,525	0	1,525	(61)	0	(82)	0	21	The impact of the Pension Administration moving to West Yorkshire Pension Fund this financial year has made forecasting the pension impact on revenue challenging and ultimately has resulted in a large movement to the Pensions Volatility reserve especially as historical corrections are being indentified and rectified as part on an ongoing reconciliation exercise. Due to changes in contracts and inflationary costs, the IT and Communications budget has been pressured although new permanent funding in 2023/24 for this will reduce this risk next financial year.
Net Service Spending	**25,146**	**(1,068)**	**24,076**	**(330)**	**(73)**	**(116)**	**0**	**(141)**	

Impact on specific service reserves (from Reserves tab)	(189)
Impact on risk/general reserves	(141)

Annex C Reserves - Fire & Rescue Service - Ben Brook
Strategic Director - Mark Ryder
Portfolio Holders - Cllr Andy Crump (Fire & Rescue and Community Safety

Saving Proposal	Target £'000	Actual £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
Further savings on third party spend - Review of services purchased from third parties to ensure value for money	43	0	43	Not achieved due to increased third party spend because of the delay in successfully siting the Minerva unit. To ensure this saving is delivered going forward, the in-house training facility needs to be up and running and spend on external provision reduces.
Total	43	0	43	

Chief Fire Officer - Ben Brook
Strategic Director - Mark Ryder
Portfolio Holders - Councillor Crump (Fire and Community Safety)

2022/23 to 2024/25 Capital Programme

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards	Total £'000	Variance in Year £'000	Total Variance	
11895000	Vehicle Replacement Programme 2021/22	837	0	425	0	1,262	837	0	0	0	837	0	-425	Unspent self-financed borrowing from 2021/22 no longer needed, can be removed.
11974000	Vehicle Replacement Programme 2022/23	0	1,092	0	0	1,092	0	541	0	0	541	-550	-550	Unspent self-financed borrowing no needed for future years - can be removed from capital programme.
Sub Total - F&R Self Financing Projects		**837**	**1,092**	**425**	**0**	**2,353**	**837**	**541**	**0**	**0**	**1,378**	**-550**	**-976**	
11797000	Equipment for fire engines 20-21	224	0	0	0	224	224	0	0	0	224	0	0	
11894000	Equipment for new Fire Appliances 2021/22	91	6	88	0	185	91	0	0	0	91	-6	-94	Unused equipment allowance from 2021/22 forecast in 24/25 on Project 12057000
11973000	Equipment for new Fire Appliances 2022/23	0	126	0	0	126	0	24	0	0	24	-102	-102	Unspent equipment allowance forecast in 2024/25 on the 23/24 Equipment project (12057000)
12057000	Equipment for new Fire Appliances 2023/24	0	0	0	0	0	0	0	131	196	327	0	327	Annual maitainence allowance for 2023/24, plus unspent allowances from previous years forecast for 2024/25.
Sub Total - Projects Funded from Corporate Resource		**315**	**132**	**88**	**0**	**535**	**315**	**24**	**131**	**196**	**666**	**-108**	**131**	
11881000	Fire & Rescue HQ Leamington Spa	106	200	1,987	0	2,293	106	29	1,987	171	2,293	-171	-0	Refurbishment works currently on hold.
Sub Total - F&R Future Estate Project		**106**	**200**	**1,987**	**0**	**2,293**	**106**	**29**	**1,987**	**171**	**2,293**	**-171**	**-0**	
11694000	Training Centre - New Build	1,516	700	0	0	2,216	1,516	9	0	0	1,525	-691	-691	£700k - the grant funded portion of the project, that was agreed can be spent on the other training project
11700000	F&R Training Programme: Lea Marston now Paynes Lane (Minnerva and response point)	138	19	714	0	871	138	34	698	899	1,770	16	899	Additional forecast in 2024/25 covered by unspent capital budget moved from other training projects
11701000	F&R Training Programme: Stratford	392	0	0	0	392	392	0	0	0	392	0	0	
11702000	F&R Training Programme: Kingsbury	1,446	23	0	0	1,469	1,446	53	0	0	1,499	30	30	Gone over budget - the amount transferred from 11703000 has been offset by this overspend
11703000	F&R Training Programme: EA Water site	27	0	274	0	301	27	0	0	0	27	0	-274	Can be parked - unspent budget has been transferred to Project 11700000
Sub Total - F&R Training Programme		**3,519**	**742**	**988**	**0**	**5,249**	**3,519**	**96**	**698**	**899**	**5,213**	**-645**	**-35**	
11766000	Fire Emergency Services Network (ESN) Preparedness	483	67	278	0	829	483	42	278	25	829	-25	-0	Slippage from 22/23 forecast in 2024/25
Sub Total - F&R Emergency Services Network		**483**	**67**	**278**	**0**	**829**	**483**	**42**	**278**	**25**	**829**	**-25**	**-0**	
Grand Total		**5,260**	**2,232**	**3,767**	**0**	**11,259**	**5,260**	**732**	**3,095**	**1,292**	**10,379**	**-1,500**	**-880**	

Annex D Revenue - Communities - Dave Ayton-Hill

Strategic Director - Mark Ryder
Portfolio Holders - Cllr Jan Matecki (Transport & Planning), Cllr Heather Timms (Environment, Climate & Culture), Cllr Martin Watson (Economy)

22/23 Revenue Budget

Service	Gross Exp Agreed Budget	Gross Inc Agreed Budget	Net Exp Agreed Budget	Net Exp Variation Over/ (Under)	Net Variance Represented by Revenue Investment Funding	Net Variance Represented by Contr to/from Earmarked Reserves	Net Variance Represented by COVID Approved Allocations	Net Variance Represented by Remaining Service Variance	Reason for Net Variation and Management Action
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Assistant Director - Communities	520	0	520	43	0	0	0	43	
Transport & Highways	10,090	(9,191)	898	716	(490)	7	0	1,199	Overspend largely driven by savings not made in CPE service area. Additionally there was a reduction in income across CPE due to ongoing recruitment issues for enforcment staff. These have now been resolved and income levels are strating to return to previous forecasts.
Place & Infrastructure	2,376	(345)	2,031	(382)	(98)	0	0	(284)	Underspend due to a combination of salary savings due to vacancies and increased rents from Wilko and Royal Mail in Nuneaton. Rental increase was due to longer occupation than budgeted for and was forecast through the year.
Waste & Environment	26,602	(4,312)	22,291	(2,995)	0	0	0	(2,995)	Underspend due to reduction of waste arisings and unknown issues with year end close down from 2021/22. Lessons have been learnt and end of year close down and new year start up will have much better clarity. In year monitoring will also be improved.
Economy & Skills	6,196	(5,124)	1,072	(9)	(49)	85	69	(114)	The underspend in Economy and Skills is made up of a number of elements, we received larger than normal dividend payments and rental income. In addition, the new Warwickshire Supported Employment Service did not launch until February 23 which was later than expected and as such saved costs.
Net Service Spending	**45,784**	**(18,972)**	**26,812**	**(2,627)**	**(637)**	**92**	**69**	**(2,151)**	

Impact on specific service reserves (from Reserves tab)	92
Impact on risk/general reserves	(2,719)

Annex D Revenue - Communities - Dave Ayton-Hill

Strategic Director - Mark Ryder

Portfolio Holders - Cllr Jan Matecki (Transport & Planning), Cllr Heather Timms (Environment, Climate & Culture), Cllr Martin Watson (Economy)

Saving Proposal	Target £'000	Actual £'000	Shortfall/ (Overachieveme nt) £'000	Reason for financial variation and any associated management action
Country parks income - Apply commercial approach to Country Parks income streams.	30	30	0	Work on commercialisation is continuing and will maximise revenue income in future years. Large VAT bill means we are haviing to review current and future income.
Savings on third party spend - Review of services purchased from third parties to ensure value for money and management of the cost increases of externally purchased services.	258	258	0	
Business centres portfolio - Increased income generation through the introduction of virtual office space so that businesses can use mail, phone, meeting space facilities at business centres, without renting a unit.	100	100	0	
Road safety advice - Maximising income generation opportunities from the provision of road safety advice.	100	75	25	Partially achievable. Fewer audits received this financial year
Waste management - Reduction in residual waste and an increase in recycling as a result of the waste collection changes in Stratford and Warwick District, starting August 2022.	290	290	0	
Total	**778**	**753**	**25**	

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Strategic Commissioner - Communities - Dave Ayton-Hill

Strategic Director - Mark Ryder

Portfolio Holders - Councillor Matecki (Transport & Environment), Heather Timms (Environment, Climate & Culture) Councillor Watson (Economy)

2022/23 to 2024/25 Capital Programme - Communities

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Countryside														
11536000	Countryside Rural Services Country Parks 2019/20	139	1		0	141	139	6	0	0	146	5	5	Small overspend against budget - to be financed by 11866000
11788000	Country Parks maintenance 20-21	109	8	0	0	117	109	5	3	0	117	-3	-0	Work on the Stratford Greenway is still in progress on CP 11788002 and the final piece of work will be completed in 2023/24.
11834000	Country Parks Car Parking Facilities - upgrade to Ticket Machines	101	0	85	0	186	101	0	84	0	186	0	0	The machine upgrade is due to take place in 2023/24
11866000	Country Parks - Annual Maintenance 2021-22	69	199	0	0	268	69	123	72	0	264	-77	-5	There is still some outstanding work which did not get completed in 2022/23. £4,680 of the budget has been used to support the over spend against CP 11536000
11963000	Country Parks - Annual Maintenance 2022-23	0	209	0	0	209	0	90	90	29	209	-119	0	Still awaiting some quotes for works to be carried out. Residual funding after these potential estimates have been taken into consideration has been moved to 2024/25 until the 2023/24 programme has been finalised.
12051000	Country Parks - Annual Maintenance 2023-24	0	0	0	0	0	0	0	219	0	219	0	219	Allocation for 2023/24 as part of the Budget Resolution
Developer Funded Transport S106														
11194002	New Bus Shelter on Tachbrook Park Drive near Leamington	12	1	0	0	13	12	0	1	0	13	-1	0	
11418000	A426 Gateway Rugby to Rugby Town Centre Cycle Scheme	281	4	10	12	307	281	3	0	23	307	-2	0	
11441001	S278 Zebra upgrade on Tachbrook Rd Leamington	60	1	1	0	62	60	0	2	0	62	-1	0	
11441007	S106 2 Bus shelters at bus stops on Narrow Hall Meadow nr GP Surgery Chase Meadow	0	0	20	0	20	0	0	20	0	20	0	0	
11441009	Bus Stop Opposite Land Between 256 and 346 Bham Road Stratford	16	0	0	0	16	16	0	0	0	16	0	0	

11441010	Birmingham Road cycle route enhancements	5				5	5				5		
11441014	Highways Improvements To Bus Stops At Land Off The Longshoot S106	12	0	0	0	12	12	0	0	19	31	0	19
11607000	Southbound Bus Stop On A426 Leicester Rd, Rugby S106	15	0	64	0	79	15	0	64	0	79	0	0
11614000	Bus Stop Enhancement Works In Alderminster	14	0	0	0	14	14	0	0	7	21	0	7
11615000	Provision Of Replacement Bus Shelter On Kinwarton Rd,Alcester	10	0	0	0	10	10	0	0	6	16	0	6
11640000	Upgrading of Existing Bus Stop Infrastructure Alcester Road Shottery in SOA	14	0	0	0	14	14	0	0	0	14	0	0
11690000	Provision Of Bus Stops Ettington Road Wellesbourne	13	0	0	0	13	13	0	0	7	20	0	7
11691000	Provision Of Bus Stops & Upgrade Existing Infra Salford Rd Bidford	25	0	0	0	25	25	0	0	58	83	0	58
11704000	Barford Junction Safety And Capacity Improvement Works S106	62	0	0	0	62	62	-0	0	0	61	-0	-0
11782000	Campden Road (B4035), Shipston-on-Stour New Bus Stops	0	2	36	0	38	0	6	31	0	38	4	0
11783000	Mancetter Road / Camp Hill Road, Nuneaton Bus Stop Improvements	4	2	10	0	16	4	7	5	0	16	5	0
11821000	Nuneaton/Plough Hill/Puffin crossing and improvements to Bus shelters	1	73	0	0	74	1	1	72	0	74	-72	-0
11822000	Bidford on Avon/ Waterloo Road/Provision of a Bus Stop and shelter	7	20	0	0	27	7	4	16	0	27	-16	0
11906000	Two new bus stops on Orton Road (near junction with Barn End Road in Warton)	3	6	0	0	9	3	3	3	0	9	-3	0
11907000	Upgrading the existing bus stop infrastructure on Knights Lane (5 bus stops) in Tiddington	1	0	18	0	19	1	1	17	0	19	1	0
11908000	Upgrading a bus stop in the vicinity of the new development to provide a bus shelter on Birmingham Road in Stratford-upon-Avon	0	0	0	0	0	0	0	0	0	0	0	0
11909000	Improving or providing bus stops along bus routes in the vicinity of the development in Bishopton Lane in Stratford-upon-Avon	3	14	0	0	17	3	5	10	0	18	-9	1	GiA £10k c/f to 23/24 (balance from the £18k Plan Ref 15/04499/OUT)
11921000	Warwickshire cycling links - Weddington Road, Nuneaton	1	20	181	1,702	1,904	1	1	81	1,821	1,904	-19	0

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Code	Scheme												Comments
11922000	Warwickshire cycling links - Radford Road, Leamington Spa	5	0	10	80	95	5	16	0	326	347	16	252	Addition of National Cycle Network Activation grant £252k approved 21/3/23 (Leader) - added in 2025/26 for PM to reprofile expenditure at Q1 2023.
11923000	Warwickshire cycling links - Daventry Road, Southam	0	0	0	0	0	0	0	0	0	0	0	0	
11924000	Warwickshire cycling links - Heathcote, Leamington Spa	3	15	440	945	1,403	3	15	220	1,165	1,403	0	0	
11925000	Warwickshire cycling links - Whitley South, Baginton	5	6	6	144	161	5	7	10	139	161	1	0	
Economic Development														
11425000	Capital Growth Fund - Access to Finance	1,909	90	210	291	2,500	1,909	105	195	291	2,500	15	0	Spend is driven by applications and progress on grant claims - slightly increased in 2022/23 from original profile.
11612000	Capital Investment Fund/ Duplex Fund	1,400	600	0	0	2,000	1,400	600	0	0	2,000	0	0	
11613000	Capital Investment Fund/ Small Business Grants	1,375	128	200	262	1,965	1,375	116	200	274	1,965	-12	0	Spend is driven by applications and progress on grant claims - slightly reduced in 2022/23 from original profile.
11893000	Art Challenge Fund	288	52	3	8	352	288	51	3	9	352	-1	0	
12028000	Tree Nursery Grants	0	6	16	0	22	0	0	22	0	22	-6	0	budget transferred to new year
Economic Development - Transforming Nuneaton														
11611000	Transforming Nuneaton	5,464	642	2,041	2,675	10,822	5,464	1,936	2,940	482	10,822	1,294	0	Forecast re-profiled in line with expected spend. Expenditure in FY22/23 has exceeded the original forecast following the completion of negotiations with a tenant on their relocation and the subsequent payment of compensation, ahead of schedule.
11746000	Transforming Nuneaton - Co-op Building Purchase (CIF)	1,500	0	0	0	1,500	1,500	0	0	0	1,500	0	0	
11775000	Library & Business Centre Nuneaton (CIF)	210	250	1,800	17,163	19,423	210	122	350	18,741	19,423	-128	0	Expenditure in FY22/23 has been minimal while the project team assesses options for delivery following the outcome of a cost review exercise.
Integrated Transport - Casualty Reduction Schemes														
11355000	Casualty Reduction Schemes 15/16	1,604	120	0	0	1,724	1,604	0	0	0	1,604	-120	-120	All historical schemes under this BH have now been completed. The residual balance will be moved into CP 12078000 to support the 2023/24 allocation.
11453000	Casualty reduction schemes 18-19	454	304	1,065	0	1,824	454	294	1,096	-20	1,824	-10	-0	
11711000	Temple Hill / Lutterworth Road Wolvey Casualty Reduction Scheme CIF	175	133	646	646	1,601	175	434	992	0	1,601	301	-0	Original profiling suggested the scheme would fall over three financial years. However,the tenders have now been received and work will commence in Summer 23 with planned completion by 31st March 24

Code	Scheme													Comment
11763000	A439- Southern Casualty Reduction - Cif	107	393	0	0	500	107	96	147	150	500	-297	0	Some issues with this scheme have caused delays. Currently awaiting a costed re-design and schedule before progressing to completion.
11786000	Casualty Reduction 20-21	289	0	0	0	289	289	0	0	0	289	0	0	
11865000	Casualty Reduction - Annual Maintenance 2021-22	109	125	203	0	437	109	167	69	0	346	42	-92	Two scehems remain under this BH - 11865001/11865003. Balance of funding will move to CP 12078000 to support projects in 2023/24
11993000	Casualty Reduction - Annual Maintenance 2022-23	0	31	319	0	350	0	150	106	0	256	119	-94	Some sub projects previously listed here have now been allocated against the 2023/24 Block Header 12078000. The residual balance from this code will be moved to 12078000 to support the 2023/24 programme of works.
12078000	Casualty Reduction - Annual Maintenance 2023-24	0	0	0	0	0	0	0	998	0	998	0	998	£350k annual allocation as part of the 2023/24 Budget Resolution plus residual balances from earlier schemes to consolidate and extend the programme of works in 2023/24.
Integrated Transport - Cycle Schemes														
10385000	Warwick, Myton Rd Cycle Link (Myton & Warwick School)	160	0	2	0	162	160	0	2	0	162	0	0	
Integrated Transport - Other Schemes														
10336000	Stratford Park And Ride Site Alterations	88	0	0	0	88	88	0	0	0	88	0	0	
11650000	Electric Vehicle Charging Points	615	0	0	0	615	615	-0	38	0	652	-0	37	
11780000	Land At Crick Road Rugby - CIF	1,466	386	786	0	2,637	1,466	349	822	252	2,889	-36	252	Additional £252k CIF funding approved Cabinet 16/3/23
11885000	All Electric Bus Initiative 2021-22	0	10	905	451	1,366	0	7	898	461	1,366	-3	0	
11886000	Stoneleigh Park Link Road	0	205	0	205	409	0	0	0	409	409	-205	0	There is some delay to their programme due to HS2 resulting in budget profiling
11995000	Local Authority Treescapes fund	88	124	0	0	212	88	48	75	0	212	-75	0	
12018000	Commissioning and Major Inspections	0	121	0	0	121	0	1	0	120	121	-120	0	Forecast re-profiled to future year in line with expected spend
Integrated Transport - Public Transport														
11325000	Stratford Town Station Upgrade	237	0	0	0	237	237	0	0	0	237	0	0	
11958000	Provision of hardstanding and bus stops in Hampton Magna	0	1	8	0	9	0	0	9	0	9	-1	0	
11959000	Provision of gateway facilities at Shipston on Stour and bus stops	0	1	36	0	37	0	3	42	0	45	2	8	£8k transferred from 11838005 delegated budgets, funded by corporate borrowing
11960000	Provision of bus stops on Meadow Road in Alcester	0	0	8	0	8	0	0	8	0	8	-0	0	
11961000	Provision of bus stops on the B4114 Coleshill Road to serve Hartshill development	0	0	7	0	8	0	0	8	0	8	-0	0	
11964000	JLR / British Motor Museum bus stop	0	1	29	0	30	0	1	29	0	30	-0	0	

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Code	Description													Comments
12023000	Southam Road Radford Semele bus stops with infrastructure and traffic management	0	1	49	0	49	0	0	49	0	49	-1	0	
12024000	Bishops Tachbrook bus stops enhancements	0	1	15	0	15	0	0	15	0	15	-1	0	
12025000	Rugby Road B4453 Cubbington bus stop improvements	0	0	12	0	12	0	0	12	0	12	-0	0	
12026000	Damson Road Hampton Magna bus stop improvements	0	0	9	0	9	0	0	9	0	9	-0	0	
12027000	Temple Herdewyke new bus stops	0	0	12	0	12	0	0	12	0	12	-0	0	
Safer Routes to School														
11635000	Home To School Routes (Safety) 2017-18	1,258	371	144	0	1,773	1,258	183	0	0	1,441	-189	-332	All schemes historically set up under this CP have now been completed, or have been consolidated into new schemes within Road Safety and Casualty Reduction.
Integrated Transport Safety Cameras														
10192000	Safety Camera Funded Schemes	1,586	3	0	0	1,589	1,586	22	0	0	1,608	19	19	Overspend on CP 10192001 for WCC - Fixed Cameras. Financed by CP 11761000
11761000	Average Speed Cameras - Cif	43	860	860	0	1,763	43	743	957	0	1,744	-117	-19	Cameras were all installed in 2022/23. Issues with obtaining the necessary electrical connections caused some delay, but the contract has now been awarded to complete in 2023/24.
School Safety Zones														
11339000	School Safety Zones 16/17	1988				1,988	1,988				1,988			
11585000	School Safety Zones 18/19	787	1	0	0	788	787	0	0	0	787	-1	-1	All historical projects under this BH are now completed and the small residual balance will be moved to support future Road Safety schemes
Major Projects														
10362000	Kenilworth Station	13,076	0	0	832	13,908	13,076	4	0	827	13,908	4	0	
11509000	A444 Coton Arches , Nuneaton impts to roundabout	3,564	1	0	0	3,565	3,564	1	0	0	3,566	0	0	A minor cost of £174 in relation to final internal recharges has been funded by a revenue contribution
11669000	Lawford Road /Addison Road Casualty Reduction	137	0	1,509	0	1,646	137	119	695	694	1,646	119	0	The budget has been re-profiled in line with anticipated spend due to unforeseen land ownership issues.
11841000	Leamington Station/A Commonwealth Games Infrastructure Improvement Scheme/Redevelopment Of Station Forecourt And Underpass	442	1,490	0	0	1,932	442	1,407	83	0	1,932	-83	0	A small undespend of £82k against the 22/23 Budget has occurred due to slight delays in the finalisation of the project.

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Code	Description													Comment
11845000	Improvements to the A429 Coventry Road corridor (Warwick)	0	93	659	3,929	4,682	0	0	455	4,226	4,682	-93	0	Due to changes on traffic levels as a result of new post-Covid 19 Travel to Work patterns, this junction appears to have a lower demand not requiring an improvement yet. Detail design on cycle elements will start, with the potential delivery of most of these elements in FY 2023-24. Monitoring equipment will be placed at the junction and connecting links in FY 2023-24 to determine the optimal time for implementing the rest of the project. Therefore, costs have been re-profiled to the next FY.
11846000	Evidence led decision making in tackling climate emergency and air quality	915	430	712	0	2,058	915	197	387	606	2,105	-233	47	The Budget has been increased by £47,450 after the identification of a revenue contribution along with slight project delays resulting in an underspend against the 22/23 Budget.
11930000	Rural Mobility Fund	0	0	0	0	0	0	0	0	0	0	0	0	
Warwick Town Centre														
11552000	Warwick Town Centre transport proposals	1,102	0	0	0	1,102	1,102	10	0	107	1,219	10	117	Additional developer funding of £117k added to future years forecast.
12?09000	Warwick Town Centre	63	60	1,360	2,925	4,408	63	147	1,400	2,798	4,408	87	0	Spend in 22/23 is higher than anticipated due to works being completed ahead of schedule
Waste Management														
10?7000	Implementation Of Municipal Waste Strategy - Waste Treatmt & Transfer Facilities	1,529	34	0	0	1,563	1,529	0	34	0	1,563	-34	0	Works on the new cabins were delayed - requires additional planning.
11856000	Purchase of Waste Containers at the Household Waste Recycling Centres	147	91	0	0	238	147	99	0	0	246	8	8	A small overspend against budget which has been financed from CP 11864000
11864000	Household Waste Recycling Centres - Annual Maintenance 2021-22	24	115	0	0	139	24	3	104	0	131	-112	-8	Projects as stated above are always subject to staff resources and the operational side of Waste Management does not always allow the focus to be on these larger projects.
11931000	Purchase of 3 haulage vehicles for HWRC (CIF Funded)	259	1	153	0	413	259	0	0	153	413	-1	0	Due to the difficulties in sourcing new vehicles and the long lead times, it is not expected that the remaining vehicle will be purchased until 2024/25
11962000	HWRC Maintenance 2022/23	0	84	0	0	84	0	6	78	0	84	-78	-0	Projects as stated above are always subject to staff resources and the operational side of Waste Management does not always allow the focus to be on these larger projects.
12052000	HWRC Maintenance 2023/24	0	0	0	0	0	0	0	88	0	88	0	88	Maintenance financing agreed in Budget Resolution 2023/24

Grand Total		45,448	7,941	14,657	32,271	######	45,448	7,716	14,449	34,180	######	(225)	1,477	

Annex E Revenue - Social Care & Support - Pete Sidgwick

Strategic Director - Nigel Minns

Portfolio Holders - Cllr Margaret Bell (Adult Social Care & Health)

22/23 Revenue Budget

Service	Gross Exp Budget	Gross Inc Budget	Net Budget	Net Variation Over/ (Under)	Net Variance Represented by Revenue Investment Funding	Net Variance Represented by Contr to/from Earmarked Reserves	Net Variance Represented by COVID Approved Allocations	Net Variance Represented by Remaining Service Variance	Reason for Net Variation and Management Action
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Assistant Director - Social Care & Support	7,645	0	7,645	(3,099)	(64)	784	0	(3,819)	£0.064m in year underspend on the Integrated Care Record project as licence costs and contributions made for the Adults project also cover the under 18's project. Net drawdown from reserves is due to £0.625m contribution to Q1 additional costs incurred by Social Care of discharging individuals from hospital prior to a social care assessment of ongoing need, £1.430m planned drawdown for year 1 of the home based therapy service including early supported discharge for stroke patients with contributions into reserves of £1.116m for the purposes of the Community Recovery Scheme in 2023/24 and finally £0.155m funding from the ICB for 2023/24 costs for up to 6 weeks of those discharged prior to a social care assessment in the closing weeks of 2022/23. The underlying service variance of £3.819m additional income is due to Adult Social Care Discharge Funding of £2.1m to fund the additional costs of discharging individuals from hospital prior to a social care assessment of ongoing need from the commencement of the grant and £1.5m funding to increase the rates paid to providers of adult social care following the Fair Cost of Care exercise (note direct link to Older Peoples Service overspend). There has also been reduced project expenditure, substantially to fund a contribution to bad debt provision and increased costs for legal services. NB a £0.058m spend over the level of funding for the Adult Social Care Reforms.
Disabilities age 25-64	89,313	(9,595)	79,718	1,786	0	0	0	1,786	Net overspend due to increased demand for residential care and specialist college placements but also contributed to due to by supported living placements and use of direct payments. Increased use of spot (i.e. outside of the framework contract) packages of residential care which are 60% more expensive than framework rates but also an overspend on college placements due to clients catching up on lost learning following covid. The number of supported living packages have increase by 2.3% since the beginning of the year with average package costs increasing by 1.8%. These overspends have been partially offset by increased income and reduced staffing costs.
Mental Health	16,615	(1,403)	15,212	1,673	0	166	0	1,507	Net overspend due to cost pressures in supported living and residential packages of care with increases in both package numbers and average weekly costs. Supported living volumes of packages of care have increased by 23% in the past 12 months with average weekly package costs increasing by 6%. Residential packages of care have increased by 10% in volume 3% in weekly costs. These overspends have been offset in part by underspends on salaries and nursing and a drawdown of the balance of £0.166m external Mental Health Transformation funding underspent in 2021/22 and now applied to 2022/23 overspend.

Service	Gross Exp	Gross Inc	Net		Net Variance Represented by				Reason for Net Variation and Management Action
	Budget	Budget	Budget	Variation Over/ (Under)	Revenue Investment Funding	Contr to/from Earmarked Reserves	COVID Approved Allocations	Remaining Service Variance	
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Older People	89,840	(36,783)	53,056	5,025	0	2,300	0	2,725	Gross overspend due to increased demand for residential care and homecare, substantially offset by increased client contributions. Residential costs are rising due to the increased use of more costly spot placements as a result of difficulties in sourcing packages of care at standard rates. Spot packages are on average 39% more expensive than the average framework rate and account for 66% of placements. The number of active users for domiciliary care has increased by 11% from April 2022, in stark contrast to relatively flat numbers of service users based on historic trends. The continuation of the hospital discharge process, whereby individuals are discharged from hospital prior to an assessment of social care needs, has contributed to the increased volumes, these have been funded in part by the ICB and the Adult Social Care Discharge Fund, with the funding streams held by the AD area for centralised budgets. The increases in rates paid to providers funded by the Market Sustainability Grant as part of the Fair Cost of Care exercise of £1.4m mostly impact Older Peoples Services. The £2.3m winter pressures funding for adult social care has been applied to Older People Services. The associated funding streams are adequate to cover the gross overspend.
Integrated Care Services	11,846	(1,010)	10,837	(1,493)	0	0	0	(1,493)	Assistive Technology underspend of £0.6m due to restrictions whilst undergoing a retender process and a further £0.6m underspend on staffing as recruitment challenges are exacerbated by the current economic climate. Further there is an underspend of £0.3m due to reduced demand for integrated community equipment.
Development & Assurance	3,680	(818)	2,862	295	0	0	0	295	Increased costs for Adult Social Care transport
Disabilities age 0-24	17,876	(2,416)	15,461	1,646	0	0	0	1,646	Children with Disabilities overspend is explained in it's entirety by the provision of extra care due to the ongoing difficulties of placing young people in suitable alternative accommodation, with weekly costs ranging from £0.8k to £26.7k. There is also an overspend against the budget for residential placements due to an 18% increase in costs in one year and overspends on the budget for respite as a consequence of the lack of suitable residential placements however these have been offset by underspends elsewhere within this tier 3 area.
Net Service Spending	236,815	(52,025)	184,791	5,833	(64)	3,250	0	2,647	

Impact on specific service reserves (from Reserves tab)	3,250
impact on Transformationm reserves	(64)
Impact on risk/general reserves	(2,647)

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Annex E Savings - Social Care & Support - Pete Sidgwick

Strategic Director - Nigel Minns

Portfolio Holders - Cllr Margaret Bell (Adult Social Care & Health)

Saving Proposal	Target £'000	Actual £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
Commissioning for younger adults - Redesign the commissioning approach to ensure a more efficient arrangement and improved brokerage function.	300	0	300	Unachieved but mitigated by additional client contribution income wider ASC service underspends.
Savings on third party spend - Review of services purchased from third parties to ensure value for money.	228	0	228	Unachieved but mitigated by additional client contribution income wider ASC service underspends.
Housing with support for older people - Further develop the housing with support offer to reduce reliance on residential provision for all ages.	500	0	500	
Management of cost of adults service provision - Management of the budgeted cost increases of externally commissioned care.	1,000	0	1,000	
Reduce demand for adult social care support - Implementing the service change and transformation activities underway across adult social care. These include an improved early intervention and prevention offer, further refinement of the in-house reablement offer and further development of assistive technology.	800	0	800	
Reprofiling care demand - Rephasing the demand and cost pressures for adults social care based on expected growth as informed by national and local data.	490	0	490	
Client income - Increase in income as a result of taking into account expected growth of adult social care services.	201	3,519	(3,318)	Client contribution income continues to grow and has enabled the achievement of other savings - as above.
Total	**3,519**	**3,519**	**0**	

Social Care & Support - Pete Sidgwick
Strategic Director - Nigel Minns
Portfolio Holders - Councillor Bell (Adult Social Care & Health)

2022/23 to 2024/25 Capital Programme

Project	Description	Approved Budget					Actual and Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
11555000	Extra Care Housing	0	0	313	0	313	0	0	0	313	313	0	0	
Grand Total		**0**	**0**	**313**	**0**	**313**	**0**	**0**	**313**	**0**	**313**	**0**	**0**	

Annex F Revenue - Children & Families - John Coleman
Strategic Director - Nigel Minns
Portfolio Holders - Councillor Markham (Children and Fan

22/23 Revenue Budget

Service	Gross Exp	Gross Inc	Net Exp		Net Variance Represented by				Reason for Net Variation and Management Action
	Budget	Budget	Budget	Variation Over/ (Under)	Revenue Investment Funding	Contr to/from Earmarked Reserves	COVID Approved Allocations	Remaining Service Variance	
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Assistant Director - Children & Families	5,221	(200)	5,021	(2,294)	(1)	0	0	(2,293)	Legal charges final position was a £0.045m under-spend compared to the position at Q3 of £0.010m. Hay salaries have a small over-spend of £0.021m (Q3 £0.018m). The asylum grant contribution to indirect costs for the whole service has returned a £1.417m under-spend. This is an increase of (£0.155m) compared to Q3 and is due to WCC's final position for the approval of accepting more young people on The National Transfer Scheme which is seen as a positive position and had been expected and reported during the latter part of the financial year. A total amount of £0.799m (Q3 £0.799m) of funding has been released as a contribution towards the whole service over-spend on salaries with a further £0.127m underspend on a recruitment SLA. Additional funding of expenses with the service for accounting for the remaining change to the spend in this area namely IT equipment for the
Initial Response (FDS, IR, EDT)	8,687	(2,173)	6,514	770	(23)	0	0	793	There is a very small underspend of £0.023m (Q3 £0.003m) on transformation due to final salary actuals. The service over-spend is concentrated within agency workers which is £1.726m over-spent (Q3 £1.445m) which is a rise of £0.281m with 20 (Q3 28) workers still in situ and with extensions to their original end dates hence the increase in final actuals. This is to cover the high levels of vacancies within the IR and Front Door teams. This is offset by the final underspends on salaries and recharges of £0.808m (Q3 £0.347m). The large change in underspend is due to reflecting contributions from 3rd parties for establishment salaries and the changes are a result of the re-structure introduced from 1st
Early Help & Targeted Support	10,494	(3,806)	6,688	(1,160)	(142)	(715)	37	(340)	The spend on Covid-19 of £0.037m (Q3 £0.037m) and was a pre-planned agreed funding for a management post within the Family Village project. Transformation is showing a £0.142m under-spend (Q3 £0.004m over-spend) due to the staffing restructure with budgets remaining within this service along with revised planning of spend and an under-spend of £0.047m on mentoring and training. Priority Families' has out-turned at an under-spend of £0.715m (Q3 0.561m) with anticipated 100% Payment by Results being awarded and additional external contributions towards staffing. The Education Training budget has an expectation to make a £0.050m surplus, this is not achievable, therefore is showing an over-spend of just above this at £0.052m. There is a small budget of £0.048m held within this service to offset any pressures and salaries are showing a £0.054m under-spend (Q3 £0.016m under-spend) which is a minor change of £0.038m because of the staffing restructure. Training and mentoring expected spend did not occur therefore this is an

Service	Gross Exp	Gross Inc	Net Exp		Net Variance Represented by				Reason for Net Variation and Management Action
	Budget	Budget	Budget	Variation Over/ (Under)	Revenue Investment Funding	Contr to/from Earmarked Reserves	COVID Approved Allocations	Remaining Service Variance	
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Children's Safeguarding &	32,451	(23)	32,427	464	(76)	0	83	457	There is a final combined over-spend of £0.069m (Q3 £0.101m) showing against
Corporate Parenting	33,568	(6,511)	27,057	4,340	145	(11)	79	4,127	transformation due to salaries. Covid-19 spend is a total of £0.162m (Q3 £0.153m) which
Youth Justice	4,238	(866)	3,372	(335)	(86)	(35)	75	(289)	COVID 19 expenditure of £0.075m agreed funding for a Speech and Language post and this has been a constant expectation since Q2. The actuals for remand beds is an under-spend of £0.035m which is a small decrease compared to Q3 when it was over-spending by £0.017m. There are currently no placements although there has been 337 days (10 YP) where YP have been in remand beds, As a result of recent lower years usage this budget for 2023-24 has been reduced as part of the MTFS. The remaining service under-spend is mainly due to a reduced remand BRICS contract with a final reduction calculation and refund on unused beds for 22/23. This now totals an under-spend of £0.174m (Q3 £0.111m). An increase in expected grant/contributions of £0.092m and establishment salaries underspend of £0.002m (small change of £0.060m from Q3 of £0.062m). This is offset by agency spend of £0.110m (Q3 £0.092m) which there are currently 2 workers till
Children's Practice Improvement	4,561	(245)	4,316	599	(263)	0	0	862	for transformation, further under-spends especially around training which the final position is now an under-spend of £0.263m (Q3 was £0.143m). The effect of first phase of the Team 2023 restructure is reflected within this service area with teams lifted and shifted into their new resting place in the new structure. The remaining overspend therefore is nearly all due to salaries with budgets that have not been re-aligned to reflect these changes hence the large variation of £0.823m on salaries (Q3 £0.745m). These have
Adoption Central England	4,377	(4,313)	65	193	0	193	0	0	since Q2 ACE has been forecasting a large overspend or approx. £1m. This is due to the additional demand for buying (and reduced selling opportunities) of Adoption places , as well as growth in the scope of ACE resulting in staff expansion. This is the gross position of the service before additional contributions from partners were agreed and accounted for. The Executive board agreed additional contributions that brought the final over-spend to £0.193m. This is covered by existing ACE reserves. The contributions for ACE for 2023-24 (i.e., the budget envelope) has been agreed to be increased by partners by almost £1m, covering the gross over-spend going forward.
Net Service Spending	103,597	(18,137)	85,460	2,577	(446)	(568)	274	3,317	

Impact on specific service reserves (from Reserves tab)	(568)
Impact on Transformation funds	(446)
Impact on risk/general reserves	3,591

Annex F Savings - Children & Families - John Coleman

Strategic Director - Nigel Minns

Portfolio Holders - Councillor Markham (Children and Families)

Saving Proposal	Target £'000	Actual £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
Savings on third party spend - Review of services purchased from third parties to ensure value for money.	107	107	0	Not achieved/ identified but this has been compensated for by additonal surplus generation of UASC grant to fund services to UASC clients across the service.
Maximise income and contributions to care packages - Efficient collection of health contributions to children in care placements and income from safeguarding training.	300	250	50	Education Safeguarding Training income not achieved bit offset by additional contributions for placements,
New ways of working - Reductions in staff travel, room hire, client travel and expenses from new ways of working post-Covid.	56	0	56	
Rightsize Children's and Families budgets - Remove contingency budget for Early Help and replace boarding school budget with existing budget in Children's Services.	10	10	0	
Adoption - Education contribution to the Authority's share of the Adoption Central England costs.	48	48	0	
Total	521	415	106	

Children & Families - John Coleman
Strategic Director - Nigel Minns
Portfolio Holders - Councillor Markham (Children's Services)

2022/23 to 2024/25 Capital Programme

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
11295000	CF property adaptations, purchases and vehicles	351	55	0	0	406	351	57	90	0	498	2	92	Additional funding of £2,270 (2022/23) and £90,134 (2023/24) for existing and proposed sub project costs to be vired from Block Header Project 11792000 "Adaptations to support child placements 20-21".
11792000	Adaptations to support child placements 20-21	0	100	25	0	125	0	0	33	0	33	-100	-92	£92,404 funding to be vired to fund Projects on 11295000 CF property adaptations, purchases and vehicles, split as follows: £27,769 vire to 11295020 (£2,270 2022/23, £25,499 2023/24) and £64,635 vire to 11295021 in 2023/24.
11901000	Children's Home	282	0	0	0	282	282	8	0	0	291	8	8	Additional costs of approx £8.5k in 2022/23 funded by Revenue Contribution. Project now complete.
11902000	Adaptations to support child placements	0	0	125	131	256	0	0	92	301	393	0	137	Additional Funding of £137,000 added in 2023/24 Budget Resolution.
12002000	Children's Home 2	0	416	139	0	554	0	77	477	136	690	-338	136	Change in scope of project and additional inflationery pressures have resulted in delay to the start of construction work.
12?3000	Children's Home 3	0	563	188	0	750	0	473	277	0	750	-89	-0	Delays in Planning process has resulted in a later than expected submission of Planning Application for Change of Use.
12?94000	Children's Home 4	0	563	188	0	750	0	0	150	600	750	-563	0	A suitable propery has not yet been found for the cohort of children (Children with Disabilities).
12015000	Family Village - Pears Site	0	150	0	0	150	0	0	0	150	150	-150	0	Proposed options for the Family Village site were rejected. Currently further options are being explored.
12?16000	Minibus - Youth Services OV22 HMC	0	42	0	0	42	0	38	0	0	38	-4	-4	Vehicle was purchased in 2022/23 and no further spend expected. This Project will be closed.
12048000	Minibus 2 OE22 TNO - Youth Service C&F	0	0	0	0	0	0	41	0	0	41	41	41	Vehicle was purchased in 2022/23 and fully funded by a Revenue Contribution. No further spend expected. Project will be closed.
12087000	Pool car - Peugeot for CIC team	0	0	0	0	0	0	0	21	0	21	0	21	New Project for a Pool vehicle purchase added for Q4 Outturn to be funded by Revenue Contribution in 2023/24.
Children & Families		**633**	**1,887**	**664**	**131**	**3,315**	**633**	**696**	**1,140**	**1,187**	**3,655**	**-1,191**	**340**	

Annex G Revenue - People Strategy & Commissioning and Public

Strategic Director - Nigel Minns

Portfolio Holders - Cllr Margaret Bell (Adult Social Care & Health)

22/23 Revenue Budget

Service	Gross Exp Budget £'000	Gross Inc Budget £'000	Net Exp Budget £'000	Variation Over/ (Under) £'000	Net Variance Represented by				Reason for Net Variation and Management Action
					Revenue Investment Funding £'000	Contr to/from Earmarked Reserves £'000	COVID Approved Allocations £'000	Remaining Service Variance £'000	
Assistant Director - Strategy & Commissioning	525	(25)	500	(39)	0	0	0	(39)	Health income for shared AD post
Director of Public Health	2,594	(242)	2,352	1,768	0	0	2,455	(687)	Covid costs of £0.833m for school air quality assessment and ventilation improvements and £0.225m for supporting high risk workplaces with grants and ventilation improvements alongside £0.077m towards a PH consultant funded from the COMF fund. Covid costs of £0.977m funded from the Test & Trace Grant predominantly for staffing £0.648m. £0.090m for the covid case management system, £0.090m housing support for rough sleepers to remain in accommodation, £0.072m retrospective costs for workplace resilence scheme 'Thrive at Work', £0.051m to produce a Winter Wellness Booklet and £0.026m contributed to Coventry PHD Programme to fund research. £0.251m reducing the impact of Covid on BAME communities' project and £0.092m to fund a suicide prevention role and strategy implementation funded from the generic covid grant. £0.235m unspent water fluoridisation budget as this is now a Dept. of Health responsibility, £0.185m staffing underspend, £0.164m unutilised carry forward for Homelessness due to other funding streams becoming available and £0.103m for a range of individually immaterial reductions.
Health & Well Being	20,042	(279)	19,763	(437)	(175)	20	178	(460)	Revenue Investment fund in year underspend of £0.048m on the Tacking Family Poverty projects which will now be utilised in 23/24 and £0.127m in year underspend on Creative Health projects due to delays caused by a change in the precise nature of projects to ensure alignment with WCC objectives. £0.020m drawdown from reserves for relevant Diabetes expenditure. £0.178m Covid funded and approved Improving Mental Health Covid Recovery project. Underspend in year £0.173m on staffing, £0.245m for salary increases for staff employed under Agenda for Change employment contracts themselves within contracts commissioned by WCC, is not required as the ICB have received funding for this in 22/23 only. The balance of underspend is due to reduced demand for Sexual Health services, Health Checks, Smoking cessation services and Fitter Futures.

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Service	Gross Exp	Gross Inc	Net Exp		Net Variance Represented by				Reason for Net Variation and Management Action
	Budget	Budget	Budget	Variation Over/ (Under)	Revenue Investment Funding	Contr to/from Earmarked Reserves	COVID Approved Allocations	Remaining Service Variance	
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Integrated and Targeted Support	13,959	(5,137)	8,822	(277)	0	(108)	58	(227)	Covid costs of £0.058m for Children in Crisis Commissioner funded from generic covid grant. £0.743m to be drawn down from Social Care and Health Partnerships Reserve in relation predominantly to partnership funded delivery of Learning Disability and Autism projects including Voiceability, Grapevine coproduction, the 'Experts by Experience' hub, health liaison resources, respite care and also diabetes. Offset by £0.242m transfer to the Social Care and Health Partnerships Reserve, in part due to £0.132m in year underspend on the Autism Diagnosis Project and and £0.110m underspend of the Community Discharge Grant which is to facilitate the discharge from long term hospital stays into the community. The reasons for these is a change in the sub projects commencement dates from February 2023 to April 2023. Further, a contribution of £0.589m is being made to the Domestic Abuse Grant Reserve due to an in year underspend of the grant following delays in the mobilisation of the pilot, recruitment delays, underutilisation of the safe accommodation units leading to a significant contractual underspend due to low levels of referrals. Underspend of £0.177m in Drug and Alcohol Rehabilitaton due to reduction in uptake/duration of stay, balance due to underspend on staffing.
All Age Specialist Provision	6,037	(697)	5,340	56	0	0	32	24	Covid costs of £0.032m for Learning and Development to support the quality of the Children's Home funded from generic covid grant.
Net Service Spending (excluding DSG)	**43,157**	**(6,380)**	**36,777**	**1,071**	**(175)**	**(88)**	**2,723**	**(1,389)**	

Impact on specific service reserves (from Reserves tab)	**88**
Impact on Transformation reserves	**175**
Impact on risk/general reserves	**1,389**

Annex G Revenue - People Strategy & Commissioning and Public Health - Becky Hale

Strategic Director - Nigel Minns
Portfolio Holders - Cllr Margaret Bell (Adult Social Care & Health)

Saving Proposal	Target £'000	Actual Outturn £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
Health, wellbeing and self-care - Rationalise the public health offer, preserving budgets for mandated public health functions, and rationalising the non-mandated public health offer and consolidating use of the Warwickshire Cares Better Together Fund.	177	177	0	
Maximise income and contributions to care packages - Ensure partner contributions are efficiently and effectively generated and collected.	100	100	0	
Domestic Abuse and Substance Misuse Detox Framework - Increase partner contributions to multi agency risk assessment conference in line with the national approach. The Public Health England contribution to inpatient detox will reduce current funding requirement.	36	36	0	
Total	**313**	**313**	**0**	

Public Health & People - Strategy and Commissioning - Becky Hale
Strategic Director - Nigel Minns
Portfolio Holders - Councillor Margaret Bell (Adults) Councillor Sue Markham (Children and Families)

2022/23 to 2024/25 Capital Programme

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards	Total £'000	Variance in Year £'000	Total Variance £'000	
10608000	Mental Health Grant 2010/11	223	3	0	0	226	223	0	3	0	226	-3	0	Remaining Funds carried into 23/24 for final potential remaining costs of projects previously completed.
11021000	Adult Social Care Modernisation & Capacity 2012-13	352	21	70	0	443	352	0	91	0	443	-21	0	Changing Places planned installations have been delayed and/or paused. Other opportunities for developments have been identified, in process of agreeing timescales for installation.
11420000	Disabled Facilities Capital Grant	28,237	5,125	0	0	33,362	28,237	5,125	5,125	0	38,487	0	5,125	Disabled Facilities Grant allocation for 2023-24 added to programme.
11903000	Improving Mental wellbeing in Warwickshire re COVID-19 - capital fund	126	0	0	0	126	126	0	0	0	126	0	0	No spend in 2022/23 as project is complete.
12050000	Supported housing	0	0	651	0	651	0	0	651	0	651	0	0	
Grand Total		**28,938**	**5,149**	**721**	**0**	**34,808**	**28,938**	**5,125**	**5,870**	**0**	**39,933**	**-24**	**5,125**	

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Annex B1 DSG Revenue - Education Services - Johnny Kyriac
Strategic Director - Nigel Minns
Portfolio Holders - Cllr Kam Kaur (Education)

22/23 DSG Revenue Budge

Service	Gross Exp	Gross Inc	Net Exp	Net Variance Represented by		Reason for Net Variation and Management Action
	Budget	Budget	Budget	Variation Over/ (Under)	Contr to/from Earmarked Reserves	
	£'000	£'000	£'000	£'000	£'000	
Schools Block	3,180	(100)	3,079	(153)	(153)	There is an favourable variance of £0.153m due to underspend on Transition Support and reductions in the Teaching union cover and planned DBS checks required to budget as well as small savings in EMTAS from a part FTE vacancy and additional income. There are also some in-year Academisation adjustments (reductions in de-delegation) which are accounted for outside of Education Services which offset the under-spend.
Early Years Block	35,458	(30)	35,428	(1,085)	(1,085)	Allocation of 2-3-4 Year old PVI provision (universal & targeted) is underspent by £0.937m. This is due to lower pupil number hence lower payments to PVIs and LA) provisionas well as in part a result of the revised funding was issued in August by ESFA which increased the for 3&4 years old allocation by £1.2m. This element of the DSG is subject to post year end adjustment once national spring term census is verified. The under-spend will cover such adjustment. There are also some minor operational & supports service underspend totalling £0.151m which have occurred due to a number of staff vacancies as well as ahead of schedule changes in service delivery following service transformation.
High Needs block	63,864	(895)	62,970	4,298	4,298	This net overspend consists of a number of significant budgets which are subject to interventions by the SEND & Inclusion Change programme (SICP). The over-arching aim over the long term (as funding for SEND is a national issue) is to reduce high costs volumes while increasing lower costs areas of service. For example, reducing the reliance of Independent Specialist Provision and increasing "SEND Top-ups" to mainstream and special schools. The position is somewhat mitigated going forward with the recent larger than expected HNB DSG settlement figure for 2023/24. The final out-turn position will be triangulated into the long term DSG recovery plan, to take account of any on-going pressures (as well as the increased funding). This will be reported back to the SICP board for any mitigating action to ensure that the overall DSG recovery plan is covered by the updated MTFS proposals. A decision taken at the inception of the SICP to set budgets for individual services as they might be after several years of the change programme (i.e. aspirational) does lead to several large over/underspends because budget is set for the future while the forecasted costs are for the present. Therefore, a holistic view is best taken. As reported throughout the year, areas of overspend include: An overspend of £3.710m on Independent Schools Provision. The demand on the Independent special schools has increased dramatically without any noticeable effect of intervention and the final position has followed suite with final spend of £18.212m. FTE Numbers of provision have fluctuated by upto 10% in year, with a high at Q3 (337) to final outturn of 306. Unit costs have remained steady at between £0.058m and £0.060m. For the whole of 2021/22 there were 277 places purchased at £0.054m, Q2 22/23 the forecasted numbers were 327 at £0.057m. Top ups of Teacher's pay &pension payments (TPP) to special schools £1.729m (this also includes some minor commissioning contracts). Due to late clarification of the TPP to special schools by the DfE, it was not confirmed until well into the financial year that these were payable by WCC and no budgetary provision had been made. This has been rectified for 2023-24. There has been a relatively minor net overspend of £0.235m on EHCP Top ups and Resourced provision.(£32.408m budget) and an overspend on Hospital Tuition of £0.127m. The forecast overspends are partly offset by the following underspends: Post 16 Provision of £0.151m due to lower take up; Alternative provision of £1.121m with a drop in demand but increased unit costs; Slight overall net underspend of £0.094m for some support services.
Central Services block	2,127	0	2,127	66	66	There are minor over-spends on central services block due to late notification of reduced DSG budget allocation, these are offset below (outside of Education services CSSB). The budgets have been re-aligned for 2023-24 to set a blanced budget.
Net Education Service DSG Spe	**104,629**	**(1,025)**	**103,604**	**3,126**	**3,126**	
Schools Block	134,268	0	134,268	49	49	This is the technical adjustment outside of Education Services for in-year Academisation affecting de-delagation, this is offset in the Education Services SB above.
Early Years Block	314	0	314	677	677	Agreed Post Covid support / development grants to all EY providers agreed by School Forum as a planned use of EY DSG reserves.
High Needs block	7,575	0	7,575	138	138	Place funding for Academies Resource unit as there was difference of total places reported to ESFA at the time of Place change notification. These would normally have been budgeted for with HNB in Education Services.
Central Services block	2,001	0	2,001	(60)	(60)	See CSSB row above
Net Non Education DSG Spendi	**144,158**	**0**	**144,158**	**804**	**804**	
Schools Block	0	(136,277)	(136,277)	0	0	
Early Years Block	0	(35,742)	(35,742)	0	0	
High Needs block	0	(70,545)	(70,545)	0	0	
Central Services block	0	(4,128)	(4,128)	0	0	
Net DSG Income	**0**	**(246,692)**	**(246,692)**	**0**	**0**	
NET DSG	**248,787**	**(247,717)**	**1,070**	**3,930**	**3,930**	

Annex B2 Non-DSG Revenue - Education Services - Johnny Kyriacou

Strategic Director - Nigel Minns

Portfolio Holders - Cllr Kam Kaur (Education)

22/23 Non-DSG Revenue Budget

Service	Gross Exp Budget	Gross Inc Budget	Net Exp Budget	Net Exp Variation Over/ (Under)	Net Variance Represented by Revenue Investment Funding	Net Variance Represented by Contr to/from Earmarked Reserves	Net Variance Represented by COVID Approved Allocations	Net Variance Represented by Remaining Service Variance	Reason for Net Variation and Management Action
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Assistant Director - Education Services	2,622	(777)	1,845	**(196)**	(184)	0	0	(12)	Following transition into the SEND & Inclusion underspend of £0.184m on Pears Centre, Head of Service budget contains a savings target of £0.146m which is partially met by underspend within the service leaves with the pressure of £0.113m, £0.111m underspend on Schools pension fund
Education & Early Years	4,078	(2,079)	1,999	**76**	(39)	59	56	0	There is small underspend on Early Years Transformation due to a small delay in initiating the work. There are overspends (covered by their own earmarked reserves) in School Improvement & for Schools in financial difficulty (together £0.126m) off set by a £0.068m underspend on improvements to the Education MIS.(which is primarily the reason for the overall variance chnage from Q3). The under-spend is earmarked to be used in 2023-24 to complete the work and aid systems for the Admissions service. The COVID spend relates to short term recovery, utilising fixed contract staff. Although the remaining service variance is zero, this is net of minor under/overspends across the service, with some teams having expeerienced staff overspend offset by additonal traded income.(Secondary National Tests).
SEND & Inclusion	7,996	(2,641)	5,355	**(793)**	(584)	0	50	(259)	There is a large in-year underspend in the use fo drawn down reserves for the SEND & Inclusion Change programme, this is due to re-configuration of work streams for the move to phase 3, in 2023-24. Some of the delays have also been due to difficulties in staff resource commissioning as well as delays to planned training for SEND partners. The remaining service underspend isdue to a large (£0.507m) overspend in SEND assessment which both staff . legal and mediationo overspends offset by greater than expected (and in osme cases one off) surpluses in SEND traded services to schools (especially Education Psychology). These areas are also the reason for the reduced out-turn postion that was forecasted at Q3.
Education Service Delivery	6,457	(5,080)	1,377	**(89)**	(49)	0	6	(46)	This overall minor unde-spend is the result of successful trading recovery post COVID as well as some slippage on Education Transformation work which is now scheduled for 2023-24. The improved postion since Q3 is as a result of this too.
Net Service Spending (excluding DSG)	**21,153**	**(10,577)**	**10,576**	**(1,002)**	**(856)**	**59**	**112**	**(317)**	

0

Impact on specific service reserves (from Reserves tab)	**171**
Impact on Transformation funds	**(856)**
Impact on risk/general reserves	**(317)**

Annex B Savings - Education Services - Johnny Kyriacou

Strategic Director - Nigel Minns

Portfolio Holders - Cllr Kam Kaur (Education)

Saving Proposal	Target £'000	Actual £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
NEETs contract - More effective contracting of the service to support those not in employment, education of training.	10	10	0	
Savings on third party spend - Review of services purchased from third parties to ensure value for money.	66	66	0	
Traded income - Increased traded income from Governor and Attendance services as well as a review to modernise music services.	10	10	0	
Vacancy management - Reduction in staffing budgets through recognising natural underspends from staff turnover.	100	0	100	Work is still progressing to acheieve these savings , they are now planned for 2023-24+, the under-achuevement in 2022-23 has been offset by other one off savings.
Total	**186**	**86**	**100**	

Education Services - Johnny Kyriacou
Strategic Director -Nigel Minns
Portfolio Holders - Councillor Kaur (Education)

2022/23 to 2024/25 Capital Programme - Education

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Learning - Non Schools														
11399000	CMS Music Instruments Purchases 2015/16 - 2017/18	105	0	0	0	**105**	105	0	0	0	**105**	0	0	No purchases in 2022-23
11583000	Early Years Capital Fund/ Dunchurch Infants	132	10	0	0	**142**	132	10	0	0	**142**	0	0	Project complete
Learning - Other														
10008000	Education - S106 Financing	1	0	0	0	**1**	1	0	0	0	**1**	0	0	
11393000	Minor Works Block Header 15/16	663	0	0	0	**663**	663	0	0	0	**663**	0	0	
11573000	Planning & Development block header E&L	101	151	-65	202	**389**	101	-45	100	232	**389**	-196	-0	Actual moved to main projects where feasibility complete and full scheme approved
11621000	High Meadow Infant School - New Classrooms, group rooms and Toilets	2,219	41	0	0	**2,260**	2,219	41	0	0	**2,260**	0	0	Project complete
11630000	Minor Works E&L	327	-58	1	0	**269**	327	-61	3	0	**269**	-2	0	Creditors from 2021-22 not realised and returned as basic need funding for future schemes
11678000	Seedlings Nusery HRI Wellesbourne - Modular Building	119	0	0	0	**119**	119	0	0	0	**119**	0	0	
11682000	Temporary Classroom Removal	141	0	0	0	**141**	141	0	0	0	**141**	0	0	
11683000	Healthy Pupil Capital Fund	0	0	0	0	**0**	0	0	0	0	**0**	0	0	
11807000	Maintained Nursery Schools Capital Funding to Ensure Access for Children with SEND & Inclusion	112	-6	0	0	**106**	112	-6	0	0	**106**	0	0	
11965000	Improvements at Bunting Preschool to the Capital Programme at an estimated cost of £250,000 to be funded from section 106 receipts (£228,000) and a contribution by the School (£22,000).	0	228	0	0	**228**	0	0	0	228	**228**	-228	0	Awaiting invoice from Primary School when works are complete and reimbursement is due
11999000	Clopton Nursery	0	40	0	0	**40**	0	40	0	0	**40**	0	0	Project complete - contribution paid over to Nursery
12012000	Sunbeams Nursery based at Radford Semele CofE School	0	57	0	0	**57**	0	57	0	0	**57**	0	0	Project complete - contribution paid to pre-school
Primary - expansion														
11255000	Paddox school extension Targeted Basic Need	2749	-10.087	0	0	**2,739**	2,749	-10	0	0	**2,739**	0	0	Unused credditor returned to corporate resource 2022-23. Pr4ojeft complete and to be parked
11386000	Long Lawford permanent expansion	2,734	0	408	0	**3,142**	2,734	9	400	0	**3,142**	9	0	Delays to the S278 Highways process has now meant planning permission has expired and needs to be resought for works ot then be delivered asap

2022/23 to 2024/25 Capital Programme - Education

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
11570000	Coten End Primary School	168	-0	0	0	168	168	-0	0	0	168	0	0	Unused creditor returned to corporate resources funding and project now can be parked
11628000	Michael Drayton Primary - Expansion	2,456	0	0	0	2,456	2,456	3	0	0	2,459	3	3	Unclear from Property Services whether there are any further bills - project operationally complete in 2019
11646000	Barford St Peters - Extension of Kitchen facilities	235	0	0	0	235	235	0	0	0	235	0	0	
11677000	Harbury Primary School - Internal Alterations	0	0	0	0	0	0	0	0	0	0	0	0	
11736000	Weddington Primary School - Bulge Class	4	58	0	0	62	4	122	0	0	126	65	65	S106 previous given up returned to project to cover final extremely late bills - project complete
11779000	Whitnash Primary, Expansion of 2 additional Classrooms	179	672	497	0	1,349	179	1,068	101	0	1,349	395	0	Project due to be completed 2023
11843000	Long Lawford Primary School - Studio Hall	436	199	0	0	635	436	12	187	0	635	-187	0	Project is operationally complete but retention payments still possible
11___000	Burton Green Primary School	0	0	290	0	290	0	0	290	0	290	0	0	S106 adjusted to match actual funding allocated - school led scheme to payment upon completion
11___000	Lighthorne Heath Primary School, Lighthorne	0	0	146	0	146	0	0	0	146	146	0	0	Per Atlasweb this project has not yet commenced - approval in Dec2020
12000000	Radford Semele CE Primary School	0	16	0	0	16	0	16	0	0	16	0	0	School led - project complete and S106 contribution paid to school
120__000	Former Radio mast site (Houlton) Rugby	0	663	0	0	663	0	0	0	960	960	-663	297	Additional £297k S106 due in future - project still in planning stage
12011000	Bridgetown Primary School - Hall and G	0	29	0	0	29	0	26	3	0	29	-3	0	Project complete and WCC contribution paid to school - PM to clarify whether all bills are paid and if so S106 balance to be returned
12013000	Southam St James	0	30	0	0	30	0	0	30	0	30	-30	0	School led project - S106 contribution to be paid upon completion
12020000	Oakley School - Primary phase temporary solutions at Bishops Tachbrook, Briar Hill and St Margarets	0	70	1,116	0	1,186	0	166	1,957	300	2,423	96	1,237	Additional £1.237m funding approved at March23 cabinet
12030000	Long Itchington	0	58	195	0	254	0	0	254	0	254	-58	0	School led scheme - S106 contribution to be paid to school upon completion
12084000	Bishops Itchington	0	0	0	0	0	0	0	0	195	195	0	195	School led scheme - S106 contribution to be paid to school upon completion
Primary - new														
11384000	New School, The Gateway, Rugby (Griffin School)	309	2,495	4,408	0	7,213	309	4,498	2,405	0	7,213	2,003	-0	Construction has progressed sooner than forecast
12034000	Myton Gardens Primary School (new)	0	100	10,000	3,300	13,400	0	221	10,000	3,179	13,400	121	0	Delivery target Sep24 - still in design/planning/procurement phase and dealing with badger setts
Primary - other														

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
11319000	Eastlands Primary temporary classroom	119	0	0	0	119	119	0	0	0	119	0	0	
11847000	Kingsway site changes to aid Academy conversion	156	141	4,967	0	5,265	156	203	4,000	905	5,265	61	-0	Funded from DfE specific grant and CIF - delivery by Sep24 so exp profiled to fit that target date
11861000	Bridgetown Primary, Stratford upon Avon	57	0	0	0	57	57	0	0	0	57	0	0	2022-23 S106-BN funding swap. Project complete and now to be parked
11944000	Quinton Primary School - Improvements works including an outdoor space for EYSF	94	12	0	0	106	94	12	0	0	106	-0	-0	2022-23 S106-BN funding swap. Project complete and now to be parked
11957000	Alveston Cof E Primary - fencing	0	60	0	0	60	0	60	0	0	60	0	0	S106 not trequired returned to post - project complete and to be parked
12021000	Lighthorne Heath Primary School refurbishment	0	164	0	0	164	0	100	64	0	164	-64	0	Project to be completed in 2023-24
12029000	Rokeby Primary School - levelling the playing field	0	28	0	0	28	0	28	0	0	28	0	0	Small contribution £415 from BN as remaining funding has already been returned based on estimated costs (Prop Serv fees not included in estimate) - project complete
12032000	Brownsover	0	0	965	0	965	0	31	934	0	965	31	0	Construction expected Aug23-Feb24
School access														
11800000	Schools Access 20-21	552	0	0	0	553	552	0	0	0	553	0	0	All sub projects now complete - project to be parked
11897000	Disability Access Block Header 2021/22	601	60	0	0	660	601	43	0	0	644	-17	-17	Sub projects complete, remaining funding to be added to 12053000 2023-24 block header - this project to be parked
12010000	Disability & Access Block Header	0	517	177	0	694	0	521	187	0	708	4	14	Forecasts added for projects complete/underway and Fixtures & Fittings for 2022-23 projects - additional £14k school contribution 12010008
12053000	Disability Access Block Header 2023/24	0	0	0	0	0	0	0	500	217	717	0	717	New allocation approved via 2023-24 Budget Resolution £700k. Plus £17k remaining funding from 2021/22 allocation 11897000
Secondary - expansion														
11472000	Kineton High School	3,187	0	0	0	3,187	3,187	0	0	0	3,187	0	0	
11645000	Coleshill Secondary School	3,339	0	0	0	3,339	3,339	0	0	0	3,339	0	0	
11776000	Campion School Expansion Phase 2	4,719	3,750	103	0	8,572	4,719	3,441	819	0	8,979	-309	407	Project complete - unclear if there are any final bills yet, to be clarified for Q1. S106 to be reviewed as potential S106/BN funding swap required-BN increased to bring total project funding back to approved total
11842000	Stratford Upon Avon School - Dining Facilities	1,332	27	0	0	1,359	1,332	43	0	0	1,376	17	17	Spend in 2022-23 exceeded approval - additional BN required and PM to review for Q1
11859000	Stratford Upon Avon School - 2fe expansion	758	265	7,250	6,120	14,393	758	710	10,697	5,944	18,109	445	3,715	Increased S106 and BN funding as per March23 cabinet approval - plus £619,500 re original land purchase

2022/23 to 2024/25 Capital Programme - Education

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
11860000	Etone College - 1fe expansion	68	2,377	2,309	0	4,753	68	16	4,669	0	4,753	-2,360	-0	School led scheme - awaiting confirmation construction is complete before paying over funds to school
12014000	The Queen Elizabeth Academy Atherstone	0	500	2,793	0	3,293	0	0	3,293	0	3,293	-500	0	Schools led scheme - expansion required for additional places Sept 2023 so presume payment to school upon completion
12022000	Shipston High School - expansion	0	35	6,000	4,497	10,531	0	322	6,000	4,209	10,531	287	-0	Expecting construction to be completed for Sep2024, some spend for planning/design accelerated into 2022-23
Secondary - new														
11730000	New School Leamington (Oakley School)	414	8,000	38,025	14,023	60,462	414	9,151	26,906	23,990	60,462	1,151	0	2022-23 expediture slightly ahead of forecast - project on target for completion Sept2024
Secondary - other														
12009000	Myton School, Warwick - New 6th form teaching block	0	2,636	3,494	0	6,130	0	3,266	2,864	0	6,130	630	0	Expansion due for completino Sept2023 but various elays in planning may mean this date slips - project being managed by the Trust, to be reimbursed when complete
12031000	Aylesford School washroom facilities	0	102	0	0	102	0	0	102	0	102	-102	0	S106 contribution to School Led scheme - reimbursement due on completion
SEN - other														
11589000	SEND facilities block header	266	31	20	0	317	266	31	7	13	317	0	0	Awaiting Prop Serv fees on 11589002 - all other sub-projects complete
11631000	Specialist Nurture Provision at Special School	0	0	200	0	200	0	0	0	200	200	0	0	No sub projects yet set up for this block header - awaiting service/PM update for Q1
SEN - expansion														
11624000	Evergreen school - Reconfiguration of classrooms	65	0	185	0	250	65	0	0	0	65	0	-185	Remaining BN funding £185k transferred to new Evergreen expansion project 12088000
11641000	Keeping SEND pupils local	0	62	128	0	190	0	84	1	104	190	22	-0	Awaiting service to update on future plans for the remaining funding on tis block header
11850000	Henley in Arden Resourced Provision	0	0	0	0	0	0	14	6	0	21	14	21	Remaining forecast relates to works being completed by school to be reimbursed when evidenced. Funding within original BN approval.
12088000	Evergreen School expansion	0	0	0	0	0	0	23	303	7,679	8,005	23	8,005	New expansion project approved Cabinet/Council March2023 - funding added £185k BN from previous Evergreen project 11624000, plus £141k S106 amd £7.679m DfE High Needs funding
12089000	Oak Wood Primary Nuneaton expansion	0	0	0	0	0	0	13	2,020	277	2,310	13	2,310	New expansion project approved Cabinet/Council March2023 - funding added £33k S106 amd £2.77m DfE High Needs funding
SEN - new														
11350000	New AEN School McIntyre Discovery Academy (Former Manor Park)	6,009	0	0	0	6,009	6,009	0	0	0	6,009	0	0	

2022/23 to 2024/25 Capital Programme - Education

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
11644000	Water Orton Evergreen Unit	583	0	0	0	**583**	583	0	0	0	**583**	0	0	
11750000	Old Pears Site / Warwickshire Academy	15,569	1,540	57	0	**17,166**	15,569	1,445	152	0	**17,166**	-95	0	Project Manager has left and it is unclear whether there are any outstanding costs - to be reviewed for Q1
12086000	Alternative Provision Free School Warwick	0	0	0	0	**0**	0	0	0	100	**100**	0	100	DfE led scheme - awaiting invoice for WCC contribution to scheme
Learning - Devolved														
10554000	Devolved/School Level Budgets	0	0	0	0	**0**	0	2,654	0	0	**2,654**	2,654	2,654	.
11899000	S106 Contribution to the DFE for Lower Fa	0	0	1,300	0	**1,300**	0	0	0	1,300	**1,300**	0	0	Awaiting PM update as to when the S106 funding will be required
	Grand Total	**51,079**	**25,148**	**84,969**	**28,141**	**189,337**	**51,079**	**28,377**	**79,256**	**50,180**	**208,892**	**3,229**	**19,555**	

Annex H Revenue - Business & Customer Services - Kushal Birla
Strategic Director - Rob Powell
Portfolio Holders - Cllr Yousef Dahmash (Customer & Transformation)

22/23 Revenue Budget

Service	Gross Exp Budget	Gross Inc Budget	Net Budget	Net Variation Over/ (Under)	Net Variance Represented by Revenue Investment Funding	Contr to/from Earmarked Reserves	COVID Approved Allocations	Remaining Service Variance	Reason for Net Variation and Management Action
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Assistant Director - Business & Customer Services	334	0	334	(81)	(30)	0	0	(51)	
Business Support	9,448	(59)	9,389	288	0	98	20	170	Overspend relates primarily to staffing costs to meet an increase in service demand in the Adult Social Care Business Support Service
Customer Contact - Connect	2,873	(288)	2,585	77	0	(112)	299	(110)	
Community Hub	10,886	(2,455)	8,432	(143)	(230)	(14)	76	25	
Net Service Spending	23,541	(2,802)	20,740	141	(260)	(28)	395	34	

Impact on specific service reserves (from Reserves tab)	
Impact on risk/general reserves	

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Business & Customer Services - Kushal Birla

Strategic Director - Rob Powell

Portfolio Holders - Cllr Yousef Dahmash (Customer & Transformation)

Saving Proposal	Target £'000	Actual £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
Customer support service redesign - Review and rationalisation of the organisation's approach to customer support.	266	266	0	
Savings on third party spend - Review of services purchased from third parties to ensure value for money.	114	114	0	
Reduced use of printing and stationery - Reductions in spend on printing and stationery predicated on digitisation work.	100	100	0	
Library Service - Continue the covid-led trend of rebalancing the provision of library services, for example through increasing the use of drop off book boxes.	50	50	0	
Customer journey - Embed the customer experience programme, enabling the removal of customer service standards and the consolidation of the WCC Directory within wider teams.	10	10	0	
Total	**540**	**540**	**0**	

Business & Customer Services - Kushal Birla
Strategic Director - Rob Powell
Portfolio Holders - Councillor Dahmash (Customers & Transformation)

2022/23 to 2024/25 Capital Programme

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards	Total £'000	Variance in Year £'000	Total Variance	
10623000	County Records Office Service - Digital Asset Management	95	0	0	0	95	95	0	0	0	95	0	0	
11415000	Warwick - Market Hall Museum - "Our Warwickshire Projects"	910	0	0	0	910	910	0	0	0	910	0	0	
10155000	Improve Customer Experience In Cnty Cl Bldgs & Dda Works 2009/10	204	0	0	0	204	204	0	0	0	204	0	0	
11040000	Improving Customer Experience / One Front Door Improvements	1,126	911	591	0	2,628	1,126	660	511	336	2,633	-251	5	Delay in delivery of fleet replacement due to procurement process.
11422000	Stratford Library – Registrars Accommodation Works and Library Alterations	373	0	0	0	373	373	0	0	0	373	0	0	
Grand Total		**2,708**	**911**	**591**	**0**	**4,210**	**2,708**	**660**	**511**	**336**	**4,215**	**-251**	**5**	

Annex I Revenue - Commissioning Support Unit - Steve Smith
Strategic Director - Rob Powell
Portfolio Holders - Cllr Yousef Dahmash (Customer & Transformation)

22/23 Revenue Budget

Service	Gross Exp Agreed Budget	Gross Inc Agreed Budget	Net Agreed Budget	Net Variation Over/ (Under)	Net Variance Represented by Revenue Investment Funding	Contr to/from Earmarked Reserves	COVID Approved Allocations	Remaining Service Variance	Reason for Net Variation and Management Action
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Assistant Director - Commissioning Support Unit	256	0	256	16	0	0	0	16	
Business Intelligence	2,499	(55)	2,445	(162)	(133)	0	0	(29)	Underspend due to vacancies, and within Data Analytics Platform project
Portfolio Management Office	3,577	(1,805)	1,772	157	299	0	19	(161)	Small underspends within various investment projects, and vacancies.
Contract Management & Quality Assurance	2,707	(1,069)	1,638	(294)	0	0	82	(376)	Underspend due to vacancies
Change Management	1,025	(72)	952	(464)	(394)	0	0	(70)	Underspend resulting from transformation projects
Net Service Spending	**10,064**	**(3,001)**	**7,063**	**(747)**	**(228)**	**0**	**101**	**(620)**	

Impact on specific service reserves (from Reserves tab)	
Impact on risk/general reserves	(747)

Annex I Savings - Commissioning Support Unit - Steve Smith

Strategic Director - Rob Powell

Portfolio Holders - Cllr Yousef Dahmash (Customer & Transformation)

Saving Proposal	Target £'000	Actual Outturn £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
Further savings on third party spend - Review of services purchased from third parties to ensure value for money.	44	44	0	
Total	44	44	0	

Annex J Revenue - Enabling Services - Craig Cusack

Strategic Director - Rob Powell

Portfolio Holders - Cllr Yousef Dahmash (Customers & Transformation), Peter Butlin (Finance and Property)

22/23 Revenue Budget

Service	Gross Exp	Gross Inc	Net Exp	Net Variance Represented by				Reason for Net Variation and Management Action
	Budget	Budget	Budget	Variation Over/ (Under)	Revenue Investment Funding	Contr to/from Earmarked Reserves	COVID Approved Allocations	Remaining Service Variance	
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Assistant Director - Enabling Services	355	0	355	(77)	0	0	0	(77)	The final costs of the longstanding tribunal were fully settled in March. There were a few one-off projects planned in-year that due to underspends in service areas were funded by their budgets
Facilities Management	16,708	(7,247)	9,460	(237)	0	0	0	(237)	Underspend can be attributed to the reduction of spend on cleaning materials and the increase in capital fee income and traded services income.
HR Enabling	6,923	(2,090)	4,833	(206)	(3)	124	0	(327)	Outturn underspend is primarily due to establishment vacancies. These roles are still required and the team continue to prioritise recruitment, but like many parts of the Council are finding it a harder and longer process than anticipated to bring new people in. An element of underspend is supporting a larger than anticipated cost to re-procure the YourHR system, which has gone some way to reducing the overall underspend.
Digital & ICT	13,622	(4,672)	8,950	480	0	0	0	480	Demand on ICT to deliver project and development work means there is an in-year, planned additional spend on supporting and developing Mosaic, which was not built into budget planning. Under recovery of WES traded income and additional software purchase & licence costs have also attributed to the overspend position.
ICT Strategy & Commissioning	5,446	0	5,446	(2,792)	(2,587)	0	0	(205)	Delayed spending in strategic ICT is the reason why Enabling Services net expenditure shows such a large variance. Digital roadmap costs of £1.708m and £879k of transformation funding are highlighted in the investment funding column for future use. The remaining underspend is as a result of staff vacancies.
Net Service Spending	**43,054**	**(14,009)**	**29,044**	**(2,832)**	**(2,590)**	**124**	**0**	**(366)**	

Impact on specific service reserves (from Reserves tab)	124
Impact on risk/general reserves	(2,956)

Annex J Savings - Enabling Services - Craig Cusack
Strategic Director - Rob Powell
Portfolio Holders - Cllr Yousef Dahmash (Customers & Transformation), Peter Butlin (Finance and Property)

Saving Proposal	Target £'000	Actual £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
Enabling Services delivery review - Review of expenditure on staffing, expenses, projects in Enabling Services.	1,092	1,092	0	
Facilities management - Reduction in facilities management and maintenance cost savings linked to asset rationalisation	148	148	0	
ICT Service delivery review - Rightsize ICT budgets and deliver efficiencies through the management of development projects.	69	69	0	
Management of cost of Enabling Service external provision - Management of the cost increases of externally purchased services including a review of services purchased from third parties to ensure value for money.	126	126	0	
Property service delivery review - Ensure an effective mix of staff and agency use and drive efficiencies in facilities management resource spend and maintenance budget, including the closure of the Northgate House café.	50	50	0	
Maintenance and engineering work profile - Efficiencies in the work planning and prioritisation across maintenance and engineering.	70	70	0	
ICT Development - Release of capacity from the current ICT development budget and re-purpose this as the seed corn funding for the Systems Development Fund.	500	500	0	
Total	**2,055**	**2,055**	**0**	

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Enabling Services - Craig Cusack
Strategic Director - Rob Powell
Portfolio Holders - Councillor Dahmash (Customers & Transformation), Peter Butlin (Finance and Property)

2022/23 to 2024/25 Capital Programme - Enabling Services

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
Structural Maintenance														
11290000	Schools - Planned Capital Building, Mechanical and Electrical Maintenance 2017/18	7,010	0	0	0	7,010	7,010	0	0	0	7,010	0	0	
11445000	Schools - planned building, mechanical and electrical maintenance backlog 18-19	7,253	0	-	-	7,253	7,253	-0	0	0	7,253	-0	-0	
11687000	The Saltway Centre & Stratford Family Centre - Refurbish Family Centre	102	-	-	-	102	102	0	0	0	102	0	0	
11787000	Non schools building maintenance 20-21	2,492	39	-	-	2,531	2,492	35	3	0	2,530	-4	-1	£866 transferred to Project 11889000 to support additional expenditure.
11791000	Schools asbestos and safe water 20-21	841	-2	0	0	840	841	-2	0	0	840	-0	-0	
11795000	Schools building maintenance 20-21	7,123	1	0	0	7,125	7,123	1	0	0	7,125	0	0	
11887000	Non-Schools Building Maintenance 2021-22	2,298	-228	0	0	2,070	2,298	-252	25	0	2,070	-25	-0	Underspend due to slippage in the 2022-23 work programme. Budget is to be carried forward to support the 2023-24 work programme.
11888000	Schools Building Maintenance 2021-22	6,576	332	0	0	6,908	6,576	280	52	0	6,908	-52	0	Underspend due to slippage in the 2022-23 work programme. Budget is to be carried forward to support the 2023-24 work programme.
11889000	Non-Schools Asbestos & Safe Water 2021-22	331	122	0	0	453	331	123	0	0	454	1	1	
11890000	Schools Asbestos & Safe Water 2021-22	754	7	0	0	761	754	-14	0	0	741	-21	-21	The remaining budget allocation of £20,558 is to be transferred to project 11972000 to support the 2022-23 additional work programme expenditure.
11896000	Lillington Academy CTA Works	232	-0	278	0	510	232	-0	278	0	510	0	0	
11969000	Non-Schools Building Maintenance 2022-23	-	2,000	240	0	2,240	0	1,770	419	0	2,189	-230	-51	Underspend due to slippage in the 2022-23 work programme.£51,155 is to be used to support project 12049000 Water Orton Primary School – Demolition Works (G&P). The remaining budget is to be utilised during the 2023-24 work programme.

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variation in Year £'000	Total Variation £'000	
11970000	Non-Schools Asbestos & Safe Water 2022-23	-	169	0	0	169	0	99	0	0	99	-70	-70	£98,583 is to be used to support project 12049000 Water Orton Primary School – Demolition Works (G&P)
11971000	Schools Building Maintenance 2022-23	-	7,464	0	0	7,464	0	6,778	645	0	7,423	-686	-41	£150 has been transferred to Project 11795000 and £40,650 has been transferred to project 11972000 in order to support the additional costs of these projects. The remaining underspend is due to the slippage in the 2022-23 work programme. The plan is for the remaining allocation to be used to support the 2023-24 work programme.
11972000	Schools Asbestos & Safe Water 2022-23	-	907	0	0	907	0	940	0	0	940	33	33	Project 11890000 remaining budget allocation of £20,558 and £40,650 from Project 11971000 has been transferred to support the additional work programme expenditure.
12058000	Non-Schools Building Maintenance 2023-24	-	0	0	0	0	0	0	2,322	0	2,322	0	2,322	Approved 2023-24 capital budget allocation
12059000	Non-Schools Asbestos & Safe Water 2023-24	-	0	0	0	0	0	0	356	0	356	0	356	Approved 2023-24 capital budget allocation
12060000	Schools Building Maintenance 2023-24	-	0	0	0	0	0	0	7,365	0	7,365	0	7,365	Approved 2023-24 capital budget allocation
12061000	Schools Asbestos & Safe Water 2023-24	-	0	0	0	0	0	0	816	0	816	0	816	Approved 2023-24 capital allocation
10592000	Small Scale Reactive / Minor Improvements County-Wide	663	0	0	0	663	663	0	0	0	663	0	0	.
11318000	Universal Free School Meals Programme	-	0	0	0	0	0	0	0	0	0	0	0	
11121000	Development of Rural Broadband	30,818	2,798	3,265	3,446	40,327	30,818	2,804	3,787	5,197	42,606	6	2,279	The Broadband Investment Funding calculation from BT/Openreach is expected to increase gainshare funding in 2023/24 for utilisation, with a corresponding increase in expenditure to support and extend infrastructure connectivity build into 2025/26. Additional support to central Government's BDUK mapping and data project rollout is expected to result in increased revenue income.
11310000	Client Information Systems Review	3,385	0	0	0	3,385	3,385	0	0	0	3,385	0	0	
11891000	IT Infrastructure 2021-22	113	325	0	0	438	113	319	6	0	438	-6	-0	

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
11900000	Local Full Fibre Networks Programme (LFFN) CSW in conjunction with DCMS	3,854	0	0	0	3,854	3,854	0	0	0	3,854	0	0	
12090000	Estate master planning	-	0	0	0	0	0	329	0	0	329	329	329	As part of the initial phase of the Shire Hall development within the Estate Master Plan project a significant amount has been spent on the purchasing of furniture using property service revenue budget underspends. To ensure compliance with accounting rules and increase visibility of the Council's owned assets, this expenditure has been capitalised and added to the asset register as a grouped item.
		73,846	13,935	3,783	3,446	95,010	73,846	13,210	16,074	5,197	108,327	-725	13,317	

Annex K Revenue - Finance - Andrew Felton
Strategic Director - Rob Powell
Portfolio Holders - Councillor Butlin (Finance & Property)

22/23 Revenue Budget

Service	Gross Exp Budget £'000	Gross Inc Budget £'000	Net Budget £'000	Net Variation Over/ (Under) £'000	Net Variance Represented by				Reason for Net Variation and Management Action
					Revenue Investment Funding £'000	Contr to/from Earmarked Reserves £'000	COVID Approved Allocations £'000	Remaining Service Variance £'000	
Assistant Director - Finance	269	(6)	263	(26)	0	0	0	(26)	Additional pension fund income not formally budgeted for.
Finance Delivery	4,955	(3,051)	1,905	7	0	68	30	(91)	The contribution from reserves of £68k balances the net cost in 2022/23 of the Schools Absence Insurance scheme. The remaining service underspend of £91k is primary due to a small staffing underspend from vacancies of £30k, and the traded schools finance team over-acheiving against the income target by £61k through a
Investments, Treasury and Audit	1,596	(796)	799	(129)	0	0	0	(129)	Mainly linked to vacancies in excess of budgeted vacancy factor.
Commercialism	454	(10)	444	156	0	0	0	156	The extension of the WPDG Joint Venture procurement into 22/23 was unbudgeted, and due to the overall Finance underspend a decision was taken to absorb this without seeking additional investment fund income.
Strategic Finance	834	(81)	753	(63)	0	0	0	(63)	Two thirds of the underspend was on employee budgets as a result of planned vacancies. The remaining underspend was due to reduced spend on training/staff travel, no requirement to use the budget for tax consultancy budget in 2022/23 and reduced subscription costs.
Finance Transformation	4,149	(1,652)	2,496	(285)	(293)	0	0	8	
Net Service Spending	**12,257**	**(5,596)**	**6,660**	**(340)**	**(293)**	**68**	**30**	**(145)**	

Impact on specific service reserves (from Reserves tab)	(195)
Impact on risk/general reserves	(145)

Annex K Savings - Finance - Andrew Felton
Strategic Director - Rob Powell
Portfolio Holders - Councillor Butlin (Finance & Property)

Saving Proposal	Target £'000	Actual £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
Finance process efficiencies - Deliver efficiencies through ongoing service redesign, automation, AI and self-service.	25	25	0	
Savings on third party spend - Review of services purchased from third parties to ensure value for money and management of the cost increases of externally purchased services.	29	29	0	
Procurement cards - Rebates from extended use of procurement cards.	25	25	0	
Total	79	79	0	

Annex L Revenue - Governance & Policy - Sarah Duxbury

Strategic Director - Rob Powell
Portfolio Holders - Cllr Yousef Dahmash (Customers & Transformation)

22/23 Revenue Budget

Service	Gross Exp Budget	Gross Inc Budget	Net Exp Budget	Variation Over/ (Under)	Revenue Investment Funding	Contr to/from Earmarked Reserves	COVID Approved Allocations	Remaining Service Variance	Reason for Net Variation and Management Action
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Assistant Director - Governance & Policy	(115)	0	(115)	**11**	**0**	**0**	**0**	**11**	
Communications	1,199	(719)	480	**(184)**	**0**	**0**	**6**	**(190)**	The variance in outturn is in primarily due to over recovery of income which was not anticipated at the start of the year and which has been delivered within existing staffing resource. Recruitment of additional fixed term capacity to meet increased demand is ongoing. Using data to project demand trends, we will continue to work closely with finance colleagues to monitor the situation and improve forecasting for the coming year.
HR Organisational Development	785	0	785	**(54)**	**(55)**	**0**	**16**	**(15)**	
Property Management	2,753	(1,412)	1,341	**(47)**	**0**	**30**	**0**	**(77)**	The primary reason for the underspend is the vacancy factor due to recruitment challenges. This has been offset in part by additional income streams that have come into operation. Moving into 23/24 closer scrutiny will continue as forecasting and and changes to cost centre management develops.
Legal & Democratic	9,038	(8,121)	917	**(743)**	**0**	**0**	**0**	**(743)**	The variance from budget arises as a result of £1m new external legal business not anticpated at start year, with a greater margin which helped to offset the loss of a major legal client from April 22 and increasing demand and costs in Information Governance. Total income was up 5.3% to £8.5m, gross surplus up 13.8% to £1.6m (£600k ahead of budget), salary and other costs held to 3.4% and net surplus increased 24% (£500k ahead of budget). The Legal and Democratic surplus has exceeded expectations and generated £1.6m surplus - a successful year for legal trading.
Corporate Policy	564	0	564	**(40)**	**0**	**0**	**0**	**(40)**	Varianace due to staff changes in the year inlcuding recruitment lag, reduction in hours and early appointment of NGDPs into full time roles within WCC (which can't be backfilled)
Net Service Spending	**14,224**	**(10,252)**	**3,972**	**(1,057)**	**(55)**	**30**	**22**	**(1,054)**	

Impact on specific service reserves (from Reserves tab)		30
Impact on risk/general reserves		(1,087)

Annex L Savings - Governance & Policy - Sarah Duxbury
Strategic Director - Rob Powell
Portfolio Holders - Cllr Yousef Dahmash (Customers & Transformation)

Saving Proposal	Target £'000	Actual £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
Electronic record keeping - Reduced storage requirements as a result of the move to electronic record keeping.	10	10	0	
Savings on third party spend - Review of services purchased from third parties to ensure value for money and management of the cost increases of externally purchased services.	33	33	0	
Legal services trading income - Additional surplus from external trading with other local authorities and public sector bodies.	40	40	0	This has been significantly exceeded given gross surplus achievement of £1.6m at year end (£600k ahead of budget), with net surplus increased by 24% (£500k ahead of budget). These numbers effectively deliver entire MTFS Savings for current 6 year plan and subsidise paper free meetings.
Paper free meetings - Reduction in the cost of printing as a result of moving to paper free meetings.	10	5	5	Take up of paper free meetings is currently approx 50% - unless more members opt in to paper free the number is unlikely to rise.
Vacancy management - Recognise natural underspends from staff turnover and operating under-capacity.	45	45	0	
Total	**138**	**133**	**5**	

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Governance & Policy - Sarah Duxbury
Strategic Director - Rob Powell
Portfolio Holders - Councillor Jenns (Customers & Transformation)

2022/23 to 2024/25 Capital Programme - Governa

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
10972000	Wark - Land At Hawkes Farm (Europa Way) - Plan Cons	756	0	0	0	756	756	0	0	0	756	0	0	
11136000	Various Properties - Renewable Energy/Reducing Energy	240	0	0	0	240	240	0	0	0	240	0	0	
11292000	Rural Services Capital Maintenance 2017/18	611	58	17	0	686	611	60	15	0	686	2	0	
11335000	Rationalisation of County Storage Facilities	9,382	110	79	0	9,571	9,382	100	89	0	9,571	-10	0	Ongoing works to Hawkes Point (UPRN 5417) in 2023/24
11?0000	Strategic Site Planning Applications	2,661	422	844	0	3,926	2,661	278	988	0	3,926	-144	-0	Contract in place with DFE. Site preparation work underway. Need to provide serviced site for the school to include bovine remediation, badger relocation and provision of access road. Works to be in place by end of 2023.
11446000	Rural Services capital maintenance 18-19	179	0	0	0	179	179	-0	0	0	179	-0	-0	£278 Budget moved to project 11542000 Rural Services Capital Maintenance 2019/20
11542000	Rural Services Capital Maintenance 2019/20	233	82	11	0	326	233	81	12	0	326	-0	0	£278 Budget moved from project 11446000 Rural Services Capital Maintenance 2018/19
11689000	Maintaining the Smallholdings land bank	0	370	391	0	761	0	0	391	0	391	-370	-370	£370k Budget moved to main project 12049000 Water Orton Primary School - Demolition works
11790000	Smallholdings Capital Maintenance 20-21	99	189	6	0	294	99	107	88	0	294	-82	-0	Smallholdings Capital Maintenance programme ongoing. Will be reviewed Q1 2023/24.
11858000	Creation of office space at Holly Walk, Leamington	548	819	44	0	1,412	548	780	84	0	1,412	-39	-0	
11867000	Smallholdings Maintenance 2021/22	0	33	179	0	212	0	0	212	0	212	-33	0	Stock condition survey works following in 2023/24
11910000	Public Sector Decarbonisation Scheme	533	3	0	0	537	533	3	0	0	537	0	0	

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
11929000	Bedworth/Croxhall Street Centre/ Renovation	8	6	0	0	15	8	-8	0	0	0	-15	-15	After detailed feasibilty the Croxhall Centre Refurbishment and conversion was found to be too expensive and beyond funds available from other sources. Project aborted.
11953000	Land at Leicester Lane Cubbington	116	223	1,253	0	1,592	116	81	500	895	1,592	-142	-0	Delays due to further geo-technical surveys to establish the levels of contamination within the fly tipped waste. Awaiting a decision from WCC Legal team to confirm an agreed way forward.
11975000	Smallholdings Maintenance 2022-23	0	0	373	0	373	0	0	373	0	373	0	0	
12017000	Acquisition of land in Warwick	0	935	0	0	935	0	887	48	0	935	-48	0	Property is now under offer to NHS SWFT as per Cabinet Approval. Retention of external fees required in 2023/24
12049000	Water Orton Primary School - demolition works	0	0	0	0	0	0	471	49	0	520	471	520	£520k Budget created for Water Orton project 12049000. Budget made up of £150k from project 11970000 - Non Schools Asbestos and £370k from 11689000 Maintaining the Smallholdings land bank.
12079000	Smallholdings Maintenance 2022-23	0	0	0	0	0	0	0	390	0	390	0	390	Rural Services Capital Maintenance allocation 2023/24
Grand Total		15,368	3,250	3,197	0	21,815	15,368	2,839	3,239	895	22,340	-411	525	

Annex M Revenue - Other Services - Virginia Rennie
Strategic Director - Rob Powell

22/23 Revenue Budget

Service	Gross Exp Budget	Gross Inc Budget	Net Exp Budget	Net Exp Variation Over/ (Under)	Net Variance Represented by Approved Investment/Transformation funds	Net Variance Represented by Contr to/from Earmarked Reserves	Net Variance Represented by COVID Pressures	Net Variance Represented by Remaining Service Variance	Reason for Net Variation and Management Action
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Government Grants & Business Rates	0	(165,438)	(165,438)	(846)	0	(641)	(38)	(167)	£1.268m drawndown from the business rates volatility reserve. £0.167m is over achievement of grant income.
Capital Financing Costs	27,283	(3,063)	24,219	(2,726)				(2,726)	Underspend is due to an improved return on our investments which is linked to the higher interest rates currently being offered to reduce inflation.
0-5 Strategy for Children	0	(299)	(299)	0				0	
Strategic Management Team	1,297	0	1,297	(53)				(53)	Underspend is due to cumulative salary variations on Hay Grade posts and a reduction in hours on Single Status.
County Coroner	1,017	(300)	717	(83)				(83)	Service is forecasting an underspend due to lower levels of demand compared to budget - mortuary / body retrievals/ post mortems.
County Council Elections	263	0	263	(263)		(263)		0	Budget to be transferred to Quadrennial election reserve to fund future year elections
Environment Agency - Flood Defence Levy	263	0	263	0				0	
External Audit Fees	327	0	327	(174)		(174)		0	£174k underspend - Audit fee costs were expected to rise in 22/23 but the new contract begins in 23/24.
Pensions deficit under-recovery	1,483	0	1,483	0				0	
Members Allowances and Expenses	1,141	0	1,141	(191)				(191)	Underspend relates to an overall reduction in Members travel and subsistence. In addition, there is an underspend on the budget put aside to fund members allowance increase, in March 23, Full Council agreed to increase members allowance by an avg. 6% in line with avg. employee payaward.
Apprenticeship Levy	534	0	534	214		214		0	The apprenticeship levy is forecast to overspend by £214k which will be drawndown from the apprenticeship reserve at year end.
Other Administrative Expenses and Income	5,076	(2,972)	2,104	669	(368)	216	250	571	£0.709m relates to the higher than budgeted pay award. £250k relates to approved Covid related expenditure funded by 2021/22 unringfenced covid grants. There is a £525k underspend which relates to the the reversal of the 1.25% National Insurance rate rise as per the autumn statement and a £350k paid dividend which is offsetting the increase in salaries due to the pay award of £667k. £286k underspend relates the cost of the disposal of assets being lower than estimated, this will be added to the Capital Fund.
Warwickshire Property and Development Company	1,967	0	1,967	(1,764)		(1,764)		0	Net contribution to the commercial risk reserve of £1.764m largely as a result of underutilised provision for delayed capital receipts set aside as per the 2022/23 Business Plan.
Warwickshire Recovery and Investment Fund	0	0	0	279		279		0	Net contribution from the Commercial Risk Reserve due to no lending made from the Business Investment & Growth fund in 2022/23. WRIF is still expected to become self financing from interest income.
Provision for DSG Deficit	0	0	0	0				0	
Net Service Spending (excluding DSG)	**40,651**	**(172,072)**	**(131,422)**	**(4,938)**	**(368)**	**(2,133)**	**212**	**(2,649)**	

Impact on specific service reserves (from Reserves tab)	477
Impact on risk/general reserves	2,649

Annex M Savings - Other Services - Virginia Rennie

Strategic Director - Rob Powell

Saving Proposal	Target £'000	Actual £'000	Shortfall/ (Overachievement) £'000	Reason for financial variation and any associated management action
Savings on third party spend - Review of services purchased from third parties to ensure value for money.	101	101	0	
Insurance - Savings arising as a result of revised insurance calculation assuming higher level of self insurance. (Delivery will be the responsibility of the Assistant Director - Finance).	2	2	0	
Early Invoice Payment Rebates - Increased take-up of early invoice payment offer. (Delivery will be the responsibility of the Assistant Director - Finance).	68	68	0	
Treasury Management - A target to increase returns on investment by 10 basis points based on a more pro-active approach to treasury management. (Delivery will be the responsibility of the Assistant Director - Finance.)	185	185	0	
Total	356	356	0	

Corporate - Andrew Felton
Strategic Director - Rob Powell
Portfolio Holders - Councillor Butlin

2022/23 to 2024/25 Capital Programme

Project	Description	Approved Budget					Forecast					Variation		Commentary
		Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Earlier Years £'000	2022/23 £'000	2023/24 £'000	2024/25 onwards £'000	Total £'000	Variance in Year £'000	Total Variance £'000	
11868000	Warwickshire Property Development Company	0	2,922	25,726	91,352	120,000	0	1,405	19,101	80,950	101,456	-1,517	-18,544	Forecast reflects 2023 WPDG Business Plan
11917000	Warwickshire Recovery & Investment Fund	400	4,600	23,000	102,000	130,000	400	0	23,100	66,500	90,000	-4,600	-40,000	Forecast reflects 2023/24 WRIF Business Plan
12007000	Asset Replacement Fund	0	81	5,920	9,000	15,000	0	64	3,771	14,164	18,000	-16	3,000	Additional £3m funding added as part of February 2023 budget resolutions. Only one of the trailers on 12007003 had been acquired by the end of 2022-23 financial year.
Corporate		400	7,602	54,646	202,352	265,000	400	1,469	45,973	161,614	209,456	-6,133	-55,544	

Financial Yearend Reserve Schedule 2023/24 (£M)

Directorate	Service	Description	Reserves as at 31 March 2022 £	Carry Forwards £	Movement in year £	Movement in Year - 22/23 MTFS commitment £	Effect of Outturn £	Reserves as at 31 March 2023	Balancing Risk Reserves	MTFS Allocation 2023/24	Rephasing of 2022/23 Projects	Movement In Year 2023/24 (Drawdowns)	Future MTFS commitment £	Uncommitted Reserves £
Earmarked - Schools Reserves														
Schools	Education Services	DSG Reserve - County Council	(11,097)	0		(1,070)	(3,930)	(16,097)					0	(16,097)
	Finance	School Absence Insurance	872	0		0	(68)	805					0	805
	Other Services	School Balances	23,086	0		0	(2,677)	20,408					0	20,408
		Contingency to cover DSG Overspend	13,678	0	7,972	0	0	21,650					0	21,650
		Loans To Schools	14	0	(14)	0	0	0					0	0
		Total Earmarked Schools Reserves	**26,553**	**0**	**7,958**	**(1,070)**	**(6,675)**	**26,766**	**0**	**0**	**0**	**0**	**0**	**26,766**
Earmarked - External Reserves														
Communities	Education Services	School Improvement Monitoring & Brokering Reserve	893	0		0	(72)	821					0	821
	Fire and Rescue	Emergency Service Network	907	0		0	(5)	902					0	902
	Environment Services	Proceeds of Crime	247	0		0	76	323					0	323
		S38 Developer	752	0		0	0	752					0	752
	Strategic Commissioning	Speed Workshops	958	0		0	(7)	951					0	951
		Rural Growth	242	0		0	(52)	190					0	190
People	Children and Families	Adoption Central	315	0	(65)	0	(193)	57					855	912
		Controlling Migration	181	0	(74)	0	11	118				(118)	0	0
	Social Care and Support	BCF System Development Fund	3,860	0		0	(939)	2,921		(375)			0	2,546
	Strategic Commissioning People	Social Care & Health Partnership	2,122	0		0	(511)	1,610				(155)	0	1,455
Resources	Business and Customer Services	Museum, Records and Libraries Trust Funds and Bequests	345	0		0	14	360					0	360
	Finance	LA Counter Fraud Fund Grant	16	0		0	0	16					0	16
	Governance and Policy	One Public Estate	252	0		0	(30)	222					0	222
Corporate	Other Services	NNDR Pool Surplus Reserve	2,204	0		0	581	2,785					0	2,785
		Total Earmarked External Reserves	**13,293**	**0**	**(138)**	**0**	**(1,126)**	**12,029**	**0**	**(375)**	**0**	**(273)**	**855**	**12,235**
Reserves Subject to Annual Review - Internal Policy														
People	Strategic Commissioning	Domestic Abuse	1,040	0		0	589	1,629					0	1,629
		Universal Drug Fund	162	0	42	(204)	0	0					0	0

Financial Yearend Reserve Schedule 2023/24 (£M)

Directorate	Service	Description	Reserves as at 31 March 2022 £	Carry Forwards £	Movement in year £	Movement in Year - 22/23 MTFS commitment £	Effect of Outturn £	Reserves as at 31 March 2023	Balancing Risk Reserves	MTFS Allocation 2023/24	Rephasing of 2022/23 Projects	Movement In Year 2023/24 (Drawdowns)	Future MTFS commitment £	Uncommitted Reserves £
People	Children and Families	Priority Families Reserve	1,046	0		(412)	715	1,349		(178)			0	1,171
Resources	Business and Customer Services	Warwickshire Local Welfare Scheme	812	0		0	112	924					0	924
	Enabling Services	Going for Growth Apprenticeship	297	0		0	(124)	173					0	173
Corporate	Other Services	LATC Operational Reserve	0	0		0	0	0					0	0
		Local Resilience Forum - Brexit	455	0		0	13	468					0	468
		Corporate Apprenticeship Fund	878	0		0	(214)	665					0	665
		Redundancy Fund	5,822	0	(817)	0	0	5,004					0	5,004
		Schools in Financial Difficulty	1,641	0		(70)	(54)	1,517		(70)			0	1,447
		Total Annual Review - Internal Lolicy	**12,153**	**0**	**(775)**	**(686)**	**1,037**	**11,729**	**0**	**(248)**	**0**	**0**	**0**	**11,481**
Reserves Subject to Annual Review - Volatility														
Communities	Environment Services	Domestic Homicide Reviews	3	0		0	22	25					0	25
	Fire and Rescue	Pensions Reserve	133	0		0	82	216					0	216
People	Children and Families	Youth Justice Remand Equalisation	767	0		0	35	802					0	802
Corporate	Other Services	Financial Instruments Reserve	2,084	0		0	0	2,084					0	2,084
		Insurance Fund	7,986	0	1,300		(443)	8,843					0	8,843
		Capital Fund	982	0		0	245	1,228					0	1,228
		Tax base volatility	22,774	0	5,394	0	60	28,228					0	28,228
		Pensions Deficit	0	0		0	0	0					0	0
		Quadrennial	613	0		0	263	876					0	876
		Audit Fee Reserve	115	0		0	174	289					0	289
		IT Sinking Fund	2,773	0		0	0	2,773					0	2,773
		Commercial Risk	8,758	0		(883)	1,484	9,359					0	9,359
		Winter Pressure	0	0		2,300	(2,300)	0		2,300			0	2,300
		Schools Liabilities	254	0		0	0	254					0	254
		Interest Rate Volatility Reserve	0	0		0	0	0					0	0
		Inflation Contingency Reserve	2,276	0		0	0	2,276					0	2,276
		Oxygen Volatility	38	0		0	(18)	20					0	20
		Covid Tax Volatility	4,891	0	(4,891)	0	0	0					0	0
		Total Annual Review Volatility	**54,448**	**0**	**503**	**2,717**	**(396)**	**57,271**	**0**	**2,300**	**0**	**0**	**0**	**59,571**

Financial Yearend Reserve Schedule 2023/24 (£M)

Directorate	Service	Description	Reserves as at 31 March 2022 £	Carry Forwards £	Movement in year £	Movement in Year - 22/23 MTFS commitment £	Effect of Outturn £	Reserves as at 31 March 2023 £	Balancing Risk Reserves	MTFS Allocation 2023/24	Rephasing of 2022/23 Projects	Movement In Year 2023/24 (Drawdowns)	Future MTFS commitment £	Uncommitted Reserves £
Invest to Save Funds														
Corporate	Other Services	Fire Transformation	564	(52)	119	0	73	704			(73)	(142)	(369)	120
		Children's Transformation Fund	6,430	(2,315)	(2,584)	0	446	1,976			(446)	0	(1,530)	0
		Council Change Fund	6,821	(2,622)	(2,252)	(393)	1,851	3,406			(1,451)	(1,955)		0
		Revenue Investment Funds (upto Mar 22)	16,291	(2,050)	(11,588)	(780)	539	2,412			(519)	(1,647)	(246)	0
	Other Services	New Revenue Investment Funds	0		8,273	0	193	8,466			(193)	3,610	(1,883)	10,000
	Other Services	Revolving Fund	0		5,000	0	0	5,000						5,000
	Other Services	Digital Roadmap Investment Fund				0	1,708	1,708		3,200	0		(1,708)	3,200
	Other Services	System Replacement Fund				0	424	424			(56)			368
People	Education Services	Education Transformation Fund	1,425	(184)		0	855	2,096		1,800	(855)	(801)	(440)	1,800
		Total Invest to Save Funds	**31,530**	**(7,223)**	**(3,031)**	**(1,173)**	**6,089**	**26,192**	**0**	**5,000**	**(3,592)**	**(935)**	**(6,176)**	**20,488**
Reserves Subject to Annual Review - Specific Investment Projects														
People	Education Services	Virtual School for children looked after	0	0	0	0	0	0					0	0
		Education management	46	0	0	0	68	114					0	114
Communities	Environment Services	Flood Management Reserve	603	0	0	0	0	603					0	603
	Fire and Rescue	Vulnerable People Earmarked Reserve	143	0	0	0	26	169					0	169
	Strategic Commissioning for Communities	Kenilworth Station	552	0	0	0	0	552					0	552
		Skills Delivery for Economic Growth	76	0	0	0	0	76					0	76
		European Match	166	0	0	0	(33)	133					0	133
Resources	Business and Customer	Corporate Customer Journey Programme	98	0	0	0	(98)	(0)					0	(0)
	Enabling Services	HR - Service Improvement Projects	60	0	0	0	0	60					0	60
Corporate	Other Services	Unringfenced Government Grants	0	0	0	0	0	0					0	0
		Covid Grants	3,353	0	0	0	(2,602)	751					(751)	(0)
		Covid Grants	11,047	0	(8,462)	0	(1,350)	1,234					(734)	500
		Total Annual Review Specific Investment Projects	**16,143**	**0**	**(8,462)**	**0**	**(3,989)**	**3,692**	**0**	**0**	**0**	**0**	**(1,485)**	**2,207**
Management of Financial Risk														

Financial Yearend Reserve Schedule 2023/24 (£M)

Directorate	Service	Description	Reserves as at 31 March 2022 £	Carry Forwards £	Movement in year £	Movement in Year - 22/23 MTFS commitment £	Effect of Outturn £	Reserves as at 31 March 2023	Balancing Risk Reserves	MTFS Allocation 2023/24	Rephasing of 2022/23 Projects	Movement In Year 2023/24 (Drawdowns)	Future MTFS commitment £	Uncommitted Reserves £
Communities		Directorate Risk Reserve	3,007	(687)	257	0	(4,400)	(1,824)	2,000		(176)	2,105	0	2,105
People	includes winter pressure	Directorate Risk Reserve	10,526	(1,391)	2,304	0	(4,037)	7,401			(163)		0	7,238
Resources		Directorate Risk	2,106	(1,041)		0	2,147	3,213	(1,771)		(308)		0	1,134
Corporate		General Reserves	21,417	0		4,583	0	26,000					0	26,000
		Total Management of Financial Risk	**37,056**	**(3,119)**	**2,561**	**4,583**	**(6,290)**	**34,791**	**229**	**0**	**(647)**	**2,105**	**0**	**36,477**
Available for Use Reserves														
Corporate		Medium Term Financial	53,355	(402)	13,367	(18,221)	2,430	50,530	(229)	(22,691)		(5,176)	(11,043)	11,391
		Total Available for Use Reserves	**53,355**	**(402)**	**13,367**	**(18,221)**	**2,430**	**50,530**	**(229)**	**(22,691)**	**0**	**(5,176)**	**(11,043)**	**11,391**
70001 Corporate Budget		**Total**	**244,532**	**(10,744)**	**11,982**	**(13,850)**	**(8,920)**	**222,999**	**0**	**(16,014)**	**(4,239)**	**(4,280)**	**(17,849)**	**180,616**

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Cabinet

16 June 2023

Treasury Management and Investment Outturn Reports 2022/23

Recommendation

That Cabinet considers and endorses the Treasury Management and Investment (Non-Treasury) outturns for 2022/23.

1   Executive Summary

1.1   Treasury Management is to do with the management of the Council's cash flows, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks.

1.2   This report sets out the activities and performance of the Treasury Management function during 2022/23, including management of Non-Treasury Investments. Details are attached at Appendix 1 and 2, and highlights are set out in this covering report.

1.3   During 2022/23, the Council complied with its legislative and regulatory requirements in respect of Treasury Management.

1.4   Investment balances have stayed level at £458m since last year. These balances are driven by the level of reserves we hold, income we have received in advance of the related spend being incurred and the annual amount we set aside to repay the Council's external borrowing when it is due. All of these factors are taken into account as part of setting the Council's Medium Term Financial Strategy and the affordability of the capital programme.

1.5   The financial markets were volatile during the year with interest rates escalating from near zero figures in the first half of the year to over 4% in the second half of the year. Treasury investments by their nature prioritise security and liquidity ahead of yield/return, which means investments have been protected and stable, and during the second half of the year the Treasury team were able to take advantage of the higher rates to generate significant interest yield.

1.6   Treasury Management Investment returns of 1.58%, an income of £7.5m, were achieved in 2022/23. These exceed the original target (set in March 2022) of 0.26% and budget of £2.81m. Returns also exceed the benchmark

Sterling Overnight Index Average (SONIA) rates for the relevant term for each category of investment.

1.7　Non-Treasury Investment returns are riskier in nature than Treasury Management investments and can be held for service or commercial reasons. However, the Council only invests in line with guidance from CIPFA, Department for Levelling Up, Housing and Communities (DLUHC) and Public Works Lending Board (PWLB).

1.8　Non-Treasury Investments during the year were driven by new activity in the Warwickshire Recovery and Investment Fund (WRIF), Warwickshire Property and Development Group (WPDG) and several other historical investments that are lending, equity and property holdings. These investments are primarily held for service purposes and are not held for yield. The interest income on Non-Treasury investments was approximately £400k for the year 2022/23.

1.9　Total debt has remained at £321m as planned. The Council continues to carry more debt than is necessary at this time, known as 'over-borrowing', due to the rephasing of the capital programme; however, debt restructuring is not normally cost effective due to penalties associated with repaying Public Works Loan Board (PWLB) debt early. This is being kept under constant review by the Treasury Team and debt rescheduling or early repayment will be considered should the market conditions be favourable (i.e. no penalty or a discount offered to repay early).

2　Financial Implications

2.1　The actual interest income received for 2022/23 was £7.5m, which is significantly more than the budget of £2.81m.

2.2　An accounting loss of £2.48m was made on the capital value of the Threadneedle Social Bond Fund. This asset is a holding of approximately £30m of shares in this fund. The loss due to market volatility is a direct impact to the revenue account however at year end the asset is still held on the Council balance sheet, the loss relates to the reduction in value of the shares only.

2.3　The net positive performance of £5.02m, against a budget of £2.81m has helped mitigate some of the Council's net overspend.

2.4　The Medium-Term Financial Strategy (MTFS) has increased the overall interest income budget for 2023/24 to £4.68m. Whilst interest rates are currently high, they are anticipated to fall again over the next few years, which means it wouldn't be prudent to agree an on-going income budget higher than this level. Any additional income in the short term will be treated as a one-off windfall within the budget and MTFS.

3   Environmental Implications

3.1   Pooled funds invested in will include investment in a range of different companies which will have a range of carbon footprints and climate impacts. The impact is not currently measured but climate change is an increasingly high-profile matter for investment considerations whilst keeping in perspective the primary requirements for security, liquidity and yield.

4   Supporting Information

4.1   A detailed assessment and commentary of the Treasury Management position and performance is included in Appendix 1, and a similar report regarding the Non-Treasury Investments is included in Appendix 2.

5   Timescales Associated with Next Steps

5.1   Not applicable to this report.

Appendices

Appendix 1 - Treasury Management Outturn Report
Appendix 2 – Investments (Non-Treasury) Outturn Report

Background Papers

None.

	Name	**Contact Information**
Report Author	Emily Reaney	emilyreaney@warwickshire.gov.uk
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Portfolio Holder for Finance and Property	Peter Butlin	cllrbutlin@warwickshire.gov.uk

The report was circulated to the following members prior to publication:
Local Member(s): n/a

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Warwickshire County Council

Treasury Management Outturn 2022/23

Contents

Annexes

1.0 Purpose

1.1 The Council is required by regulations issued under the Local Government Act 2003 to produce an annual treasury management review of activities and the actual prudential and treasury indicators for 2022/23. This report meets the requirements of both the CIPFA Code of Practice on Treasury Management, (the Code), and the CIPFA Prudential Code for Capital Finance in Local Authorities, (the Prudential Code).

1.2 During 2022/23 the minimum reporting requirements were that the Full Council should receive the following reports:

- an annual treasury strategy in advance of the year (Council February 2023);
- a mid-year treasury update report (delegated and reported to Cabinet November 2022); and
- an annual review following the end of the year describing the activity compared to the strategy, (this report and the accompanying Investment Outturn).

1.3 The regulatory environment places responsibility on members for the review and scrutiny of treasury management policy and activities. This report provides details of the outturn position for treasury activities and highlights compliance with the Council's policies as previously approved by members.

1.4 Treasury management in the context of this report is defined as:

"*The management of the local authority's cash flows, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks.*" (CIPFA Code of Practice).

2.0 Report Summary

2.1 During 2022/23, the Council complied with its legislative and regulatory requirements in respect of Treasury Management.

2.2 The Council has an investment portfolio consisting of reserves and cash arising from daily receipts being in excess of payments on a short-term basis. Security, liquidity and yield were prioritised in this order in the management of this portfolio.

2.3 The financial year 2022/23 was a volatile year regarding interest rates and economic stability.

2.4 Overall treasury investments have increased in value, and the interest return on treasury investments was positive, exceeding the budgeted interest income for the year by £4.7m.

2.5 An accounting loss of £2.48m was made on the capital value of the Threadneedle Social Bond Fund. This is a direct impact to the revenue account and was covered

by the commercial risk reserve. At year end the asset is still held on the Council balance sheet.

2.6   The net positive performance in 2022/23 of Treasury Investments is £5.02m, against a budget of £2.81m. This has helped to mitigate some of the Council's net overspend.

2.7   Debt levels have remained the same in line with the Council's borrowing strategy.

3.0   Treasury Position as at 31 March 2023

3.1   The Council's treasury management debt and investment position is managed by the treasury management service in order to ensure adequate liquidity for revenue and capital activities, security for investments and to manage the associated risks that the Council is exposed to.

3.2   Procedures and controls to achieve these objectives are well established both through member reporting detailed in the summary, and through officer activity detailed in the Council's Treasury Management Practices.

3.3   The Council did not take out any new borrowings during the year 2022/23, as forecast, and the level of external debt remains at £321m.

3.4   Investment balances overall have decreased during the financial year 2022/23 by £38,810.

3.5   Total Treasury investments as at 31 March 2023 were £458.58m.

3.6   The tables below show the prudential and treasury indicators, debt portfolio and maturity structure, and the investment portfolio for 2022/23.

Prudential and Treasury Indicators

Prudential and treasury indicators	31.3.22 Actual	2022/23 Movement	31.3.23 Actual
Capital expenditure	107.57	9.78	117.35
Capital Financing Requirement	267.36	-10.50	256.85
Gross Borrowing	321.42	0.00	321.42
Investments	458.62	-0.04	458.58
Under / (Over) Borrowed Position	-54.06	-10.50	-64.57

Debt Portfolio

DEBT PORTFOLIO	31.3.22 Principal	Weighted Average Rate	31.3.23 Principal	Weighted Average Rate
Fixed rate funding:				
Public Works Loan Board	321.42	0.05	321.42	0.05
Total debt	321.42	0.05	321.42	0.05
Capital Financing Requirement	267.36		256.85	
Over / (under) borrowing	-54.06		-64.57	
Total investments	458.62		458.58	
Net debt	137.20		137.16	

Maturity structure of the debt portfolio as at 31st March 2023 was as follows:

	31.3.21 £m	31.3.22 £m
Under 12 months	0.0	0.0
12 months and within 2 years	0.0	0.0
24 months and within 5 years	0.0	0.0
5 years and within 10 years	18.0	22.0
10 years and within 20 years	38.7	34.7
20 years and within 30 years	19.0	80.8
30 years and within 40 years	245.7	183.9
Total	321.4	321.4

Investment Portfolio:

INVESTMENT PORTFOLIO £m	31.3.22 Actual	31.3.22 Actual %	31.3.23 Actual	31.3.23 Actual %
Treasury investments				
Banks	28.60	6.24%	38.29	8.35%
Building Societies	80.10	17.47%	50.34	10.98%
Local authorities	180.09	39.27%	201.14	43.86%
Total managed in house	288.79	62.97%	289.77	63.19%
Bond funds	31.87	6.95%	29.40	6.41%
Property funds	12.00	2.62%	10.02	2.19%
Cash fund managers	125.95	27.46%	129.39	28.22%
Total managed externally	169.83	37.03%	168.81	36.81%
TOTAL TREASURY INVESTMENTS	458.62	100%	458.58	100%

Treasury Portfolio - Counterparty Analysis

- Banks 8%
- Building Societies 11%
- Local authorities 44%
- Bond funds 7%
- Property funds 2%
- Cash fund managers 28%
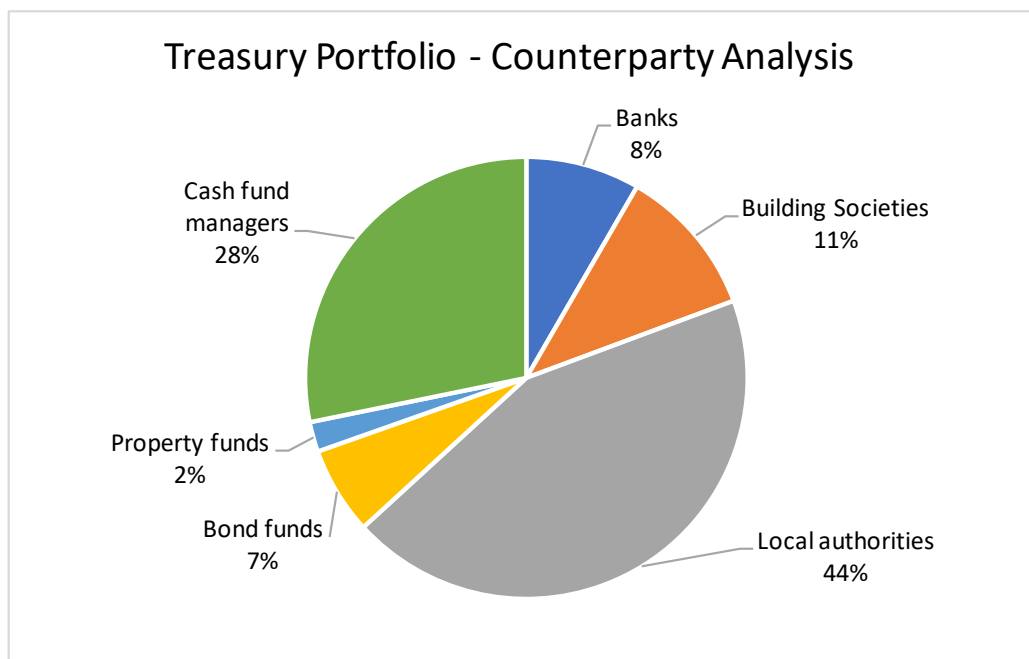
3.7 In addition to the cash balances invested in treasury activities set out above the Council also has cash balances held in other forms, for example in local authority maintained school bank accounts and in office petty cash accounts. These additional cash funds amounted to £27.2m at 31 March 2022 and £29m at 31 March 2023.

4.0 The Strategy for 2022/23

4.1 The impact of the Covid-19 Pandemic compounded by global and local political and economic volatility has challenged the financial markets for a further year. Treasury Management related investment returns, and interest rates remained low during the first half of the year, and economic activity continued to be volatile. During the second half of the year when interest rates rose and the value of the pound fell, the Treasury team moved maturing and liquid funds to higher interest fixed deposits and local authority loans, a process that significantly increased treasury returns.

4.2 As Covid risks have abated during the financial year 2022/23 the level of liquidity was reassessed. This has allowed more emphasis to be placed on longer duration investment commitments, which has enabled more investment options to be accessed, enabling the investment portfolio to be adapted to provide better returns where possible, whilst still maintaining appropriate liquidity.

4.3 At the beginning of the 4th quarter the treasury investment strategy focused on building enough liquidity to make the Council's next three years of pension fund contributions to the pension fund in one prepayment at the beginning of the 2023/2024 financial year, if needed. The prepayment would have resulted in the Council making a payment of £101.674m in one go, that would have resulted in a cash saving of £6.205m compared to the usual monthly payments of pensions

deductions. However, following consideration of the economic circumstances at the financial year end and production of a business case, a decision was taken to the Strategy Director for Resources, in consultation with the Finance Portfolio Holder, as per the agreed recommendations at Full Council in February 2023. Essentially, interest rates continued to rise, so the decision was taken to not implemented the Pension Fund pre-payment, as estimates indicated the cash returns would be lower than the investment returns gained through normal treasury management strategy activity. This still delivers the Medium Term Financial Strategy (MTFS) commitment of at least £0.5m per annum saving through increased investment income.

4.4 The team continues to improve Treasury practices and procedures, strengthening controls, efficiency, and accuracy. Key impacts during the year include:

- Lowering the levels of cash held in liquid funds and increasing the levels in longer dated investments, therefore returning more yield whilst maintaining necessary levels of liquidity and without compromising security. These were all completed within the sector limits set out in in Treasury Management Strategy for 2022/23;

- Expanding the Council's options for lending to other local authorities to a maximum 2-year agreement term, using both spot (agreed on the day) and forward (agreed up to 6 months in advance) dates. This has made the Council a more flexible and attractive lender in the marketplace;

- Successful implementation of a Treasury Management System "Treasury Live" during the third quarter having successfully trial ran it alongside the traditional Excel based system during the first half of the year. This system will enable improvements in the operation and efficiency of treasury activities;

- Supporting the making of investments relating to the Warwickshire Recovery Investment Fund (WRIF) and Warwickshire Property and Development Group (WPDG) and providing investment guidance and analysis in the early stages of these projects. More detail on this activity is included in the Non-Treasury Investments Appendix that accompanies this report;

- During the year successful recruitment was made to the team (August 2022). Continuous training and skills development has been completed by the team throughout the year and is recorded in line with CIPFA guidelines in a training log; and

- Member training was held for both Treasury Management and Investment activity during the year.

5.0 Borrowing Outturn

5.1 The Council has borrowing held with the Public Works Loans Board (PWLB) of £321m of principal as at 31 March 2023 with no outstanding interest due at that date.

5.2 This level of existing debt represents 66% of the £490m Authorised External Debt and is £147m lower than the £467m Operational Boundary for External Debt limit

leaving a comfortable borrowing headroom for future cash flow pressures.

5.3   The Authorised External Debt sets the maximum level of external borrowing that the Council can incur and afford in the short term while it is not sustainable long term.

5.4   As shown in the Maturity structure of the debt portfolio (Table 1 in Annex 3), 82% (£264.7m) of the £321m debt is due for capital repayment in 20 years to 40 years from now while the balance (£56.7m) matures within 5 years and 20 years.

Repayments
5.5   No loan repayments were made during the year 2022/23. The profile of when remaining debt is due to mature is set out in Annex 3.

New borrowing
5.6   No new loans were drawn to fund the net unfinanced capital expenditure and naturally maturing debt.

Borrowing in Advance of Need
5.7   The Council has not borrowed more than, or in advance of its needs during the year.

Rescheduling
5.8   No debt rescheduling was completed during the year. Fixed interest rates currently being paid on debt are higher compared to rates currently available for new borrowing. Rescheduling can take place by repaying debt early, the cost of this is dependent on the price of new borrowing at the time of repayment. Further debt can then be taken out if required.

5.9   In September 2022, the rising interest rates meant that a discount (i.e repayment of debt at discounted price) was available to repay £50m of PWLB debt, and this was pursued. However, the volatility of the market meant that the discount position was short lived and within the same day the discount level on offer had moved to a premium (i.e a cost to repay debt early). Unfortunately, PWLB were unable to offer the previously agreed rates once the market had moved that day.

5.10   This position is being kept under review and the Treasury team are in regular contact with our Treasury advisors regarding the ability to repay debt ahead of schedule and the various discounts or premiums required. In decision making, the team also take into account the future value of cashflows, interest lost on cash balances should a payment be made, and the need for future borrowing as per the MTFS.

5.11   On the 24th May 2023 the Council was able to take advantage of a discount position to repay PWLB debt early and improve our borrowing position. PWLB approved the Council's request to repay early £49m of debt (that was due to mature in 30+ years time), at a discount of £1.9m. This means the Council has physically paid £47m in cash to repay this debt. The payment was made on 26th May 2023 and is included here as it is a material action that has now occurred, but it does not affect the year end (March 2023) outturn.

Sensitivity Analysis
5.12   For the purposes of disclosure on Market Risk a sensitivity analysis has been carried out to show the impact of a change in interest rates of +1% on the debt portfolio.

5.13 The following table shows the results of the sensitivity analysis:

Sensitivity Analysis £ms	Actual Fair Value 31.03.23	+1% increase in discount rate	Difference
Debt (new borrowing)	339.44	294.63	44.81
Debt (early repayment)	391.25	335.88	55.37

5.14 The fair value of debt if it was to be repaid early is greater than the value if that new debt was taken out today because the Council's portfolio of loans includes a number of fixed rate loans where the interest rate payable is higher than the rates available for similar loans in the current market. This shows a notional future loss (based on economic conditions at 31 March 2023) arising from a commitment to pay interest to lenders above current market rates, which would only be realised if the debt was repaid early.

6.0 Treasury Investment Outturn

Treasury Investment Policy

6.1 The Council's treasury investment policy is governed by DLUHC investment guidance, which has been implemented in the annual Treasury Management strategy approved by the Council in February 2022. This policy sets out the approach for choosing investment counterparties and is based on credit ratings provided by the three main credit rating agencies, supplemented by additional market data (such as rating outlooks, credit default swaps, bank share prices etc.).

6.2 Treasury investment activity during the year conformed to the approved strategy, and the Council had no liquidity difficulties. During the year the Council maintained a position of not making investments primarily for a financial return. All treasury investments are made primarily for security and liquidity of public funds. In terms of performance:

Investments held by the Council

• The Council maintained an average balance of £284.7m of internally managed funds. These comprised of funds in bank accounts, deposit accounts and loans to other local authorities. The average weighted term for these funds were invested for was 278 days (this includes all investments that matured or started during the year 2022/23).

• The internally managed funds earned an average rate of return of 1.20%, which exceeds the 30-day Sterling Overnight Index Average (SONIA) rate of 0.26% (Treasury Management returns target set in March 2022), and comparable SONIA performance indicators at 1.07%.

Investments held by Fund Managers

• The Council uses several external fund managers to invest part of its cash balances, these include money market funds (cash funds), bond funds and

property funds. During the year the average investment in externally managed funds was £190.37m, the average weighted term these funds were invested for was 10 days (the majority of these being overnight funds).

- The externally managed funds earned an average rate of return of 2.14%, which exceeds the 30-day SONIA of 0.26% (Treasury Management returns target set in March 2022) and exceeds the comparable performance indicator (based on weighted average investment duration) of SONIA 7 day backward looking compounded rate at 2.19%.

6.3 Overall, the investments made during the year returned 1.58%. The original target interest for the year 2022/23 was SONIA 1 month 0.26%, set in March 2022. To illustrate volatility, this measure at March 2023 is 3.93%. Using a benchmark that takes into account the weighted average duration of investments (i.e compared overnight funds with SONIA overnight rates, and 365-day investments with SONIA 1-year rates) is more appropriate, and at the end of March 2023, benchmarked SONIA rates for the whole portfolio was 1.52%. This is set out in detail in the table in section 6.5.

6.4 As a result of rising interest rates, the total treasury investments achieved a cash income of £7.5m during the year, which compares favourably to a budget of £2.81m.

6.5 *Treasury Investment Portfolio*

Treasury investments are split between internal and externally managed funds. This is to diversify the risk of the portfolio, meet the liquidity needs of the Council and finally, maximise the return available.

- Cash fund managers make up 31.3% of treasury investments, and these are short dated, overnight investments. The funds used have high credit ratings to maximise security of the Council's investment. This makes sure that at any given time, the Council has access to same day cash. By placing these funds overnight, it generates the most yield for the shortest period possible, however this yield is typically low.

- Investments in other local authorities, banks and building societies make up 59.9% of treasury investments. These are relatively low risk investments, set in advance with fixed terms and interest rates. Typically, the yield on these investments follows the market interest levels.

- Bond and Property funds are higher risk in nature but often yield higher return and a small investment in each are held by the Council.

- During the year 2022/23, the balance between inhouse and externally managed funds changed toward longer dated investments to maximise return, and the returned to shorter dated investments in line with the requirement to provide liquidity for a possible early payment of pension fund contributions (see section 4.3). Movement in investment durations can be seen in Annex 2, Graph 4 and 5.

External Fund Manager	Average Investments Held £m	Average Return	Benchmark SONIA*	Target SONIA 1 Month (set March 2022)
Bond funds	29.95	**2.17%**	2.19%	0.26%
Property funds	11.55	**3.76%**	2.19%	0.26%
Cash fund managers	148.87	**2.01%**	2.19%	0.26%
	190.37	**2.14%**	2.19%	0.26%
Internally Managed Funds				
Banks	32.56	**2.20%**	2.23%	0.26%
Building Societies	71.93	**1.29%**	0.92%	0.26%
Local Authorities	180.30	**0.99%**	0.92%	0.26%
	284.78	**1.20%**	1.07%	0.26%
Average Total Investments	**475.15**	**1.58%**	**1.52%**	**0.26%**

*Benchmark Rates are based on average investment term; All Externally Managed Funds = 7 day backward looking SONIA compounded, Banks = 7 day backward looking SONIA uncompounded, Fixed Term (Building Societies and Local Authorities) 365 days backward looking SONIA uncompounded.

6.6 The performance of individual funds (both externally and internally managed) is detailed in the Annex 2.

Management Fees Costs

6.7 Externally managed funds carry a management fee that is subtracted from gross returns. The external fund return numbers in the table above are net of management fees.

6.8 Internally managed funds do not present fees in the same way, either County Council cash is lent to other institutions (e.g. other local authorities) who pay fees as the borrower or are invested in deposit funds that present net returns rather than gross returns with costs.

6.9 The total management fee costs during the year are shown in the below table:

Management Fees £m	YTD Gross Interest	Manager Fees	YTD Net
Internally Managed Funds	3.43	-	3.428
Bond Funds	0.74	0.093	0.650
Property Funds	0.51	0.075	0.434
Cash Fund Managers	3.14	0.149	2.989
Total	7.818	0.317	7.501

Deposit Value

6.10 Most of the deposits simply provide a return and the deposit value is static. However, some funds are of a nature where the deposit itself has a value which can rise or fall, presenting an opportunity for higher returns but with higher risk. These are the CCLA Property Fund and Threadneedle Social Bond Fund. The changes in the underlying asset value of these investments are not reflected in investment returns above but would be realised upon selling. The movements in asset value during 2022/23 are illustrated in Annex 2, graphs 6 and 7.

6.11 Both fund are kept under regular review by the Treasury team and at regular intervals it is possible to exit either fund, in full or partially as needed.

Threadneedle Social Bond Fund

6.12 An accounting loss (unrealised loss as the asset remains on the Council balance sheet at year end) was made on the Threadneedle Social Bond Fund during the year of £2.48m. This was covered by the commercial risk reserve.

6.13 The Council entered this asset in July 2014 at a share price of 102.40p. Several further purchases and redemptions of shares were made in 2014 and 2017. The share price has remained above this initial purchase price level until 2022/23. This is shown in the table below.

Year End Date	Share Price in Pence	Number of Shares	Value of Holding in £	Revenue Movement
Mar-15	109.78	38,585,940.53	42,359,645.52	
Mar-16	107.54	38,585,940.53	41,495,320.45	-864,325.07
Mar-17	113.54	29,561,885.27	33,564,564.54	-7,930,755.91
Mar-18	111.32	29,561,885.27	32,908,290.68	-656,273.85
Mar-19	111.18	29,561,885.27	32,866,904.04	-41,386.64
Mar-20	108.67	29,561,885.27	32,124,900.72	-742,003.32
Mar-21	113.39	29,561,885.27	33,520,221.71	1,395,320.98
Mar-22	107.82	29,561,885.27	31,873,624.70	-1,646,597.01
Mar-23	99.44	29,561,885.27	29,396,338.71	-2,477,285.99

6.14   Every year, the change in asset value is accounted for by a gain or loss going to a revenue account. This is illustrated in the above table under "revenue movement".

6.15   The Council continues to hold the asset and the current expectation is the value will return to previous levels. As at the end of March 2023, there is no plan to exit this fund though the value compared to the capital at risk will be kept under review regularly.

6.16   It is important to note that the loss made in 2022/23 is unrealised, and as the Council still hold the asset, share price value movements may cause our holding to rise or fall in the future. However the fund has been consistently paying dividends during the year, contributing £742k to the interest income.

CCLA Property Fund

6.17   An asset loss was also made on the CCLA Property Fund of £1.98m however this is subject to an IFRS 9 (International Finance Reporting Standards) statutory override that mitigates the impact of fair value movements of pooled investment funds, and therefore does not impact the revenue account for the year. This override is in place until March 2025.

6.18   The Council entered this asset in August 2014 at a share price of 248.23p. A further purchase was made in August 2015. The share price has consistently above the original purchase price.

6.19   The IFRS 9 statutory override means the revenue movements in the table below do not have to be accounted for at year end March 23.

Year End Date	Share Price in Pence	Number of Shares	Value of Holding in £	Revenue Movement
Mar-15	272.03	1,875,188.00	5,101,073.92	
Mar-16	288.36	3,532,409.00	10,186,054.59	5,084,980.68
Mar-17	283.85	3,532,409.00	10,026,742.95	-159,311.65
Mar-18	297.33	3,532,409.00	10,502,911.68	476,168.73
Mar-19	301.95	3,532,409.00	10,666,108.98	163,197.30
Mar-20	291.15	3,532,409.00	10,284,608.80	-381,500.17
Mar-21	289.08	3,532,409.00	10,211,487.94	-73,120.87
Mar-22	339.82	3,532,409.00	12,003,832.26	1,792,344.33
Mar-23	283.80	3,532,409.00	10,024,976.74	-1,978,855.52

6.20   The CCLA Property fund has been paying a consistent dividend during the year, contributing £510k to the interest income.

7.0   Non-Treasury Investments

7.1   Investments held for Non-Treasury Management purposes are detailed in the accompanying Appendix to this report "Non-Treasury Investment Outturn".

Annexes

Annex: 1 Prudential and Treasury Indicators
Table 1 Prudential Indicators
Table 2 Treasury Management Indicators
Table 3 Maturity Structure of Debt Portfolio
Table 4 Maturity Structure of Investments

Annex 2: Treasury Investment Portfolio
Graph 1 Investment Balances
Graph 2 Investment Average Interest
Graph 3 Liquidity of Investments
Graph 4 In House Funds during year
Graph 5 Externally Managed Funds during year
Graph 6 Threadneedle Social Bond Fund Asset Values
Graph 7 CCLA Property Fund Asset Values

Annex 3: Debt Portfolio
Graph 1 Debt Maturity Profile

Annex 4: The Economy and Interest Rates commentary provided by the Councils Treasury Advisors.

Annex 1: Prudential and Treasury Indicators

PRUDENTIAL INDICATORS	2021/22 actual 107.57	2022/23 actual £m	2023/24 estimate £m
Capital Expenditure	107.574	117.352	316.940
Capital Financing Requirement as at 31 March (a)	267.357	256.854	425.319
Gross Debt (b)	321.420	321.420	321.420
Under/(Over) Borrowing (=a-b)	- 54.064	- 64.566	103.899

TREASURY MANAGEMENT INDICATORS	2021/22 actual £m	2022/23 actual £m	2023/24 estimate £m
Authorised Limit for external debt	390.000	386.000	490.000
Operational Boundary for external debt	324.640	324.640	467.851
Actual external debt	321.420	321.420	321.420

Maturity structure of the debt portfolio	31.3.22 £m	31.3.23 £m
Under 12 months	0.00	0.00
12 months and within 2 years	0.00	0.00
24 months and within 5 years	0.00	0.00
5 years and within 10 years	18.00	22.00
10 years and within 20 years	38.70	34.70
20 years and within 30 years	19.00	80.75
30 years and within 40 years	245.70	183.95
Total	**321.40**	**321.40**

Maturity structure of investments	31.3.22 £m	31.3.23 £m
Longer than 1 year	-	30.45
Up to 1 year	458.36	427.23
Total	**458.36**	**457.68**

Annex 2: Investment Portfolio

Treasury Investments - Balances as at 31st March 23 £m

Institution	Balance £m
CT UK Social Bond Fund	29.85
CCLA The Public Sector Deposit 4	24.39
Skipton Building Society	20.00
Aviva Investors Sterling Liquidity Fund 3…	18.03
Deutsche Managed Sterling Platinum	18.03
Insight Liquidity Sterling C3	18.03
Lloyds Bank plc	17.76
Federated Prime Rate Sterling Liquidity 3	17.09
BlackRock ICS Sterling Liquid…	16.91
Aberdeen Liquidity Fund - Sterling Fund…	16.91
Santander UK plc	10.24
CCLA Local Authorities Property Fund	10.22
Santander UK plc	10.21
Medway Council	10.00
Leeds Building Society	10.00
Leeds City Council	10.00
Liverpool City Council	10.00
London Borough of Haringey	10.00
Yorkshire Building Society	10.00
Cornwall Council	10.00
Leeds Building Society	10.00
Stockport Metropolitan Borough Council	10.00
Windsor and Maidenhead Royal Borough…	10.00
Derbyshire County Council	10.00
Aberdeenshire Council	10.00
Lancashire County Council	10.00
Warrington Borough Council	7.00
North Lanarkshire Council	7.00
Conwy County Borough Council	5.00
Kirklees Council	5.00
South Somerset District Council	5.00
South Somerset District Council	5.00
West Dunbartonshire Council	5.00
North East Lincolnshire Council	5.00
Kirklees Council	5.00
Eastbourne Borough Council	5.00
London Borough of Hillingdon	5.00
West Dunbartonshire Council	5.00
Moray Council	5.00
Highland Council	5.00
Blackpool Council	5.00
Gloucester City Council	5.00
Blackpool Council	5.00
Gloucester City Council	5.00
North Lanarkshire Council	3.00
North Wales Fire And Rescue Authority	3.00

■ Balance £m

Treasury Investments - Average Interest 2021/22

Council / Fund	Interest
Moray Council	4.65000%
Leeds City Council	4.55000%
Liverpool City Council	4.55000%
Conwy County Borough Council	4.50000%
Kirklees Council	4.50000%
Medway Council	4.40000%
Leeds Building Society	4.28000%
Yorkshire Building Society	4.20000%
West Dunbartonshire Council	4.20000%
Deutsche Managed Sterling Platinum	4.17903%
Skipton Building Society	4.16000%
Lloyds Bank plc	4.15000%
Warrington Borough Council	4.15000%
Santander UK plc	4.14000%
CCLA The Public Sector Deposit 4	4.11666%
Aviva Investors Sterling Liquidity Fund 3 GBP Inc	4.09983%
Insight Liquidity Sterling C3	4.08132%
Aberdeen Liquidity Fund - Sterling Fund Class L-1	4.05190%
Federated Prime Rate Sterling Liquidity 3	4.04095%
Santander UK plc	4.04000%
London Borough of Haringey	4.00000%
South Somerset District Council	4.00000%
South Somerset District Council	4.00000%
North East Lincolnshire Council	4.00000%
Kirklees Council	4.00000%
Eastbourne Borough Council	4.00000%
London Borough of Hillingdon	4.00000%
North Lanarkshire Council	3.90000%
West Dunbartonshire Council	3.90000%
Cornwall Council	3.80000%
CCLA Local Authorities Property Fund	3.75541%
Leeds Building Society	3.60000%
Stockport Metropolitan Borough Council	2.75000%
Highland Council	2.75000%
BlackRock ICS Sterling Liquid Environmentally Aware Fund	2.55338%
CT UK Social Bond Fund	2.17190%
North Lanarkshire Council	1.97000%
North Wales Fire And Rescue Authority	1.30000%
Windsor and Maidenhead Royal Borough Council	1.25000%
Blackpool Council	0.70000%
Blackpool Council	0.70000%
Gloucester City Council	0.45000%
Gloucester City Council	0.45000%
Aberdeenshire Council	0.35000%
Lancashire County Council	0.35000%
Derbyshire County Council	0.25000%

Interest

Liquidity of Investments

In House Funds £m

Externally Managed Funds £m

Legend:
- Aberdeen Liquidity Fund
- Aviva Liquidity Fund
- BlackRock ICS Sterling LEAF
- CCLA Public Sector Deposit Fund
- Deutsche Managed Platinum Fund
- Federated Prime Fund
- Insight Liquidity Fund
- CCLA LA Property Fund
- Threadneedle Social Bond Fund

Threadneedle Social Bond Fund Asset Value

Threadneedle Social Bond Fund Balances and Unit Price

CCLA Property Fund Asset Value

CCLA LA Property Fund Balances and Unit Price

Annex 3: Borrowing Portfolio

*N.B this does not include changes made in May 2023, as referenced in section 5.11 of this appendix.
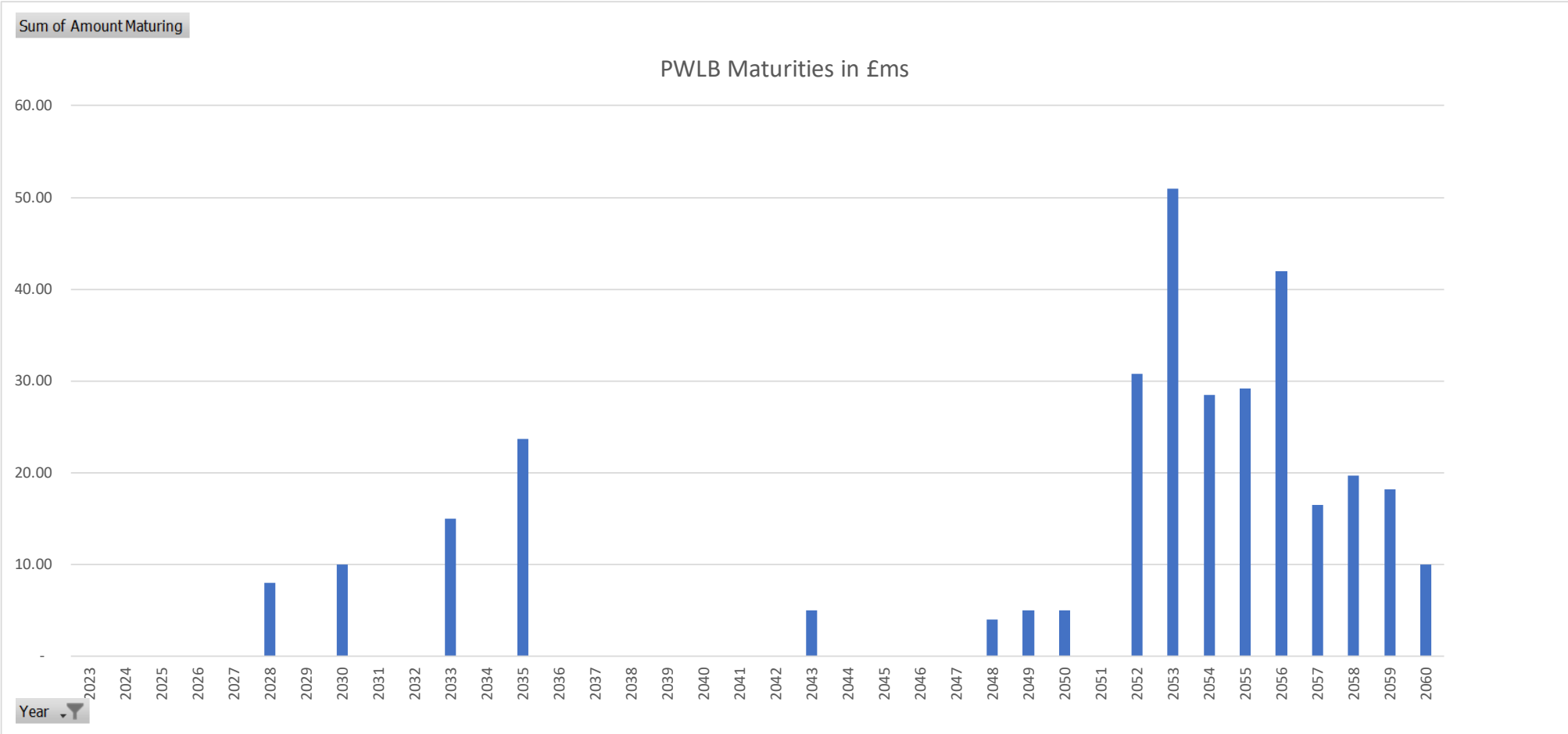
Annex 4: The Economy and Interest Rates
Provided by Link Asset Services (Treasury Management Advisors)

The UK Economy

Against a backdrop of stubborn inflationary pressures, the easing of Covid restrictions in most developed economies, the Russian invasion of Ukraine, and UK political developments, UK interest rates have been volatile across the curve, from the Bank Rate through to 50-year gilt yields, for all of 2022/23.

Market commentators' misplaced optimism around inflation has been the root cause of the rout in the bond markets with, for example, UK, EZ and US 10-year yields all rising by over 200bps in 2022. The table below provides a snapshot of the conundrum facing central banks: inflation is elevated but labour markets are extraordinarily tight, making it an issue of fine judgment as to how far monetary policy needs to tighten.

	UK	Eurozone	US
Bank Rate	4.25%	3%	4.75%-5%
GDP	0.1%q/q Q4 (4.1%y/y)	+0.1%q/q Q4 (1.9%y/y)	2.6% Q4 Annualised
Inflation	10.4%y/y (Feb)	6.9%y/y (Mar)	6.0%y/y (Feb)
Unemployment Rate	3.7% (Jan)	6.6% (Feb)	3.6% (Feb)

Q2 of 2022 saw UK GDP deliver growth of +0.1% q/q, but this was quickly reversed in the third quarter, albeit some of the fall in GDP can be placed at the foot of the extra Bank Holiday in the wake of the Queen's passing. Q4 GDP was positive at 0.1% q/q. Most recently, January saw a 0.3% m/m increase in GDP as the number of strikes reduced compared to December. In addition, the resilience in activity at the end of 2022 was, in part, due to a 1.3% q/q rise in real household disposable incomes. A big part of that reflected the £5.7bn payments received by households under the Energy Bills Support Scheme.

Nevertheless, CPI inflation picked up to what should be a peak reading of 11.1% in October, although hopes for significant falls from this level will very much rest on the movements in the gas and electricity markets, as well as the supply-side factors impacting food prices. On balance, most commentators expect the CPI measure of inflation to drop back towards 4% by the end of 2023. As of February 2023, CPI was 10.4%.

The UK unemployment rate fell through 2022 to a 48-year low of 3.6%, and this despite a net migration increase of c500k. The fact remains, however, that with many economic participants registered as long-term sick, the UK labour force reduced by c500k in the year to June. Without an increase in the labour force participation rate, it is hard to see how the UK economy will be able to grow its way to prosperity, and with average wage increases running at over 6% the MPC will be concerned that wage inflation will prove just as sticky as major supply-side shocks to food (up 18.3% y/y in February 2023) and energy that have endured since Russia's invasion of Ukraine on 22 February 2022.

The Bank Rate increased steadily throughout 2022/23, starting at 0.75% and finishing at 4.25%. UK gilt yeilds increased significantly in September and reduced thereafter

although they remain elevated in line with developed economies generally.

As noted above, GDP has been tepid throughout 2022/23, although the most recent composite Purchasing Manager Indices for the UK, US, EZ and China have all surprised to the upside, registering survey scores just above 50 (below suggests economies are contracting, and above suggests expansion). Whether that means a shallow recession, or worse, will be avoided is still unclear. Ultimately, the MPC will want to see material evidence of a reduction in inflationary pressures and a loosening in labour markets. Realistically, that is an unlikely outcome without unemployment rising and wage settlements falling from their current levels. At present, the bigger rise in employment kept the ILO unemployment rate unchanged at 3.7% in January. Also, while the number of job vacancies fell for the ninth consecutive month in February, they remained around 40% above pre-pandemic levels.

Our economic analysts, Capital Economics, expect real GDP to contract by around 0.2% q/q in Q1 and forecast a recession this year involving a 1.0% peak-to-trough fall in real GDP.

The £ has remained resilient of late, recovering from a record low of $1.035 in September 2022, to $1.23. Notwithstanding the £'s better run of late, 2023 is likely to see a housing correction of some magnitude as fixed-rate mortgages have moved above 4.5% and affordability has been squeezed despite proposed Stamp Duty cuts remaining in place.

As for equity markets, the FTSE 100 started 2023 strongly, rising to a record high of 8,014 on 20th February, as resilient data and falling inflation boosted earnings. But global equities fell sharply after concerns over the health of the global banking system emerged early in March. The fall in the FTSE 100 was bigger than the drop in the US S&P 500. Indeed, at around 7,600 now, the FTSE is 5.2% below its record high on 20th February, while the S&P 500 is only 1.9% lower over the same period. That's despite UK banks having been less exposed and equity prices in the UK's financial sector not falling as far. It may be due to the smaller decline in UK interest rate expectations and bond yields, which raise the discounted value of future earnings, compared to the US.

USA. The flurry of comments from Fed officials over recent months suggest there is still an underlying hawkish theme to their outlook for interest rates. Markets are pricing in a further interest rate increases of 25-50bps, on top of the current interest rate range of 4.75% - 5%.

In addition, the Fed is expected to continue to run down its balance sheet once the on-going concerns about some elements of niche banking provision are in the rear-view mirror.

As for inflation, it is currently at c6% but with the economy expected to weaken during 2023, and wage data already falling back, there is the prospect that should the economy slide into a recession of any kind there will be scope for rates to be cut at the backend of 2023 or shortly after.

EU. Although the Euro-zone inflation rate has fallen below 7%, the ECB will still be mindful that it has further work to do to dampen inflation expectations and it seems destined to raise rates to 4% in order to do so. Like the UK, growth has remained more robust than anticipated but a recession in 2023 is still seen as likely by most commentators.

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Warwickshire County Council

Investment (Non-Treasury) Outturn 2022/23

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4. Risk Table

1.0   Purpose

1.1   The Council is required by regulations issued under the Local Government Act 2003 to produce an annual treasury management review of activities and the actual prudential and treasury indicators for 2022/23. This report meets the requirements of both the CIPFA Code of Practice on Treasury Management, (the Code), and the CIPFA Prudential Code for Capital Finance in Local Authorities (the Prudential Code).

1.2   During 2022/23 the minimum reporting requirements were that the full Council should receive the following reports:
- an annual treasury strategy in advance of the new financial year (presented to full Council in February 2023);
- a mid-year treasury update report (delegated and reported to Cabinet in November 2022); and
- an annual review following the end of the year describing the activity compared to the strategy (this report and the accompanying Treasury Management Outturn).

1.3   The definition of investments in CIPFA's revised 2021 Treasury Management Code covers all the financial assets of the Authority as well as other non-financial assets which the Authority holds primarily for financial return. Investments that do not meet the definition of treasury management investments (i.e. management of surplus cash) are categorised as either for service purposes (made explicitly to further service objectives) and or for commercial purposes (made primarily for financial return).

1.4   'Treasury management investments' activity covers those investments which arise from the Council's cash flows and debt management activity, and ultimately represents balances which need to be invested until the cash is required for use in the course of business. 'Non-Treasury investments' are investments in financial assets and property primarily for service purposes and/or financial return that are not part of treasury management activity.

1.5   Permissible Non-Treasury investments include:
- purchases of property for service and/or commercial purposes;
- making investments for service and/or commercial purposes; and
- supplying loans for service and/or commercial purposes.

1.6   Service investments are primarily held in relation to achieving operational objectives (including regeneration) whereas commercial investments are held for mainly financial reasons. Annex 3 details lending objectives set by the Public Works Loans Board (PWLB). Capital expenditure that falls under these objectives would allow a Council to borrow from PWLB.

2.0 Report Summary

2.1 Non-Treasury Management Investments during the year have included new loans made via the Warwickshire Recovery Investment Fund (WRIF), lending to the Local Authority Trading Company (LATC) – Warwickshire Property and Development Group (WPDG) for both capital and revenue purposes, and continued working capital loan facility to Educaterers, another LATC of the Council which provides a school meals service to schools.

2.2 The Council also holds investment property for rental purposes, capital value appreciation or both.

2.3 Finally, WCC has shareholder interest in a small selection of companies across the County.

2.4 The Treasury team are responsible for Treasury Management activity and the management of the due diligence and governance process for the WRIF. The team also manage WCC investment loan book including lending to WPDG, Coventry & Warwickshire Reinvestment Trust (CWRT) and Educaterers.

3.0 Investment Portfolio

3.1 The table below shows the investments currently held by the Council in respect to lending to other businesses. The total lending / facility amount availed to a business may differ to the drawdown amount due to a staggered draw down schedule, or capital repayments that have already been made.

Current Investment	Total Amount Available £m	Total Drawn Down £m
WRIF BIG	1.00	0.39
WRIF LCE	1.65	1.65
WPDG RCF* (working capital)	1.80	1.20
WPDG Development Loan	5.64	1.41
Educaterers	1.80	1.65
CWRT (CBILS**)	1.00	0.64
Lending Investment Total	**12.89**	**6.94**
Equity Investments	2.64	2.64
Property Investments	13.39	13.39
All Non Treasury Investments	**28.92**	**22.96**

*RCF Revolving Credit Facility
** CBILS Coronavirus Business Interruption
Lending Scheme

4.0   Investment Performance to 31st March 2023

4.1   The table below shows the investment average balance and the interest earned on that investment during the year. The average returns refer only to the balance and interest during the year 2022/23.

Investment Type	Average Amount Invested in year £m	Interest / Dividends Earned in Year £m
WRIF BIG	0.40	0.06
WRIF LCE	0.59	0.02
WPDG	0.80	0.05
Educaterers	1.45	0.10
Business Loans (CWRT/Duplex)	0.64	0.17
Lending Total	**3.88**	**0.40**
Equity	2.64	1.14
Property	13.39	-
Total Investments	**19.91**	**1.54**

5.0   Lending Activity during 2022/23

Warwickshire Recovery and Investment Fund (WRIF)

5.1   The WRIF was launched in Summer 2021. The fund will run for 5 years and is split into 3 pillars as set out in the table below, with the BIG pillar having both a capital and revenue allocation. The total fund price value was revised following an internal review and the changes were approved by Council in February 2023 as reflected in the table below. The revised fund is split into 3 pillars that address different areas of the local economy the WRIF is aiming to support.

WRIF Pillars	Original Limit 21/22	New Limit 23/24
Business Investment and Growth (BIG) - Capital	£90m	£50m
Business Investment and Growth (BIG) - Revenue	£0m	£4m
Local Communities and Enterprise (LCE)	£10m	£10m
Property and Infrastructure Fund (PIF)	£40m	£40m
Total WRIF	**£140m**	**£104m**

Business Investment and Growth Fund- Existing and New Investments

5.2   The first loan from the WRIF Business Investment Growth (BIG) pillar was approved by Cabinet in January 2022 to Forge Care Limited. A loan was approved for £1m to Forge Care Limited, for the development and opening of residential children's homes in Warwickshire, the first of which was based in Nuneaton.

Pipeline Activity

5.3   Regarding the BIG fund, 4 separate bids have been approved at Investment Panel and passed to Stage 2 "due diligence". The information on these bids is confidential however the bid numbers and amounts are included in the table in section 5.5.

5.4   During the year 2022/23 none of these have been presented to Investment Panel stage 2 or Cabinet for approval due to the clients wishing to withdraw for external reasons. It is important to note that communications continue with each of these clients where relevant, and they are still considered an open opportunity to receive debt funding from the WRIF at a future stage.

5.5   The pipeline for the BIG Fund has included 43 enquiries since the inception of the fund, across various sectors and areas within Warwickshire. Annex 1 includes information on the sectors, locations, sources of enquiries and referrals on by the Economy and Skills team (should the BIG fund not be appropriate).

Amount Requested	Stage	Current Status
£10m	Stage 2 due diligence	Active
£4m	Stage 2 due diligence	Paused
£2.5m	Stage 2 due diligence	Paused
£1.5m	Stage 2 due diligence	Paused

Local Communities Enterprise Fund

5.6   This fund is managed externally and the award for the contract was given to Coventry and Warwickshire Reinvestment Trust. The fund operates via a Warwickshire County Council Trust Fund bank account and uses a structure of arrangement, placement and monitoring fees.

5.7   The fund was launched in April 2022. For the financial year 2022/23 a total of £2m was available to the fund of which £1.65m had been drawn down by the close of the year. The remainder was earmarked for use in the new year and the amount has been allowed to be carried over into 2023/24 for these investment allocations.

5.8   CWRT draw down the loan into a Trust Account. This account is held by CWRT and designated as a trust account for the sole benefit of the Council. Any funds that are not disbursed by CWRT (to sub borrowers) remain in this bank account.

5.9   Key summary information about the LCE fund is as follows:

- The total disbursements from the fund by CWRT to sub-borrowers amounted to £942,701 by 31 March 2023.
- Capital repayments are already being made on some of the loans disbursed during the year 2022/23.
- 89% of these deals are on a 5-year loan term, the remaining 11% are 4 years.
- The average lending interest rate for this portfolio is approximately 13.1%.
- This has been distributed across 20 different businesses, creating 66 full time employment opportunities, and safeguarding 90 jobs.
- Three of these businesses were created as a result of the LCE distributions. Various initiatives have been successful as a result of these distributions including 8 in innovation, 2 environmental and 15 initiatives that introduced new products, processes or services.
- 63% of the entities supported by the LCE are micro businesses, 27% are SME size.
- As at 31st March 2023, no events of default have been reported by CWRT.
- A further disbursement of £135,000 across 2 businesses is planned for April 2023.
- The pipeline for 2023/24 currently has £1,151,000 of active opportunities that are being pursued by CWRT.
- The chart in Annex 2 shows the split by sector that the LCE is supporting.

Property and Infrastructure Fund

5.10   The PIF pillar commissioned CBRE as the fund managers in Q4 of 2022/23. The fund had a soft launch in Q4 following this appointment.

5.11   The first PIF investment opportunity was presented in April 2023, and will be considered by the Investment Panel.

Investment Panel and Governance

5.12   A monthly Investment Panel meeting was established in September 2021. Standing items on the agenda include an update on pipeline and due diligence processes as well as a risk register. Items such as training plans, communication and marketing plans, performance monitoring and business case documents are brought on an ad hoc basis.

5.13   BIG Stage 1 "Business Case" reports and stage 2 "Due diligence" reports are brought to interim panels for full discussion. Both stages have to be passed before approval from Cabinet is sought.

5.14   LCE updates are brought in Investment Panel on a quarterly basis and when possible, these updates are presented by CWRT.

5.15   PIF opportunities are presented to Investment Panel for initial approval on an as needed basis. A decision is then made whether to commission a full report from CBRE on an opportunity. An Investment Panel is then held on receipt of the full CBRE report before being reported to Cabinet for approval. Final due diligence then takes place by CBRE following Cabinet approval.

5.16   PIF updates will be brought to Investment Panel on a quarterly basis.

5.17   A Member Oversight Group (MOG) also meets quarterly to discuss the governance of both the WRIF and WPDG.

Warwickshire Property Development Group (WPDG)

WPDG Business Plan 2023

5.18 The 2023 business plan for WPDG was approved by Cabinet in January 2023. This included detailed arrangements for the governance of the company and potential investments in the pipeline for the coming years.

Development Facility

5.19 The first site business case was developed and approved in February 2022 for the development of medium-sized business units on a site in Southam, Warwickshire. As at 31st March 2023 a total of £1.405m had been drawn down against the £5.643m loan agreement entered into between WCC and WPDG for funding the Southam development. The balance of the facility is being drawn down on a predetermined schedule.

5.20 The interest charged on this loan is fixed per annum, and interest is being accrued until the end of the loan term.

Working Capital Facility

5.21 In place at the end of March 2023 was a working capital loan to WPDG amounting to £1.2m. This was utilised from a total facility of £1.85m available for 2022/23.

5.22 As at 31st March 2023 the interest charged on this facility is at a variable rate and comprises of both drawn-down and non-utilisation elements.

Educaterers

5.23 Educaterers, a wholly owned local authority trading company, have a revolving credit loan facility in place with the Council for working capital purposes. As at the 31 March 2023 the loan balance was £1.646m, out of a total credit facility of £1.8m.

5.24 As at 31 March 2023, a variable interest rate is charged on this facility.

Business Loans

5.25 The Council provides finance to local businesses through various funds or schemes, for example the "Duplex Investment Fund" or "Coronavirus Business Interruption Loan Scheme (CBILS)":

- all loans to small businesses via the Duplex Investment Fund had been repaid at the end of the year. These were managed by the Coventry and Warwickshire Reinvestment Trust to whom the Council issues funding via the capital programme;

- loans to the value of £0.6m are in issue by the Coventry and Warwickshire Reinvestment Trust in respect of CBILS; and

- interest of £169.5k was received in respect of these loans during 22/23.

6.0 Equity and Property Activity during 2022/23

Local Authority Trading Companies (LATCs)

6.1 The Council has 3 additional wholly owned local authority trading companies, owning a single £1 share in each:

Investment	Value Held
Warwickshire Property Development Company	£100 (100%)
Educaterers	£1 (100%)
Warwickshire Legal Services	£1 (100%)

Shareholder Interest

6.2 At the 31 March the Council held shareholder interest totalling £2.64m in the following companies:

Investment	Value Held	Dividends Received
University of Warwick Science Park Innovation Centre Ltd	£1.878m	£91k
Coventry and Solihull Waste Disposal Company	£35k	-
Local Capital Fainnce Company Ltd	£200k	-
Eastern Shire Purchasing Organisation	£100	£701k
Warwick Tech Park Management Co 1 & 2	£1	-
SCAPE	£527k	£350k
Total Shareholder Interest	**£2.640m**	**£1.142m**

Other Property

6.3 The Council holds investment property for rental purposes, capital value appreciation or both. These properties are not used for the delivery of services. As at the 31 March 2023 investment property was valued at £13.39million which represents 0.95% of the full asset value in the balance sheet of £1.411 billion.

7.0 Risk Management

7.1 Any investment, by its nature, involves a risk that the rate of return may not be achieved, and the original investment may not be repaid. It also carries the potential risk that more than the original investment is lost if an investor for whatever reason subsequently puts additional money in above the original investment, for example if unsuccessfully attempting to turn around a failing investment.

7.2 Treasury investments prioritise security and liquidity in order to serve the primary objective of treasury management which is to ensure that cash is available when needed to serve the purpose for which that cash is held. To achieve this treasury objective, relatively safe and secure investments are chosen, and consequently low rates of return are accepted.

7.3   Non-Treasury investment risks are different in that:
- They are assumed to retain or increase their original asset value, and they are assumed to provide a financial return. Therefore, there is exposure to the risk of those assumptions not happening.
- The objectives of Non-Treasury investments by their nature are not the same as treasury investments and therefore they may not prioritise security liquidity and yield.

7.4   A risk register is kept updated at frequent intervals for the investment activity of the Council. Primarily used for the WRIF and WPDG activity it is updated as market conditions, bids, investment portfolio and other information changes. A risk table and the mitigations used are included in Annex 4 of this report.

7.5   In addition to this, monitoring is completed on companies with whom we have any investments or lending relationships, to ensure that once an investment decision is made the company remains an acceptable level of investment risk to the Council.

7.6   External advisors are used in the Council's investment activity, especially at the due diligence stage. This includes the use of a financial consultant, independent investment advisor and a specialist provider in identity, credit, fraud and anti-money-laundering due diligence.

Annexes

1.0 **WRIF BIG Enquiry Graphs**
2.0 **WRIF LCE Distribution Chart**
3.0 **PWLB Lending Objectives**
4.0 **Risk Table**

Annex 1
WRIF Enquiry Graphs for activity in 2022/23

Enquiry Location

North Warks	Nuneaton	Rugby	Warwick	Stratford	Coventry	Other
4	7	2	10	11	6	2

Sector

Automotive	Agriculture	Manufacturing	Real estate	Sports and Leisure	Construction	Care	BPFS	Food & Drink	Software	Engineering
5	1	13	2	6	3	1	2	2	1	2

Sector

Automotive	Agriculture	Manufacturing	Real estate	Sports and Leisure	Construction	Care	BPFS	Food & Drink	Software	Engineering
5	1	13	2	6	3	1	2	2	1	2

Referred out

Growth Hub	CCC	District	RLS	PIF	LCE	WCC SCG
0	1	0	1	0	3	0

Annex 2
LCE Distribution of Loans by Sector

LCE SECTORS %

- Creative industries, 6%, 6%
- Retail, 17%, 17%
- Culture, Tourism & Hospitality, 6%, 6%
- Community Based Enterprises, 6%, 5%
- Digital Creative & Digital Technologies, 17%, 17%
- Health & Wellbeing, 6%, 5%
- Other , 44%, 44%
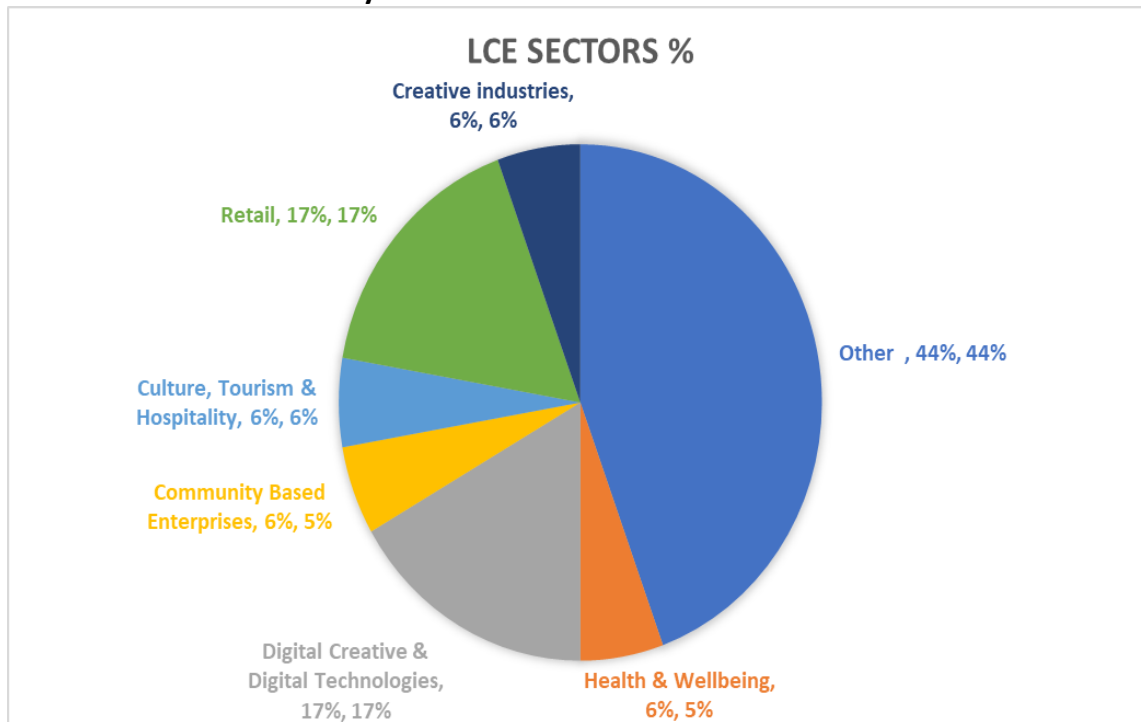
Annex 3
Public Works Loan Board – Lending Objectives

Type	Description
Service	Normal local authority capital spending, for example education, highways, transport, social care, public health, cultural services, environmental services, regulatory services, and Fire and Rescue Services, as would be captured in the MHCLG Capital Outturn Return.
Housing	Normal local authority general fund or housing revenue account activity, as would be captured in the housing sections of the DLUHC Capital Outturn Return. In principle this includes land release, housing delivery, and subsidising affordable housing.
Regeneration	- Addressing economic or social market failure by providing services, facilities, or other amenities of value to local people which would not otherwise be provided by the private sector - Preventing negative outcomes including through buying and conserving assets of community value that would otherwise fall into disrepair - Investing significantly in assets beyond the purchase price, developing assets to improve them and/or change their use - Generating significant additional activity that would not otherwise happen without the local authority's intervention, for example creating jobs and/or social or economic value - Investments that recycle income to related projects with similar objectives rather than income being applied to wider services
Treasury Management	Restructuring or extending existing debt from any source, including the restructuring of internal financing
Prevention of Social or Economic Decline	- Investments that prevent a negative outcome, for example conserving assets of community value that would otherwise fall into disrepair, or providing support to maintain economic activity that would otherwise cease - Investment where there is no realistic prospect of support from any other source - investments with a defined exit strategy so that investments are not held for any longer than is necessary to achieve their objective

Annex 4
Risk Table and Mitigations

Risk	Mitigating Actions
Resources and Expertise	- Procurement of external advisors and consultants as appropriate. - Recruitment of specialist staff - Staff training - Managing pace to align with resources available if required
Significant Credit Loss	- Spreading the investments made over time - Diversification, for example across different business sectors, locations, types of business, and fund types - Setting limits on the amount of investment per fund - Most investment is to be capital not revenue in nature - Having a preference for securitised loans and senior debt lending (senior debt is debt with the highest priority (after secured loans) to be repaid in comparison to any other lending a company may have). - Ensuring interest rates charged reflect the credit risk being taken - Ensuring appropriate due diligence of opportunities - Ensuring appropriate terms exist in loan agreements - Commercial risk reserve available as cover for some losses - Building any lessons learned into revised practice over time - BIG and PIF investing decisions have to be recommended by the Investment Panel and a subsequent decision about approval by Cabinet
Economic	- Use of fund investment limits to control maximum exposure to risk - Access to a range of financing options - Use of fixed or variable rate loans as appropriate - Stress testing of the business plans of potential borrowers considering foreseeable economic developments - Considering broadly the economic position and outlook when monitoring the investment portfolio and when making investing decisions (for example considering economic cycle risk) - Being able to stop further investments at any time
Investment Objectives Not Met	- Sensitivity/stress testing analysis at the fund development stage - Diversification across a range of different investments with different risk/return profiles

Risk	Mitigating Actions
	- Annual review of WRIF Investment Strategy - Annual Review of WCC Investment Strategy - Accepting the risk/opportunity that other lenders may step in and reduce the need for WRIF to invest - Reviews of market need developments
BIG, PIF, and LCE Fund Specific Risks	- Management of the LCE Fund Manager - Management of the PIF Fund Advisor - Continual improvement of the bid assessment processes for BIG investments.
Governance	- Formal forward planning of Investment Panel business - Engagement with internal audit for advisory support as appropriate - Engagement of relevant external consultants/experts - Risk management being a standing item at the Investment Panel - Periodic review of the adequacy of WRIF arrangements (commissioned for Section 151 Officer) - Annual review of WRIF Strategy and WCC Investment Strategy, including review of the controls and flexibilities - Formal training plan for the Investment Panel - Appointment of Independent Investment Adviser to support the Investment Panel - Member oversight and scrutiny, for example from the Member Oversight Group, Audit and Standards Committee etc as required

Agenda Item 4

Cabinet

15 June 2023

Council Plan 2022-2027
Integrated Performance Report Year End 2022/23

Period under review: April 2022 to March 2023

Recommendations

That Cabinet:

1) Considers and comments on the Year End organisational performance;
2) Agrees to refer the report to Overview and Scrutiny Committees to consider, in detail, the information relevant to their individual remits; and
3) Agrees the proposed changes for the 2023/24 reporting period to the Performance Management Framework (PMF) as outlined in Appendix 1c.

1 Executive Summary

1.1 This report is a retrospective summary of the Council's performance at the end of the financial year (April 2022 - March 2023) against the strategic priorities and Areas of Focus set out in the Council Plan 2022-2027. Performance is assessed against the Key Business Measures (KBMs) contained within the agreed Performance Management Framework (PMF) in Section 2 and Appendix 1a. Summary performance for the Warwickshire Outcome Measures is contained within Appendix 1b and changes to the PMF are outlined in the Appendix 1c.

1.2 Progress against the Integrated Delivery Plan is summarised in Section 3 and more fully presented within Appendix 2.

1.3 Management of Human Resources is summarised in Section 4 and the summary dashboard is presented in Appendix 3.

1.4 Management of Risk is summarised in Section 5 and more detailed information is presented in Appendix 4.

1.5 The paper sets out a combined picture of the Council's delivery, performance, HR, and risk. Officers continue to embed the new approach and performance framework. The format and content of these integrated performance reports has continued to evolve within the current financial year. Both the

Performance Management Framework and the Integrated Delivery Plan have recently been reviewed in preparation for the 2023/24 reporting period.

1.6 This summary report and the detailed performance appendices provide the complete picture of the Council's performance enabling scrutiny and transparency for the organisation, partners and the public. It enables Overview and Scrutiny Committees the opportunity to consider performance within their own remits. All Members also have continual access to the Performance Management Framework using the Performance Portal in Power Bi to further monitor performance on an ongoing basis.

1.7 At Year End, with 10 more annual measures being reported, there has been a consistently, strong performance delivered against the PMF. This is an encouraging position in consideration of the continuing volatile, uncertain, and high-risk external environment which is impacting on resources and the wider economic environment, capacity, and uncertainty about a number of key national policy areas.

1.8 Of the 76 KBMs available for reporting this quarter the following table indicates an assessment of performance, compared to previous quarters.

Quarter	On Track	Not on Track
1	70% (35)	30% (15)
2	63% (34)	37% (20)
3	69% (43)	31% (19)
Year End	66% (50)	34% (26)

1.9 Appendix 1 details performance for all measures within the Performance Management Framework. Detailed measure-by-measure performance reporting is accessible through the Performance Portal available via this link.

1.10 There are some key emerging themes highlighted by this report, including:
- Increasing demand being reported in the Children & Families Service, where Social Worker's workloads have increased this quarter and in the number of applications made through the Local Welfare Scheme; and
- Capacity and workload issues are impacting delivery across the organisation. Staff feedback has highlighted the issue which is a high priority. Difficulties in recruiting and retaining staff in a highly constrained national and local labour market have been highlighted previously and although overall there has been some improvement at Year End there remain issues within specific service teams for example, for Children & Families. Other services have specific challenges such as, absence in Social Care. The Our People Strategy year 3 priorities have identified 5 key priority areas for action, recruitment and retention, pay and reward, strategic workforce planning, equality diversity and inclusion and engagement, which will be progressed through the year.

1.11 Notable aspects of positive performance for specific measures include:
- No. of children subject to a Child Protection Plan, which has seen figures reduce this Quarter and return to a longer-term norm, the target for the next reporting year will be reflective of this position; and
- No. of Children in Care excluding unaccompanied asylum-seeking children, which has reached 678, the lowest figure reported since December 2019.

A broader area of positive performance relates to the "Promote inclusive, sustainable economic growth, successful business, good quality jobs and future skills" Area of Focus which is encouraging with 7 of the 9 KBMs considered On Track at Year End.

1.12 The main performance challenges relate to:
- The % of Children receiving a 6-8 Week Health Check has reduced over the last two years due to a lack of qualified Health Visitors. This is being monitored and an action plan being undertaken after discussion at the Health and Wellbeing Board, which includes a local measure to ensure children get a visit from a professional within 13 weeks;
- the No. of Domestic Abuse Incidents reported to the Police which is behind prior year and considerably below target;
- the No. of carers in receipt of support on the final day of the reporting period, which has remained below target, however this can be attributed to additional support being provided by the Carer's Trust; and
- Dedicated Schools Grant High Needs % overspend compared to DSG recovery plan remains a challenge with performance being significantly above target, mainly due to the increased growth in Independent special school provision demand.

Warwickshire Fire and Rescue Service continues to find it difficult to achieve the agreed performance targets for appliance arrival time at incidents, the Service is actively working towards a resourcing to risk review using risk analysis to inform more realistic standards going forward to continue to keep the communities across the county safe from harm. A review of the targets in relation to fire related deaths and injuries has been conducted and going forward these will be presented as information only without an associated target.

1.13 The report sets out services' projected performance trajectory, which recognises a more volatile than usual external environment.

1.14 Implementation of the Integrated Delivery Plan (IDP) continues with Quarter 4 seeing a further 23 projects completed. In the context of the challenging external environment the overall delivery position remains strong, with 63% of the remaining actions On Track and a further 12% Complete, 19% are At Risk/Compromised and 4% Not Started, and it is these actions which are reported on an exception basis in Appendix 2.

1.15 Six of the Council's 18 strategic risks have a red status. The red risks arise generally as a result of:

- The impact of current inflation on living standards and levels of inequality;
- Warwickshire's economy;
- Council funding; and
- Levels of demand for services and consequentially the Council's capacity to deliver all of its priorities.

1.16   At a more detailed service level 81 risks are currently being monitored, of which 19 are rated as a high residual risk.

1.17   The wider national context remains a critical frame within which to view the Council's performance. The UK continues to experience the consequences of both significant political, global and macro-economic turbulence, including industrial action across many sectors, the legacy impact of the Pandemic, and the war in Ukraine. High inflation, rising interest rates and the resulting fiscal challenges are impacting the cost of living, increasing pressure on an already tight labour market, demand for public services and public finances.

1.18   Such an unprecedented combination of events at a global and national level creates a period of significant uncertainty and a very challenging financial outlook in the short- to medium-term. This volatility is impacting on the Council's resources, both financial and in terms of recruitment and retention, levels of demand, and future national policy, particularly Adult Social Care reform, devolution, levelling up, cost of living and climate change Net Zero ambitions.

1.19   Inevitably these factors, which were not anticipated at the time the Integrated Delivery Plan and the Performance Management Framework were developed, are impacting on our priorities, focus, capacity and project delivery timescales. Our reporting will track and highlight these impacts on delivery and performance. Our analysis has informed prioritisation of activity and resource allocation during the refresh of the Integrated Delivery Plan, which was approved at the May Cabinet, and the Performance Management Framework.

2.   Performance against the Performance Management Framework

2.1   The three strategic priorities set out in the Council Plan 2022 - 2027 are delivered through seven Areas of Focus. In addition to these, there are three further areas to support the Council to be known for as 'a Great Council and Partner'. The full performance summary is contained in Appendix1.

2.2   Comprehensive performance reporting is enabled through the Power BI link Performance Portal as part of the revised and adopted Performance Management Framework. Where applicable, some performance figures may now have been updated on the reporting system. For the latest situation, please refer to the Performance Portal. The number of reportable measures will change each quarter as the framework considers the availability of new data.

2.3 Of the 76 KBMs available for reporting this quarter, 66% (50) are reported as being On Track and 34% (26) being reported as Not on Track. Three measures are being reported but have a status of Not Applicable:

- No. of grant funding applications supported for the delivery of the Regeneration & Place Shaping initiatives as none have been received to date;
- % of site specific business cases approved for Warwickshire Property and Development Group – no business cases have been sent for approval this quarter; and
- % reduction of WCC Warwick Office space - the focus of the Estates Master Plan during 2022/23 has been on reinstating Shire Hall and Northgate House in Warwick following the Pandemic. During 2022/23 there has been no significant reduction in office space across the Warwick portfolio however it is of note that space available at the Saltisford has been repurposed with tenants already established, and more due, in line with the strategy to optimise use of the estate.

There are 5 measures unavailable for reporting at Year End:

- % habitat biodiversity net gain in WCC rural estate which is being baselined from 2023/24;
- Annual change in soil and vegetation carbon storage by habitat (tonnes of Carbon per hectare) in WCC rural settings where a mechanism to measure the performance is being established;
- % of all capital schemes completed on budget – the data is not currently available however the systems are now in place to capture this information more readily going forward;
- % of 19 year olds qualified to Level 2 including English and Maths which is due for reporting in June due to the scheduled release of data; and
- No. of suicide rates for those aged 10 & over, directly standardised rate per 100,000 population, which is due for reporting in September following release of audited data.

2.4 There are 58 measures available for reporting, where there is enough trend data available to ascertain a Direction of Travel. 62% (36) of measures have a Direction of Travel that is On Track, the majority of which are either improving or static. Conversely, 38% (22) are Not on Track, the majority of which are declining.

2.5 A total of 77 reporting measures have a forecast projection from the responsible service for the forthcoming period. Of the measures that are forecast to be On Track at Year End, the majority are forecast to improve or remain static. The forecast to decline over the next quarter. The Value (£) of investment secured by Warwickshire businesses as result of WCC funded business support activities) forecast to decline over the next quarter:

Of those that are forecast to be Not on Track, the majority are forecast to improve or remain static. The following 3 are forecast to decline at the next reporting period:

- No. of Domestic Abuse Incidents reported to the Police;

- Under 18 conception rate, crude rate per 1,000 females aged 15-17; and
- % of schools with a deficit budget.

The projection provided at Quarter 3 for Year End was broadly accurate, therefore it is anticipated that the projection provided at Year End will be accurate also.

2.6 A set of high-level, cross-cutting, long-term Warwickshire Outcome Measures, which the Council can influence but are not solely responsible for, are also contained in the Performance Management Framework. These are being reported as a summary for the first time within Appendix 1b with further reporting within a dashboard informing our ongoing State of Warwickshire reporting and includes Levelling Up and the Cost of Living metrics.

2.7 Of the 39 Warwickshire Outcome Measures that are currently reportable, Warwickshire performs better than the national average in 22 of them. The areas where Warwickshire outperforms the national average to the greatest degree include the employment rate, levels of pay, unemployment, homelessness and child poverty. Areas where Warwickshire's performance falls notably behind the national average include school attainment levels for disadvantaged children and greenhouse gas emissions per capita.

2.8 As an agile approach is being taken to the new Performance Management Framework changes for the 2023/24 reporting period are being requested and are outlined in Appendix 1c. The review of the Service Business Plans and the Integrated Delivery Plan have identified the changes being requested to ensure that the Performance Management Framework supports delivery of the agreed priorities.

3. Performance against the Integrated Delivery Plan

3.1 The Integrated Delivery Plan aligns priority activity from across all Service areas against the Areas of Focus within the Council Plan 2022-27. The Plan shows how activity across services collectively contributes to delivering these priorities.

3.2 Detailed information on the performance summary of the Integrated Delivery Plan is included at Appendix 2. A new Power BI reporting dashboard is now available and will enable Members to track progress by Service, status, Council Plan Area of Focus, Overview and Scrutiny Committee and Portfolio Holder.

3.3 There are 192 remaining actions within the Integrated Delivery Plan, with 23 of these closing this Quarter. At Year End, 63% are On Track and 12% Complete, 19% are At Risk/Compromised and 4% Not Started, and it is these actions which are reported on in Appendix 2 on an exception basis.

3.5   This graphic shows emergent trends of activity status by Quarter.
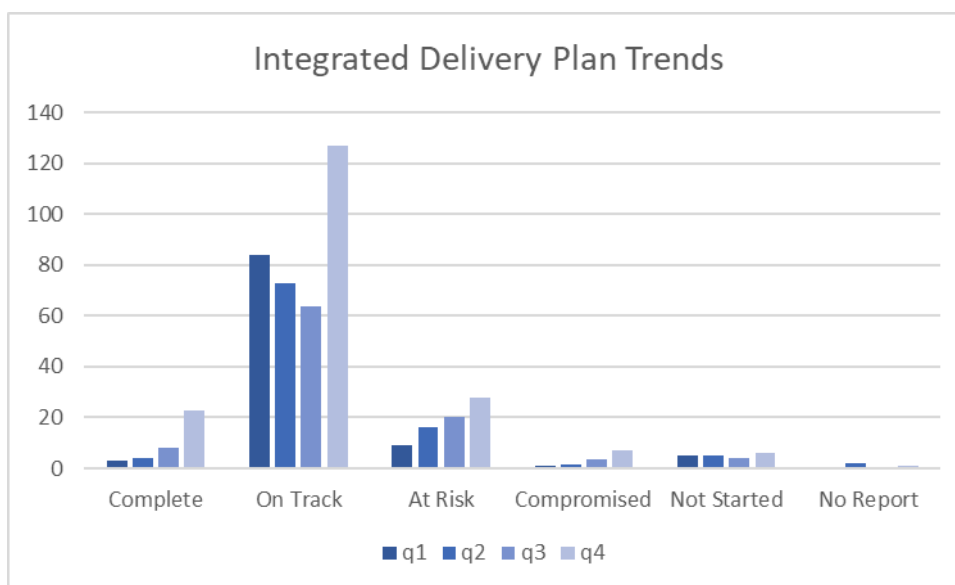
3.5   The following table shows the breakdown of statuses by Area of Focus:

Area of Focus	Complete	On Track	At Risk	Compromised	Not Started	TOTAL
Create vibrant places with safe and inclusive communities	1	9	3	1	0	14
Deliver major infrastructure, digital connectivity and improved transport options	1	9	6	0	0	16
Promote inclusive, sustainable economic growth, successful business, good quality jobs and future	0	22	7	0	0	29
Tackle climate change, promote biodiversity and deliver on our commitment to Net Zero	7	5	6	2	3	23
Deliver our Child Friendly Warwickshire strategy - Happy, healthy, safe children	3	8	4	3	1	19
Through education, improve life opportunities for children, young people and those with special	2	24	0	0	0	26
Support people to live healthy, happy, and independent lives and work with partners to reduce	6	24	0	0	0	30
Great Council and Partner - Harnessing Community Power	0	11	0	0	1	12
Great Council and Partner - Using our data and digital solutions to improve service delivery	2	10	1	1	1	15
Great Council and Partner - Our people and the way we work	1	5	1	0	0	7

3.6   Several actions remain At Risk relating to capital programmes and projects, where current inflation levels and supply chain challenges are creating significant levels of risk and uncertainty about capacity to deliver as planned within available resources, a challenge common to all Councils. Scheme-by-scheme due diligence is underway to review inflationary pressures on the existing capital programme to help inform decisions about allocation of the £15m inflation contingency fund agreed at Council on 29th September 2022.

3.8 Important emerging points to flag in terms of delivery, the impacts of which will be followed up during the next Quarter, are:
- The local municipal Waste Management Strategy review is yet to start due to awaiting clarity on the Government's new resources and waste strategy;
- The Solar Together Warwickshire project continues to be impacted by significant contractor issues and will not meet its target; the future of the scheme is to be reviewed in 2023/24;
- Lack of foster carers has resulted in the work around equalities within the young offenders in care becoming compromised; a further recruitment campaign has been undertaken to address this; and
- Work on the new Youth Centre in Bedworth is delayed due to building issues. The service are actively working on alternative plans to expedite this.

4. Management of Human Resources (HR)

4.1 The HR performance reporting dashboard is included at Appendix 3.

4.2 Sickness Absence:
- Overall, there has been a slight reduction in absence across the year, with a stabilising trend through quarters 3 and 4.
- The outturn of 8.99 days per FTE remains with the target of 8 days per FTE (+/- 1 day).
- Levels of absence attributed to Covid-19 have started to reduce.
- The highest reason for sickness absence remains stress and mental health, which has increased slightly across the year at 2.72 days per fte, which is over the target of 2.5 days per FTE.
- The key focus areas continue to include targeting support for stress and mental health absence, long term absence and teams with high absence levels, recommissioning the Occupational Health and Employee Assist Programme providers and undertaking a Health Needs Assessment, in order to progress the evidence required for Silver Thrive at Work.

4.3 Establishment:
- Recruitment and retention activity has led to a reduced number of vacancies. With the continued focus on recruitment and retention, it is anticipated that FTE may continue to rise over the coming year.

4.4 Age profile:
- The age profile of the organisation remains relatively static, with over half of the workforce, 54.3%, being aged between 25 and 50, increasing from 54.2% during the previous quarter.

4.5 Ethnicity:
- The ethnicity profile of the organisation remains relatively static with 72.6% of the workforce being white British which is a slight increase from 72.4% at the end of Quarter 3.

4.6   Staff turnover:
  • Turnover, at 12.9% for the rolling 12 months, has shown another reduction from 13.4% in the last quarter and is marginally lower that the 2021/2022 Year End position of 13.0%. This is encouraging, although there are continuing recruitment challenges in a number of areas. The Local Government pay award for 2023/2024 is yet to be settled, with the unions balloting their members on the final offer made by the employers, which may result in industrial action being taken.
  • 53% of leavers are due to voluntary resignations, which is a decrease from 72% in the previous quarter.
  • A number of agreed priorities within the Our People Strategy year 3 plan will support further reductions in turnover and our aim to be an employer of choice, particularly including:
    • Pay and reward;
    • Recruitment and retention;
    • Strategic Workforce planning;
    • Equality, Diversity and Inclusion; and
    • Engagement.

5.   Management of Risk

5.1   The strategic risk register reflects an increase in the assessed risk of adverse issues arising due to the effects of a deteriorating economic position and increases in inflation and the cost of living. Risks relating to social care reform and levelling up have been identified. The following 6 of our 18 strategic risks have a red status after allowing for mitigating actions:

  • economic growth slows or stalls;
  • widening inequalities post pandemic;
  • SEND resources are insufficient to meet demand;
  • inflation and the rising cost of living;
  • 2050 County net zero targets not met; and
  • Uncertainty of external influences, e.g. government policy.

5.2   Risk registers are also maintained at service (Assistant Director) level, with 81 risks currently being monitored across 13 Services at Quarter 4. Key service risk issues are highlighted in two ways:

  • by a red/amber/green rating signifying low through to high risk: at Quarter 4, 19 risks out of 81 are classified as net red risks after mitigating actions; and
  • by comparing the actual assessed risk with a target level of risk: at Quarter 4, 19 risks have been exceeding their target for 3 quarters or more and are currently exceeding the target by a score of more than 3.

5.3   Risk targets were introduced to help the Council operate in a more risk-aware way; for example, it may be necessary to accept certain risks in order to access certain opportunities to deliver service outcomes (such as supporting

economic recovery), or it may be prohibitively expensive to resource a service or process to operate at zero risk.

5.4   A summary performance reporting dashboard for risk is included at Appendix 4 showing:

- Appendix 4a – a summary of the strategic risk register analysed by risk likelihood and risk impact; and
- Appendix 4b – a summary of service risks highlighting red risks and risks consistently above target for 3 quarters or more (and still scoring more than 3 points higher than the target risk).

5.5   Identified risks have an assessment of mitigating actions that is reviewed and updated periodically by relevant managers.

6.   Financial Implications

6.1   There are none specific to this report, but Cabinet is referred to the associated finance performance report, which is on the same agenda as this paper.

7.   Environmental Implications

7.1   There are none specific to this report.

Appendices

Appendix 1 – Quarterly Performance Report
Appendix 2 – Progress on Integrated Delivery Plan
Appendix 3 – Management of Human Resources dashboard
Appendix 4 – Management of Strategic Risk

Background Papers

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The report was circulated to the following Members prior to publication:
Local Member(s):
Other Members: OSC chairs

1a   Quarterly Performance Report Year End

1.1   Detailed measure-by-measure performance reporting is accessible through the **Performance Report**.

1.2   The three strategic priorities set out in the Council Plan 2022 - 2027 are delivered through seven Areas of Focus. In addition to these, there are three further areas to support the Council to be known for as 'a Great Council and Partner'. These are detailed in the table below alongside the number of KBMs that will be used to assess delivery, and the number being reported at Year End.

Area of Focus	No. of KBMs	No. of KBMs available for reporting Year End
Create vibrant places with safe and inclusive communities	8	8
Deliver major infrastructure, digital connectivity and major transport options	7	5
Promote inclusive, sustainable economic growth, successful business, good quality jobs and future skills	9	8
Tackle climate change, promote biodiversity and deliver on our commitment to Net Zero	7	5
Deliver our Child Friendly Warwickshire strategy - Happy, healthy, safe children	10	10
Through education, improve life opportunities for children, young people and those with special educational needs and disabilities	16	15
Support people to live healthy, happy, and independent lives and work with partners to reduce health inequalities	12	11
A Great Council and Partner	No. of KBMs	No. of KBMs available for reporting Year End
Harnessing community power	3	3
Our people and the way we work	8	7
Using our data and digital solutions to improve service delivery	4	4

1.3   **Key Insights for Year End 2022/23**

Chart 1 details the reported status of the 76 KBMs which are being reported at Year End. There are some Not Applicable measures, which are either baselining or have been delayed for reporting. There are also 3 measures which are Not Applicable:

- No. of grant funding applications supported for the delivery of the Regeneration & Place Shaping initiatives – no funding applications have been supported this quarter;
- % of site specific business cases approved for Warwickshire Property and Development Group – no business cases have been sent for approval this quarter;
- % reduction of WCC Warwick Office space – there has been no significant reduction in office space, as the focus has been in reinstatement following the pandemic.

Performance for 76 KBMs available for reporting at Year End

On Track, 66%   Not on Track, 34%

0%   20%   40%   60%   80%   100%

■ On Track   ■ Not on Track
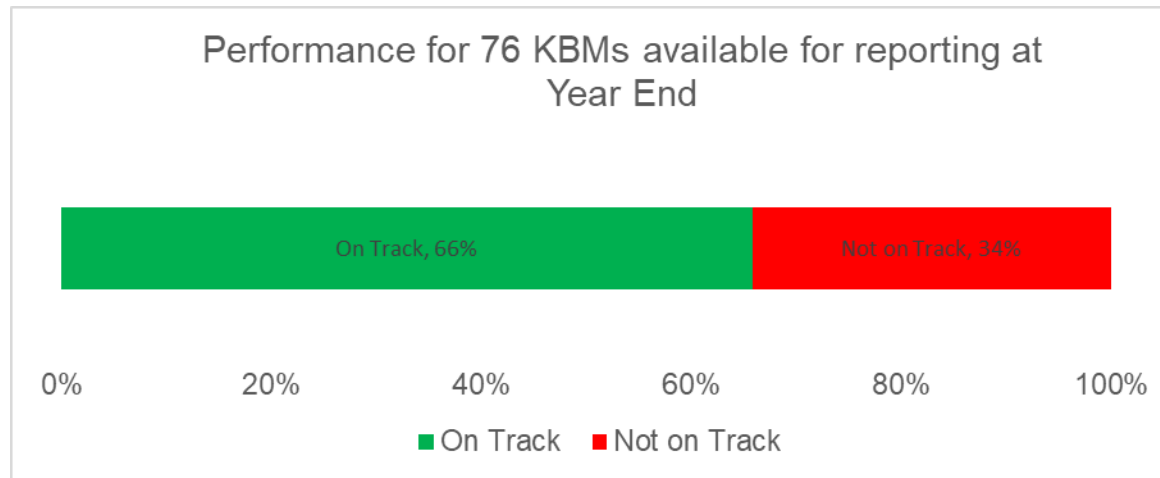
Chart 1

Chart 2 details the Direction of Travel based on whether the performance has been improving or declining to date, accounting for the trend data available.

Direction of Travel of KBMs at Year End

On Track: Improving, 15 | Static, 17 | Declining, 4

Not on Track: Improving, 2 | Static, 5 | Declining, 15

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
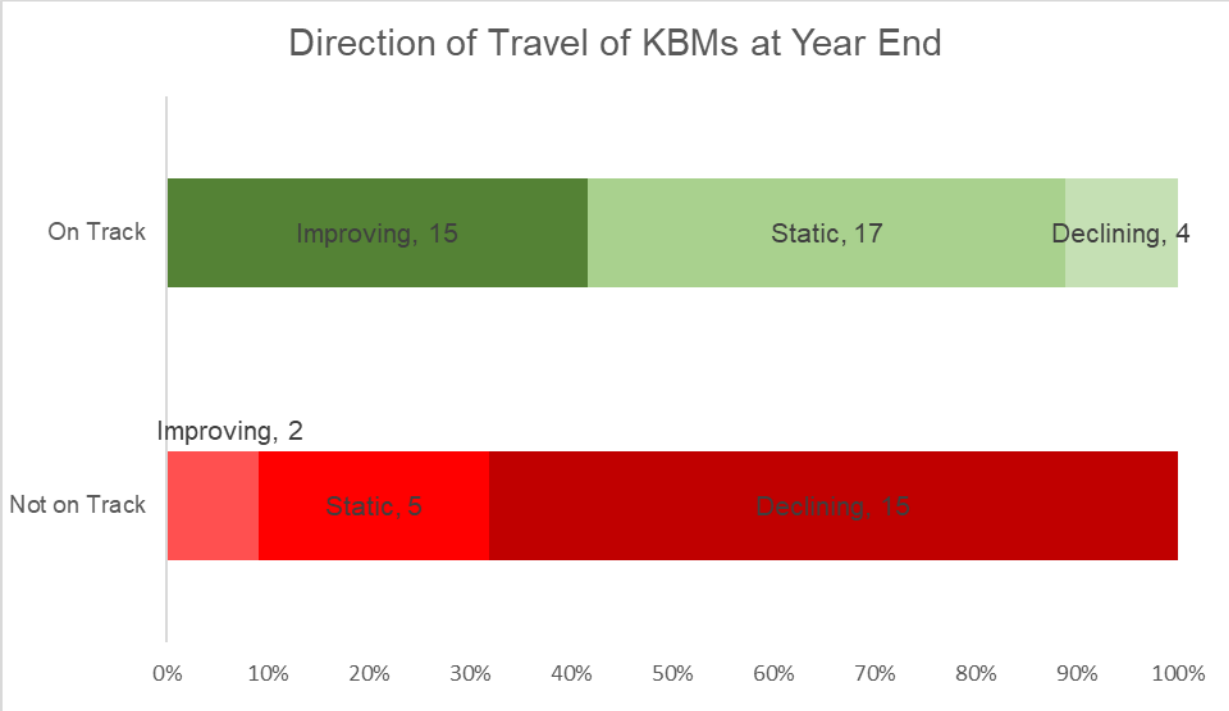
Chart 2

Chart 3 details the projected performance based on a Service forecast for the reportable KBMs at the next Quarter.

Service Forecast for Performance of KBMs at Quarter 1 2023/24

On Track
- Performance Improving, 18
- On Track, 32
- On Track, 1

Not on Track
- Performance Improving, 11
- Not on Track, 12
- Not on Track, 3

(x-axis: 0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%)
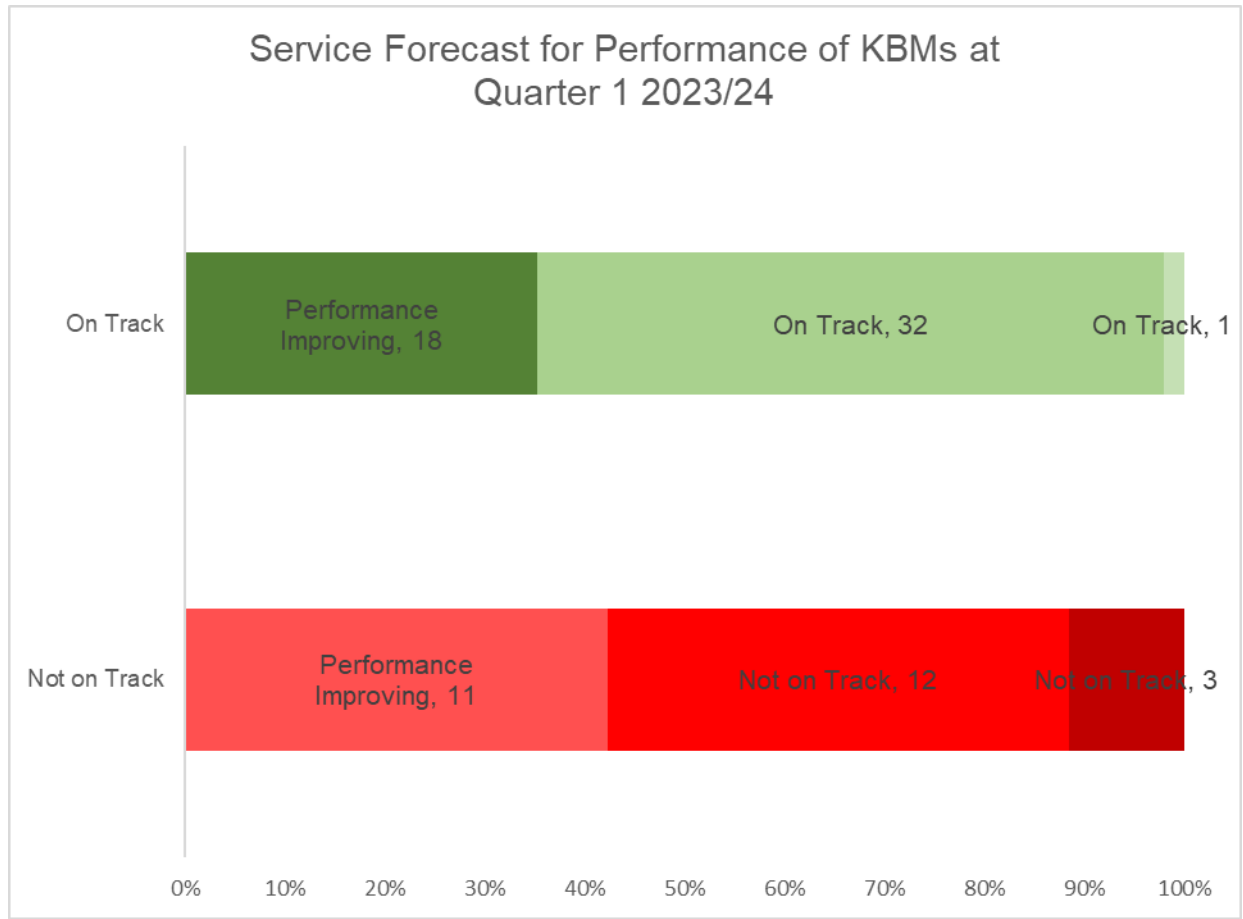
Chart 3

Explanatory Notes on Summary Tables

The following sections provide an overview of current performance by Area of Focus. The measure summary tables are a representation of the tables in the full Cabinet report on Power BI and are interactive. Please note:

- data is being added into the system as it becomes available so new information may be in the reports since the writing of this Quarterly position report;

- measure names in the summary tables and where highlighted are all links to take the reader directly to the measure report page in Power BI which provides full detail on the measure including charted data, performance narrative, improvement activity, trends, and targets if applicable;

- a measure status is included based on performance either against the target and polarity of measure or where there is no target on improving/ declining performance;

- Services provide a forecast of where performance is heading over the next reporting period, this is informed by local knowledge, improvement activity and trend information;

- where the measure status or projection is Not Applicable, this is due to exceptional circumstances regarding the measure such as it is setting a baseline this year, the Power BI report will provide the reason by measure;

- the Latest Figure column represents the most current data available including last quarter, previous year or longer if data is lagged, full details are on Power BI report;

- Direction of Travel is an indication of whether performance is improving based on trend data where available;

- not all measures have targets and the approach now is to have improving performance and targets where appropriate, where there is no target the table is populated with N/A; and,

- as the framework is more responsive there are annual or termly measures included on the tables with no reported data, this will be added as the relevant data becomes available e.g. attainment data from November.

1.4 Create vibrant places with safe and inclusive communities

Measure Name	Year End Actual	Year End Target	Measure Status	Direction of Travel	Service Forecast for next period
No. of Domestic Abuse Incidents reported to the Police	10931	11339	Not on Track	Declining	Not on Track Performance Declining
No. of secondary schools engaged in violence prevention Whole Schools Approach	13	10	On Track	Improving	On Track Performance Improving
% complaint satisfaction with Trading Standards action	70	N/A	On Track	Static	On Track Performance Remaining Static
No. of fire related deaths	4	0	Not on Track	Static	Not on Track Performance Remaining Static
No. of fire related injuries	29	26	Not on Track	Static	Not on Track Performance Remaining Static
% times a first appliance arrives at life risk of property incidents within agreed response standards	64.3	75	Not on Track	Declining	Not on Track Performance Remaining Static
No. of Road Traffic Collisions attended by WFRS	384	N/A	Not on Track	Declining	Not on Track Performance Remaining Static
% KSI collision reduction at sites where casualty reduction schemes have been implemented	46	65	Not On Track	N/A insufficient trend data	On Track Performance Remaining Static

Warwickshire Fire and Rescue Service continues to find it difficult to achieve the agreed performance targets for appliance arrival time at incidents. The Service is actively working towards a resourcing to risk review using risk analysis to inform more realistic standards going forward to continue to keep the communities across the county safe from harm. A review of the targets in relation to fire related deaths and injuries has been conducted and going forward these will be presented as information only without an associated target.

Area of Good Progress due to being above target and seeing an improvement since Quarter 2 reporting:
- No. of secondary schools engaged in violence prevention Whole Schools Approach

Improvement Activity due to Year End target not being achieved and being below levels recorded in previous year:
- No. of Domestic Abuse Incidents reported to the Police

Improvement activity for not achieving the target over a considerable period of time with no improvement seen:

- <u>% times a first appliance arrives at life risk of property incidents within agreed response standards</u>

Improvement activity for not achieving the aspirational target of zero:
- <u>No. of fire related deaths</u>

Improvement Activity due to having a greater number than prior year:
- <u>No. of fire related injuries</u>

1.5 **Deliver major infrastructure, digital connectivity and improved transport options**

Measure Name	Year End Actual	Year End Target	Measure Status	Direction of Travel	Service Forecast for next period
% of site specific business cases approved for Warwickshire Property & Development Group	0	100	N/A	Static	N/A
% Company Borrowing profile Warwickshire Property & Development Group	100	100	On Track	Static	On Track Performance Remaining Static
Gross Warwickshire Recovery & Investment Fund lending (£)	0	32,000,000	Not on Track	Declining	Not on Track Performance Improving
% of all capital schemes completed on budget	N/A	100	N/A	N/A insufficient trend data	N/A
% of projects seeking member approval to changes in cost, time, scope or risk	62	0	Not on Track	Declining	Not on Track Remaining Static
No. of properties better protected from flooding	4	32	Not on Track	Static	Not on Track Performance Remaining Static
No. of schools signed up to our Safe and Active Programme	96	80	On Track	N/A insufficient trend data	On Track Performance Improving

Performance within this Area of Focus is largely Not on Track and is likely to remain in a similar position for the next period.

Area of Good Progress due to being above target:
- <u>No. of schools signed up to our Safe and Active Programme</u>

Improvement activity due to being behind target across year despite target being reviewed and reduced mid year:
- <u>No. of properties better protected from flooding</u>

1.6 **Promote inclusive, sustainable economic growth, successful business, good quality jobs and future skills**

Measure Name	Year End Actual	Year End Target	Measure Status	Direction of Travel	Service Forecast for next period
% Business Centre Occupancy Rate	87	N/A	On Track	Declining	On Track Performance Remaining Static
% of employees in our key priority sectors	31	N/A	On Track	Static	On Track Performance Remaining Static
No. of successful Foreign Direct Investment projects	45	N/A	On Track	Static	On Track Performance Remaining Static
Value (£) of external funding secured by Communities or other WCC services/ partners to support Council priorities	£10.7 million	N/A	On Track	N/A insufficient trend data	On Track Performance Remaining Static
Value (£) of investment secured by Warwickshire businesses as result of WCC funded business support activities	£4.65 million	N/A	OnTrack	N/A insufficient trend data	On Track performance Declining
No. of apprenticeships created through WCC support	13	N/A	On Track	N/A insufficient trend data	On Track Performance Improving
No. of grant funding applications supported for the delivery of the Regeneration & Place Shaping initiatives	0	N/A	Not Applicable	N/A insufficient trend data	N/A
Total visitor related spend (£)	£860,972,410	N/A	On Track	Improving	On Track Performance Improving
% of people with Special Educational Needs and Disabilities supported by Warwickshire Employment Support Team moving into employment	2	N/A	Not on Track	N/A insufficient trend data	Not on Track Performance Improving

At Year End performance within this Area of Focus is within expected levels for all but one KBM, Direction of Travel remains positive and projection for the next period is to remain at similar levels.

Area of Good Progress due to new performance data being positive for this annual measure:
- Value (£) of investment secured by Warwickshire businesses as result of WCC funded business support activities

1.7 **Tackle climate change, promote biodiversity and deliver on our commitment to Net Zero**

Measure Name	Year End Actual	Year End Target	Measure Status	Direction of Travel	Service Forecast for next period
No. of tonnes of carbon emitted by the Council as a waste disposal authority	752	N/A	On Track	Improving	On Track Performance Improving
Proportion of capital programme total spend allocated to Sustainable Futures (%)	2	N/A	Not on Track	Declining	Not on Track Performance Remaining Static
% of household waste re-used, recycled and composted	49.4	50	On Track	Static	On Track Performance Improving
Net carbon emissions for Council (scope 1&2 plus staff business travel)	13,048	N/A	On Track	N/A insufficient trend data	On Track Performance Improving
Annual scope 1&2 carbon reduction (tonnes of carbon)	1,598	N/A	On Track	N/A insufficient trend data	On Track Performance Improving
% habitat biodiversity net gain in WCC rural estate	N/A	N/A	Baselining across 2023/24		
Annual change in soil and vegetation carbon storage by habitat (tonnes of Carbon per hectare) in WCC rural settings	N/A	N/A	Mechanism for measuring being investigated		

At Year End performance within this Area of Focus is largely positive with those measures currently On Track set to improve further over the next reporting period.

Area of Good Progress as the performance is improving and the target is being achieved within levels of tolerance:
- % of household waste re-used, recycled and composted

Area of Good Progress as the performance is positive and is projected to further improve:
- Net carbon emissions for Council (scope 1&2 plus staff business travel)
- Annual scope 1&2 carbon reduction (tonnes of carbon)

Improvement activity as performance is currently Not on Track and is projected to remain static:
- Proportion of capital programme total spend allocated to Sustainable Futures (%)

There are 2 other measures that are part of the Framework agreed last year that are not in a position to be reported at this stage as there are either no mechanism for recording or are being baselined:

- Annual change in soil and vegetation carbon storage by habitat (tonnes of Carbon per hectare) in WCC rural settings
- % habitat biodiversity net gain in WCC rural estate

1.8 **Deliver our Child Friendly Warwickshire strategy - Happy, healthy, safe children**

Measure Name	Year End Actual	Year End Target	Measure Status	Direction of Travel	Service Forecast for next period
% of Children receiving a 6-8 Week Health Check	35.9	90	Not on Track	Declining	Not on Track Performance Improving
% Population vaccination coverage – Measles, mumps and rubella (MMR) (5 years old)	90.5	N/A	On Track	Static	On Track Performance Remaining Static
No. of hospital admissions for intentional self-harm in children (10-24 year olds)	572.6	N/A	Not on Track	Declining	Not on Track Performance Improving
No. of under 18 hospital admissions for alcohol, per 100,000 population	41.10	N/A	Not on Track	Static	Not on Track Performance Improving
No. of children subject to a Child Protection Plan	309	350	On Track	Improving	On Track Performance Remaining Static
No. of children with an open Child in Need category including Child Protection Plans and Children in Care	3,577	3,500	On Track	Improving	On Track Performance Remaining Static
No. of Children in Care excluding unaccompanied asylum seeking children	678	670	On Track	Improving	On Track Performance Improving
% of care leavers (Relevant and Former Relevant 16-21) who are not in education, employment and training (NEET)	39	33	Not on Track	Declining	Not on Track Performance Remaining Static
% of women who smoke at the time of delivery across Warwickshire (Cov & Warks)	8.1	9.6	On Track	Static	On Track Performance Remaining Static
Under 18 conception rate, crude rate per 1,000 females aged 15-17 (No.)	15.8	N/A	Not on Track	Declining	Not on Track Performance Declining

At Year End performance within this Area of Focus presents a mixed picture. There has been some strong performance related to numbers of Children in Care and those with a Child Protection Plan, which has been improving over time and is forecast to continue. However, half of the measures within this Area of Focus are forecast to remain Not On Track at the next reporting period and have had

either a declining or static Direction of Travel to date. Overall, for the measures reported at Quarter 3, performance has remained similar, except for one KBM, the % of care leavers who are NEET, which was anticipated to be On Track with improving performance but has declined this Quarter.

Area of good progress due to figures steadily declining:
- No. of children subject to a Child Protection Plan
- No. of Children in Care excluding unaccompanied asylum seeking children

Improvement activity as figures are significantly below target and levels have been reducing over the last two years due to lack of qualified Health Visitors. This is being monitored and an action plan being undertaken after discussion at the Health and Wellbeing Board, which includes a local measure to ensure children get a visit from a professional within 13 weeks.
- % of Children receiving a 6-8 Week Health Check

1.9 **Through education, improve life opportunities for children, young people and those with special educational needs and disabilities**

Measure Name	Year End Actual	Year End Target	Measure Status	Direction of Travel	Service Forecast for next period
% of Early Years providers graded as Good or Outstanding	94	97	Not on Track	Static	Not on Track Performance Remaining Static
% uptake of places for eligible 2 year olds	91	75	On Track	Improving	On Track Performance Improving
% of children accessing 3 & 4 year old entitlement	97	96	On Track	Improving	On Track Performance Improving
% of Good and Outstanding Maintained Primary Schools	93	N/A	On Track	Static	On Track Performance Remaining Static
% of children and young people with an Education, Health and Care (EHC) plan attending a mainstream school	50	48	On Track	Static	On Track Performance Remaining Static
% of in year applications that have a school place offered within the target deadline of 10 school days	93	N/A	On Track	Improving	On Track Performance Improving
% of in year applications that have a school place offered within the statutory deadline of 15 school days	97	N/A	On Track	Improving	On Track Performance Improving
% of top three school place primary & secondary preferences	95.60	N/A	On Track	Static	On Track Performance Remaining Static
% of Key Stage 2 children looked after achieving the expected standard for combined reading, writing and maths	29	N/A	On Track	Declining	On Track Performance Remaining Static
% of Key Stage 4 children looked after achieving grades 5 or above in English and Maths GCSE	16	N/A	On Track	Improving	On Track Performance Remaining Static
No. of education settings engaged with the support available to them through the Outdoor Education and Learning Strategy	75	N/A	On Track	N/A insufficient trend data	On Track Performance Improving
% of 16-17 years olds participating in education and training	94.9	N/A	On Track	Improving	On Track Performance Improving

Measure Name	Year End Actual	Year End Target	Measure Status	Direction of Travel	Service Forecast for next period
% of 19 year olds qualified to Level 2 including English and Maths	73.40	N/A	Annual measure 2022 due for reporting in June		
Dedicated Schools Grant High Needs % overspend compared to DSG recovery plan	91.45	9	Not on Track	Declining	Not on Track Performance Static
% of schools with a deficit budget	18.70	0	Not on Track	Declining	Not on Track Performance Declining
% of new school places delivered compared to target need	100	100	On Track	N/A insufficient trend data	On Track Performance Improving

At Year End performance within this Area of Focus is within expected levels for most measures, with 12 out of the 15 measures due for reporting being On Track. The three measures forecast to be Not on Track next reporting period are expected to remain static or decline further, and were also reported as Not on Track at Quarter 3. The Direction of Travel for two of these measures has been declining over time. The position of the measures in this Area of Focus has remained similar to the position reported at Quarter 3, except for the two in-year admissions measures, which are now reporting as On Track and forecast to improve further.

Area of Good Progress due to significantly improved performance since the last reporting period:
- % of in year applications that have a school place offered within the statutory deadline of 15 school days

Improvement activity as performance is greatly above target, mainly due to the increased growth in Independent special school provision demand:
- Dedicated Schools Grant High Needs % overspend compared to DSG recovery plan

1.10 **Support people to live healthy, happy, and independent lives and work with partners to reduce health inequalities**

Measure Name	Year End Actual	Year End Target	Measure Status	Direction of Travel	Service Forecast for next period
% of people open to Adult Social Care with eligible needs living in the community with support under the age of 65	82	82	On Track	Static	On Track Performance Remaining Static
% of people open to Adult Social Care with eligible needs living in the community with support over the age of 65	59	60	Not on Track	Declining	Not on Track Performance Improving
No. of people supported to live independently through the provision of social care equipment	1,638	1,500	On Track	Static	On Track Performance Remaining Static
No. of carers in receipt of support on the final day of the reporting period	71	128	Not on Track	Improving	Not on Track Performance Improving
No. of providers that exit the care home, domiciliary care or supported living markets, in Warwickshire, through business failure	0	0	On Track	Static	On Track Performance Remaining Static
No. of people supported in residential or nursing care: under 65	386	390	On Track	Declining	On Track Performance Remaining Static
No. of people supported in residential or nursing care: over 65	1,609	1,600	On Track	Declining	On Track Performance Remaining Static
No. of people with a learning disability or autism in an inpatient unit commissioned by the Clinical Commissioning Groups (CCG)	9	10	On Track	Improving	On Track Performance Remaining Static
% of applications made to the Warwickshire Local Welfare Scheme which are supported	99	85	On Track	Static	On Track Performance Remaining Static
% Smoking prevalence in adults	13.9%	N/A	On Track	N/A insufficient trend data	On Track Performance Improving
% of successful completions as a proportion of all in treatment (Opiates, Non Opiates, Alcohol and Alcohol & Non Opiates)	16.73	20.1	Not on Track	Static	Not on Track Performance Improving
No. of suicide rates for those aged 10 & over, directly standardised rate per 100,000 population	11.20	Annual measure 2022 data due in September			

At Year End performance within this Area of Focus is within expected levels and most measures (8 out of 11) are On Track and forecast to remain On Track at the next reporting period. For the three measures that are Not On Track at Year End, improvements in performance are forecast for the next reporting period, despite mixed previous performance trends as indicated by the Direction of Travel. Performance has materialised as forecast by Services at Quarter 3 for most measures, except for the % of successful completions as a proportion of all in treatment and % of people open to Adult Social Care with eligible needs living in the community with support over the age of 65, which were forecast to be On Track but are Not on Track this Quarter.

Area of good progress as despite increases in demand in this area, performance consistently remains high:
* % of applications made to the Warwickshire Local Welfare Scheme which are supported

Area of good progress due to consistent figures, meaning people can live in community settings and avoid going into residential care:
* % of people open to Adult Social Care with eligible needs living in the community with support under the age of 65

Improvement activity due to a reduction in figures, which is attributed to additional support being provided by the Carer's Trust:
* No. of carers in receipt of support on the final day of the reporting period

1.11 **Harnessing Community Power**

Measure Name	Year End Actual	Year End Target	Measure Status	Direction of Travel	Service Forecast for next period
% of positive media coverage	98	90	On Track	Static	On Track Performance Remaining Static
Total no. of community groups	9700	N/A	On Track	N/A insufficient trend data	On Track Performance Improving
Total amount of money going into community groups	1,546,000	N/A	On Track	N/A insufficient trend data	On Track Performance Remaining Static

Performance within this Area of Focus is within expected levels and projection for the next period is either to remain at similar levels or improve.

Area of Good Progress as the performance is positive and is projected to remain consistent going into next year:
* Total amount of money going into community groups

1.12 Our people and the way we work

Measure Name	Year End Actual	Year End Target	Measure Status	Direction of Travel	Service Forecast for next period
% Employee Engagement Score	76	N/A	On Track	N/A insufficient trend data	On Track Performance Remaining Static
% of staff agreeing that they are proud to work for WCC	80	79	On Track	Static	On Track Performance Remaining Static
% Employee Wellbeing score	77	N/A	On Track	N/A insufficient trend data	On Track Performance Remaining Static
% of staff agreement with "I feel safe to be my authentic self at work"	79	N/A	On Track	N/A insufficient trend data	On Track Performance Remaining Static
% of staff agreeing "The council's internal communication keep me informed of what the council is doing"	79	88	Not on Track	Declining	Not on Track Performance Improving
No. of days sick absence per FTE (rolling 12 months)	8.99	8 (+/- 1 day)	On Track	Static	On Track Performance Remaining Static
% occupancy rate of WCC Warwick office space	31	40	Not on Track	Improving	Not on Track Performance Improving
% reduction of WCC Warwick Office space	0	N/A	N/A	N/A insufficient trend data	Not on Track Performance Improving

Performance within this Area of Focus is mixed, however where measures are not on track, the projection for the next period is either to remain at similar levels or improve. For many of the Your Say Survey measures, this is the first year they have been reported so although there is no prior direction of travel, projection is to remain On Track. At this time there are no measures which need highlighting.

- % occupancy rate of WCC Warwick office space is being replaced in the new framework, with the introduction of a more value added and accurate measure for office utilisation.

1.13 **Using our data and digital solutions to improve service delivery**

Measure Name	Year End Actual	Year End Target	Measure Status	Direction of Travel	Service Forecast for next period
% satisfaction with Customer Service Centre	87	85	On Track	Static	On Track Performance Remaining Static
% of Local Government and Social Care Ombudsman adverse determinations	73	70	Not on Track	Declining	Not on Track Performance Remaining Static
% Net Variation of Outturn Forecasts to Revenue Budget (Whole Council)	2.5	+/-2	Not on Track	Declining	Not on Track Performance Remaining Static
% of green ratings against Value for Money (VFM) audit	67	83	On Track	N/A insufficient trend data	On Track Performance Remaining Static

Performance within this Area of Focus is largely mixed and is likely to remain in a similar position for the next period.

Improvement activity as there have been more adverse determinations across the year than agreed target, however, lower than the previous year, and is reflective of national trends:

- % of Local Government and Social Care Ombudsman adverse determinations

1b   Warwickshire Outcome Measures

For 2022/23, an additional layer of 'outcome' measures was added to the Performance Framework. These sit above the KBMs and are indicators that WCC is interested in and can influence, but cannot fully control. They are also influenced by other drivers, such as partner activity and national drivers. Examples include the unemployment rate or crime rate.

Table 1.14 presents the latest reported figures for the 2022/23 suite of Warwickshire Outcome Measures. It is important to note that these indicators are typically published by central government departments and can often have a lag period of a year or more. The table identifies when each measure was last published and, where possible, provides regional and national benchmarks for comparative purposes, the State of Warwickshire Dashboard contains information in graphical form.
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Indicator	Latest Date	Warwickshire	West Midlands Region	National
Gross Valued Added (GVA) per hour worked	2020	£38.40	£33.10	£37.70
Average personal wellbeing estimates - Anxiety (% Very Good)	2021/22	33%	33%	33%
Average personal wellbeing estimates - Happiness (% Very Good)	2021/22	30%	29%	30%
Average personal wellbeing estimates - Life Satisfaction (% Very Good)	2021/22	25%	24%	24%
Average personal wellbeing estimates - Worthwhile (% Very Good)	2021/22	34%	31%	31%
Newly born enterprise 5-year survival rate	2021	43.5%	34.6%	38.4%
Business start-up rate (new businesses as % of all businesses)	2021	12.0%	14.2%	12.4%
Percentage of people that live in the local area who are in managerial or professional occupations	2021	48.9%	41.7%	46.5%
Business density per 10,000 population	2022	525	434	480
Gross Valued Added (GVA) per job filled	2020	£58,661	£50,463	£58,054
Employment rate for 16 to 64 year olds	2021/22	79.8%	73.5%	75.4%
Gross median weekly pay	2022	£578.20	£516.20	£532.50
Median housing affordability ratio (ratio of house price to income)	2021	8.55	7.55	9.05
Unemployment (claimant count aged 18-64)	Jan-23	2.6%	4.8%	3.6%
Healthy life expectancy at birth – Males (years)	2018-2020	62.1	61.9	63.1
Healthy life expectancy at birth – Females (years)	2018-2020	64.1	62.6	63.9

Indicator	Latest Date	Warwickshire	West Midlands Region	National
Infant mortality rate (per 1,000 live births)	2019-2021	4.03	5.63	3.93
Percentage of premises with Gigabit capable broadband	May-22	66%	n/a	67%
Percentage of people using public transport to travel to work	2021	2.2%	5.4%	8.2%
Proportion of adults (aged 18+) classified as overweight or obese	2020/21	65.6%	66.8%	63.5%
Proportion of Year 6 children classified as overweight or obese	2021/22	35.9%	40.8%	37.8%
Households owed a duty under the Homelessness Reduction Act (per 1,000 households)	Q3 2022	2.43	2.80	3.03
Early years - percentage of all children achieving a good level of development	2022	66.0%	63.7%	65.2%
Early years - percentage of disadvantaged (Free School Meal eligible and claiming) children achieving a good level of development (GLD)	2022	45.6%	50.5%	49.1%
KS2 - proportion of all children achieving the expected standard in Reading, Writing and Maths	2022	60.5%	57.5%	58.9%
KS2 - proportion of disadvantaged children achieving the expected standard in Reading, Writing and Maths	2022	40.1%	43.9%	42.7%
KS4 - proportion of all children achieving 9-5 (strong pass) in English and Maths	2022	52.6%	47.2%	50.0%
KS4 - proportion of disadvantaged children achieving 9-5 (strong pass) in English and Maths	2022	23.8%	30.8%	29.7%
Proportion of pupils attending an Ofsted judged 'good' or 'outstanding' school	Jan-23	88.0%	85.4%	87.8%
Proportion of 16/17-year-olds recorded in education or training (EET)	2022	94.89%	93.23%	92.92%
Vacancies - number of job postings per 10,000 population aged 16-64	Feb-23	520	n/a	n/a
Percentage of 19-year-olds qualified to Level 3 (two or more A-levels or equivalent vocational qualification)	2020/21	61.7%	57.4%	62.2%
Recorded rate of neighbourhood crime (per 1,000 population per year)	Sept-22	11.0	15.2	12.9
Children in relative low-income families (child poverty)	2021/22	14.2%	.27.0%	20.1%
Killed and Seriously Injured road casualties (per billion vehicle miles)	2021	44.29	41.38	56.60
Greenhouse Gas Emissions per capita - Nitrous Oxide (N_2O) and Carbon Dioxide (CO2) kilotonnes CO_2 equiv.	2020	7.86	4.64	4.87
Reduction in county-wide per capita CO2 emissions since 2005	2020	38.9%	46.7%	48.9%
Net carbon emissions in Warwickshire per capita (kilotonnes CO_2 equiv.)	2020	7.57	4.41	4.56

Indicator	Latest Date	Warwickshire	West Midlands Region	National
Proportion of clients who use services who are satisfied with their care and support (aged 18-64)	2021/22	56.7%	65.7%	66.7%
Proportion of clients who use services who are satisfied with their care and support (aged 65+)	2021/22	59.9%	60.0%	61.8%
Access to Green Space (average number of parks, public gardens or playing fields within 1km)	2020	n/a	4.23	4.43

Note: National figures could be England, Great Britain or UK depending on the indicator.

1c   Performance Management Framework 2023/24

As an agile approach is being taken to the new Performance Management Framework changes for the 2023/24 reporting period are being requested and are outlined in this Sway presentation Performance Management Framework 2023/24. The review of the Service Business Plans and the IDP have identified the changes being requested to ensure that the PMF supports delivery of the agreed Priorities.

1. Progress on the Integrated Delivery Plan Year End

1.1 Key Updates for Year End 2022/23

There are 192 remaining actions within the Integrated Delivery Plan. Of these, at Year End 63% are On Track and 12% Complete, 19% are At Risk/Compromised and 4% Not Started with 1% having no report, and it is these actions which are reported on in Appendix 2 on an exception basis.

Activity by Status %

1
4
4
15
12
63

■ Completed ■ On Target ■ At Risk ■ Compromised ■ Not Started ■ No Update
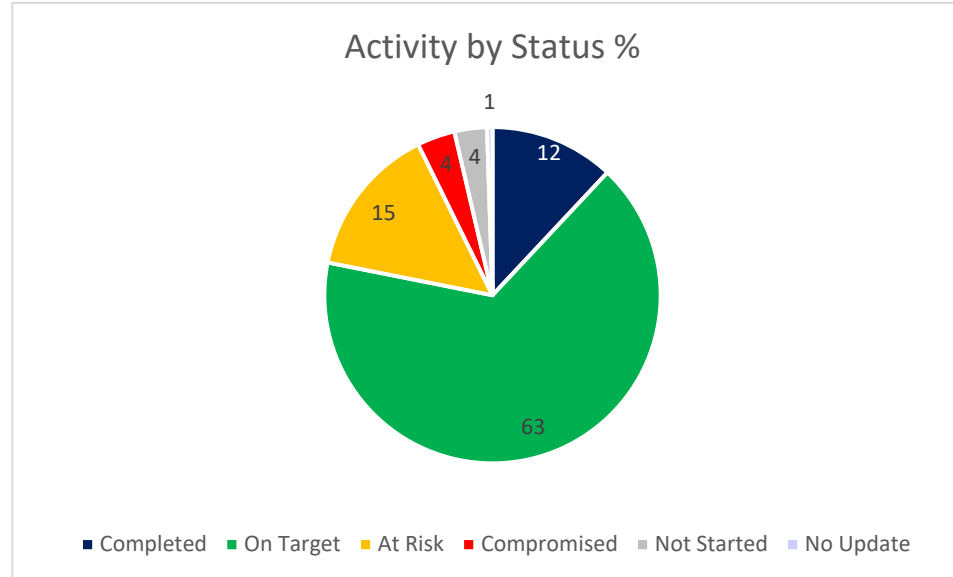
Year End sees a further 23 projects completed. There is a 4% decrease in projects At Risk/ Compromised.

The graphic below shows the trends in terms of the overall status of activities.

Integrated Delivery Plan Trends
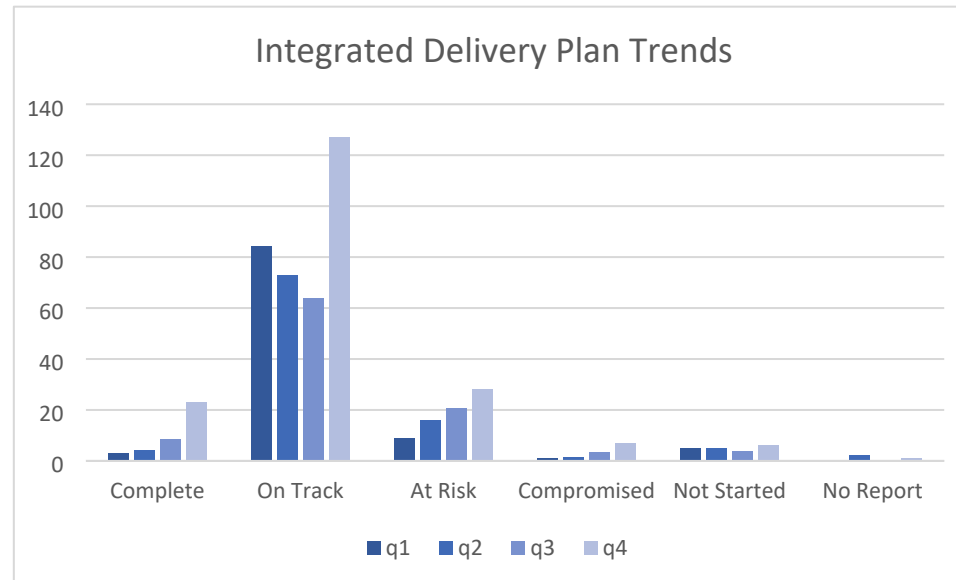
Completed activity:

The following activities have been completed this Quarter:

- **Continue to identify and protect children at risk of abuse and neglect: Evaluate and seek to sustain Family Drug & Alcohol Court (funded by DfE until March 2023)**
  The Family Drug & Alcohol Court is working well and agreed will be sustained and contract being signed for continual service.

- **Continue to identify and protect children at risk of abuse and neglect: Review and implement new integrated Adolescent Support Team, to reduce homelessness, missing episodes and divert adolescents from entering care.**
  The Family and Adolescent Support Service was soft launched in January 23. The Service has now recruited to 90% of posts and is working with a number of young people.

- **Improve the health of children and young people in Warwickshire: Coordinate a targeted project focused on piloting a community-based Health Champions programme across 3 priorities (childhood obesity, child poverty, Black and Asian and under- represented ethnic communities).**

- **Deliver our Special Educational Needs and Disabilities (SEND) Inclusion Change Programme and Written Statement of Action (WSoA) following the Ofsted and Care Quality Commission (CQC) inspection to deliver against the key requirements and milestones: Increase knowledge and confidence of primary and secondary school staff by developing a robust training programme for SEND across Warwickshire.**
  All training has been reviewed and is currently placed in one site.

- **Deliver our Special Educational Needs and Disabilities (SEND) Inclusion Change Programme and Written Statement of Action (WSoA) following the Ofsted and Care Quality Commission (CQC) inspection to deliver against the key requirements and milestones: Review the quality of the online SEND local offer by ensuring all information is relevant and up to date so that families, key stakeholders and professionals can be signposted to information.**
  Complete. Recruitment to a substantive post of Local Offer Information Manager role has been completed. This role will ensure continuous improvement of Local Offer.

- **Undertake a review of service provision, housing support and embed a revised referral approach for Short Term Vulnerable Adults.**
  Referral approach has been reviewed and referrals can now be completed via the Customer Contact Centre and relevant operational team. The retender of this service will now align with the recommissioning of Housing Related Support Offer.

- **Maintain an effective local public health response to Covid19 in line with the Local Outbreak Management Plan.**
  Duty desk function has now reverted to a general health protection function which has the ability to respond to enquiries associated with Covid. Additional capacity to staff a Covid duty desk has now ended.

- **Work with the ethnically diverse community (including those coming into Warwickshire) to mitigate the elevated risk of the Covid-19 mortality and morbidity experienced by this community including: Our Connecting Communities Support Officers working directly with community groups to improve health engagement, health communication and understanding the barriers to accessing health interventions.**
  Covid-19 funded Connecting Communties work has now concluded, and fixed term contracts around engagement have come to an end. Public Health will continue to work with Communities & Partnerships, Communications, Equip and other partners on any Covid-19 messaging required.

- **Work with the ethnically diverse community (including those coming into Warwickshire) to mitigate the elevated risk of the Covid-19 mortality and morbidity experienced by this community including: Facilitating a "Health Equity Group" with community residents and representatives to identify ways of closing the gap on health outcomes and address the health inequalities agenda.**
  The Health Equity Group pilot programme completed and was evaluated. Overall there was a low take-up and engagement in the group of people representing those communities which find public services hard to access. Future approaches to a group such as this would require a rethink to ensure they achieved meaningful engagement with those from whom we can learn the most.

- **Establish the strategic role of Extra Care Housing and Specialised Supported Housing in the Council's wider strategies for housing with support and its Adult Social Care Act duties to include: Reviewing the impact of the Extra Care Housing (ECH) and Specialised Supported Housing (SSH/SHAD) programme to date and plan/commence Phase 2.**
  Has been presented to Housing with Care Board.

- **Implement staff rostering, digital and technology improvements for our social care team supporting people with reablement needs, to help provide early intervention & prevention and reduce or delay the need for higher cost, ongoing packages of care.**
  Now complete.

- **Support our subsidiary property company, Warwickshire Property and Development Group to Enter into a Joint Venture (JV) Partnership to deliver homes across the county.**

Appointment of JV partner approved by Cabinet on 8th September is now completed with JV in place.

- **Continue to promote and fund local community climate mitigation projects through our Green Shoots Fund with a particular focus on those areas which were under-represented in the first round of projects. Distribute circa £300K funding through a competitive bidding process for projects in 2022/23.**
  The full £1m funding pot has been allocated to 106 projects. £344k of committed funding was allocated in phase 2 with an even distribution of funding per capita across all 5 District & Boroughs over Phase 1 & Phase 2 of the programme.

- **Commission a research study to review possible adaptation impacts from climate change on three priority business service areas to include Flooding. Review the findings to inform any policy or service changes required.**
  Exercise completed for 3 service areas: flood, fire and public health. Risk register and action plans drawn up to improve the adaptation preparedness of each service area.

- **Supporting those who need the most help to include: Delivering the Household Support Grant in 2022/23, capturing learning to inform a review of the Warwickshire Local Welfare Scheme (to include options appraisal and costed model).**
  Household Support Fund 3 (2022/23) has been delivered.   Additional government funding has been confirmed for 23/24 (Household Support Fund 4) with proposals to be considered by Cabinet on 18 April 2023. Changes to the Local Welfare Scheme structure and offer have been implemented to manage increased demand and distribution of this additional funding. Learning will continue to feed into future reviews of the model.

- **Review our corporate wide approach to data management including: Re-establishing the key accountabilities for data oversight across the Council**
  The Strategic Director for Resources is now established as the Chief Data Officer. Further activity has now been picked up under the Data Ownership audit being completed by the Internal Audit service.

- **Deliver an organisational development programme for our staff to cover community power, climate change, commercial knowledge and skills, Equality and Diversity and effective data management.**

- **Deliver our Warwickshire Fire & Rescue Service (WFRS) 2-year improvement plan - Develop our Prevention and Protection strategy action plans and implement a new risk-based inspection programme.**
  The strategy and risk-based inspection programme are now live.

- **Progress with plans on sustainable transport to include exploring opportunities with partner organisations to introduce more sustainable public transport options.**
  The Warwickshire Enhanced Partnership (EP) for buses was established in Dec 2022. The Partnership is made up of representatives from WCC, local bus operators, the Warwickshire Rural Community Council and business representatives. The EP will help identify priorities for improving the bus offer across Warwickshire and look for sources of funding to help deliver these priorities.
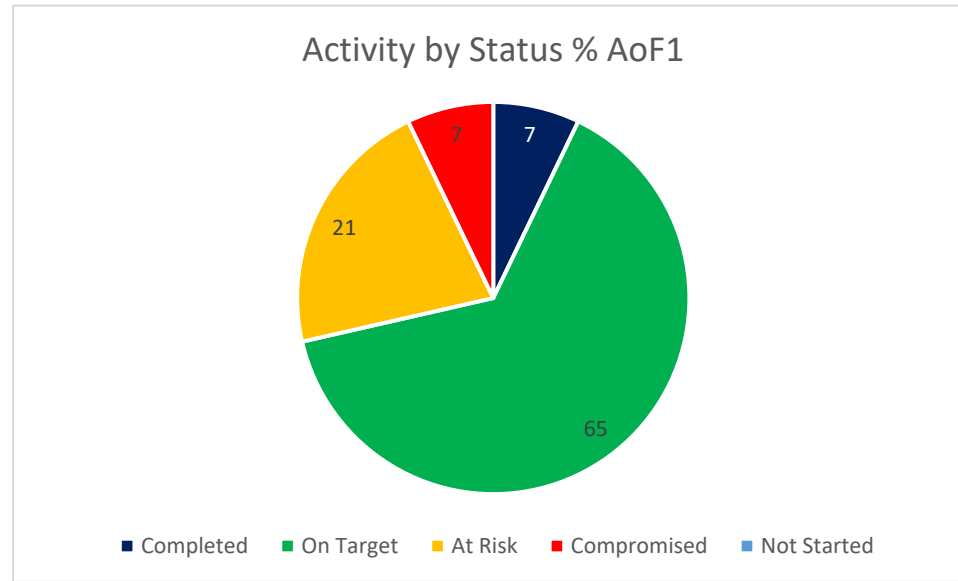
- **Progress with plans on sustainable transport to include working closely with District and Borough authorities to aid further delivery of charge points in off-street carparks.**
  A total of 76 twin-headed charging points have been installed across 24 locations across Warwickshire. This includes a mix of off-street car park and on-street locations. Usage continues to increase, with the total number of charging events across all sites almost doubling from 2213 events from Jan-Mar 2022 to 4368 events in Oct-Dec 2022.

- **Increase our approach to Natural Capital by using the biodiversity net gain initiative to increase our rural tree planting scheme with a target to plant 2,000 standard hedgerow trees (or small copses) on Council land by March 2023. (Subject to the award of a Local Authority Treescape Fund (LATF) bid).**
  The LATF project has been successfully completed with >2000 trees being planted.
- **Increase our approach to Natural Capital by using the biodiversity net gain initiative to increase our rural tree planting scheme with a target to explore the creation of a tree nursery on Council land to ensure the supply of trees in future years.**
  The Tree Nursery is being established.
- **Increase our approach to Natural Capital by using the biodiversity net gain initiative to increase our rural tree planting scheme with a target to maximise our contribution to the Queen's Green Canopy (part of the Platinum Jubilee initiatives).**
  Ecology Historic Environment & Landscape officers will look to support Coronation Planting and where necessary Wildflower Meadows currently being promoted by the King.

Activity within the Integrated Delivery Plan is aligned to the delivery of the priorities within the Council Plan 2022-27, progress is therefore shown below against each Area of Focus. Commentary is by exception, with detail provided against activity that is At Risk, Compromised or Not Started.

1.2   **Area of Focus - Create vibrant places with safe and inclusive communities**

Activity by Status % AoF1

Pie chart: Completed 7, On Target 65, At Risk 21, Compromised 7

Legend: ■ Completed   ■ On Target   ■ At Risk   ■ Compromised   ■ Not Started

Activity	Status	Commentary
Continue to deliver the Transforming Nuneaton regeneration programme - **Finalising plans to redevelop Vicarage Street with planning permission secured and contractor appointed.**	At Risk	Vicarage Street Development Site: outline planning application awaiting determination, estimated completion June 2023. Vacant possession of key building is progressing with Wilko and Royal Mail now in contract to surrender leases. The Library & Business Centre is undergoing a value engineering process as part of the process to reduce cost for delivery. Transforming Nuneaton Highway Schemes - Abbey Green cycle scheme is due on site for delivery in Spring 2023, design work progresses on Wheat Street and Corporation. For both the residential scheme and the highways schemes cost pressures through inflation and supply pressures are generating some risks to delivery. Works to mitigate these risks are underway.
Continue to deliver the Transforming Nuneaton regeneration programme - Implementing highway improvement schemes with the first scheme on site during 2022/23.	Compromised	First highway scheme planned for implementation in 2022/23 will now be in 2023/24 due to time taken to resolve planning and design issues. Decision made to amend design for Corporation Street scheme to avoid Compulsory Purchase Order of Dunelm site. This will reduce project cost but require elements of redesign.

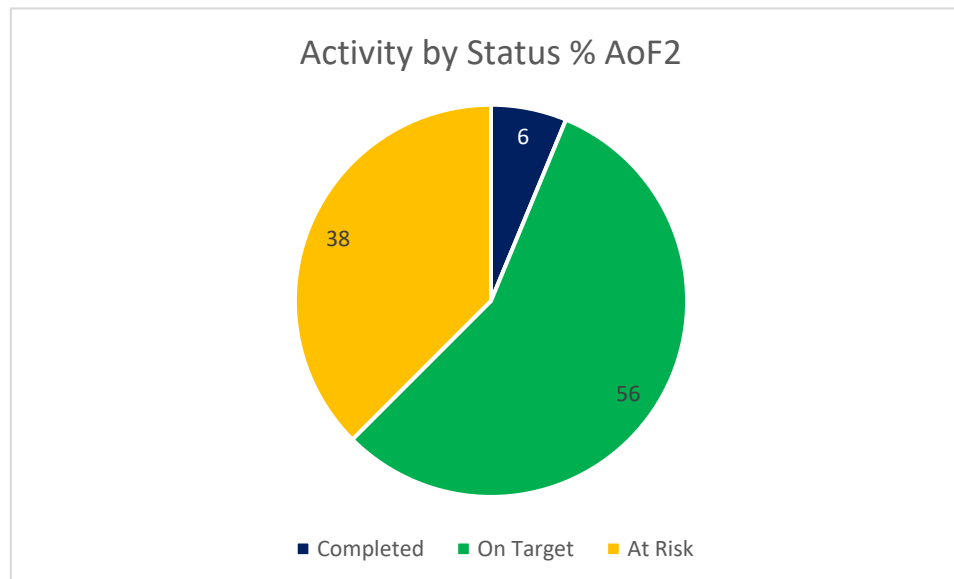|		Application to release allocated Capital Investment Fund inflationary fund to be made to Cabinet for wider programme.
Work with partners to prevent violence, serious & organized crime, modern slavery & human trafficking, reducing reoffending, exploitation and rural crime to to meet the outcomes set by the relevant strategies and delivery plans as approved by the Safer Warwickshire Partnership Board. https://safeinwarwickshire.com/	At Risk	As referenced in the October report, serious violence and the causes of serious violence remain the biggest priority for the Safer Warwickshire Partnership Board. Violence with injury has increased by just over 5% in 2022/23 compared with 2021/22. A third of all recorded violence with injury cases are domestic abuse related. Knife related violence offences have increased across the county by just under 3%, but there are higher increases in some parts of the county, alongside increases in recorded incidences of possession of an article with a blade or point. A considerable amount of work has been undertaken by partner agencies in the delivery of Round 4 of the Safer Streets programme which has seen over £350,000 of environmental improvements in key locations across the county. Recorded Anti-social behaviour incidents have decreased across Warwickshire, by around 20% and there has also been a reduction in recorded Hate Crime incidents, by just under 8%. However, acquisitive crime rates, particularly theft of and theft from vehicles has increased by 45% and 32% respectively. These increases can in part be attributed to lower-than-normal recorded incidents in 2021/22.
Continue to deliver the Transforming Nuneaton regeneration programme - **Developing plans for a new library, culture and community hub in Nuneaton with planning permission secured and contractor appointed.**	At Risk	Outline planning application for the new Library and Business Centre and residential units has been submitted, determination date has now moved to late Spring 23. Impact of inflation on budget, and funding options, are being looked at via a value engineering exercise.

1.3 **Area of Focus - Deliver major infrastructure, digital connectivity and improved transport options**

Activity by Status % AoF2

Activity	Status	Commentary
Implement 6 new planned Cycle schemes (subject to planning and land consents) across Warwickshire, with construction either completed or underway, to support an improved network of cycle and pedestrian facilities and promote sustainable travel choices.	At Risk	1) St Nicholas Park - Complete 2) Woodloes - Complete 3) Coventry Road Warwick - Delayed due to road space issues - planned for summer 2023 4) Kenilworth Road (K2L1a) - underway 5) Birmingham Road Stratford Phase 1 - Complete 6) Birmingham Road Stratford Phase 2 - Underway
Develop an infrastructure strategy and create a supporting action plan that sets out our priority infrastructure opportunities and schemes across Warwickshire.	At Risk	Due to other priorities on Sustainable Futures, additional resource is now secured to proceed with phase 2 procurement of external support. A revised action plan and schedule is being prepared in order to re-phase the activity.
Support our subsidiary property company, Warwickshire Property and Development Group	At Risk	Officers continue to work closely with Warwickshire Property & Development Group Officers to develop flexible ownership options

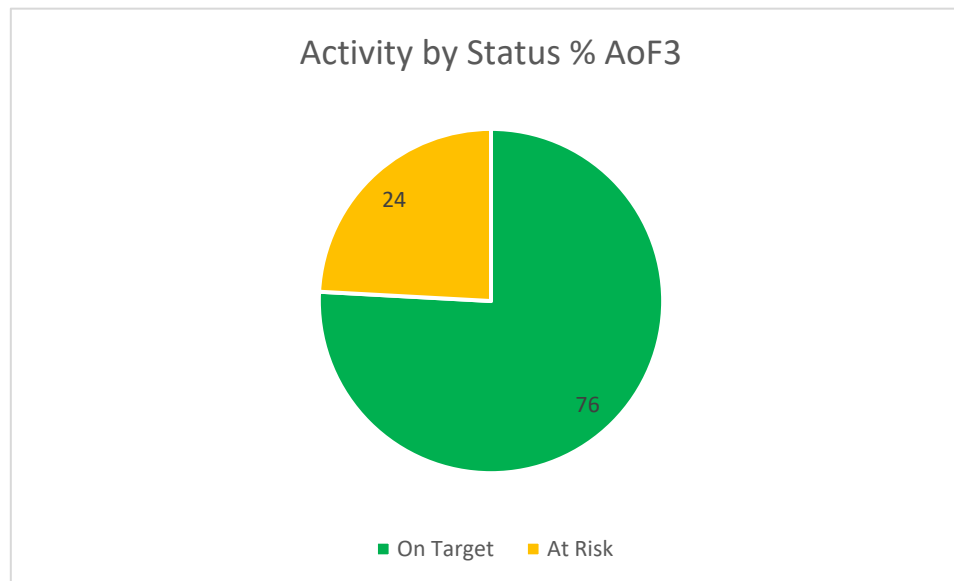|		
to **provide flexible ownership models for priority workers with the first scheme/s identified, if viable.**		for key workers on initial sites. This is still under consideration / understanding viability position and can only be progressed if viability established.
Support our subsidiary property company, Warwickshire Property and Development Group to **identify land acquisition opportunities to support our plans for new homes, business development and growth in the county.**	At Risk	Further work continues with Officers and Warwickshire Property & Development Group to define processes, responsibilities, and accountabilities.
Investigate our approach to renewable energy as part of the development of the sustainable futures strategy.	At Risk	Opportunities identified so far remain on hold. The approach will start on the back of the direction set within the Sustainable Futures Strategy.

1.4 **Area of Focus - Promote inclusive, sustainable economic growth, successful business, good quality jobs and future skills**

Activity by Status % AoF3

■ On Target   ■ At Risk

Activity	Status	Commentary
Engage and work with businesses to access loan funding via the Warwickshire Recovery & Investment Fund to support business and employment growth in the county and **review the impact of the loans on the number of businesses supported**	At Risk	The Local Communities and Enterprise pillar of the Warwickshire Recovery & Investment Fund (WRIF) is on track. It provided a further £323k of loans to six businesses in Q4. This brings the total value of loans in 2022/23 to £943k and the total number of businesses supported to 19. The Business Investment Growth (BIG) pillar of the WRIF has so far received 43 enquiries and approved one loan worth £1 million. Currently two businesses seeking £11.5 million are at due diligence stage, and we have two enquiries at the early exploratory stage seeking investments of approximately £1.75 million. The size of the BIG pillar has been reduced following a review.
Engage and work with businesses to access loan funding via the Warwickshire Recovery & Investment Fund to support business and employment growth in the county and **review**	At Risk	The Local Communities and Enterprise pillar of the Warwickshire Recovery & Investment Fund (WRIF) has so far levered £934k of private sector investment on a ratio of just under £1 for every £1 of WCC investment.

the impact of the loans on the level of private sector investment levered		The Business Investment Growth (BIG) pillar of the WRIF has so far levered £1.5 million of private sector investment. The target for private sector investment levered has been reduced following the reduction in the size of the BIG pillar.
Engage and work with businesses to access loan funding via the Warwickshire Recovery & Investment Fund to support business and employment growth in the county and **review the impact of the loans on the number of jobs safeguarded**	At Risk	The Local Communities and Enterprise pillar of the Warwickshire Recovery & Investment Fund (WRIF) has so far safeguarded 69 jobs. The Business Investment Growth (BIG) pillar of the WRIF has so far safeguarded six jobs. The target for jobs safeguarded has been reduced following the reduction in the size of the BIG pillar.
Engage and work with businesses to access loan funding via the Warwickshire Recovery & Investment Fund to support business and employment growth in the county and r**eview the impact of the loans on the number of new jobs created**	At Risk	The Local Communities and Enterprise pillar of the Warwickshire Recovery & Investment Fund (WRIF) is forecasted to create 55 new jobs. The Business Investment Growth (BIG) pillar of the WRIF has so far created 58.5 jobs. The target for the number of new jobs created has been reduced following the reduction in the size of the BIG pillar.
Engage and work with businesses to access loan funding via the Warwickshire Recovery & Investment Fund to support business and employment growth in the county and **review the impact of the loans on the GVA increase**	At Risk	The Local Communities and Enterprise pillar of the Warwickshire Recovery & Investment Fund (WRIF) is expected to deliver its GVA increase. The Business Investment Growth pillar is expected to deliver its revised target after the reduction in the size of the pillar.
Work with our world class universities on research and development (R&D) to power growth and innovation including **working with partners to develop and commission a future programme to support R&D and innovation with a focus on commercialising research and encouraging collaboration between**	At Risk	A review of future business support in Warwickshire has recommended that WCC and the District & Borough (D&B) Councils jointly commission a new high growth programme that would also address barriers to innovation and improve access to knowledge. However, the level of investment potentially available via the new UK Shared Prosperity Fund (UKSPF) represents an estimated 75% reduction on the amount currently available via

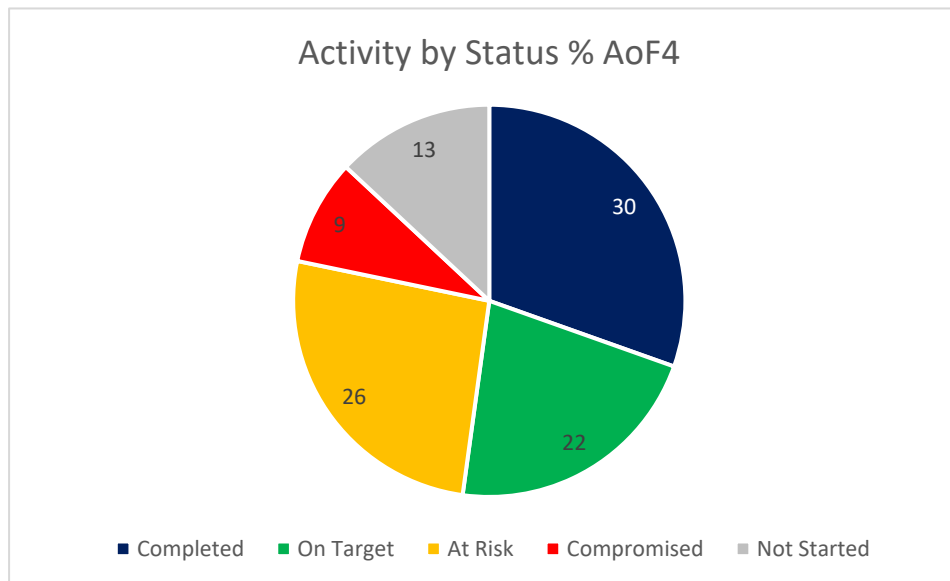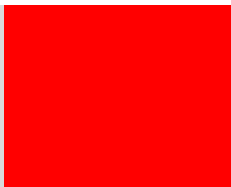|		
Small & Medium Enterprises (SMEs) and research institutions.		European funding. Alternative funding opportunities will, therefore, need to be explored. The D&B Councils are expected to make decisions on the extent to which they wish to use some of the UKSPF funding allocations to fund a new high growth programme (if at all) between now and the end of June.
Develop, commission, manage and (where appropriate) deliver a range of skills programmes and initiatives which help ensure an appropriately skilled population can access well-paid jobs to include **through the "My World of Work" programme, support consistent and high-quality careers provision through showcasing future careers opportunities and informing young people about the range of careers pathways available to raise aspirations and support positive transition from education into employment.**	At Risk	Whilst there is uncertainty with regards to the funding of a wide My World of Work programme, utilising the budget available a number of "Industry Tours" are taking place with Hospitality hosting groups of young people and adults with SEND. This will provide opportunity to pilot such work whilst further funding is sourced.

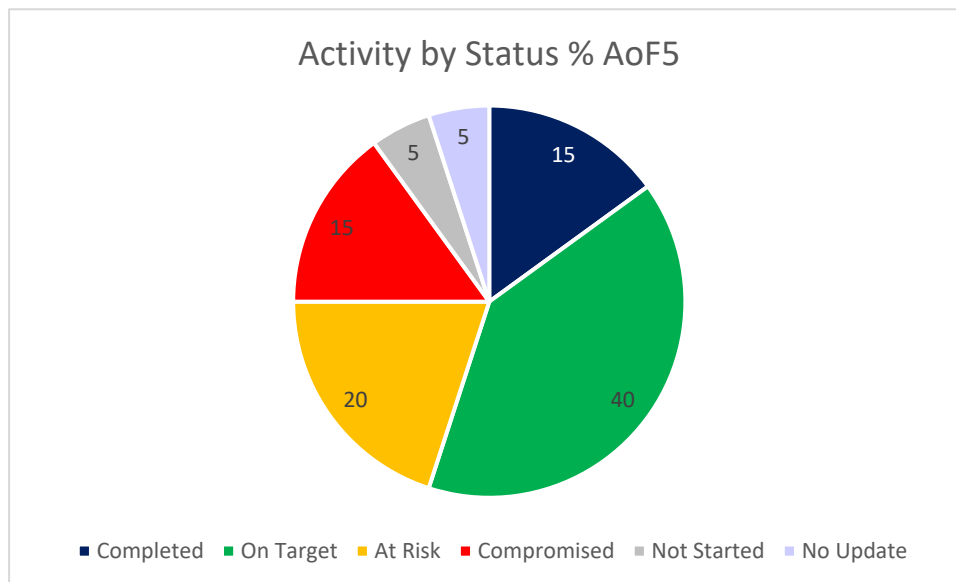1.5   **Area of Focus - Tackle climate change, promote biodiversity and deliver on our commitment to Net Zero**

Activity by Status % AoF4

Pie chart showing: Completed 30, On Target 22, At Risk 26, Compromised 9, Not Started 13.

Legend: ■ Completed ■ On Target ■ At Risk ■ Compromised ■ Not Started

Activity	Status	Commentary
Progress with plans on sustainable transport to include **developing a strategy and action plan to move our Council fleet to sustainable energy.**	Not Started	Funding for project development approved. With PMO to assign resource and then develop the use of Hydrotreated Vegetable Oil as a sustainable fuel for council vehicles.
Progress with plans on sustainable transport to include **implementing a pilot to assess the suitability of delivering on street, residential EV charge points using existing street lighting connections with up to 9 points to be delivered as part of a trial in 2022/23**	At Risk	The pilot initiative using street lighting connections to power EV charging points in residential streets has been delayed due to changes in standards necessitating a re-design of the charging units and re-certification of these units. The rollout is expected to take place in May 2023.
Increase our approach to **Natural Capital** by using the biodiversity net gain initiative to increase our rural tree planting scheme with a target to plant 10 hectares of woodland in the first year (2022/23)	Compromised	No hectares have been planted this year with the 10 hectares being moved to 2023/24 target. Officers are progressing one site and investigating others to be planted this year with Forestry Commission grants,

Continue to take action to promote recycling: **Review and refresh the joint waste strategy and action plan for Warwickshire with our partners**	Not Started	The County, District and Borough Councils are all working well through the Warwickshire Waste Partnership. Service and performance improvements continue to be made wherever possible and during 2022 a new kerbside collection system including the separate collection of food waste was introduced in Stratford and Warwick districts. The local municipal Waste Management Strategy is due for review and clarity on Government's new resources and the waste strategy is awaited to allow this work to start in earnest.
Develop a sustainable futures strategy, carbon reduction plan and costed action plan, engaging creatively with residents, partners and stakeholders, **to achieve the goal of being a net zero council by 2030.**	At Risk	A recommendation to June Cabinet will be that further engagement should be undertaken before the Strategy is presented at October Cabinet. Upon agreement, a new end date will be established for Quarter1 reporting.
Develop a sustainable futures strategy, carbon reduction plan and costed action plan, engaging creatively with residents, partners and stakeholders, **to achieve the goal of being a net zero County by 2050 (informed by the UN Sustainable Development Goals).**	At Risk	A recommendation to June Cabinet will be that further engagement should be undertaken before the Strategy is presented at October Cabinet. Upon agreement, a new end date will be established for Quarter 1 reporting.
Engage widely on our Sustainable Futures strategy and to develop our delivery plans with the involvement of key stakeholders, groups and partners.	At Risk	A full round of engagement activity was completed to time in early March 2023. These results are being assessed and will be presented to Cabinet in June. It is expected that further engagement will follow. On this basis the date for further engagement will likely be extended. Status changed to at risk. A new end date will be established for Quarter 1 reporting.
Develop and deliver on our plans to decarbonise our Council buildings with our carbon reduction target developed and agreed as part of our sustainable futures strategy.	At Risk	Opportunities for quick wins during 2022/23 have been delivered. However, continued work to deliver the wider estate decarbonisation approach requires greater clarity on scope and policy and an assessment of potential funding routes. The Energy Strategy planned for later in 2023 will support focus to deliver a decarbonation programme.
Move forward with renewable energy initiatives to include **a 3-year programme to implement a Solar Panel purchasing scheme for**	Compromised	Scheme will not meet target of 1,200 installations. Continued, serious supplier issues outside WCC's control have delayed installations with latest supplier losing accreditation to install

Warwickshire homeowners with a target of 1,200 installations completed in total.	 	Solar PV's. While outside WCC control, these serious issues have created significant workload for WCC officers dealing with affected residents which has impacted other priorities. Consideration to be given to future of scheme in 2023/24.
Move forward with renewable energy initiatives to include **exploring opportunities with District and Borough Councils and partners to develop a scheme to support residents make choices and take action within their homes to become carbon neutral.**	Not Started	Focus has been on managing expectations of Solar Together Warwickshire Scheme in 2022/23.
Move forward with renewable energy initiatives to include **creating a 3-5 year plan for commercial renewable energy initiatives.**	At Risk	The Renewable Energy Project Steering Group (REPSG) is actively working on 3 proposals for renewable opportunities. A wider scoping exercise is still required to aid forming the pipeline and this will be shaped following the Energy Strategy which is currently under development, with a target date of June 23.

1.6 **Area of Focus - Deliver our Child Friendly Warwickshire strategy - Happy, healthy, safe children**

Activity	Status	Commentary
Establish and implement a Children's Services Sustainability and Improvement plan, that maintains "good" graded services (Ofsted Inspection published February 2022) addressing areas for improvement and maintain the new ways of working implemented by the £12m Children's Change Fund received 2020-2023 from the Council and the Department for Education (DfE).	No Update	
Open our first Family Hub at the Wheelwright Lane Centre which will specialise in support for children, young people and their families with Special Educational Needs and Disabilities (SEND) and Social Emotional Mental Health (SEMH) issues.	Compromised	Options for the Pears site are being explored for children and young people.

Increase access to Early Help and Targeted Youth Work: **Open the new Youth Centre in Bedworth.**	Compromised	The building work started but had to pause due to significant issues with the Croxs building, an alternative location is being sought as the costs are excessive and not cost effective.
Increase access to Early Help and Targeted Youth Work: **Establish capital programme to improve and extend capacity at Youth & Community Centres and Children & Family Centres.**	Not Started	Rescheduled to 2023/24.
Continue to identify and protect children at risk of abuse and neglect: **Improve the timeliness of Children and Family Assessments.**	At Risk	Current performance remains below our ambitious target and has slightly slipped further. Challenge in relation to workforce has continued, with social worker caseloads increasing again this quarter.
Improve stability and outcomes for young offenders, children in care and care experienced young people: **Ensure that Youth Justice and Children in Care Teams are sensitive to all aspects of diversity and work to address unfavourable disproportionality in the system.**	Compromised	There are considerable concerns regarding the lack of placements and the quality of placements for children in residential care, leading to too many children experiencing instability. We are however placing more children with their connected families, and we have a new marketing campaign for foster carers which has resulted in 6 foster carer applications in one month in September.
Improve stability and outcomes for young offenders, children in care and care experienced young people: **Open our first Children's Home and identify properties for three other homes open by December 2023.**	At Risk	Home 1: The Home was inspected and granted Ofsted registration in March 2023, as a result, the Home is now operational and the first child is in occupancy, with future referrals on track to achieve full occupancy. Home 2: Public consultation with neighbouring residents was successful, and subsequently planning permission was granted. Building Contractors have been on site since mid-March 2023. Following the complete refurbishment and Ofsted inspection, this Home is expected to accept its first resident in early November 2023. Home 3: A property has been purchased in Nuneaton. There were some concerns raised during the public consultation process. Planning permission was submitted on 30th March

		2023. Residents have been advised and sent planning submission reference number. Awaiting results of sumission before proceeding any further. Home 3A: A bid has been accepted for a small property in Bedworth. It will be used as "annexe" for solo occupancy and is expected to be opened alongside Home 3, which is within close proximity of this property. Home 4: Work continues to explore the market and purchase a suitable property.
Working alongside Coventry & Warwickshire Partnership Trust and other partner agencies develop a Warwickshire & Coventry Children & Young People's Mental Health Improvement Strategy and action plan: **Continue to develop the eating disorder pathway and services.**	At Risk	Work has been ongoing to improve performance in relation to urgent and routine referral times into the Eating Disorders service. In response to the carenotes outage, the service created its own dashboard to monitor patient journey flow into the service and wait times. This has assisted greatly in understanding issues and blockages, and these are being addressed by the service. National Health Service England has been assisting in helping to understand where further improvements can be made, and linkages have been made with other NHS Trusts in the region who have their wait times on track. Work has also been ongoing to develop an offer for Avoidant Restrictive Food Intake Disorder (ARFID). Three workshops have taken place with partner organisations to look at how an offer could be delivered - this has resulted in a plan to offer consultation to professionals around ARFID cases and also to provide support for parents/carers who have children with ARFID.
Working alongside Coventry & Warwickshire Partnership Trust and other partner agencies develop a Warwickshire & Coventry Children & Young People's Mental Health Improvement Strategy and action plan: **Strengthen support for vulnerable children and young people including those in crisis, looked after children, those with autism, Learning Disabilities and young offenders.**	At Risk	For children in crisis, an action plan has been developed across Coventry and Warwickshire and is owned by the bronze multi-agency group. An options paper has been written setting out future actions for dealing with children presenting in crisis and a workshop is planned in May/June for system partners to come together to discuss these options. An admissions avoidance service was commissioned and went live in January, delivered by Fine Futures and is to be piloted for 7 months until July. Internal within WCC, commissioners are working together to

look at all aspects of children in crisis and to identify gaps in service provision and what further support needs to be commissioned.

An offer to support mental health for foster carers and also for staff working in the new residential care homes is currently being developed. The offer will also include support where required for the children living in these homes. A service specification is being developed with a view to commission and establish a new service in the Autumn.

1.7 **Area of Focus - Through education, improve life opportunities for children, young people and those with special educational needs and disabilities**

Activity by Status % AoF6

8

92

■ Completed   ■ On Target
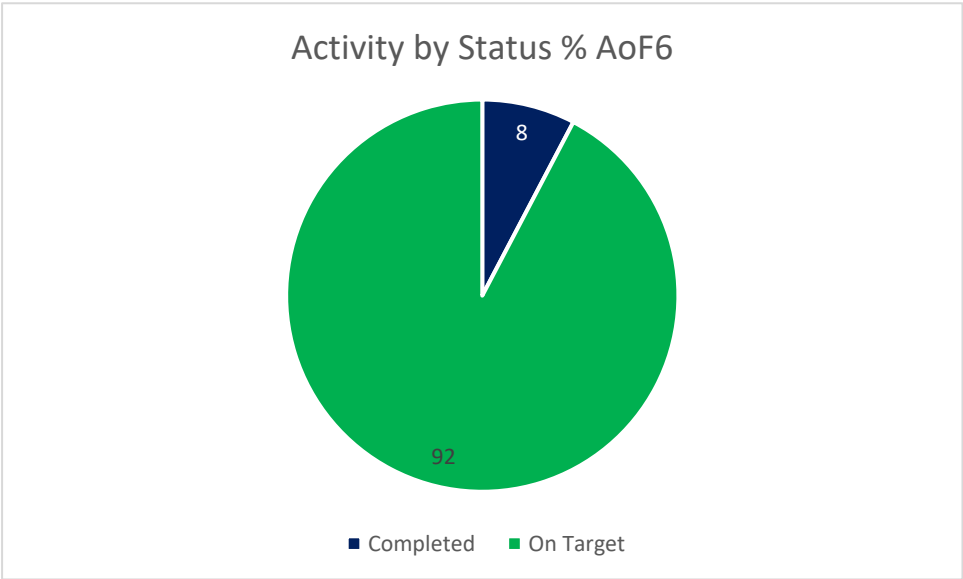
No exceptions to report.

1.8 **Area of Focus - Support people to live healthy, happy, and independent lives and work with partners to reduce health inequalities**

Activity by Status % AoF7

20

80

■ Completed ■ On Target
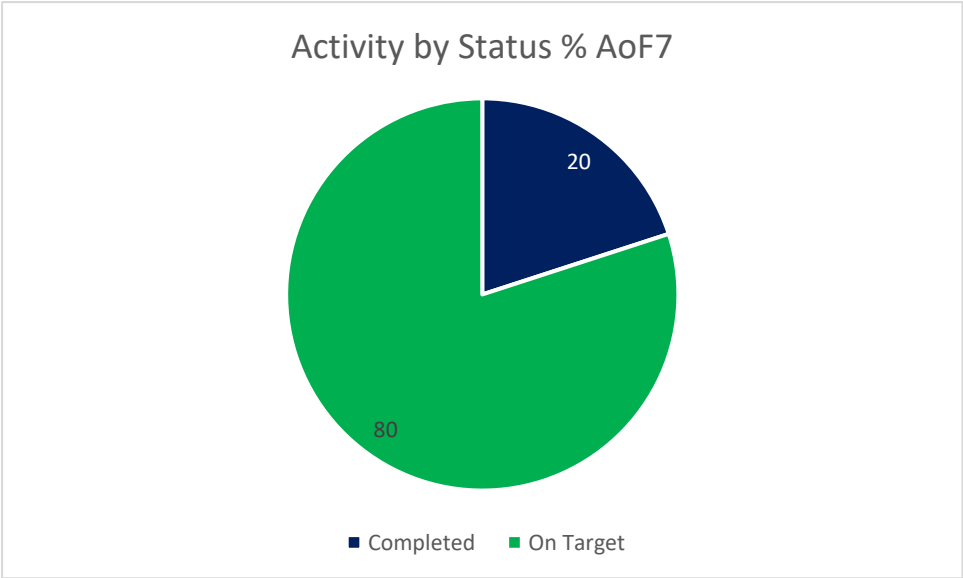
No exceptions to report.

1.9 **Area of Focus – Great Council and Partner - Harnessing Community Power**

Activity by Status % AoF8

8

92

■ On Target   ■ Not Started
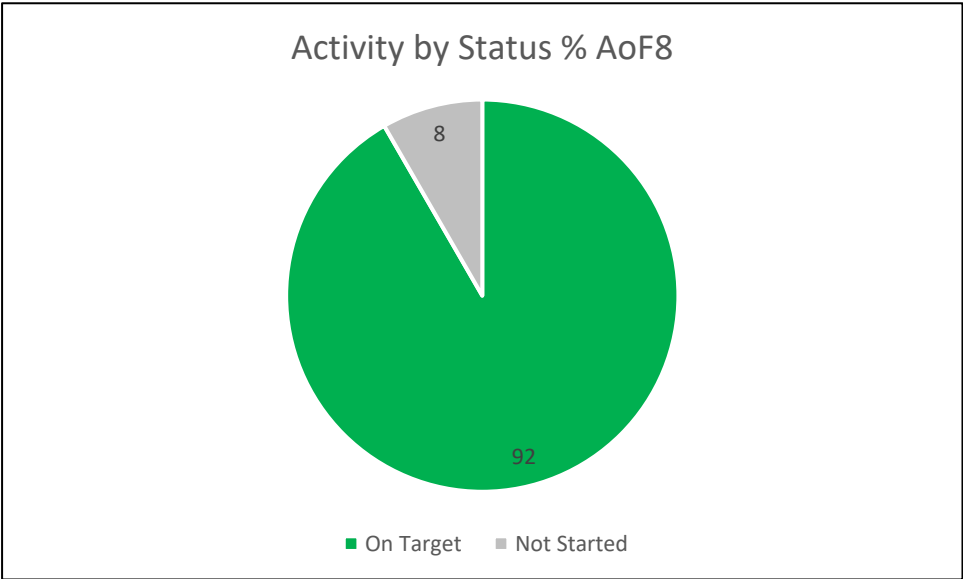
Activity	Status	Commentary
Deliver the 5 "ground breaker" Community Power projects: **Supporting wellbeing by drawing on what is available in local neighbourhoods.**	Not Started	Not yet started. To review in 2023/24.

1.10   **Area of Focus – Great Council and Partner - Using our data and digital solutions to improve service delivery**

Activity by Status % AoF9

- Completed
- On Target
- At Risk
- Compromised
- Not Started

Activity	Status	Commentary
Deliver our Customer Experience programme to improve how users of our services can have a better experience of interacting with the Council. Our initial focus will be on improving Home-to-School Transport: **Build on our review of school admissions to undertake a complete end to end review of our Home to School Transport arrangements to support the provision of school places.**	Not Started	Following on from the SEND Transport review a project looking at Home to School Transport in total will commence and consider improvements for the customer journey. The project is currently being worked up and resource to be provided by the PMO.
Improve the visibility of information between the Council and partners which will streamline, standardise and speed up referrals to Children's Services.	At Risk	Initial timescales were set and agreed upon by board members, with project implementation aiming to be completed by 31st March 2023. A change request to adjust the project end date was approved in December.

		Unfortunately, due to the central programme Data Protection Impact Assessment (DPIA) not being signed off yet, and this being a requirement for a Go decision to be made, the project may slip into April, hence moving the status to at risk. From a WCC perspective, we have done all we can from our end to progress this DPIA, but due to the other Local Authorities within the central programme not being as far down the line as us from a project point of view, this is yet to be signed off. Information Governance colleagues are in regular dialogue with Information Governance Advisory Group and it's hoped that this will be signed off officially in the coming weeks and therefore, go live can go ahead.
Deliver our Customer Experience programme to improve how users of our services can have a better experience of interacting with the Council. Our initial focus will be on improving school Places: **Redesign the school admissions process to enable parents and carers to be supported to make a well- informed choice on their child's school place.**	Compromised	School Admissions moved to Education services on 1 January 2023. Since the service has moved over the focus has been on ensuring our core statutory duty can be met and developing a supporting improvement plan. Significant work was undertaken in 2022 to develop the WCC website, parent portal and work with education settings to help them support parents through the application process. Evidence of impact cannot be seen for 2023 offers in terms of the reduction of late applications or via an increase of parents making more than one preference. However, supporting parents and carers to make informed preferences will be an area that is picked up again in future months.

1.11   **Area of Focus – Great Council and Partner - Our people and the way we work**

Activity by Status % AoF10

Pie chart with values: 14 (Completed, navy), 72 (On Target, green), 14 (At Risk, yellow)

Legend: ■ Completed ■ On Target ■ At Risk

Activity	Status	Commentary
Deliver Year 2 of "Our People" strategy action plan in 2022/23 to include: **Reviewing and refining our leadership development programme.**	At Risk	Slight delay in launching our leadership offer, which incorporates the Leadership Development Programme due to wider consideration of programme in context of Our People Strategy. We expect delivery to start by Quarter 2 of 2023/24.

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HR People Metrics - Q4 January 2023 to March 2023

Understanding Your People Metrics

This spreadsheet outlines the HR People Metrix for your Directorate/Service for the most recent quarter. Listed below is information to help you understand the figures reported in Your People Metrics.

Sickness absence
Insights into sickness absence and the breakdown of Other* causes of absence are reported on the 'Sickness Absence Insight' Tab on this spreadsheet. Raw data for sickness absence is reported on the 'Sickness Absence' tab and includes: 7% reduction target, Days lost per FTE, Long term days per FTE, Short term days per FTE, Stress and Mental health trend, Top 3 sickness absence reasons reported as percentage of days lost and number of days lost, Top 3 episodes of sickness absence reported as the number of episodes of absence and percentage of episodes of absence.

HR Information
The 'HR Information tab' on this spreadsheet shows the raw data for Your People Metrics. This includes:

Headcount and FTE
Headcount and FTE is reported quarterly. Headcount and FTE headline figures for the most recent quarter are reported on the 'Insights' tab.

Retention, Starters and Leavers
Retention is reported as a percentage within the rolling year and the headline figures are reported on the 'Insights' tab. Starters and Leavers are reported as headcount within the current quarter and the headline figures for the most recent quarter are reported on the 'Insights' tab.

Appraisals
Appraisals are reported as the number of the appraisals input into the Your HR System from the begining of the financial year (April 1st) to the current quarter reported. Appraisal headline figures are reported on the 'Insights' tab.

Demographics
Demographical data is reported within the current quarter. Gender and Age are reported as the headcount within the current quarter, Ethnicity is reported as a percentage of headcount within the current quarter and limited to Directorate level reporting to avoid individual identification, Disability is also reported as a percentage of headcount within the current quarter and is limited to Directorate and Service level reporting to avoid individual identification. Demographical headline figures are shown on the 'Insights' tab.

Navigating Your People Metrics

Take the time to follow these steps when reviewing your metrics This approach should enable you to identify some initial areas for focus, including what you might want to celebrate. These areas will then help you identify where you want to take some further action or a deeper dive into the data.

? Consider the context…

What was happening in your Service over the last quarter? Consider the impact of external factors as well as internal. Have the actions taken since the last report had any impact?

Make use of the comparisons

How does the data compare to comparison areas e.g. Directorate / WCC?
What might be contributing to the difference?
Note that there may have been changes to your Service structure which means that there is no longer a valid trend comparison.

Identify areas for focus…

What improvements are you aiming for?
What action are you going to take?
How do these actions align and support with other Service priorities?
Do you want to go further into the data?

2 1 3 Look through the headlines

What areas can you celebrate?
What areas are causing concern?

Look for connections

What story is the data telling you?
E.g. if sickness and retention is concerning what impact is this having on other metrics?
Does this align any other Service performance data?
What themes have can you identify?

ORC INTERNATIONAL

Directorate Reporting - Q4 January 2023 to March 2023

31/03/2023

Sickness Absence

Target (+/- 1 day)	Days per FTE	Long term days per FTE	Short term days per FTE
8.00	8.99	5.28	3.71

Top 3 sickness absence reasons

1st by days lost	2nd by days lost	3rd by days lost
Stress and Mental Health	Musculo-Skeletal	Coronavirus

Stress and Mental Health (% Days Lost)

Q1 22/23	Q2 22/23	Q3 22/23	Q4 22/23
26.4%	27.9%	28.6%	30.3%

Stress and Mental Health (Days per FTE)

Q1 22/23	Q2 22/23	Q3 22/23	Q4 22/23
2.47	2.55	2.57	2.72

Headcount FTE

	Headcount	FTE
Communities Directorate	1126	1012.06
People Directorate	2152	1817.53
Resources Directorate	1715	1412.71
Warwickshire County Council	**4998**	**4246.71**

Appraisals

	% of appraisals Financial YTD	% of appraisals Rolling Year
Communities Directorate	45.4%	45.4%
People Directorate	29.9%	29.9%
Resources Directorate	45.2%	45.2%
Warwickshire County Council	**38.6%**	**38.6%**

Retention, New Starters, and Leaving Reasons

	Starters	Retention Rate * Rolling year	Leavers
Communities Directorate	31	89.7%	31
People Directorate	87	84.9%	92
Resources Directorate	51	87.9%	47
Warwickshire County Council	**169**	**87.1%**	**170**

Top Leaving Reason	Resignation	56%
2	End of Contract	12%
3	By Mutual Agreement	11%
4	Retirement	9%
5	Redundancy -	3%
6	Retirement - Ill	3%
7	Failed Probation	2%
8	Retirement - Fire	2%
9	Redundancy -	2%
10	New Payroll provider	<1%

Demographics

30%	70%
Male	Female
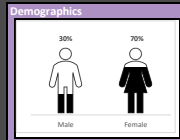
54.3% Between the ages of 25 and 50 in Warwickshire County Council

33.3% Have not Declared a Sexual Orientation in Warwickshire County Council

Ethnicity (Directorate)

White British	72.6%
White (non-british)	4.6%
Asian or Asian British	6.8%
Black or Black British	2.3%
Mixed	1.5%
Other Ethnic Groups	0.2%

Notes

COVID-19 – The authority continues to assess the impact of the Covid-19 pandemic and is monitoring sickness and isolation due to the virus and staff wellbeing.

Transformation – Structure changes on Your HR have are not complete in all areas. Some teams are still being updated on YourHr and this has resulted in both the previous and current team being reported on and some trend not being available. We are monitoring this and discussing any issues with HR to ensure the reporting is robust for future reporting.

Appraisals – these were due to take place between June – September, which is slightly later than usual due to Covid-19. A light touch appraisal process will be in place for this year as well.

Insights

Please note that for Q3 and subsequent reporting, changes have been made to the system to reflect the recent restructure. For the 'Sickness absence' tab:
- Teams highlighted in Grey are team names that were accurate for Q2 reporting, but have since changed for Q3 reporting and therefore there will be no data for these teams for Q3.
- Team names in red are new team names for Q3. If this is replacing an old team/s name, this will be indicated in *italics* next to the team name. Reporting will start from Q3

Sickness absence
- For Q1 and future reporting, 'Other' causes of sickness absence has divided further in order to produce the most accurate picture of sickness absence reasons across WCC. The updated list of 'other' sickness absence is listed on the sickness absence tab.
- An error in the shifts per FTE calculation for Fire and Rescue has impacted figures from Q1 22/23. Figures have been updated within the reporting.
- WCC target is to reduce sickness absence to 8 days per fte (+/- 1 day). At the end of Q4, WCC actual was 8.99 days per FTE which is within the target range set for 22/23 reporting.
- All Directorates are below the target range set for 22/23 reporting, apart from the People Directorate which is above the target range.
- Stress and Mental Health is the top cause of absence for WCC, the same across the Resources Directorate and People Directorate. The top cause of absence for the Communities DIrectorate is Musculo-Skeletal. For Q4, Coronavirus is the 3rd cause of sickness absence for WCC, however the 2nd cause for sickness absence within the Resources and People Directorate, and the fourth cause within the Communities Directorate.
- The percentage of days lost to Stress and Mental Health for sickness absence has increased from Q4 21/22 (28.2%) to Q4 22/23 (30.3%). There has been an increase in the % days lost to Stress and Mental Health from Q3 22/23 (28.6%) to Q4 22/23 (30.3%). The days per FTE figure for Stress and Mental Health has increased in this time, ending Q4 22/23 with 2.72 days per FTE. Further investigation into the contributing factors for this is ongoing. Wellbeing is actively being monitored using the check-in surveys.
- WCC has lost more time to long term sickness compared to short term sickness. There has been a slight increase in long term days per FTE and a slight decrease in short term days per FTE in this quarter.

Headcount and FTE
- Headcount has increased for WCC in this quarter and is higher than the same period last year.
- The People Directorate and Communities Directorate report an increase in headcount in Q4 22/23, however the Resources Directorate has seen a decrease from the previous quarter. The Resources Directorate reports a increase in the number of leavers in Q4 22/23 (47 leavers) compared to Q3 22/23 (38 leavers). In Q4 22/23 the top leaving reason for the Resources Directorate was resignation (53%) which was also the top leaving reason in Q3 22/23, however reported higher (72%). The number of starters has decreased within the Resources Directorate from Q3 22/23 (61 starters) to Q4 22/23 (51 starters). This has impacted the overall headcount within this Directorate.

Appraisals
- As of the end of March, all Directorates have had an increase in the percentage of appraisals entered in Your HR compared to the previous quarter. The highest increase has been within the Communities Directorate.
- WCC percentage of appraisals financial year to date has increased from Q3 22/23 (35.9%) to Q3 22/23 (38.6%).

Retention, New starters and Leaving Reasons
- Resignation was the top leaving reason for WCC in Q4 22/23 (56%) which has decreased from the previous quarter (72%).
- For WCC, there were more leavers than starters in Q4, which is consistent within the People Directorate. Within the Communities Directorate the number of starters and leavers was the same and within Resources Directorate their were more starters than leavers in Q4 22/23.
- Retention rate in the People Directorate (84.9%) is lower than what is reported at the WCC level, and has decreased since Q3 22/23 (86.3%). All other Directorates have a retention rate above what is reported at WCC level.

Demographics
- WCC Workforce comprises of a higher percentage of female employees (70%) compared to male employees (30%).
- Just over half of the WCC workforce are between the ages of 25 and 50 (54.3%).
- The majority of the WCC workforce ethnicity is White British (72.6%)

Sickness Absence - Q4 January 2023 - March 2023

Sickness Absence -Warwickshire County Council Days per FTE

Warwickshire County Council Sickness Absence Days per FTE

Legend: Communities Directorate (Corrected Figures) — People Directorate — Resources Directorate — WCC (Corrected Figures)

Stress and mental health Service level with Directorate

**Warwickshire County Council percentage of days lost to Stress and Mental Health
Quarterly trend data**

Legend: Communities Directorate (Corrected Figures) — People Directorate — Resources Directorate — WCC (Corrected Figures)

Insights

An error in the shifts per FTE calculation for Fire and Rescue has impacted figures from Q1 22/23. Figures have been updated within the reporting.

The highest percentage of absence was for Stress and Mental Health which resulted in a total of 11438 days lost and accounts for 30% of absence in WCC.

The most frequent reason for absence in the rolling 12 month period is Chest or Respiratory resulting in a total of 1106 episodes of absence. This is 20% of the episodes of absence and 9% of the days lost, suggesting it is the most frequent reason for absence and is a significant cause of days lost.

% of return to work interviews recorded on Your HR
- For Q4 22/23 the % of return to work interviews recorded om Your HR for WCC is 14%, which is a total of 194 return to work interviews recorded from a potential 1404.
- The Resources Directorate (17%) and Communities Directorate (15%) are above the WCC reported percentage of 14%.
- The People Directorate (11%) is below the WCC percentage for this quarter.

Sickness Absence Reasons by Service (days lost)

Warwickshire County Council		
Stress and Mental Health **30%**	Musculo-Skeletal 12%	Coronavirus 11%
Communities Directorate		
Musculo-Skeletal **23%**	**Stress and Mental Health** **21%**	**Other** **15%**
People Directorate		
Stress and Mental Health **34%**	Coronavirus 11%	Chest or Respiratory 9%
Resources Directorate		
Stress and Mental Health **29%**	Coronavirus 13%	Musculo-Skeletal 12%

Sickness Absence Reasons by Service (episodes of absence)

Warwickshire County Council		
Chest or Respiratory **20%**	Coronavirus 18%	Digestive System 13%
Communities Directorate		
Chest or Respiratory **20%**	Coronavirus 19%	Digestive System 14%
People Directorate		
Chest or Respiratory **20%**	Coronavirus 17%	Digestive System 13%
Resources Directorate		
Coronavirus **20%**	Chest or Respiratory 20%	Digestive System 14%

Other* Absences Includes:
Haemorrhoids
Hernia
Other
Prostate Disorder
Thyroid Condition
Varicose Veins

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Appendix 4 Cabinet Management of Risk

Strategic Risk Register Net Risk Scores (*after* mitigating actions)

4a At Year End, the following 6 of our 18 strategic risks have a red status after allowing for mitigating actions

Impact		Likelihood				
		Highly Unlikely	Unlikely	Possible	Probable	Very Likely
	Catastrophic	6. Failure to protect vulnerable children and communities 7. Failure to protect vulnerable adults and communities				
	Major	11. Staff health and wellbeing	4. Continued covid transmission impacts 8. Disruption to care markets 9. 2030 council climate change targets not met 12. Negative commercial and investment results	5. Widening inequalities post pandemic 13. SEND resources insufficient to meet demand 14. Uncertainty of external influences e.g. government policy 18. 2050 county climate targets not met		
	Moderate	16. Reputational harm	15. Legal, regulatory, or informaiton non compliance	2. Area based regeneration priorities not delivered 3. Education and skills gap widening	1. Economic growth slows or stalls 17. Inflation and cost of living	
	Minor		10. Failure to modernise, innovate, and use technology			
	Insignificant					

Appendix 4 Cabinet Management of Risk

Appendix 4b – Key Service Risks Summary

Key risks are highlighted where they are red risks (high risk) and where a risk level has been higher than the risk target for 3 quarters or more and is currently still 3 points or more over target. At Quarter 3, 19 risks out of 81 are classified as net red risks after mitigating actions. The relevant service area is shown in brackets.

Key Service Risks	Net risk is currently green or amber	Net risk is currently red
Risk level has not exceeded the target for 3 quarters in a row	• 56 other risks	• **(Adult Social Care)** Demand for services and current market forces • **(Education)** Oakley Grove All Through School delay • **(Finance)** Inflation creates an unbalanced budget. • **(Fire and Rescue Services)** Emergency services network (Airwave) • **(Fire and Rescue Services)** National power outages • **(Strategic Commissioning)** Workforce shortages
Risk level has exceeded target for 3 quarters in a row and is currently more than 3 points above target	• **(Fire and Rescue Services)** Control Room Systems Critical Failure of ICT system • **(Adult Social Care)** Inability to deliver in house services due to increase in demand • **(Children and Young People)** Children and Young people and vulnerable adults suffer avoidable injury or death • **(Enabling Services)** Your HR Stabilization isn't achieved to a level that optimizes benefits for all users/organizations • **(Governance and Policy)** Increase in serious data breaches and/or failure to address organisational backlog of Subject Access Requests • **(Communities)** Insufficient resources to deliver the council plan	• **(Adult Social Care)** Market Failure and lack of sustainability of the care market • **(Education)** Being unable to deliver Local Area SEND Inspection Written Statement of Action within required timescales • **(Education)** Impact of Covid on learning outcomes • **(Education)** Loss of grant income for Adult and Community Learning • **(Environmental Services)** SEND and mainstream transport pressures • **(Finance)** Insufficient resources to deliver the Authority's Council Plan and priorities • **(Fire and Rescue Services)** On Call Availability • **(Fire and Rescue Services)** Cyber Attacks • **(Fire and Rescue Services)** Protection Capacity • **(Fire and Rescue Services)** Water Rescue Training Inability to effectively maintain Firefighter competence using external water rescue training facilities. • **(Public Health)** If ongoing Covid related response and recovery priorities for Public Health continue to absorb team resources then other statutory and priority services can't be consistently fulfilled • **(Business and Customer Services)** Interruptions to the Customer Service Centre due to the transition to a new telephone supplier • **(Communities)** Transport and highways scheme delays leading to loss of time limited funding

Cabinet

15 June 2023

Establishment of Specialist Resourced Provision at four Infant/Primary Schools

Recommendations

That Cabinet:

1) Approves the establishment of specialist resourced provision at the four schools set out in Section 3 and approves the following additions to the capital programme to deliver the prescribed alterations required:

   a) For Abbey CofE Infant School, an addition to the capital programme of £0.048 million to be funded from the High Needs Capital Grant;
   b) For Goodyers End Primary School, an addition of £0.089 million to the capital programme to be funded from the Special Provision Fund and the High Needs Capital Grant;
   c) For St Andrew's Benn CE Primary School, an addition of £0.028 million to the capital programme to be funded from Developer Contributions;
   d) For St Matthew's Bloxam CE Primary School, an addition of £0.026 million to be funded from Developer Contributions; and

2) Authorises the Strategic Director for People to invite tenders and to enter into any agreements necessary to deliver the provisions approved on terms and conditions considered acceptable to the Strategic Director for Resources.

1. Executive Summary

1.1 In order to meet forecast demand and build on the local offer of specialist provision, Warwickshire County Council is continuing the development of specialist resourced provision across the county. This provision enables pupils who are cognitively able to access the curriculum to have their needs met and benefit from being located on site alongside a mainstream school environment. The main areas of growth and investment continue to be in specialist provision for pupils with communication and interaction needs and social, emotional and mental health (SEMH) difficulties. The demand for this specialist provision is expected to continue to rise, with the level of demand anticipated to be highest in Nuneaton & Bedworth and Rugby.

1.2 Warwickshire County Council remains committed to the strategy of developing specialist resourced provision as a bridge between specialist and mainstream

schooling. The opening of this type of provision is a feature of the SEND & Inclusion Change Programme.

1.3   There are currently 12 specialist resourced provisions attached to mainstream primary provision in Warwickshire – 2 in North Warwickshire, 3 in Nuneaton & Bedworth, 3 in Rugby, 1 in Warwick and 3 in the Stratford on Avon area.

1.4   Warwickshire County Council is proposing to establish four specialist resourced provisions in Rugby and Nuneaton and Bedworth with implementation for September 2023, as outlined in Section 3.

1.5   Pupils in the specialist resourced provisions will benefit from accessing education at a mainstream primary school through a flexible approach, tailored and adapted to their needs.

1.6   The establishment of the specialist resourced provision will not impact on the school's current published admission numbers. Admissions to the specialist resourced provisions follow a different procedure from that operating for the rest of the school. Admissions into the specialist resourced provision will be through the Warwickshire County Council process for specialist admissions which is dealt with outside of the standard admissions process.

2.   Financial Implications

2.1   The Basic Need capital grant balance for 2022/23 has been fully allocated to projects within the Capital Programme. The Basic Need capital grant allocation for 2023/24 is **£40.850 million,** of which **£10.077 million** remains unallocated. The Department for Education has confirmed the Council will receive **£21.366 million** in 2024/25.

2.2   The Service holds resources for school investment which are not currently included in the approved Capital Programme, this is largely from the following:

- confirmed yet unallocated Basic Need grant to be received up to 2025/26,
- other grants/contributions held for specific purposes,
- developer contributions currently held but unallocated; and
- one historically earmarked capital receipt.

Available Resources (unallocated)	2023/24	2024/25	2025/26	Total
	£'000	£'000	£'000	£'000
Basic Need Grant	10,077	21,366	0	31,443
High Needs Grant	364	0	0	364

Schools Condition Allocation	2,197	0	0	2,197
Special Provision Fund	41	0	0	41
s.106*	56,700	0	0	56,700
Earmarked Capital Receipts	2,113	0	0	2,113
	71,492	**21,366**	**0**	**92,858**

* The s.106 balance consists of funds the authority currently holds in cash as received from developers but is linked to over 200 separate s.106 agreements and, therefore, flexibility of funding is limited to the conditions of the individual agreements.

2.3   The project costs outlined within this report total £0.192 million of which £0.041 million is from the Special Provision Fund, £0.055 million is from developer contributions and £0.096 million is from the DfE High Needs grant. These allocations will result in a remaining High Needs grant balance of £0.316 million.

2.4   Pupil places in the specialist resourced provisions are funded at a higher rate so that the additional learning needs of those pupils can be met. The level of funding will be broadly in line with how pupils are funded in the County's special schools. A service level agreement between WCC and the school will confirm the exact arrangements and expectations.

2.5   The establishment of specialist resourced provision ensures that where possible, more learners with an EHCP can be taught alongside, and within, a mainstream school environment. This has educational benefits for those pupils whilst also assisting the Council to better utilise the limited funding available through the Dedicated Schools Grant (DSG) as it allows those learners for whom the provision is appropriate to be placed in more cost-effective provision. The establishment of specialist resourced provision across the county further increases the range of SEND provision available to meet the needs of children, particularly those children with significant additional needs but able to access a mainstream curriculum.

3. Proposals for Prescribed Alterations

Abbey CofE Infant School, Nuneaton

3.1   Abbey CofE Infant School is a 2FE infant school, with an Ofsted rating of 'Outstanding', with 180 places for children aged 4-7 years.

3.2   Abbey CofE Infant School has been identified as having pupils with high need which a specialist resourced provision could support whilst further supporting sufficiency in the area and an existing space that can be adapted for September 2023. It is proposed to establish specialist resourced provision for up to 8 pupils with an education, health and care plan whose primary needs are communication and interaction.

3.3   As part of the process to establish the specialist resourced provision at Abbey CofE Infant School, a 4 week statutory consultation was carried out with key stakeholders between 26th April 2023 and 24th May 2023.

Details were published in the local press and on the WCC website. Proposals were sent to the parents and carers of pupils at the school, other schools in Nuneaton and democratic representatives in the area. 4 responses were received. Three of the respondents agreed with the proposal, and one respondent was not in agreement with the proposal. A summary of the consultation responses is provided in Appendix 2.

3.4   In order to accommodate the specialist resourced provision, it is proposed to refurbish a classroom space, extending the existing square footage. This will be achieved by removing the partition to the side of the room to incorporate a kitchen / nurture area. The work will also include installing a new door to the rear of the classroom for easier access to outdoor space. There will also be a new sensory room built to provide a calm space for pupils. The cost of these capital works has been estimated at £0.048 million and would be funded from the DfE High Needs Capital Grant.

3.5   Cabinet is asked to agree the proposal to allocate an additional £0.048 million as follows:

     High Needs Capital Grant   £0.048 million

Goodyers End Primary School, Bedworth

3.6   Goodyers End Primary School is a 2FE Primary school, with an Ofsted rating of 'Good', with 420 places for children aged 4-11 years.

3.7   As part of meeting the demand for specialist provision and increasing the local spread of specialist resourced provision for learners with SEMH needs, it is proposed to establish specialist resourced provision at Goodyers End Primary School in Bedworth for up to 16 pupils with an education, health and care plan whose primary need is SEMH.

3.8   As part of the process to establish the specialist resourced provision at Goodyers End Primary School, a 4 week statutory consultation was carried out with key stakeholders between 26th April 2023 and 24th May 2023. Details were published in the local press and on the WCC website. Proposals were sent to the parents and carers of pupils at the school, other schools in Nuneaton & Bedworth and democratic representatives in the area. 18 responses were received. 83% of respondents agreed with the proposal, 11% of respondents disagreed with the proposal, and 6% of respondents provided a neutral response.

3.9   Those in agreement with the proposal cited support for further SEMH provision in the local area at Key Stage 1 and Key Stage 2. In terms of disagreement with the proposal the reasons provided were focused around whether the provision would segregate the learners from their peers and whether staffing levels within the school would be able to manage the provision without having a detrimental impact on the wider

school provision. A summary of the consultation responses is provided in Appendix 2.

3.10 In order to accommodate the specialist resourced provision, it is proposed to remodel two spare classroom spaces and a storage area to create two classrooms with three sensory/breakout spaces, pupil and staff toilets, and a separate entrance and lobby. The classrooms will lead out onto a refurbished outdoor space. The cost of these capital works has been estimated at £0.089 million and would be funded from the DfE Special Provision Fund and DfE High Needs Grant.

3.11 Cabinet is asked to agree the proposal to allocate an additional £0.089 million as follows:

Special Provision Fund | £0.041 million

High Needs Capital Grant | £0.048 million

St Andrew's Benn CE Primary School, Rugby

3.12 St Andrew's Benn CE Primary School is a 1.5FE Primary school, with an Ofsted rating of 'Good', with 315 places for children aged 4-11 years.

3.13 St Andrew's Benn CE Primary School has been identified as having pupils with high need which a specialist resourced provision could support whilst further supporting sufficiency in the area and an existing space that can be adapted for September 2023. It is proposed to establish specialist resourced provision for up to 8 pupils with an education, health and care plan whose primary needs are communication and interaction.

3.14 As part of the process to establish the specialist resourced provision at St Andrew's Benn CE Primary School, a 4 week statutory consultation was carried out with key stakeholders between 26th April 2023 and 24th May 2023. Details were published in the local press and on the WCC website. Proposals were sent to the parents and carers of pupils at the school, other schools in Rugby and democratic representatives in the area. Eight responses were received. 88% of respondents agreed with the proposal and 12% of respondents provided a neutral response. Those in agreement with the proposal supported further specialist provision in the area and the need to make sure the right level of resource is available to the school to operate the provision. A summary of the consultation responses is provided in Appendix 2.

3.15 In order to accommodate the specialist resourced provision, it is proposed to refurbish and remodel available existing space within the school, create a separate entrance to a new sensory room and upgrade an outdoor play area with fencing and some new flooring. The cost of these capital works has been estimated at £0.028 million and would be funded from developer contributions.

3.16   Cabinet is asked to agree the proposal to allocate an additional £0.028 million as follows:

Developer Funding   £0.028 million

St Matthew's Bloxam CE Primary School, Rugby

3.17   St Matthew's Bloxam CE Primary School is a 1FE Primary school, with an Ofsted rating of 'Good', with 210 places for children aged 4-11 years.

3.18   St Matthew's CE Primary School has been identified as having pupils with high need which a specialist resourced provision could support whilst further supporting sufficiency in the area and an existing space that can be adapted for September 2023. It is proposed to establish specialist resourced provision for up to 8 pupils with an education, health and care plan whose primary needs are communication and interaction.

3.19   As part of the process to establish the specialist resourced provision at St Matthew's Bloxam CE Primary School, a 4 week statutory consultation was carried out with key stakeholders between 9th May 2023 and 6th June 2023. Details were published in the local press and on the WCC website. Proposals were sent to the parents and carers of pupils at the school, other schools in Rugby and democratic representatives in the area. Eight responses were received. 50% of respondents agreed with the proposal, 38% of respondents disagreed with the proposal and 12% of respondents provided a neutral response. Those in agreement with the proposal supported further specialist provision in the town. In terms of disagreement with the proposal, the reasons provided were focused around concerns relating to integration into the rest of the school and the resourcing of the provision. In order to address some of these concerns from parents at the school, the school will be asked to ensure a communication plan is in place regarding the establishment of the specialist resourced provision and the additional staff that will be recruited to support this. A summary of the consultation responses is provided in Appendix 2.

3.20   In order to accommodate the specialist resourced provision, it is proposed to remodel under utilised existing space within the school and creating a separate entrance to the provision. An outdoor play area for the provision will also be upgraded. The cost of these capital works has been estimated at £0.026 million and would be funded from developer contributions.

3.21   Cabinet is asked to agree the proposal to allocate an additional £0.026 million as follows:

Developer Contributions   £0.026 million

4. Environmental Implications

4.1   The approach to sustainable construction will meet Building regulations which has substantially been amended in June 2022. The changes to regulations have significantly strengthened sustainable construction methods and whilst not solely changed for environmental purpose, they ensure that future construction recognises environmental challenges.

4.2   The associated capital works are anticipated to be minimal with the additional accommodation requirements involving small scale internal alterations and refurbishment.

4.3   It is anticipated that there will be a positive impact on air quality and carbon emissions with the increasing development of resourced provision aiming to provide more 'local' education provision and reduce journey times for the learner.

5.   Supporting Information

None

Appendices
1.   Appendix 1: Capital summary
2.   Appendix 2: Summary of responses to consultation

Background Papers
1.   Equality Impact Assessment

	Name	Contact Information
Report Author	Emma Basden-Smith Education Capital and Sufficiency Lead Commissioner	emmabasdensmith@warwickshire.gov.uk
Assistant Director	Jonny Kyriacou Assistant Director for Education	jonnykyriacou@warwickshire.gov.uk
Strategic Director	Nigel Minns Strategic Director People Directorate	nigelminns@warwickshire.gov.uk
Portfolio Holder	Cllr Kam Kaur Portfolio Holder for Education	kamkaur@warwickshire.gov.uk

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

Local Member(s): Councillors Philipps, Gilbert, Feeney and Brown
Other members: Councillors M Humphreys and Roodhouse

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SCHOOL CAPITAL PROGRAMME - FINANCE BREAKDOWN   **APPENDIX 1**

	Available Basic Need Resources £m
2023/24 Confirmed Basic Need Grant (Remaining Unallocated)	10.077
2024/25 Confirmed Basic Need Grant	21.366
Total Available Resources	**31.443**

Projects Recommended for Support in March 2023 Cabinet Report	Total Cost £m	Proposed Use of Basic Need Resources £m	Proposed Use of Developer funding Resources £m	Other Funding £m
Abbey CofE Infant School	0.048			0.048
Goodyers End Primary School	0.089			0.089
St Andrew's Benn CE Primary School	0.028		0.028	
St Matthew's Bloxam CE Primary School	0.026		0.026	
Total	**0.192**	**0.000**	**0.055**	**0.137**
Revised Unallocated/ (Shortfall) in Basic Need Resources	**31.443**		

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Proposal to Establish Specialist Resourced Provision at Abbey CofE Infant School – Overview of Consultation Responses (2 of 4 responses provided comment)

Reasons For Proposal	WCC response
A very supportive and caring school to facilitate this provision	
Reasons Against Proposal	**WCC response**
Not the right school for this provision – struggles with pupil behaviour and inclusion	Abbey CofE Infant School has been identified as a school with pupils with a high level of need. The school will receive support from the LA to ensure the right level of resource is put in place to meet the pupils needs within the SRP. Setting up an SRP in the school will bring additional SEND expertise

Proposal to Establish Specialist Resourced Provision at Goodyers End Primary School – Overview of Consultation Responses (11 of 18 provided comment)

Reasons For Proposal	WCC response
Increase in specialist provision for pupils with SEMH needs in both KS1 and KS2	Increase in specialist places needed to ensure the needs of all learners with SEND can be met
Would like further information around the proposal and how the children will integrate with the children in the rest of the school	The school will be encouraged to communicate with parents further detail regarding resourcing, staffing and integration of the SRP into the school
Help ease the pressure within the school	Existing pupils with a high level of need will be able to benefit from the SRP and the additional expertise that will teach in it
Correctly trained people will be needed to manage the pupils needs without detriment to other pupils in the school	The school will put together a recruitment program, including the recruitment of a specialist teacher, in line with the increase in pupil numbers to ensure pupils needs and provision is met as outlined in their EHCP.
How can Secondary Schools feed into the transition to Secondary provision and is there potential for CPD and sharing of resources across schools with a similar need	Secondary Schools are being approached to discuss the establishment of SRPs in Secondary Provision. Support and advice for a particular need would need to be sought through the Specialist Teaching Service
Reasons Against Proposal	**WCC response**

Concerns that the provision will not be staffed sufficiently having a knock on impact on the rest of the school	The school will put together a recruitment program, including the recruitment of a specialist teacher, in line with the increase in pupil numbers to ensure pupils needs and provision is met as outlined in their EHCP. The rest of the school should be able to benefit from the expertise that is being brought into the school
Provision promotes segregation not integration into a mainstream school	An SRP is a bridge between mainstream and specialist provision. Many children with an EHCP can be taught wholly in a mainstream setting. The provision aims to offer those children who have the cognitive ability to be in mainstream setting but require a more flexible, tailored approach similar to that found in specialist provision when their higher level of need requires it.
Neither agree or disagree with the Proposal	
Loss of intervention space for the school	The accommodation within the SRP can be timetabled to ensure other pupils can benefit if needed.

Proposal to Establish Specialist Resourced Provision at St Andrew's Benn CE Primary School – Overview of Consultation Responses (6 of 8 provided comment)

Reasons For Proposal	WCC response
Increase in provision for pupils with high needs in Rugby	Increase in specialist places needed to ensure the needs of all learners with SEND can be met
Need to ensure sufficient space is created for the provision	Some internal modelling of existing space will be undertaken to provide the required accommodation – the utilisation of the space will be flexible and tailored to each pupils needs
Enhancing SEND provision at the school will benefit my children	Establishment of SRP will bring specialist teaching and resource which can benefit the school and existing pupils
Neither agree or disagree with the Proposal	**WCC Response**
The impact the opening of new provision will have on numbers at other SRPs in the town	The provision will be meeting growing demand in the town and a particular higher level of need

Proposal to Establish Specialist Resourced Provision at St Matthew's Bloxam CE Primary School – Overview of Consultation Responses (5 of 8 provided comment)

Reasons For Proposal	WCC response
Increase in provision for pupils with high needs in Rugby. Opportunity for St Andrew's Benn and St Mattthew's Bloxam to work together	Increase in specialist places needed to ensure the needs of all learners with SEND can be met

Reasons Against Proposal	WCC response
Concerns that the provision will not be staffed sufficiently having a knock on impact on the rest of the school.	The school will put together a recruitment program, including the recruitment of a specialist teacher, in line with the increase in pupil numbers to ensure pupils needs and provision is met as outlined in their EHCP. The rest of the school should be able to benefit from the expertise that is being brought into the school
Loss of internal and external space to the provision	Internal modelling within the school to create the resource for the SRP. This is not taking away classroom space from existing pupils. Making more efficient use of the available space. Space can also be timetabled to enable other pupils with SEND to benefit. The capital works involve upgrading a small amount of external space adjacent to the classroom space specifically for the SRP although it is anticipated pupils will also be using the main play area as well.
Neither agree or disagree with the Proposal	
The impact the opening of new provision will have on numbers at other SRPs in the town	The provision will be meeting growing demand in the town and a particular higher level of need

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Warwickshire County Council (WCC) Equality Impact Assessment (EIA) Form

The purpose of an EIA is to ensure WCC is as inclusive as possible, both as a service deliverer and as an employer. It also demonstrates our compliance with Public Sector Equality Duty (PSED).

This document is a planning tool, designed to help you improve programmes of work by considering the implications for different groups of people. A guidance document is available here.

Please note that, once approved, this document will be made public, unless you have indicated that it contains sensitive information. Please ensure that the form is clear and easy to understand. If you would like any support or advice on completing this document, please contact the Equality, Diversity and Inclusion (EDI) team via equalities@warwickshire.gov.uk, or if it's relating to health inequalities, please contact Public Health via phadmin@warwickshire.gov.uk.
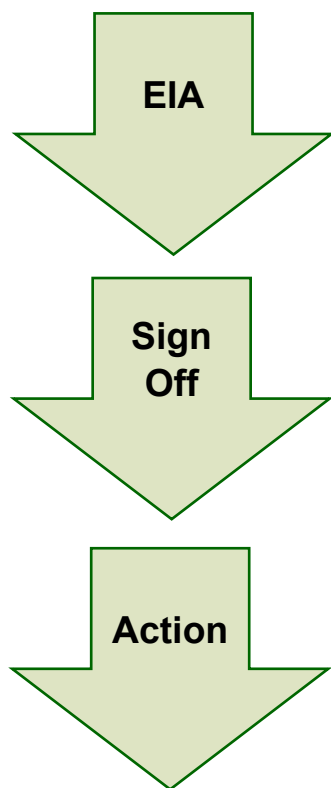
EIA
- Having identified an EIA is required, ensure that the EIA form is completed before any work is started. This includes gathering evidence and / or engaging the relevant stakeholders to inform your assessment.

Sign Off
- Brief the relevant Assistant Director for sign off and upload the completed form here: **Upload Completed Equality Impact AssessIIIII'.ments.** Please name it "EIA [project] [service area] [year]"
- Undertake further research / engagement to further understand impacts (if identified).
- Undertake engagement and / or consultation to understand if EIA has identified and considered impacts.
- Amend accordingly to engagement / consultation feedback and brief decision makers of any changes.

Action
- Implement proposed activity.
- Monitor impacts and mitigations as evidence of duty of care.

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Section One: Essential Information

Service / policy / strategy / practice / plan being assessed	Establishment of Specialist Resourced Provision at specific schools
Business Unit / Service Area	Education Services
Is this a new or existing service / policy / strategy / practice / plan? If existing, please state date of last assessment.	New provision but within an existing strategy
EIA Authors **N.B.** It is best practice to have more than one person complete the EIA to bring different perspectives to the table.	Emma Basden-Smith
Do any other Business Units / Service Areas need to be included?	SENDAR
Does this EIA contain personal and / or sensitive information?	No

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Are any of the outcomes from this assessment likely to result in complaints from existing services users, members of the public and / or employees?	No

1. **Please explain the background to your proposed activity and the reasons for it.**

Establishing specialist resourced provision is a key project within the SEND & Inclusion Change Programme and part of the SEND & Inclusion Strategy and DSG Recovery Plan. It allows learners with SEND to attend local settings and provides a bridge between mainstream and specialist provision.

There has been significant growth in both generic and specialist special schools. The main growth and investment has been in specialist provision for pupils with communication and interaction needs and social, emotional and mental health (SEMH) difficulties. The demand for specialist educational provision is expected to continue to rise, with the level of demand anticipated to be highest in Nuneaton & Bedworth and Rugby.

In line with the statutory guidance issued by the Department for Education 'Making Prescribed Alterations to Maintained Schools' any proposals to establish, remove or alter SEN provision (including Resourced Provision) at a mainstream school requires the local authority to undertake a statutory process including a consultation period of at least 4 weeks.

2. **Please outline your proposed activity including a summary of the main actions.**

Warwickshire County Council is proposing to establish Specialist Resourced Provision at the following schools:
- Goodyers End Primary School – up to 16 places for pupils with an Education, Health and Care Plan (EHCP) where SEMH is the primary need
- Abbey CofE Infant School – up to 8 places for pupils with an EHCP where communication and interaction is the primary need

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- St Andrew's Benn CE Primary School - up to 8 places for pupils with an EHCP where communication and interaction is the primary need
- St Matthew's Bloxham CE Primary School - up to 8 places for pupils with an EHCP where communication and interaction is the primary n
- If approved the provision would be implemented for September 2023.
- Pupils in the specialist resourced provision will benefit from accessing education at a mainstream primary school through a flexible approach, tailored and adapted to their needs.
- The provision would be accommodated within existing space within the schools which would be remodeled and refurbished to meet the needs of the pupils.

3. Who is this going to impact and how?

Customers	Members of the Public	Employees	Job Applicants
Other, please specify:	SEND pupils/Families, Schools/existing pupils		

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Section Two: Evidence
Please include any evidence or relevant information that has influenced the decisions contained in this EIA. This could include demographic profiles; audits; research; health needs assessments; national guidance or legislative requirements and how this relates to the protected characteristic groups and additional groups outlined in Section Four.

A – Quantitative Evidence
This is evidence which is numerical and should include the number people who use the service and the number of people from the protected characteristic groups who might be affected by changes to the service.
In 2015, most pupils in Warwickshire with additional needs described in an Education Health and Care Plan (EHCP) were educated either in mainstream or special schools. A third type of education was available in other parts of the country, specialist resourced provision (SRP). In this type of provision, pupils attend specific mainstream schools, however these schools receive additional funds from the Local Authority to provide extra facilities and highly specialised support. This enables children who have significant needs to benefit from access to specialised support but attend school with their peers and study the same curriculum as them, albeit with some modification. The first SRPs opened in 2016 and there are currently 12 resourced provisions attached to mainstream primary provision in Warwickshire offering a total of 108 places – 2 in North Warwickshire, 3 in Nuneaton & Bedworth, 3 in Rugby, 1 in Warwick and 3 in the Stratford on Avon area. In addition, over the last nine years WCC have opened four special schools for children and young people with social, emotional and mental health needs (SEMH), offering an additional 330 places across the county.

B – Qualitative Evidence
This is data which describes the effect or impact of a change on a group of people, e.g. some information provided as part of performance reporting.
The LA believes that all children should be educated as close to their home as possible, which not only reduces the time they spend travelling, but also enables them to be an integral part of their local community, where they are able to feel welcomed, included and valued as equal

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members of society. We want to support children, young people and their families by encouraging and challenging schools to cater for as wide a range of needs and abilities as is possible. We want mainstream settings to nurture positive attitudes to children and young people with SEND, both in their own school and in their wider community.

The Warwickshire SEND & Inclusion Strategy 2019-2023, which had developed from the Vulnerable Learners Strategy 2015 - 2018, sought to establish a number of SRPs and partnerships, creating a bridge between mainstream and specialist provision, with the aim of offering this third category of provision to all pupils for whom it is appropriate. The establishment of these SRPs has the aim of addressing the increasing proportion of learners with an EHCP placed in specialist provision.

Section Three: Engagement
Engagement with individuals or organisations affected by the proposed activity must take place. For further advice and support with engagement and consultations, click here.

Has the proposed activity been subject to engagement or consultation with those it's going to impact, taking into account their protected characteristics and socio-economic status?	A statutory consultation on the establishment of the specialist resourced provision at Goodyers End Primary School, Abbey CofE Infant School and St Andrew's Benn CE Primary School between 26th April 2023 and 24th May 2023. The consultation for St Matthew's Bloxam CE Primary School took place between 9th May 2023 and 6th June 2023.
If YES, please state who with.	Details were published in the local press and on the WCC website. Proposals were sent to the parents and carers of pupils at the school, other schools in the area and democratic representatives for the area. Feedback was collated and evaluated.

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If NO engagement has been conducted, please state why.		
How was the engagement carried out?	**Yes / No**	**What were the results from the engagement? Please list…**
Focus Groups		
Surveys	Y	Ask Warwickshire
Public Event		
Displays / Exhibitions		
Other (please specify)	Y	Local paper
Has the proposed activity changed as a result of the engagement?		
Have the results of the engagement been fed back to the consultees?	Following a Cabinet decision	
Is further engagement or consultation recommended or planned?	Yes	Following feedback from the consultation, if proposal is approved, the four schools involved have been asked to continue to communicate the establishment of the SRPs with the parent community to mitigate concerns raised regarding resourcing the provision and how integration with the rest of the school will work in practice
What process have you got in place to review and evaluate?	Specialist provision within the county regularly reviewed to ensure meeting the need and demand for places.	

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Section Four: Assessing the Impact

Protected Characteristics and other groups that experience greater inequalities

What will the impact of implementing this proposal be on people who share characteristics protected by the Equality Act 2010 or are likely to be affected by the proposed activity? This section also allows you to consider other impacts, e.g. health inequalities such as deprivation, socio-economic status, vulnerable groups such as individuals who suffer socio-economic disadvantage, armed forces, carers, homelessness, people leaving prison, young people leaving care etc.

On the basis of evidence, has the potential impact of the proposed activity been judged to be positive (+), neutral (=), negative (-), or positive and negative (+&-), for each of the protected characteristic groups below and in what way?

N.B In our Guidance to EIAs we have provided you with potential questions to ask yourself when considering the impact of your proposed activity. Think about what actions you might take to mitigate / remove the negative impacts and maximize on the positive ones. This will form part of your action plan at Section Six.

	Impact type (+) (=) (-) or (+&-)	Nature of impact including health inequalities Will your proposal have negative or positive implications for each group, including on health inequalities? Think about whether outcomes vary across groups and who benefits the most and least, for example, the outcome for a woman on a low income may be different to the outcome for a woman a high income.	Mitigating Actions for Negative Impacts What can you do to mitigate any identified negative impacts or health inequalities? Think about offering for example benefits advice, access to bus routes, community support, flexible opening times, creche facilities etc. Use this column to form the basis of Section 6.
Age	+	Increasing 'local' specialist provision for SEND learners	

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Disability Consider: • Physical disabilities • Sensory impairments • Neurodiverse conditions (e.g. dyslexia) • Mental health conditions (e.g. depression) • Medical conditions (e.g. diabetes)	+	Increasing 'local' specialist provision for SEND learners. It allows learners with SEND to attend local settings and provides a bridge between mainstream and specialist provision.	
Gender Reassignment	=		
Marriage and Civil Partnership	=	Not applicable	
Pregnancy and Maternity	=	Not applicable	
Race Including: • Colour • Nationality • Citizenship • Ethnic or national origins	=		
Religion or Belief	=	Two of the schools (St Andrew's Benn CE Primary School and St Matthew's Bloxam CE Primary School) have a	

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		Church of England designation. Admission to the school and SRP is open to all faiths and beliefs.	
Sex	=		
Sexual Orientation	=		
Groups who may require support: • Individuals who suffer socio-economic disadvantage • Armed Forces (WCC signed the Armed Forces Covenant in June 2012) • Carers • Homelessness • People leaving Prison • People leaving Care	=		
Other Identified Health Inequalities (HI) Many issues can have an impact on health: is it an area of deprivation, does every population group have equal access, unemployment, work conditions, education,		What health inequalities already exist? Establishment of the SRPs aim to increase the local offer for SEND learners and reduce the need for travel Will your proposal have a negative or positive implications on health inequalities? Positive What can you do to mitigate any identified health inequalities?	

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skills, our living situation, rural, urban, rates of crime etc.		Feeding into the strategy to deliver the best system of education, health and social care for learners with SEND within our allocated resources, including the most vulnerable learners.	
Other Groups If there are any other groups			

Public Sector Equality Duty (PSED)

Public Authorities must have 'due regard' to the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations. Please evidence how your proposed activity meets our obligations under the PSED.

	Evidence of Due Regard
Eliminate unlawful discrimination (harassment, victimisation and other prohibited conduct):	
Advance equality of opportunity: This involves • removing or minimising disadvantages suffered by people due to their protected characteristics; • taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people, for example, taking steps to take account of people with disabilities;	The proposed change is part of the wider SEND programme to promote inclusion in all mainstream and educational settings Supporting the aspiration for every child and young person to have their health, social care and education needs met within their local community and for every child to attend a good local school that is appropriate for their level of need or disability.

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• encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.	
Foster good relations: This means tackling prejudice and promoting understanding between people from different groups and communities.	

Section Five: Partners / Stakeholders

Which sectors are likely to have an interest in or be affected by the proposed activity?	Yes / No	Describe the interest / affect
Businesses		
Councils		
Education Sector	Y	Other schools in the area
Fire and Rescue		
Governance Structures		
NHS	Y	SEND learners may also have additional health needs
Police		
Voluntary and Community Sector	Y	Where involved in the provision of service for SEND children

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Other(s): please list and describe the nature of the relationship / impact	

Section Six: Action Planning

If you have identified impacts on protected characteristic groups in Section Four, please summarise these in the table below detailing the actions you are taking to mitigate or support this impact. It is also important to consider how often this E.I.A. will be reviewed, and who is responsible for doing this. If you are not taking any action to support or mitigate the impact, you should complete the No Mitigating Actions section below instead.

<u>Mitigating Actions</u>

Consider:

- Who else do you need to talk to? Do you need to engage or consult?
- How you will ensure your activity is clearly communicated
- Whether you could mitigate any negative impacts or build on positive impacts for protected groups or health inequalities
- Whether you could do more to fulfil the aims of the PSED

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- How you will monitor and evaluate the effect of this work
- Anything else you can think of!

Identified Impact	Action(s)	Timescale incl. evaluation and review date	Name of person responsible
Where responses to the consultation have highlighted where further information regarding the proposal needs to be communicated to stakeholders	Pass this feedback on to schools to ensure continue communication of the establishment of the SRPs into the school and parent community	June 2023 to December 2023	Emma Basden-Smith/Dale Bromfield

No Mitigating Actions

Please explain why you do not need to take any action to mitigate or support the impact of your proposed activity.

Section Seven: Assessment Outcome

Only one of following statements best matches your assessment of this proposed activity. Please select one and provide your reasons.

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No major change required	x	No significant negative impact identified
The proposal has to be adjusted to reduce impact on protected characteristic groups and/or health inequalities		
Continue with the proposal but it is not possible to remove all the risk to protected characteristic groups and/or health inequalities		
Stop the proposal as it is potentially in breach of equality legislation		

Section Eight: Sign Off
N.B To be completed after the EIA is completed but before the area of work commences.

Name of person/s completing EIA	Emma Basden-Smith
Name and signature of Assistant Director	Jonny Kyriacou
Date	23/05/23
Date of next review and name of person/s responsible	

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Agenda Item 6

Cabinet

SEND (Special Education Needs and Disability) – Improving the transport application experience

15 June 2023

Recommendations

That Cabinet

1) endorses the proposed change to the Home to School Transport application process as set out at paragraph 1.7; and

2) approves the proposed changes to the wording in the Home to School and College Transport Policy as set out at 1.12 .

1.   Executive Summary

1.1   An internal review of the delivery of SEND Home to School Transport has looked at ways to improve the experience for parents and carers of applying for Home to School Transport provision. The review looked at ways of improving processes, ensuring consistency in approach, and clarifying information in the policy.

1.2   The review has led to changes and clarifications being proposed in the application process and to proposed changes to the wording of the transport policy.

1.3   A public consultation was undertaken between November 2022 and March 2023 to consider the proposals. There were 147 responses to the consultation with general support expressed for the proposals with 82.6% expressing agreement or strong agreement to the proposed process changes, and 56.8% of respondents indicating that they found the policy changes very easy or easy to understand.

The Need for Change

1.4   Warwickshire County Council currently support approximately 2,000 children with special needs and disabilities to be transported to school. The service has an annual spend of circa £18m.

1.5   In recent years there has been an increase in demand for the service which when combined with the significant inflationary pressures being experienced has led to substantial cost pressures on transport budgets.

1.6   In order to consider how best to meet those pressures and to plan for a sustainable service moving forward, a review of the service was commissioned in 2022 following which a number of improvement workstreams have been progressed. One of those workstreams looked at how to improve the processes around applying for and allocating transport to make them more efficient and easier to follow, as well as ensuring the policy that governs decision making is clear and transparent. .

Proposed Process Change – Application for SEND transport

1.7   At present parents and carers have to make an application for home to school transport assistance following the confirmation of a school placement. It is proposed to simplify the process and make it easier for parents and carers by removing the need for a separate application. The proposed change will mean that parents and carers submit an expression of interest in school transport at the same time as applying for the child's school place.

1.8   Once school places are confirmed (in February each year for school admission in September) this information is immediately available to the school transport team, who can start risk assessments and consideration of transport options well in advance of the start of the school year, helping to remove uncertainty for service users.

1.9   Having more time to plan and arrange transport ensures transport providers can carry out pre-transport visits in advance of the new school year and services can be confirmed earlier to parents and carers. This will not only give reassurance to parents ahead of the start of the school term but allows the Council to operate more efficiently, allowing more time to tender for services and negotiate changes to services with operators. This supports greater efficiency and improved outcomes for service users and also for the Council.

1.10   Processes will remain in place to deal with late transport requests but the proposed changes if adopted will allow the bulk of transport needs to be known months in advance enabling parents to be better prepared and informed.

1.11   Consultation responses to the proposed clarifications were mostly positive with 82.6% expressing agreement or strong agreement to the proposed process changes.
8.7% disagreed or strongly disagreed. The reasons given were largely related to their personal experiences of Home to School transport, criticisms of the eligibility criteria or suggestions of additional services and were not directly related to the process.
Details of these are summarised in Appendix 3 part 1 "Key Messages".

Changes to Policy - Home to School and College Transport policy

1.12   The proposed changes to the wording of the Home to School and College Transport Policy are intended to clarify for parents and carers what provision is available. The changes are also designed to help clarify the provision of

transport assistance for young people in supported internships, apprenticeship schemes and specialist placements.

1.13   We have also taken the opportunity to clarify the position if there is a need for a passenger assistant for pupils with SEND. At present every transport route carrying student(s) with SEND is automatically provided with a passenger assistant. In the proposed changes, this provision will be considered as part of the Transport Risk Assessment, so that those pupils who need a passenger assistant to support their needs will be provided with one but for a smaller number of students who have less severe needs this will not be required. This change will ensure resources are targeted to support those who need the support and provide a more sustainable provision . It is proposed that the changes will only apply to new transport applicants and not to existing passengers.

1.14   The proposed changes also introduce the opportunity for parents and carers to transport their child or young person themselves and to receive a Direct Travel Payment contribution towards the costs incurred, alongside clarification of the Council's protocols in relation to damage that occurs to a transport operator's vehicle as a result of actions of a child or young person. Feedback from the consultation has led to the specific proposal to modify the wording in respect of damage to transport vehicles to provide greater clarify where responsibility lies in such circumstances.

1.15   Consultation responses to the proposed clarifications were mostly positive. In response to "Is the clarification of the policy easy to follow and understand" 56.8% of respondents indicated that they found it very easy or easy. 11.9% found it very difficult or difficult. The reasons given were related to the proposed wording on damage to an operator's vehicle (which has been revised as set out at 1.13), or concern about how the allocation of passenger assistants will be assessed (as set out in 1.12).
Details of these are summarised in Appendix 3 part 1 "Key Messages".

1.16   Feedback about the specific wording used in elements of the policy has resulted in minor changes to the proposed wording giving greater clarification on the protocol following damage to transport vehicles.

1.17   A summary of the amendments to the Home to School Transport policy is in Appendix 4.

2.   Financial Implications

2.1   SEND Home to School Transport is an area of significant financial pressure for the Council due to increasing need for the service and costs of procuring transport operators. These changes are not financially driven but should help us better control costs.

2.2   The proposal to change the application process allows officers to begin planning transport sooner leading to a more efficient and effective use of

school transport resources. As a result, there is an extended time frame for tenders for services and negotiations on adjusting existing routes. Another benefit of the change will be more time to explore alternative options if a service does not represent good value for money.

2.2   The majority of the proposed changes to the SEND Transport policy are minor changes to the wording of sections of the policy and have no financial implications.

2.3   The changes to the wording around the mechanism used by the Council to understand if there is a need for a passenger assistant may result in a reduced need for passenger assistants resulting in a cost saving over time. Such changes would be subject to risk assessment, and the proposals do not remove these for existing pupils. Any savings made will be incremental over several years.

2.4   The opportunity for parents and carers to transport their child or young person and receive a Direct Travel Payment contribution for costs incurred could also result in efficiencies.

3.   Environmental Implications

3.1   None.

4.   Timescales associated with the decision and next steps

4.1   Subject to approval by Cabinet, changes to the application process to be introduced in time for parents/carers to apply for school places for September 2024. The other changes and updates to be introduced for those starting school in September 2023.

Appendices

Appendix 1   Home to School Transport Policy
Appendix 2   Public Consultation on the Warwickshire County Council Special
             Educational Needs & Disabilities (SEND) Home to School Transport
             Service 2022
Appendix 3   SEND Home to School Transport Consultation Analysis
Appendix 4   Home to School Transport Policy – Summary of Amendments

Background Papers

None

	Name	Contact Information
Report Author	Kevin Painting Delivery Lead for Transport Operations	kevinpainting@warwickshire.gov.uk
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Portfolio Holder	Cllr Jan Matecki Portfolio Holder for Transport and Planning	janmatecki@warwickshire.gov.uk

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

Local Member(s): not required – County wide matter
Other members: Councillors Clarke, Chilvers, Fradgley and Feeney

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APPENDIX 1

Home to School/College Transport Policy

June 2023

HOME TO SCHOOL / COLLEGE TRANSPORT POLICY

CONTENTS

1   INTRODUCTION.

- The following document aims to provide guidance for parents/carers, young people and young adults on the Education Transport Policy adopted by Warwickshire County Council ("the local authority") and approved by elected members. This document sets out Warwickshire's Education Transport Policy and describes how the Council fulfils its duties and exercises its discretionary powers as required under the Education Act 1996 and subsequent legislation.

- The purpose of this comprehensive guidance is to incorporate all education transport assistance into one key policy for pupils aged 3 to 25 years of age.

- There is no universal entitlement to free travel for every child or student to and from any school. Parents and post-16 students are strongly advised to consider how pupils and students will get to an education establishment before applying for a place.

- Support from the Local Authority (LA) for travel to and from education will not necessarily be in the form of a vehicle to transport a child. It may be by enabling the child to walk to and from education through Independent Travel Training where the child may otherwise not have been capable of doing so. This does not affect any statutory right to free transport.

- Where there is no entitlement to support from the LA, parents and students can seek assistance from educational institutions which are able to use some of their own funds to support transport where they feel this is appropriate. Where support from Warwickshire is not free, it may not be the cheapest option for an individual to take up a vacant seat on the LA's transport network and commercial options should be explored.

- Parents have a legal duty and a responsibility to make necessary arrangements to ensure that their statutory aged children attend school regularly. The local authority is required to provide transport assistance to children resident within the administrative area of Warwickshire County Council who are entitled under the law and this policy.

- Transport policy will often influence a parent's decision when choosing a school, but the two policies are not intrinsically linked.

- The following policy will outline in detail the key aspects of applications received for consideration under the heading of Eligible Children, it aims to provide clarity and understanding of criteria for eligibility and the process when a child is refused free travel. The policy will also outline any discretionary arrangements for specified groups and will explain travel arrangements for non-eligible travellers.

- The Policy contains supplementary information within the appendices attached. The content of these is updated regularly and are subject to change without consultation.

2   DEFINITIONS

2.1   Eligibility for travel assistance

To qualify for free home to school transport the pupil must meet all of the criteria listed below.

A	The pupil must be resident in Warwickshire
B	The pupil must be attending their qualifying school (see section 2.3)
C	The pupil must be of compulsory school age. This includes all pupils from the start of the academic year in which they turn 5 until the end of the academic year in which they turn 16. Transport assistance is not provided to Nursery settings (Exceptions to this rule are in section 3.6)
AND either D or E	
D	The pupil must live more than the statutory walking distance from their qualifying school (see section 2.4) **OR** have a route to school which is less than the statutory walking distance but deemed unsafe to walk (see section 3.4)
E	The pupil must be unable to walk the statutory walking distance to their qualifying school because of their special educational need, disability, or mobility difficulties (subject to an assessment of their needs)

2.2   A **qualifying school** falls within one of the categories set out below:

   (a)   a community, controlled, foundation or voluntary aided school
   (b)   a community or foundation special school
   (c)   a non-maintained special school
   (d)   a pupil referral unit (PRU)
   (e)   a free school
   (f)   a maintained nursery schools
   (g)   a City Technology College (CTC), College, Career & Technology Academy (CCTA) or Academy
   (h)   an independent school if named in a child's EHCP

2.3   The **qualifying school for a pupil** is either the closest qualifying school (see 2.2) to the pupil's home address, with places available, that provides education appropriate to the age, ability, and aptitude of the pupil and takes

into account any special educational needs that pupil may have, or the priority area school (as defined by Warwickshire County Council here) in which the pupil resides. Priority areas for faith and selective schools are not included within this definition. This means that some children will have two qualifying schools. Parents who choose a different school or unit will not normally qualify for transport assistance, except where agreement is reached under the rules set out in Dudley MBC v Shurvington (2012).

- A calculation for the closest qualifying school is undertaken on the basis of what school is closest to home by the shortest available walking route with spaces available in the pupil's year group. If there is no such school within statutory walking distance (see 2.4 for definition) then a new calculation will take place on the basis of the shortest motorised route to calculate the qualifying school.

- The calculation of qualifying school for a pupil who has gained a place at a selective school will include non-selective comprehensive schools which provide schooling for those of all ability levels. As such transport to selective schools will only be provided if it is the closest qualifying school to the child's home, considering all relevant secondary schools. The distance from home to school will also need to exceed the relevant statutory walking distance.

- Similarly, the calculation of qualifying school for a pupil who has gained a place at a faith school will include non-faith schools which provide schooling for those of all faiths. As such transport to faith schools will only be provided if it is the closest qualifying school to the child's home, considering all relevant schools. The exception to this will be when the pupil is of secondary school age and qualifies under the extended eligibility criteria (see section 3.3). The distance from home to school will also need to exceed the relevant statutory walking distance.

- The qualifying school for a pupil attending a special school or specialist unit will be the nearest appropriate special school or unit that can meet their needs. Parents who choose a different school or unit will not qualify for transport assistance.

- Where a special school or unit is named in the pupil's EHCP because of parental preference, free transport will not normally be provided if it is not deemed to be the nearest school able to meet the pupil's needs.

2.4 The **statutory walking distance** is:
   (a)   two miles for pupils under eight.
   (b)   two miles for pupils aged 8-16 from a low-income family (see 2.6).
   (c)   three miles for other pupils aged 8-16.

The measurement of the walking distance is not necessarily the shortest distance by road. It is measured by the shortest route along which a

child, accompanied as necessary, may walk in reasonable safety. As such, the route measured may include footpaths, bridleways, and other pathways, as well as recognised roads.

Walking Distance will be measured from the home boundary to the nearest school gate. This may not be main school gate but may be the closest access point.

2.5 **Motorised Routes** are those passable by using a suitable motorised vehicle. Paths and roads not passable by motorised transport will not therefore be considered. Measurements will be made by the Authority's Education Transport Office using Google Maps or other appropriate measurement system used by the Authority at that time.

Motorised routes will be used to calculate the distance from home to school when there is no qualifying school within statutory walking distance of the child's home.

2.6 **Low-income families**: pupils shall be considered to be from a low- income family if they are entitled to free school meals, or if a parent with whom they are ordinarily resident are in receipt of their maximum level of Working Tax Credit. Proof will be required.

For pupils granted free transport on the grounds of entitlement to free school meals, or their parent's receipt of the maximum level of Working Tax Credit, eligibility will need to be confirmed during each academic year.

Where pupils are granted free school meals on a non-statutory basis, or if parents are unable to prove they are in receipt of their maximum level of Working Tax Credit, the pupils shall not be considered to be from a low-income family for transport purposes.

3   ELIGIBLE PUPILS.

3.1 Background.

Under Section 508B Education Act 1996, the Authority must provide certain categories of pupils with free home school transport. The following groups of pupils are currently considered eligible for free transport if they are resident in Warwickshire.

Unless eligible under section 3.3 of this policy, pupils should be attending their qualifying school to qualify for free transport (see sections 2.2). Section 3 applies only to children of compulsory school age and does not provide any entitlement to those aged under 5 or those who are 16 or over and are no longer of compulsory school age.

3.2 Pupils living outside Walking Distance

Statutory walking distance is a threshold which determines whether the responsibility for travel sits with the Council or with the child's parent. It does not mean that pupils must walk the distance. It is the responsibility of parents who live under the qualifying distance to decide how to get their child(ren) to and from school.

Free home to school transport assistance will be available to pupils attending their qualifying school, where the distance from home to school by the shortest available walking route exceeds:

(i) Two miles for pupils under the age of 8 years
(ii) Three miles for pupils aged 8 – 16

Where a pupil qualifies for Home to School Transport under the age of 8 due to the distance being more than 2 miles but less than 3 miles, transport assistance will continue until the end of the academic year in which they turn 8 years old.

3.3 Pupils from low-income families:

Where a pupil is considered to be from a low-income family free Home to School Transport assistance will be provided:

(a) To pupils aged 8-11, attending their qualifying school, if more than two miles from their home by the shortest available walking route.

(b) To pupils aged 11-16, attending one of their three nearest qualifying school, provided it is more than two miles (by the shortest available walking route), but not more than six miles (by motorised route) from their home.

(c) To pupils aged 11-16, attending the nearest qualifying school which accords with the parents' religion or belief, provided it is more than two miles (by the shortest available walking route), but not more than fifteen miles (by motorised route) from their home.

Where an application for transport is made on grounds of religion or belief, the Authority will require written evidence to support that application. It is the applicant's responsibility to provide this information. This may include written confirmation from third parties supporting the religion or belief claimed. Providing such evidence is no guarantee of free transport, as the final decision as to whether the application meets the criteria for being based on grounds of religion or belief will sit with the local authority.

3.4 Pupils unable to walk in safety to school because of the nature of the route.

Where pupils live within the statutory walking distance of their qualifying school, and the pupil attends that school, the local authority may, in certain circumstances, be under a duty to make travel arrangements.

These include where the nature of the route is such that a pupil cannot reasonably be expected to walk, accompanied as necessary, in reasonable safety. (See 'Accompaniment' Appendix B & section 3.14), and no alternative suitable route of under statutory walking distance exists.

The Council has a detailed policy for carrying out route assessments. Further information is provided in Appendix A.

Where a parent believes that the route from home to school is not safe, they can request that the route is assessed. The route will then be assessed by the local authority if, it has not been assessed in the last 3 years or if the parent provides evidence that circumstances on the route have changed since the last assessment. Parents will need to complete the request form which can be obtained from the Education Transport department directly, using the contact details in section 12.

3.5 Pupils with an Education Health & Care Plan (EHCP)

Entitlement to free school transport assistance for a pupil with special educational needs and/or a disability who has an EHCP is based on the following criteria. Where a parent chooses to send their pupil to a more distant school or specialist provider, even though their qualifying school is able to meet the pupil's needs, they will normally assume responsibility for the provision of transport and any associated costs, subject to the rules set out in Dudley MBC v Shurvington (2012):

- **The pupil is a Warwickshire resident**

- **The pupil holds an Education Heath & Care Plan (EHCP) or is accessing a placement for continuous assessment such as** o A designated resource provision unit o A specialist nursery

- **The pupil is attending their qualifying school**

The **qualifying school** for a pupil is a school which meets the definition in Paragraph 2.2 that provides education appropriate to the age, ability, and aptitude of the pupil, and considering the child's special educational needs. For most children this is still likely to be their nearest mainstream school, or the child's priority area school.

In the case of a pupil whose needs cannot be met in mainstream, but which can be met in a generic Warwickshire special school, this is likely to be the school which serves that area of the County. Further details are available in Appendix C (this will be updated annually or as and when required). It could also be another school if closer to home by the shortest available route.

If the child's needs cannot be met in either mainstream or in a generic special school, their qualifying school would depend on the specific requirements of

the pupil. This could be a specialist special school, satellite provision or resourced provision within mainstream
schools (please see Appendix C for full details), or provision made through the Flexible Learning Team as written into the child's EHCP.

Where a parent chooses to send their pupil to a more distant school or specialist provider, even though their qualifying school is able to meet the pupil's needs, they assume responsibility for the provision of transport and any associated costs. Such circumstances will be noted on the EHCP.

- **Distance EITHER**

  o **The Pupil has been assessed as having mobility difficulties or health and safety issues related to a disability or special educational needs that makes it impractical to safely walk to school, even if accompanied.**

  OR

  o **The Pupil lives over the statutory walking distance from the school**

Upon application from the parent who considers that their child has mobility difficulties or health and safety issues related to a disability or special educational needs that makes it impractical to safely walk to school, the County Council will arrange for an assessment of their needs to determine whether transport assistance is necessary to facilitate access to school. Paragraph 3.12 will apply in relation to accompaniment. The pupil's individual needs will be taken into consideration as well as the nature of the route to/from school. The pupil's EHCP may be used to obtain information about their specific needs.

Please see Appendix D for a list of the assessment criteria and the supplementary information that may be required to support the application. All applications will be considered on an individual basis, in line with any relevant law or legislation. The type of transport assistance offered may vary depending on the pupil's individual needs. Independent Travel Training will be considered an appropriate form of assistance where the pupil has been assessed as being suitable (see section 5.1/5.3). Refusal to engage in the training may result in no further transport assistance being offered.

If the pupil lives over the statutory walking distance from the school and all other criteria are fulfilled, then transport will be provided without a need for a full assessment of the child's needs.

3.6 Pupils with special educational needs attending a specialist Nursery
Free transport will be provided to children in early years where:
- They are resident in Warwickshire;

- The pupil is attending the nearest appropriate specialist nursery provision and has a place confirmed by IDS (Integrated Disability Service); and
- The pupil is aged 3 or 4 years old

3.7 Children in Care

Arrangements for children who have been placed with foster carers may differ slightly, as the school attended by the child may be set by the Local Authority, which would make that school their qualifying school, but the Local Authority is clear that this policy applies to all Children in Care. Foster carers should agree arrangements for the provision of transport to school with the child's social worker prior to placement.

3.8 Managed Moves

Pupils placed by the Local Authority into a school as a managed move may qualify for transport assistance. This would normally be funded by the Area Behaviour Partnership (ABP) and will depend on the circumstances of the case.

3.9 Fair Access Protocol (FAP)

Where a pupil has been placed at a school by the Local Authority under the FAP, they may receive transport to facilitate their attendance, should it be considered necessary to do so.

3.10 Pupils unable to walk to school by reason of their medical needs

Where a pupil (up to 16 years of age) has a disability, mobility issues or short or long-term medical needs, which prevent them from walking to school, transport assistance will be considered.

A pupil of compulsory school age will be eligible for free home to school transport if they attend their qualifying school and if they cannot reasonably be expected to walk to that school because of their disability or mobility problems.

Evidence of any conditions or difficulties will be required from relevant professionals. Applications under this criterion must evidence that the pupil's disability prevents them from walking the statutory walking distance to school. Paragraph 3.12 will apply in relation to accompaniment.

Eligibility will be assessed using the information provided on the application form. Parents / carers will be responsible for providing supporting evidence and it may be necessary to seek guidance from relevant professional agencies. Evidence may be a letter from a paediatrician or a consultant psychologist, for example.

Should transport assistance be agreed, it will normally be on a time- limited basis. Transport assistance for those with short term medical problems will be agreed for up to 8 weeks, subject to review at the end of the period if

necessary. Long term medical conditions will normally be agreed for the academic year, with a new application required for the following academic year.

Parents should apply using the 'Transport Assistance for Pupils on Medical Grounds' application form. This can be found at http://www.warwickshire.gov.uk/educationmedicaltransport.

Students over the age of 16 should apply either under the 16-19 transport policy (section 10) or under the 16-25 policy (section 11). If the student has an EHCP or learning difficulties / disabilities. They should not apply for transport assistance using the 'Medical Grounds' application form.

3.11 Pupils Educated Outside of Year Group/Deferment

Occasionally, pupils may be placed in a year group below their chronological year group assumed by their date of birth. Deferred entry to school would also mean that a pupil is educated outside of their normal year group.

Pupils who are legally entitled to free transport assistance would continue to receive assistance until the end of the academic year in which they reach the age of 16. Transport assistance after this time would depend on the post-16 policy and become chargeable, further details of which can be found in section 10 of this policy.

3.12 Accompaniment

It is the responsibility of those with parental responsibility to make suitable arrangements to ensure that their child is accompanied on walking routes to school, if it is considered by the parents that the child's age, ability, and levels of understanding make this necessary. The Authority will therefore not provide transport solely because parents have not made such arrangements, unless there is good reason. Such reasons may include where disability means that no parent is available to accompany the pupil along a walking route to school. In circumstances such as this, parents will be responsible for providing supporting evidence and it may be necessary to seek guidance for relevant professional agencies.

Production of evidence is no guarantee of free transport, and each case will be assessed on an individual basis. It is the general position of the Authority that parents are expected to manage ensuring that their children are accompanied to school alongside any work commitments that they may have. Details on the law can be found in Appendix B.

4 GENERAL PRINCIPLES APPLYING TO TRANSPORT PROVISON UNDER THIS POLICY FOR THOSE OF COMPULSORY SCHOOL AGE.

4.1 Eligibility

- Warwickshire County Council will establish eligibility for free transport on application once places at schools have been allocated and accepted by the

parents/carers. Only one application may be made per academic year (unless there is a significant material change of circumstances such as a house or school move).

- Warwickshire County Council only provides free home to school transport to Warwickshire residents. However, non-Warwickshire residents may apply for transport assistance under the Council's Vacant Seats Scheme. (See section 8.2).

- By law, a pupil is not entitled to free transport until he / she reaches statutory school age (at the beginning of the first term to start after the child's fifth birthday). Since Warwickshire's policy is to admit pupils from the start of the academic year in which they become five, transport provision will normally be made from the time of their admission. Transport assistance will not be provided before this time except in accordance with section 3.6.

- Parents have the opportunity to express a preference for the pupil to attend any school. However, when pupils do not attend their qualifying school, there is no requirement to provide transport, unless eligible under a relevant section of this policy.

- If parents have been unable to secure a place for the pupil at their nearest or priority area school, free transport assistance will normally be provided to the next nearest qualifying school if this is above the statutory walking distance.

- However, where the pupil initially attends their qualifying school, and then transfers to another school, free transport will only be provided if the new school is considered the nearest qualifying school, or priority area school, at the time of application and the journey from home to school is over the statutory walking distance. If the school being applied for is further away than the child's initial setting then, unless it is the child's priority area school, it is unlikely that transport assistance would be provided, unless evidence exists to confirm that the child's initial setting is not a suitable school for them.

- The route used for determining eligibility for free transport will be that which is the nearest available to a child, accompanied as necessary, to walk along with reasonable safety to school. (See 2.3 / 3.4)

4.2 Divorced / Separated Parents
- Where parents are divorced or separated and the pupil spends time living with each parent at different addresses, eligibility for free transport will depend on the qualifying school (see section 2.3 for definition) for each of the parent's addresses.

- If the pupil's qualifying school would be the same school from both parent's addresses, then free transport will normally be provided from each address (dependent on the usual eligibility criteria).

- However, where the chosen school is only deemed to be the nearest qualifying from, or priority area school for, one parent's address, transport would only be provided from this address (subject to the normal eligibility criteria).
- A vacant seat may be purchased to facilitate travel from the alternative address provided a seat is available (see section 8.2 for further details).

4.3 Review of Entitlement (for pupils with an EHCP)

The pupil's entitlement to free transport will be considered following each annual review of their EHCP and should be discussed at each annual review meeting for children currently in receipt of transport assistance. The outcome of these reviews will include whether the pupil still qualifies for free transport assistance, if transport needs to continue and if so, what provision is most appropriate. Options for independent travel, and independent travel training, will be explored where possible.

4.4 Withdrawal of Transport.

- All Warwickshire County Council services are reviewed on a regular basis.

- The local authority reserves the right to withdraw free transport if a pupil ceases to be eligible, or if it is discovered that transport has been granted in error. One term's notice will be given. Where it is established that parents have fraudulently applied for transport the Local Authority reserves the right to withdraw free transport immediately and to recoup the costs of transport provided to date.

- Occasionally, the local authority may decide that a service is no longer financially viable. This is normally when few or no entitled students are travelling. In these cases, all passengers will be given a minimum of one term's notice. Any eligible students will be accommodated on alternative provision whilst vacant seat / post 16 students will be required to make their own arrangements.

4.5 Behaviour

- Warwickshire County Council expects all pupils to behave in a considerate way when travelling on transport either provided, or arranged, by the local authority.

- Further details on the standard of behaviour expected can be found on the application form for transport assistance. Parents / Carers, and
- students of secondary school age will be required to accept the relevant Terms and Conditions of Travel.

- The Authority reserves the right to withdraw a pupil's entitlement to free home school transport without notice if a pupil misbehaves whilst on transport provided under this policy.

- For serious breaches of the Terms and Conditions of Travel, the Authority reserves the right to permanently withdraw transport. Parents will then be responsible for transporting the pupil to school although a direct travel payment may be paid (see 5.2).

- For pupils with an EHCP, where behavioural problems may be the result of an additional need, alternative transport may be procured in exceptional circumstances where problems exist on the current provision. This will be the last resort after all other solutions have been explored. Alternative transport can take up to 15 working days to arrange.

- Where damage occurs to a transport operator's vehicle as the result of the actions of the child, a specialist transport risk assessor will investigate the incident. Repair costs will only be sought from the child's parents/carers if a conclusion is reached by the Council that the damage was the result of a malicious act by the child, unrelated to any special educational needs or disability the child may have.

4.6 Parent's Responsibilities

Parents are responsible for ensuring that the pupil reaches the pick-up point and that they board the vehicle safely. They should also ensure that the pupil is aware of the need to fasten their safety belt (where provided) and to not move around the vehicle during the journey.

Parents should also ensure that a responsible adult is there to meet the pupil at the drop-off point at the end of the school day, or that the pupil is able to make their way home by other means.

If a pupil's parents are not at home when they are brought home / to a drop-off point, any additional costs, e.g., waiting time, extra mileage, will be met by the parents. In such circumstances, it may be necessary to take the pupil to the local police station, and / or seek guidance from social services. In the case of repeat incidents, the local authority reserves the right to withdraw / amend the transport provision. A direct travel payment may be offered in lieu of free transport (see 5.2).

5 PROVISION OF TRANSPORT FOR THOSE OF COMPULSORY SCHOOL AGE.

5.1 Transport Arrangements

- Transport assistance provided may include (but is not limited to) dedicated school bus services, public buses, specialist vehicles, or an appropriate combination. Direct travel payments may be provided, with parental agreement, under the scheme in section 5.2.

- Independent travel training (section 5.3) is offered to pupils with SEND who have been assessed, by a professional advisor, as being suitable. Pupils will be expected to participate unless they have been assessed, by a professional advisor, as being unlikely to benefit from such training.

- If your child has been successfully trained to travel independently, it will be expected that they will then take up a suitable alternative form of transport (such as a bus pass or by walking/cycling). Refusal to accept this alternative will be deemed as declining the Local Authority's offer of travel assistance and no alternative assistance will be provided.

- Transport arrangements will be made by Transport Operations to ensure the most effective and efficient use of resources. Dependant on the arrangements required, this may take up to 15 working days to arrange. The offer will be the most cost effective from a range of options and will be offered based on an individual consideration of the safety of the pupil. The Council reserves the right to change the offer at any point during the year, if necessary.

- Where eligible, free transport will be provided for one return journey per day, for arrival at school prior to the beginning of the normal school day, and departure from school after the end of the normal school day, to and from a pick-up / drop-off point at or near the child's home address (considering Section 4.2). Transport will be provided on weekdays during term time only.

- No transport assistance will be offered to enable children to attend wrap-around provision, work experience, breakfast clubs, paid employment, extra-curricular activities, or any other provision which exists outside of normal school hours. Similarly, no transport will be provided to any site other than the school's main campus. No transport assistance will be provided to college day release programmes, to attend an induction or taster day at another school/college, work experience or other school sites. Exceptions to this are: Supported internships/apprenticeships schemes and Specialist placements which include attendance at multiple settings in one day (e.g., morning at a special school, afternoon at mainstream school).

- Eligibility for travel assistance will be reviewed annually or when there is a change in circumstances. For pupils with an EHCP, this will be done following the annual review of the EHCP. Any changes will be implemented from the start of the next school term or sooner if mutually agreeable.

- Costs incurred by parents will not be reimbursed unless an application has been rejected in error.

- In the case of adverse weather, if the school is open, the Operator may still decide that road conditions are too treacherous to be able to run the

service. Unfortunately, in such circumstances Warwickshire County Council is unable to give any refunds / reimbursement.

- On occasions, it may be necessary to transfer pupils to an alternative service. While as much notice as possible will be given, the safety of passengers may necessitate changes at short notice.

- Pupils will be expected to make their own way, accompanied as necessary, to a pickup point which is within one mile of the home address, except where for reasons related mobility or special educational needs this is not practical.
- As a general rule, no pupil should be on a vehicle for longer than 75 minutes one way, if aged 11 or over, or 45 minutes if under the age of 11. This will not however be possible in all circumstances, and the local authority reserves the right to offer transport assistance with longer journey times if this is unavoidable.

- Passenger assistants will not be provided on vehicles transporting pupils to schools unless, following a risk assessment, there is a need indicated that is related to a pupil's special educational needs or disability, or in other very exceptional circumstances.

- Where it is necessary for a passenger assistant to be provided for a particular contract, the operator will ensure the presence of an assistant who is familiar with the operation of any equipment e.g., safety belts and harnesses, and will ensure their proper use.

- The Local Authority's policy is that all vehicles transporting pupils to primary school should be fitted with seatbelts. All transport assistance provided under arrangements made by the Local Authority will be in accordance with legal requirements. Provided that the additional cost is not excessive, when letting contracts to transport pupils to secondary school, preference will be given to tenders that will provide transport fitted with seat belts.

- If parents make any changes to transport arrangements, e.g., by contacting an operator directly, no additional costs will be met by the local authority, unless by prior agreement with Education Transport.

- In addition, any cancellations to transport provision must be made at least 24 hours in advance (except in unavoidable situations such as illness). Persistent cancellations which do not meet this timescale may result in transport being withdrawn and a direct travel payment offered in its place (see 5.2).

5.2 Direct Travel Payments
- Where transport does not currently operate, in the first instance, parents will be given the opportunity to convey the pupil themselves or to make

their own arrangements and to receive a direct travel payment (DTP). DTPs will not be provided unless agreed by the pupil's parents.

- DTPs will be calculated based on two return journeys from home to school per day and are paid half-termly in advance. The amount paid per mile is reviewed annually. Parents will be informed of the current rate at the time of application. Enhanced travel payments may be agreed in exceptional circumstances.

- Direct travel payments will only be given when financially viable and when no existing transport is in place. Should a more cost-effective method of transport become available, the Local Authority reserves the
- right to withdraw the DTP. Should a parent decide they can no longer accept a DTP, they must give at least 14 days' notice.

- DTP payments are subject to audit, and the Local Authority reserves the right in all cases to demand to see evidence that payments made have been spent solely on transporting the pupil to and from school. Should evidence exist that payments have been used for other purposes then the Local Authority would immediately terminate the arrangements and begin proceedings to recover the amounts in question.

- If, due to periods of absence or otherwise, not all of the amounts paid to a parent have been necessary for the purposes of funding home-to- school transport, the Local Authority reserves the right to reduce future payments or to demand repayment of unused amounts. The Local Authority also reserves the right to gain access to a child's attendance register record in order to check levels of attendance, and to speak with school staff and others in order to gain information about a child's home- to-school travel arrangements.

- Full terms and conditions can be found on our website: http://www.warwickshire.gov.uk/direct-travel-payments

5.3 Independent Travel Training (for pupils with SEND)
Where appropriate, the local authority will identify pupils suitable for travel training to encourage independent travel. Upon completion of training, it will generally be expected that pupils will use more sustainable modes of transport to get to/from school (such as school/public buses or walk) in place of specialist transport. The local authority will make arrangements, accordingly, considering an assessment of the pupil's abilities and on-going needs. For more information about travel training, please go to https://www.warwickshire.gov.uk/school-transport/school-transport-special-educational-needs-disabilities-send/4

5.4 Ad-hoc/Emergency Travel Provision (for pupils with SEND)
When a request for an emergency change to transport is made,

supporting information may be requested from third parties (such as contract operators or schools) before a decision can be reached.

These arrangements will normally be time-limited; the end date will be communicated to parents at the time of agreement.

Requests will be considered by SENDAR Officers (who meet to discuss complex cases and transport requests). Transport may be arranged for up to 5 working days in the interim period.

6   HOW TO APPLY FOR TRANSPORT FOR THOSE OF COMPULSORY SCHOOL AGE.

6.1   The Application Process.

Parents / Carers should complete the 'Application for Transport Assistance for Pupils of Statutory School Age (Up to 16 years)' form. This can be found online at
http://www.warwickshire.gov.uk/transporthelpunder16 o.

For pupils with an EHC Plan the 'Application for Home to School Travel Assistance for Pupils with Special Educational Needs & Disabilities (SEND)' should be completed. This can be found online at
http://www.warwickshire.gov.uk/travelhelpunder16 .

Submission of the application form is taken as agreement to the conditions of travel.

If the form is not fully completed, it will not be possible to process the application.

If the application is based on the grounds of religion or belief (in accordance with Section 3.3), or to a school which is not the nearest qualifying establishment, parents should supply as much information as possible. The Local Authority will require written evidence to support applications for transport made on religious grounds. Further information may be requested by the Education Transport department if considered necessary to correctly assess the application.

All applications will be processed as quickly as possible. However, no travel costs incurred whilst waiting for a decision on Home to School Transport will be reimbursed.

6.2   Replacement Passes.

If a pass has been lost, stolen, damaged or confiscated, it needs to be replaced. Pupils who attempt to board a service without a valid bus pass may be refused access to transport or may be required to pay a daily fare. Any costs incurred whilst waiting for a replacement pass are non-refundable.

A new pass will be issued upon payment of the appropriate administration fee. Passes are issued as quickly as possible, after payment has been received.

The replacement pass fee is payable in all cases where a pass is to be reprinted. (This includes requests to change services, change of name etc.)

Contact to@warwickshire.gov.uk to request a replacement pass.
For replacement commercial passes (such as Stagecoach), a higher administration fee will normally be charged. These prices are set by the individual company.

7   APPEALS.

7.1   Introduction.
A parent who applies for free home to school transport under this policy, and who is refused any such assistance, has the right of appeal. The Strategic Director for the Communities Group or officers nominated by him/her have via the appeals process the power to authorise the provision of free or assisted transport and / or waive any charges in whole or in part in exceptional circumstances.

Parents are able to appeal to challenge the local authority's decision about the following:

- The transport arrangements offered.
- Their child's eligibility.
- The distance measurement in relation to statutory walking distances; and
- The safety of the route

For any other issues not set out above, please follow the local authority's complaints procedure which can be found on the website by visiting http://www.warwickshire.gov.uk/councilcomplaints

7.2   How to Appeal.

Stage one: Review by a senior officer
Parents must submit their request for a review of the decision to refuse transport assistance by completing the 'Appeal Request Form' available online at https://www.warwickshire.gov.uk/schooltransportappeal and sent to educationtransportappeals@warwickshire.gov.uk . This should be sent within 20 working days from receipt of the decision. Appeal requests received outside of this timeframe will be rejected.

The written request should detail why the parent/carer believes the decision should be reviewed and give details of any personal and/or family circumstances that they believe should be considered when the decision is reviewed, as well as providing any relevant evidence

Consideration will be given to the views of the parent/carer, the student and those of Headteachers and other professionals/agencies as provided by the parent/carer or consulted as part of this process (where relevant).

Within 20 working days of receipt of the parent's written request the Appeals Officer (or another senior officer in their absence) will review the original decision and send the parent a detailed written notification of the outcome of the review.

Please note stage one appeals for students with an EHCP may need to be considered by a panel and the outcome conveyed to parents/carers in accordance with the timescales above.

Stage two: Review by an independent appeal panel
Parents/carers have 20 working days from receipt of the local authority's stage one written decision to make a written request to escalate the matter to stage two. The decision will be deemed served on the day of sending via email. Appeal requests received outside of this timeframe will be rejected.

Within 40 working days of receipt of the request, an independent appeal panel considers written and verbal representations from both the parent/carer and officers involved in the case (including all past correspondence in relation to the stage 1 appeal) and gives detailed written notification of the outcome including the information considered and the rationale behind the decision (within 5 working days of the review meeting)

The members of the panel will be independent of the original decision-making process but are not required to be independent of the local authority. They will be suitably trained to ensure a balance is achieved between meeting the needs of the parents and the duties and responsibilities of the local authority, and that road safety requirements are complied with so that no child is placed at unnecessary risk.
Once the date of the meeting is set, parents/carers will be given a deadline for the submission of any supporting evidence. Late evidence submitted may mean that the meeting has to be adjourned to enable the panel to consider it.

Successful Appeals
If an appeal for transport is successful at either stage, and a decision is taken to provide transport as an exception to the home to school transport policy, the decision will only apply to the student in question. Transport applications for siblings, or any existing transport arrangements for siblings will be assessed in line with the relevant sections of this policy.

For the avoidance of doubt. any transport costs incurred by the family between the initial decision and the outcome of the appeal will not be reimbursed.

Unsuccessful Stage Two Appeals

Where a parent/carer believes the local authority has failed to comply with the procedural rules or if there are any other irregularities in the way the appeal was handled, they have the right to complain to the Local Government Ombudsman. If a parent/carer considers the decision of the independent panel to be flawed on public law grounds namely, illegality, irrationality, and procedural impropriety, they may apply for judicial review.

Parents/carers of students with special educational needs who require support for this process are advised to contact SENDIAS (Special Educational Needs & Disability Information, Advice and Support) for assistance. Contact details can be found in section 12.

8 TRAVEL ARRANGEMENTS FOR NON-ELIGIBLE CHILDREN OF COMPULSORY SCHOOL AGE & STUDENTS AGED 16-19

8.1 Introduction

The local authority has discretion to make travel arrangements for pupils of compulsory school age who do not meet the criteria for free transport and for young people over the age of 16 continuing in education or training.

If, after entitled pupils have been accommodated, spare places still exist on contracted vehicles, compliant with PSVAR (see 8.7 for details), these may be offered to pupils in exchange for a contribution towards transport costs, subject to the eligibility criteria in section 8.2. Students will normally be provided with a bus pass. This is valid for one return journey per day, at the times shown on the timetable included with the pass.

Where there is no suitable transport (including PSVAR non-compliant vehicles), Warwickshire parents/students may be entitled to claim direct travel payments (16-19 students only – see section 8.5).

Applications should be made as early as possible. Full reimbursement of payments can be made should plans change prior to the start of the autumn term. Applications received after the deadline are not guaranteed to be processed in time for the start of term.

8.2 Paid Transport

Spare seats on PSVAR compliant vehicles will be allocated to pupils based on the categories below. The categories are listed in order of priority (highest first):

1) Pupils who have travelled on the bus service they are applying for in the previous academic term.

2) Warwickshire residents who have not previously travelled under the scheme, or who are applying for a different service

3) Non-Warwickshire residents who have not previously travelled under the scheme, or who are applying for a different service

Seats will be allocated subject to the following conditions:

1) A pass will be withdrawn if:
   - The place is required for an entitled traveller,
   - the service is withdrawn, or
   - the route is altered

   Once a child has started traveling that academic year, one term's notice will be given, except for pupils travelling by taxi, where a minimum of one week's notice will be given.

2) Where a pass is withdrawn after payment has been made, a refund will be made based on the number of days travelled.

3) Passes are not available on public transport services.

4) Seats can only be allocated once all entitled travellers have been accommodated. Parents should therefore make alternative arrangements until they have received confirmation that a seat is available.

5) A parental contribution is required for the scheme. If the contribution is not received, pupils will not be able to travel.

6) Passes can only be used at the start and end of a school day at normal school hours. Timetables are normally supplied with bus passes but are also available on our website;
   http://www.warwickshire.gov.uk/schoolbustimetables.

7) You must wait for the pass to arrive before attempting to use the bus. If the bus pass cannot be presented to the driver when requested, travel will be refused.

8) Vehicles will not be re-routed to accommodate pupils under the scheme, nor will extra/larger or PSVAR compliant vehicles be specifically sourced to increase the availability of seats.

8.3   Replacement Passes

If a pass is lost or stolen a charge will be made for a replacement. Any costs incurred whilst waiting for a replacement pass will not be reimbursed. (See 6.2)

8.4 Refunds

Where a parental contribution is received and transport assistance is no longer required, a refund may be issued once the pass has been returned, strictly at the County Council's discretion. Any refund will be made on a pro-rata basis and no refunds will be available if the pass is not returned.

8.5 Direct Travel Payments – Post 16 Students Only

Direct travel payments are only offered to Warwickshire residents when there is no suitable Warwickshire County Council or commercial transport available between home and school/college. If this is the case, you will receive a letter advising you of this.

To qualify, students should be:
(a) Studying at the nearest suitable school, college or local authority funded training provider offering the qualification of choice* for the young person;
(b) Studying a full-time course (at least 540 guided learning hours per year).
(c) Travelling more than 2 miles to the nearest pick-up point

*When considering whether a qualification is "the qualification of choice for the young person", we consider the end qualification awarded (not the individual units taken, or the name of the course), the training provider having a place available to offer on that course, and that the students meet the entry requirements demanded by the training provider.

Parents / students may use their own vehicle or public transport to get to school/college. Applicants entitled to a direct travel payment will be sent three claims' forms (one for each term) to claim back £110 per year (or £220 if in receipt of a qualifying benefit*). Students who receive a direct travel payment can then also apply to travel on a Warwickshire County Council service (normal terms and conditions then apply).

Those in receipt of direct travel payments under the 16-19 scheme will have to show receipts which illustrate that at least the amount being claimed back has been spent by the family on transporting the student to and from college before payments will be made. Additional evidence may be demanded by the County Council.

*A qualifying benefit can be one of the following: Income Support, Income Based Job Seekers Allowance (or equal based Income based & Contribution based JSA), The Guarantee Element of State Pension Credit, Income related Employment & Support Allowance (or equal based Income based & Contribution based ESA), The Maximum Level of Working Tax Credit, Child Tax Credit (with an income not exceeding £16,190), Support under Part VI of the Immigration and Asylum Act 1999 or Universal Credit (with an annual income of £7,400 or less).

8.6 How to Apply.

Parents / Carers should complete the 'Application for Paid Transport' form online at http://www.warwickshire.gov.uk/schooltravel

Full details of the terms and conditions of the scheme are included as an appendix to the application form, including details of the cost for the current academic year.

Warwickshire County Council's Cabinet agreed in October 2015 that the charges associated with the scheme will increase each year based on the Council's annual income inflation rate.

As seats can only be issued once all entitled travellers have been accommodated, it is often not possible to confirm the availability of a seat until after the start of the academic year. Parents will be therefore responsible for arranging interim transport to and from school and for any costs incurred. These will not be reimbursed.

Please note: The fee payable will depend on the distance from home to school not the distance from the bus stop.

8.7 PSVAR - Public Service Vehicle Accessibility Regulations

To enable the local authority to accept a fare paying passenger on a service, the vehicle MUST comply with PSVAR (Public Service Vehicles Accessibility Regulations). From 1 January 2020 all school buses, with more than 22 seats, must be compliant if they carry fare paying passengers. The vehicle requirements include:
- a space for a wheelchair with suitable safety provisions
- a boarding device to enable wheelchair users to get on and off
- a minimum number of priority seats on buses for disabled passengers
- handrails to assist disabled people
- colour contrasting of features such as handrails and steps to help partially sighted people
- audible and visual signals to stop a bus or to request a boarding device
- equipment to display the route and destination

Where a vehicle does not meet the minimum requirements, it can only carry passengers entitled to free transport

9 RESPITE/FAMILY LINK TRANSPORT.

The Local Authority may also provide transport assistance to pupils with a an EHCP accessing respite care, to travel between school and the respite setting. This support will only be available to pupils who are either "Eligible Pupils" within section 3.5 above or who are accessing post-16 provision at a special school under section 11 of this policy.

<div align="right">**APPENDIX 1**</div>

Applications should be made using the 'Application for Transport Assistance for Students Accessing Respite Care' form.

For further details of the assistance available and to obtain the application form, email educationtransport@warwickshire.gov.uk

10 TRANSPORT FOR STUDENTS AGED 16-25 WITH AN EHCP, LEARNING DIFFICULTIES AND / OR DISABILITIES

10.1 Limited Free Post-19 Transport Assistance Availability

If it is considered necessary by the Local Authority, learners with an EHCP or learning difficulties and/or disabilities, free transport assistance may be provided for those beginning new courses after their 19th birthday.

In deciding whether it is necessary for the Local Authority to provide free transport assistance, the authority would generally require young people to meet all of the following criteria, in that they should be:

- Resident in Warwickshire.
- Aged 19 or over but under 25 at the start of the academic year in which the course begins*.
- Holding an EHCP or have provided proof of a learning difficulty and/or disability.
- Starting a new course of study for a higher-level qualification than has previously been studied for**.
- Attending a full-time course of at least 540 guided learning hours per academic year.
- Unable to travel to the place of education without transport assistance, and with no support available from members of the household in which they reside, other family members, or from personal assistants***.
- Studying at the nearest suitable school, college or Local Authority funded training provider offering the qualification of choice for the young person. When considering "the qualification of choice for the young person", we consider the end qualification awarded (not the individual units taken, or the name of the course), the training provider having a place available to offer on that course and that the student meets the entry requirements demanded by the training provider.
- Travelling further than the statutory walking distance of 3 miles by the shortest available route or, due to the young person's special educational needs, disability and/or mobility problems, they cannot reasonably be expected to walk to the place of education, accompanied as necessary; and
- Attending during the normal school/college day and during term time only

*This provision will not be available for anyone beginning a new course of study before their 19th birthday and will not be available for anyone after the end of the academic year which includes their 25th birthday.

**For the purposes of deciding whether to provide free transport the Local Authority would not consider it necessary, other than in exceptional circumstances, for a young adult learner to attend an additional Further Education course at the same level or equivalent where the learner had previously attended and completed a course at an establishment within the Further Education sector.

*** If the young person is in receipt of the higher rate mobility component of the Personal Independence Payment or Disability Living Allowance, the purpose of which is to assist those who have mobility problems, with severe difficulty walking or who need help getting around outside, it is expected that this benefit will be fully utilised before assistance under this section is sought. Similarly, if the young person has access to a 'Motability' vehicle, of which the student may or may not be the driver, then we would expect the carer/student to make their own appropriate transport arrangements.

Transport will only be provided to the main campus of the young person's registered educational placement on a weekday during term time. Transport to any other address or setting (including training or work experience) will be the responsibility of the educational establishment, the young person's parents, or the young person themselves.

Transport assistance may also be provided in exceptional cases where the above criteria are not all met. In those circumstances the Local Authority would have regard, non-exclusively, to:

1) the young person's age, ability, and aptitude.
2) any learning difficulties the young person may have:
3) the locations and times at which the education or training is provided.
4) the nature of the route, or alternative routes, which the learner could reasonably be expected to take.
5) the ability of other members of the young person's household to transport the learner to and from the educational placement; and
6) the ability of the young person to travel independently.

The type of transport assistance offered will be determined by the Local Authority and will be one of the following:

•   Independent travel training for the young person.
•   A bus or train pass.
•   Direct travel payments made to the parent/carer.
•   A specialist vehicle (as a last resort, only when absolutely necessary)

If the Local Authority deems that the student does not qualify for free transport assistance, transport will remain the responsibility of the young

person or their Parent/Carer. There is no option to pay for transport provision under these circumstances.

10.2 Contributory Transport for Learners Aged 16-19

In addition to transport offered under section 10.1, support with transport may be considered for students who meet the following criteria:

- resident in Warwickshire on the 1st of September prior to the beginning of the course.
- agrees (or family agree) to pay a flat rate charge as a contribution towards the cost of transport.
- has a current EHCP or has provided proof of learning difficulties and/or disabilities.
- is aged over compulsory school age and under 19 years on the 31st of August before the course starts.
- is attending a full-time course (over 540 guided learning hours per year).
- is attending the nearest qualifying special school*, sixth form or the nearest college offering the qualification of choice** for the young person; and
- has a journey from home to school or college which is more than three miles measured by the shortest available route to the place of study or, following consideration of the student's special educational needs and/or disabilities, the Local Authority has concluded that they would be unable to get to the establishment unless transport assistance was provided.

*A student's qualifying school is either the nearest establishment that can provide education appropriate to their age, ability, and aptitude, whilst considering any special educational needs that they have, or their priority area school. The qualifying school will be calculated with reference to section 2.3 of this policy.

**When considering whether a qualification is "the qualification of choice for the young person", we consider the end qualification awarded (not the individual units taken, or the name of the course), the training provider having a place available to offer on that course, and that the students meet the entry requirements demanded by the training provider.

The Local Authority encourages young people to travel independently. Direct travel payments are available when no existing Local Authority transport is operating. For more information, please contact us using the details found in section 12 of this document.

Transport is procured for the start/end of the school day although reasonable adjustments will be made to provide transport which accommodates student's individual timetables. However, when considered necessary and reasonable, students may be required to wait at college at the beginning or end of the day.

APPENDIX 1

Transport will only be provided to the main campus of the young person's registered educational placement on a weekday during term time. Transport to any other address or setting (including training or work experience) will be the responsibility of the educational establishment, the young person's parents, or the young person themselves. The only exception to this is the requirements associated with supported internship schemes.

The Local Authority will seek advice from relevant professionals if there is any dispute over the nature of transport requested / required.

A bus pass for travel during off-peak hours may be available through the England National Concessionary Travel Scheme which the Local Authority operates on behalf of central Government. Please contact the Concessionary Travel Team via www.warwickshire.gov.uk/freebustravelfordisabledpeople or call 01926 359180 for further details.

10.3 How to Apply

Parents / Carers should complete the application online via
http://www.warwickshire.gov.uk/travelhelpover16
Full details of the terms and conditions of Transport Assistance for Students Aged 16-25 are included on the webpage, including details of the parental contribution for the current academic year.

Warwickshire's Cabinet agreed in October 2015 that the charges associated with Post 16 transport will increase each year based on the Local Authority's annual income inflation rate.

11 CONTACT DETAILS

11.1 Transport Operations

educationtransport@warwickshire.gov.uk For all questions about eligibility, policy, refunds, replacement passes and the application process.

01926 412929 (Option 1)

to@warwickshire.gov.uk For all questions about routes, timetables, and any service queries.
01926 412929 (Option 2)

11.2 School Admissions

admissions@warwickshire.gov.uk For all questions about admission to primary school, secondary school, and questions on priority areas.
01926 414143

11.3 SENDIAS (SEND Information, Advice & Support Service)

warwickshire@kids.org.uk
02476 366054

Appendix A

Walking Route Assessment Process

Please note that the current process of assessment is under review and is subject to change.

Background

Where a child lives within the "statutory walking distance" of their qualifying school, transport assistance will be provided if the Local Authority considers the route to school is such that a child accompanied by an adult could not walk it in reasonable safety.

The measurement of the "statutory walking distance" is not necessarily the shortest distance by road. It is measured by the shortest route along which a child, accompanied as necessary, may walk with reasonable safety. As such, the route measured may include footpaths, bridleways, and other pathways, as well as recognised roads.

National guidance on the identification of hazards and the assessment of risk of walked routes to school published by Road Safety Great Britain (RSGB) recommends that a route be designated **"unacceptable"** if a child, accompanied as necessary, cannot walk the route in reasonable safety. Whether this is the case in any particular circumstances will be determined by a detailed assessment carried out by Warwickshire County Council staff or their representatives in accordance with national guidance and this policy.

Where parents believe the walk from home to school is unacceptable, they can request that the route is assessed. This request should be made by using the form which can be obtained directly from the Education Transport department.

The Local Authority will also periodically review routes currently considered unacceptable ensuring they are assessed against the relevant process.

Principles of Assessment

1. Consideration is given only to relevant highway and traffic conditions and not for personal safety, security, or behavioural reasons (which are the responsibility of the parent/carer).
2. It is assumed that children will be accompanied as necessary by a responsible parent or other responsible person appointed by a person with parental responsibility
3. Each route will be considered objectively and on its own merits.

4. The route will be assessed in both directions in the morning and afternoon school run times, and sections considered unacceptable by parents will be walked in both directions.
5. Where a footway or roadside strip of reasonable width and condition exists or a suitable/adequate public footpath or bridleway is available, this will be considered an acceptable route for that part of the journey.
6. Where a suitable verge exists on a lightly or very lightly trafficked road, which can be stepped onto by the child and accompanying person when vehicles are passing, it will be considered an acceptable route for that part of the journey.
7. Many routes lie along roads having neither footway nor verge. On such roads consideration should be given to the width of the carriageway, traffic speed and composition (such as frequent HGV's) and to visibility (i.e., sharp bends with high hedgerows or banks or other obstructions to visibility).
8. Consideration should be given to the relevant injury collision record of the route for the latest 3-year period.
9. Where road crossings are necessary, the availability of facilities to assist such crossings should be taken into consideration. Where no crossing facilities exist an assessment of the risks which may be generated by crossing the road (bearing in mind traffic speeds and flows, sight lines etc) will be made using current guidance laid down in the approved published Road Safety GB Guidelines. Any updated or superseding publication will be considered and adopted where appropriate.
10. It will be assumed that any crossing facilities (zebra, toucan, pelican crossing or other) will be used where they are provided. If such facilities are not provided and the pedestrian is required to cross the road, the "gap time" of passing vehicles will be assessed to determine a safe crossing point.
11. An accurate plan showing the length of the route will be attached to the assessment and retained on file. Acceptable lengths and crossing points will be marked in green and unacceptable lengths and crossing points marked in red.
12. In reaching a decision the officers concerned will make a critical judgement based on whether the route affords sufficient opportunity for pedestrians and vehicle drivers to avoid dangerous conflict while progressing normally along it.
13. The assessment will be carried out by appropriately trained staff either employed by Warwickshire County Council or commissioned to carry out the assessment.
14. Once the assessment is complete a panel of officers will meet to consider the recommendation. The panel will consist of a Head of Service from Communities Group and two other officers. A majority decision is required. A representative from the Traffic and Road Safety Group will attend to provide advice and support to the panel.
15. If the route is considered acceptable then staff within Education Transport will notify the parent / carer.

16. If the route is considered unacceptable then staff within Education Transport will notify the parent / carer and Transport Operations.
17. There is no right of appeal.
18. Routes will only be reassessed upon request if three years have passed since a previous assessment, or if evidence is presented to suggest a significant change in the safety of the route. The nature of the reassessment will depend on whether or not there have been any significant changes to the route or developments in the vicinity.

Route Assessment Summary

For a route to be classified as "acceptable" there needs to be both:

- A continuous adequate footway on roads which have high or medium traffic flow.
  OR

- Step-offs on roads which have a light volume of traffic but have adequate sight lines to provide sufficient advance warning.

  OR
- on roads with a very light traffic flow, no step-offs but sufficiently good sight lines to provide adequate advance warning.

  AND

- if there is a need to cross roads there must be sufficient gaps in the traffic flow and sight lines to allow enough opportunities to cross safely, or one or more of the following must be provided:

  o Crossing facilities (zebra, pelican, or puffin crossings)
  o Pedestrian phases at traffic signals (including necessary refuges)
  o School Crossing Patrols
  o Traffic calming (sufficient to enable safe road crossing)
  o Pedestrian refuges

Frequently Asked Questions

National guidance - what is it?

National guidance is provided by RSGB* for those tasked with assessing the safety of 'walked routes to and from schools' to determine the provision of free school transport for persons under the Education Act 1996 (as amended).

*RSGB (Road Safety Great Britain) - A national road safety organisation that represents local government road safety teams across the UK

Guidelines - What are the scope of the guidelines?

The scope of the guidelines is limited to the risks resulting from the interaction between pedestrians and traffic and does not consider personal security.

Child accompaniment - Does the assessment assume a child is accompanied as necessary?

Yes, and case law makes clear that the decision as to whether an individual child needs to be accompanied, as well as provision of a person to do so, is the responsibility of the child's parents. It also considers that the child and parent will be wearing fluorescent and reflective jackets, particularly on roads with no street lighting, and will be carrying torches.

Street lighting - Does the assessment consider the absence of street lighting?

The presence or absence of street lighting on a route is not considered to be a factor, and torches are expected to be taken if considered by the child's parents to be necessary.

Footway - If part or the entire route has no footway, how is this assessed?

If there is no provision of a footway, then an assessment is first made of the traffic flow. A road with heavy or medium traffic flow must have continuous adequate footway provision. Roads with light traffic flow must have adequate step- offs with good sightlines. Roads with very light traffic flow do not require step-offs but should have sufficiently good sightlines.

Step-offs - What are they?

The term step-off refers to the facility for pedestrians to easily be able to step off the roadway onto reasonably even and firm surface.

Traffic flow - What constitutes a high traffic flow?

Roads that have a traffic flow in excess of 840 vehicles in a one-hour period.

Traffic flow - What constitutes a medium traffic flow?

Roads that have a traffic flow of 400 to 840 vehicles in a one-hour period.

Traffic flow - What constitutes a light traffic flow?

Roads that have a traffic flow between 100 and 400 vehicles in a one-hour period.

Traffic flow – What constitutes a very light traffic flow?

Roads that have a traffic flow below 100 vehicles in a one-hour period.

Crossing the road - Does the assessment consider difficulty in crossing roads?

Yes, the difficulty in crossing the road is assessed by applying a gap analysis.

Gap analysis - What is it?

A gap analysis records the number of gaps in traffic flow in a 5-minute period, which is greater than the road crossing time. Four such gaps in a 5-minute period is considered acceptable. Where there is a formal way of crossing the road (zebra, pelican, or puffin crossing) this will negate the need for a gap analysis.

How is the road crossing time calculated?

This is calculated using a crossing speed of three feet per second.

Collision history - Does the assessment consider this for the route?

Yes, a three-year collision history is provided for the complete route and forms part of the overall assessment.

Vehicle speed - Does the assessment consider this?

If the initial assessment of the route and collision history indicates there is a possible speeding issue and assuming there is sufficient vehicle flow in order to assess traffic speeds, then a traffic speed survey will be undertaken.

School run times – When are they?

For the purposes of this document school run times are considered to be 08.00 to 09.00 and 15.00 to 16.30.

Appendix B

Accompaniment

Below is set out advice about the accompaniment of a child/young person from paragraphs 17-19 of the DfE Home to School Travel and Transport Guidance, July 2014.

17.   In determining whether a child cannot reasonably be expected to walk for the purposes of 'special educational needs, a disability or mobility problems eligibility' or 'unsafe route eligibility', the LA will need to consider whether the child could reasonably be expected to walk if accompanied and, if so, whether the child's parent can reasonably be expected to accompany the child. When considering whether a child's parent can reasonably be expected to accompany the child on the journey to school a range of factors may need to be considered, such as the age of the child and whether one would ordinarily expect a child of that age to be accompanied.

18.   The general expectation is that a child will be accompanied by a parent where necessary, unless there is a good reason why it is not reasonable to expect the parent to do so.

19.   LAs should, however, promote and ensure equality of opportunity for disabled parents. For example, if a parent's disability prevents them from accompanying their child along a walking route which would otherwise be considered unsafe without adult supervision, a reasonable adjustment might be to provide free home to school transport for the child in question.

Appendix C

Special Educational Needs Provision

<u>Generic Special Schools</u>

Further information on specialist provision in Warwickshire is available on the SEND Local Offer at <u>https://www.warwickshire.gov.uk/sendspecialistsettings</u>

Appendix D

Exceptions & Assessment Criteria (Section 3.5)

- The pupil is non ambulant (not capable of walking independently) and/or

- The pupil's main area of need is stated as Profound Multiple Learning Difficulties (PMLD) or Severe Learning Difficulties (SLD) and/or

- Pupils unable to walk in safety to school because of the nature of the route (see section 3.6)

- Other than those covered above, if free transport is considered to be necessary because a pupil's special needs or health equipment/medical requirements make it impossible for them to travel safely to school by any other means and prevents them from walking safely to school, even when accompanied by a responsible adult, further information is required.

   A report from an appropriate specialist (e.g., a Paediatrician or an Educational Psychologist. A GP letter in isolation would not be considered sufficient) giving details of the complexity of need, the pupil's vulnerability, any physical disability, or sensory impairment and how this affects the pupil's journey to school.
   (This information can be included in reports submitted as part of the EHC Needs Assessment or EHCP annual review).

   The report should provide evidence stating that the pupil's disability prevents him/her from walking the statutory distance to school, even if accompanied by a responsible adult or travelling to school independently. (Advice re 'Accompaniment' included as Appendix B.)

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Public Consultation on the Warwickshire County Council Special Educational Needs & Disabilities (SEND) Home to School Transport Service 2022

5 December 2022 – 26 February 2023

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Warwickshire
County Council

Public Consultation on Warwickshire County Council's Special Educational Needs & Disabilities (SEND) Home to School Transport

Introduction

In Warwickshire, we are working to provide children and young people with Special Educational Needs and Disabilities (SEND) the best service experience. As part of the wider consideration of service we are looking at proposed changes to the SEND Home to School Transport Service.

We need views from as wide a range of people as possible including those who have experience of using the service.

Please read this document all the way through before sharing your views.

What is this consultation about?

This consultation seeks to gather views on changes that we are proposing to make to the SEND Home to School Transport Service. These are:

- changes specifically relating to the way that parents/carers apply for home to school transport;
- the way that transport options are identified for eligible children and young people;
- and clarifications to the Home to School and College Transport Policy.

Our vision for learners with SEND is that:

> "All our children and young people have the right to lead a fulfilling life and to be part of their community. We want our learners with SEND to feel fully included in their local schools, wherever appropriate, by giving schools the resources and skills to meet their special educational needs."

An important part of ensuring that we can deliver this vision, is to provide effective support to those children and young people who are eligible for home to school transport to travel to and from their educational setting safely.

Currently in Warwickshire, there are approximately 1,800 children and young people accessing SEND home to school transport.

The SEND Home to School Transport Service is responsible for processing all applications the Council receives for specialist home to school transport which includes checking eligibility against the published criteria, carrying out risk assessments, arranging transport providers, planning transport routes and providing independent travel training.

We would like to make improvements to the way SEND home to school transport is provided for children and young people in Warwickshire and would welcome views from stakeholders and the wider public on the following proposals:

- A simplified application process for parents and carers;
- A more consistent and transparent approach to determining transport options for children and young people who are eligible for home to school transport;
- Updates to the Home to School and College Transport Policy, to make this clearer and easier to understand

We would like to hear all views including levels of support or opposition and how you think the proposals might impact people in the community. We are also seeking views on any suggestions you may have to improve our proposals.

The consultation will inform the future application and assessment process for home to school transport for children and young people with SEND in Warwickshire, and the Home to School and College Transport Policy.

Please note that an Equalities Impact Assessment has been prepared and is available for you to review.

We would like to know whether you think the proposals will create any equalities or other impacts, and if so, what these might be and how you think they will affect you or other people. We would also like you to tell us if you have any ideas on how we could overcome or reduce these impacts.

The Equalities Impact Assessment will be updated after the consultation taking account of the feedback we receive.

The consultation will run from 5 December 2022 to 26 February 2023.

Why are we consulting?

In 2021, an external review of the SEND Home to School Transport Service was carried out. This involved engagement with key stakeholders: parents and carers, children and young people, Warwickshire County Council staff, Warwickshire Parent Carer Voice and transport providers. The review identified opportunities to make some changes with a focus on providing a better overall quality of service to families.

In developing these proposals, we have engaged with a range of people to understand the factors that would provide a better quality of service. These have included:

Who	How	When	What on / Outcome (What did we do as a result)
Parents/carers	Virtual engagement sessions Online Survey Face to Face Workshop Needs Assessment / Matrix testing	March 22 – May 22 March 22 June 22 November22 2	The purpose of this engagement was to understand what Parents/ Carers views were on the changes being made. We took feedback on what parents/ carers thought about the project. Key outputs were as follows: 1. Assessment for transport needs to be done earlier 2. Parents would like to be considered in their child's assessment 3. Need for increased independence These have all been considered as part of the new proposal and are reflected in the process Warwickshire Parent Carer Voice are currently reviewing the needs assessment with the view that the content of the tool could be better
Warwickshire Parent Carer Voice	Virtual engagement session	November 22	The purpose of this engagement was to re-engage with Warwickshire parent carer voice following proposals being further developed. This gave an understanding of potential impacts and feedback specifically on the Needs Assessment Matrix.
Children and young people	Face to face workshops with children and young people	April 22	This engagement was facilitated by an external agency who specialise in working with young people to gather their views on transport and specifically independent travel training.
Warwickshire County Council staff	Virtual engagement sessions	March 22	
External transport providers	Virtual engagement sessions Online survey	May 22 March 22	This engagement was to provide an overview of the proposals and to gain a detailed understanding of the pressures that Transport Providers in Warwickshire face in the current climate as well as how the council can better help these external providers give a better service

What areas of the SEND Home to School Transport Service are we consulting on?

The following pages will set out the proposed changes, alongside the existing offer from the SEND Home to School Transport Service. This will be split into three sections covering the following proposals:

1. Change to the application process for parents and carers;

2. Introduction of a needs assessment to identify appropriate transport options for children and young people who are eligible for home to school transport;
3. Updates to wording in the Home to School and College Transport Policy to make this easier for parents and carers to understand.

1. Proposals to change the application process for SEND home to school transport

Current arrangements

Currently, if a parent/carer would like their child to be considered for SEND home to school transport they must submit an application. This form can be time-consuming and complicated for parents/carers to complete. It is also usually submitted only when the child or young person's school place has been confirmed. This can leave parents/carers with little time to prepare their child/young person for changes in routine or to put transport arrangements in place for when they start school.

The timing can also make it difficult for the transport team to plan transport efficiently and effectively, meaning options chosen may be more costly than necessary.

Proposed arrangements

The proposed change to the application process would remove the need for parents/carers to make a separate application for transport. Instead, they be asked to make an expression of interested for Home to School transport at the same time as applying for the child's school place:

- A simple 'Yes/No' tick box on the school application form would let us know that parents / carers wish their child to be considered for SEND home to school transport.
- Once the school/setting is named in the EHC Plan a check would be carried out to see if the child or young person is entitled to transport.
- If they are eligible, the specialist transport risk assessment team will work with children, young people and their families to assess the needs of the child or young person using the Needs Assessment Matrix. Transport options will then be presented to parents/carers.
- If the child or young person is not eligible for transport, their parent/carer will be informed and would be responsible for arranging suitable transport to get their child or young person to and from their school/setting.

Parent/carers would have a second opportunity to apply for home to school transport once the school placement has been confirmed by responding to the placement confirmation email.

A simplified application form would also be available on the County Council website all year round for any parents/carers who have not applied at either of the points

mentioned above.

The potential benefits to this proposed new application process are:

- A simpler and easier application process for parents/carers;
- Transport options presented to families in a timelier way;
- Parents/carers given longer to prepare their child or young person for changes in routine or to make alternative travel arrangements if required;
- More efficient planning of the transport service resulting in better value for money.

If approved, the new application process would be introduced in time for parents/carers applying for a school place for September 2024.

2. Introduction of a Needs Assessment Matrix (NAM)

The Needs Assessment Matrix (NAM) is a tool that has been designed to help identify potential travel options for a child or young person, based on their level of special educational need and/or disability.

The tool is meant to identify **how** we transport a child or young person to their educational setting, not **if** we will transport them. This means that it will not affect eligibility for transport. There are clear eligibility criteria that we must adhere to when deciding if a child or young person will be offered home to school transport – these are set out in the current Home to School Transport Policy.

Once the school/setting is named in the EHCP a check would be carried out for transport assistance. If they are eligible, the specialist transport risk assessment team will work with children, young people and their families to assess the needs of the child or young person using the Needs Assessment Matrix. Transport options will then be presented to parents/carers.

The NAM would also be used to make an assessment if a child or young person moves to a different educational setting mid-way through the year.

Transport options could include:

- Travel allowance or Direct Travel Payment
- Bus pass for public transport supported with independent travel training if necessary.
- Travel allowance for reimbursement of rail pass, supported with independent travel training if necessary
- School bus
- School bus with passenger assistant

- Taxi
- Taxi with passenger assistant
- Accessible/adapted vehicle with passenger assistant

The potential benefits of introducing the NAM are:

- A more inclusive, needs-based approach to supporting all children and young people;
- More opportunities to prepare young people for adulthood and to increase their independence;
- A more consistent and clear decision-making process to identify transport options.

We are seeking views on whether people agree with the introduction of this tool. The actual content within the tool does not form part of this consultation.

If approved, the NAM would be introduced in May 2023 and used to identify transport options for children and young people starting school in September 2023.

Children currently accessing home to school transport will not be immediately affected but will be reassessed under the new if they move educational settings or house after 1 May 2023.

3. Updates to the Home to School and College Transport Policy (2020)

The Home to School and College Transport Policy (2020) sets out our approach to providing transport to schools/educational settings for children and young people aged 3 to 19 years old (up to 25 years for children and young people with special educational needs and disabilities).

We are proposing some updates to our current policy to make it clearer and easier to understand.

This includes the introduction of new wording as well as updates to current wording to provide clarification on the following:

- The Council's protocol following any damage that occurs to a transport operator's vehicle as a result of actions of a child or young person;
- Ensuring supported internships include apprenticeships (5.1)

- The allocation of passenger assistants for children and young people of compulsory school age with SEND;
- The use of Direct Travel Payments for children and young people of compulsory school age;

A summary of the proposed changes is set out in the supporting information document (below).

We want to hear your views on whether these updates have made our policy easier to understand.

If approved, the changes to the policy will take affect from May 2023.

Children currently accessing home to school transport will not be immediately affected but will be reassessed under the Home to School Transport Policy if they move educational settings or house after 1 May 2023.

Supporting Information

The following documents are available on www.warwickshire.gov.uk/ask
to help you understand the proposals in more detail and to inform any response you wish to make:

- Easy-read version of consultation
- Consultation information leaflet
- Equality Impact Assessment
- Question and Answers
- Home to School Transport Policy 2020
- SEND Code of Practice, DfE 2015

How can I take part in the consultation?

You can respond to the consultation in the following ways:

Online: Complete the questionnaire by visiting www.warwickshire.gov.uk/ask

By post: You can return a paper copy of the questionnaire or a written response to; Warwickshire SEND & Inclusion Services, Shire Hall, Warwick, CV34 4SP.

By email: Send an electronic copy of the questionnaire or a written response to sendchange@warwickshire.gov.uk.

By phone: Contact the Family Information Service on 01926 742274.

We are currently arranging drop-in events and online broadcasts for you to find out more. These will be held in January 2023.

Once confirmed details of these events will be added to the consultation page on www.warwickshire.gov.uk/ask.

You can also phone the Family Information Service on 01926 742274 for details.

If you require a paper copy of the questionnaire or an alternative format, please contact us by phoning 01926 742274 or email. sendchange@warwickshire.gov.uk.

The questionnaire is anonymous and does not ask for any personal information.

Schools and other educational settings will be consulted through informal and formal meetings and events.

Contact Details

For further information on this consultation please contact:

Email: sendchange@warwickshire.gov.uk

Tel: Family Information Service on 01926 742274, Monday to Friday, 9am to 5pm.

Closing date

The consultation will close at midnight on 26 February 2023.

What will happen after the consultation?

Following the consultation all feedback will be analysed and will be used to inform any changes made to the home to school transport assessment and application process, and any changes of wording in the Home to School and College Transport Policy document.

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SEND HOME TO SCHOOL TRANSPORT

CONSULTATION ANALYSIS

Author: Nadja Willinger & Sue Robinson

Date published: April 2023

Report produced by Business Intelligence, Commissioning Support Unit

Contents

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KEY MESSAGES

RESPONDENTS

- 147 responses were received to the SEND Home to School Transport section of the consultation survey, 126 responses from the main survey, and 21 from the easy-read version.
- The majority of respondents were aged between 25-years and 59-years. There were just three responses from people who were aged under 25 to both the main and easy read surveys.
- The main ways in which respondents heard about the survey were email from a school or educational setting, an email from Warwickshire County Council or through social media.
- 77.7% of respondents to the main survey and 92.5% of respondents to the easy-read survey were parents or carers.
- Responses were received from people living or working in all districts and boroughs in Warwickshire; overall the highest proportion of respondents lived/worked in/represented Warwick District.
- Just under half (47.6%) of respondents to the main survey and 60% of respondents to the easy-read survey said they or the child/young person they care for currently have travel assistance through SEND Home to School transport.
- The types of assistance used by the highest proportion of respondents to the main survey was minibus with a passenger assistance (31.6%) followed by a shared taxi with a passenger assistant (24.6%).

PROPOSED CHANGES TO THE APPLICATION PROCESS

Main Survey
- 82.6% respondents either agreed or strongly agreed with the proposed changes to the application process; 8.7% disagreed or strongly disagreed.
- Forthy-seven free-text responses were received as to why respondents answered as they did to the proposed changes to the application process. These focused on benefits of the proposed application process (n=15), voicing concerns or uncertainty about application related- processes (n=5) and questioning the ability of Home to School transport to cater for a potential increase in demand caused by the proposed process (n=1). Some comments weren't directly related to the proposed application process but related to personal experiences with Home to School transport assistance (n=9), criticism of eligibility criteria for Home to School transport (n=7), lack of clarity of Home to School transport procedures (n=5) and suggestions of additional services (n=3).

Easy-read Survey
- 76.2% of respondents agreed with the proposed changes to the application process, the remaining 23.8% were unsure.

3

- Seven free-text responses were received as to why respondents answered as they did. Three respondents voiced their agreement with the proposed changes, and two respondents said they were unclear about the changes. Other topics included the need for timely communication and provision of the outcome of the transport application and the type of transport provided (n=2); criticism of limiting transport for students living a certain distance from schools (n=1); highlighting equality concerns, and the absence of translation services for non-English speaking families (n=1); and criticism of the travel money that is being paid (n=1).

NEEDS ASSESSMENT MATRIX (NAM) PROPOSAL

Main survey

- 69.8% of respondents agreed or strongly agreed with using the Need Assessment Matrix (NAM) to identify travel options for children and young persons; 14.3% of respondents disagreed or strongly disagreed.

- 44 respondents provided a free-text response on their response regarding the NAM. Comments that were directly related to the NAM most commonly addressed the need for the NAM to include or consider more information than proposed. Further comments criticised the NAM by generally highlighting that the tool is too limited. However, there was also agreement for the NAM with some respondents stating that if modified, the NAM could be a good tool to use.

- Respondents emphasized the need for further information or more clarity of processes within the NAM. This referred to a lack of detail on the individual sections of the NAM; the scoring and allocation of a mode of transport on the basis of the score; the qualifications of staff undertaking the assessment; and the sources of information that are used to complete the NAM. Other respondents drew attention to the individual needs of every child, and the importance of acknowledging these when determining the options for transport.

- Comments also related to a review of transport needs over time, with some respondents supporting the notion of annual reviews of transport needs or the need to cater for amendments, while others were critical of having to re-apply annually. The importance of timely assessments was also raised.

Easy-read survey

- 61.9% of respondents agreed that 'Is it a good idea to use the new tool'

- Ten respondents provided more context on their rating through a comment. These comments addressed the respondents' agreement to the new tool (NAM) and suggestions to include more information, such as cultural needs, safety concerns, and views from parents. In other comments, emphasis was made on individual needs of children and young people. Two respondents were critical of the NAM, and one respondent each addressed

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the need for a clear appeals process, and equality concerns and the danger of missing individual needs of each child.

UPDATES TO THE SEND HOME TO SCHOOL TRANSPORT POLICY

Main Survey

- In response to 'Is the clarification of the policy easy to follow and understand', 56.8% respondents indicated that they found it very easy or easy, while 11.9% respondents found it very difficult or difficult, and 30.2% found the clarifications neither easy or difficult.

- Responses about the proposed updates to the SEND Home to School transport policy were provided by 15 respondents. Comments directly addressing themes around the understandability of the proposed changes included referring to the potential difficulties particular groups of people might have understanding the policy. Alternative wording and clarity on the wording was suggested by some respondents, on the behaviour and direct payment amendments.

- Comments that were not addressing understandability of the policy but the amendments that were being made to the policy mainly focused on 1) the proposed wording on damage that occurs to a transport operator's vehicle as a result of actions of a child or young person, these particularly requested clarity on the term 'malicious act' and 2) the allocation of passenger assistants for children and young people of compulsory school age with SEND

Easy-read survey

- Three-quarters of respondents agree that it is a good thing to make the policy clearer about the areas we have described

- Four comments providing context to this question were received. These highlighted that not enough information was provided to explain how SEND transport is ensuring that needs of all children in need are supported, and the need for qualified and skilled staff acting as transport assistants. One respondent criticised the survey design, while another explained their previous transport experiences, and provided suggestions on how they would like to be supported.

FURTHER COMMENTS

Main Survey

Respondents were asked to share comments on whether anything was missed in the proposals, particularly about the impact on certain groups of children and families. This question was completed by 31 respondents.

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- Most respondents commented on aspects of the update to the SEND Home to School Transport Policy with the focus being on the section on behaviour and damages to vehicles, and transport assistance. Other respondents highlighted the impact of Home to School transport on children and young people particularly on participation in extra-curricular activities.

- Respondents commented on the need for transport to be flexible. This again referred to the need to provide transport for extra-curricular activities, pick-up and drop-off locations; and flexibility to react to changes to timetables. In line with this, respondents also commented on the impact of transport on parents, carers, guardians and families including the lack of consideration for the needs of parents with disabilities.

- Some respondents suggested additional or alternative services to be considered. This included signposting of parents and carers to available support for SEND children and young people; the need for revisions of all aspects of transport not limited to schools; the provision of travel training independent of SEND transport, criticism of providing travel payments to parents and the impact on the environment and public funds, the need for collaboration between stakeholders; a formalised service agreement provided by transport providers, and a meeting between children and transport staff prior to transport taking place.

- Some respondents referred specifically to the NAM. This included the lack of consideration of social, emotional and mental health in the assessment, the need to consider each child as an individual; the risk of missing hidden disabilities; and the collaboration with other stakeholders to identify any impact on children and young people.

- The application process was also commented on further, particularly the eligibility criteria.

A second question completing the SEND Home to School aspect of the survey gathered any other feedback that respondents wanted to share; this was completed by 21 respondents.

- Respondents again commented on the SEND Home to School transport policy with further thoughts on passenger assistants highlighting concerns for the safety of children; and the safety of the vehicle driver.

- The policy section outlining procedures for children or young people damaging transport vehicles was also commented on again. Respondents criticised the wording of this change to the policy, and again called for a definition of a 'malicious act'. Another respondent pointed out a lack of guidance on how damages to the transport staff's possessions would be handled, while the transparency of assessments of the damage was mentioned in another comment.

- There were further comments on the NAM. Of these, three were critical about using this assessment tool, which was explained by stating that children are too different and

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individual needs should be considered, and one respondent raised the potentially discriminating effect of the NAM.

- Further comments related to the application process including the need for applications to be considered independent of transport costs and stated concerns that by merging school place and transport applications, the information exchange between parents and WCC is limited.

Easy-read survey

- Six respondents to the easy-read survey had further comments to share. These comments addressed the need for more flexibility for drop-off locations to accommodate for parents' working patterns; a concern of providing bus passes as the primary choice of home to school transport; emphasis on the need to provide information on transport opportunities to children with SEND; and concerns of the accessibility of the survey for different communities (n=1). Changes to the SEND home to school transport to improve the service for transport teams and families were supported; and there was praise of the home to school transport and helpful transport staff.

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BACKGROUND

Warwickshire County Council (WCC) is working to provide children and young people with Special Educational Needs and Disabilities (SEND) the best service experience they can. As part of the wider consideration of service, changes to the SEND & Inclusion Service Offer and SEND Home to School Transport were proposed and consulted on.

The consultation responses analysed in this report focus on the proposed changes to the SEND Home to School Transport Service. The proposed changes to the home to school transport include:

- Changes specifically relating to the way that parents/carers apply for home to school transport.
- The way that transport options are identified for eligible children and young people.
- Clarifications to the Home to School and College Transport Policy.

Feedback was gathered to hear all views including levels of support or opposition, how the proposals might impact people, and suggestions on how to improve the proposals.   This will then inform the future application and assessment process for home to school transport for children and young people with SEND in Warwickshire, and clarifications to the Home to School and College Transport Policy.

METHODS

CONSULTATION METHODS

An online survey was developed and hosted on the Citizen Space 'Ask Warwickshire' webpage (https://ask.warwickshire.gov.uk/) to gather the views of a range of stakeholders (including staff of educational institutions, parents/carers, young people, organisations, and the general public) on the SEND Home to School Transport proposals.

The survey was live between the 5th December 2022 and the 12th March 2023. Respondents could choose between an online or paper-based survey. Paper surveys were distributed via Warwickshire libraries and were also available on request. In addition, an easy-read version of the survey was launched simultaneously. This could be completed online or in paper format.

Feedback for both the consultations on the SEND Service Offer and SEND Home to School transport were collected in the same survey, but feedback has been evaluated separately.

In addition to the online / paper survey a number of discussion sessions were delivered in schools to understand the views of children and young people and online discussion sessions were also offered to targeted groups. These have been analysed in a separate report.

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PROMOTION OF CONSULTATION ACTIVITY

The survey was promoted by using several different channels including direct emails, email and information sent to key partners, internal and external newsletters, and social media. This included information sent directly to:

- Parents and carers currently in receipt of SEN transport
- Warwickshire Parent Carer Voice, SENDIAS and SEND Crisis
- Transport providers
- Schools, including primary, secondary, and special schools
- Alternative Provision settings
- Early Years Settings
- Post-16 Settings
- FE College SEND leads
- Primary and Secondary SENCos
- Standing Advisory Council on Religious Education (SACRE),
- Warwickshire Pride
- Equip
- Integrated Care Board
- District and Borough Councils
- Act for Autism
- Ups of Downs
- Coventry Association for the Deaf
- Royal Association for the Deaf
- Royal Society for Blind Children
- SENSE
- Warwickshire Vision Support
- Consultation and engagement alert subscriber list

Information on the consultation was also provided to libraries and Warm Hubs, and employees of Warwickshire County Council through internal communication channels, to raise awareness. Organisations and staff working with seldom heard groups were made aware of the survey and asked to encourage and support people to respond as part of their ongoing contact and work.

A number of information events were hosted as drop-in sessions in multiple locations across Warwickshire or live broadcasts. A recording of a presentation detailing the proposed changes was made available online and signposted accordingly.

ANALYSIS

Prior to analysis, one survey response was recoded from organisational to individual response due to user error. Numeric survey data has been aggregated with frequency counts provided in tables or charts throughout the report. Open-ended text survey responses have been coded and grouped into categories by theme. NVIVO software was used to organise and analyse these responses, and all coding was checked by a second analyst.

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Where quotes are provided in the report, these were reprinted verbatim, following the correction of spelling mistakes.

SURVEY RESULTS

A total of 147 responses were received to the SEND Home to School Transport section of the consultation surveys, 126 responses from the main survey, and 21 from the easy-read version.

EQUALITIES MONITORING (MAIN SURVEY)

Table 1 summarises the responses from the equalities monitoring questions for the main survey. For a consultation that focuses on SEND Home to School transport respondents wouldn't be expected to be representative of the general population of Warwickshire. These results show that there was only one response from a respondent aged 24 and under, a group who are users of SEND Home to School transport.

Table 1: Equality data relating to respondents of the full survey.

CATEGORY		SURVEY RESPONDENTS	
		N	%
AGE	Under 18	0	0
	18-24	1	0.8
	25-39	34	27.0
	40-49	43	34.1
	50-59	24	19.1
	60-64	7	5.6
	65-74	2	1.6
	75+	2	1.6
	Prefer not to say	12	9.5
	Not answered	1	0.8
ETHNICITY	Arab	0	0
	Asian or Asian British - Bangladeshi	0	0
	Asian or Asian British - Indian	2	1.6
	Asian or Asian British - Pakistani	1	0.8
	Chinese	0	0
	Other Asian Background	0	0
	Black or Black British - African	3	2.4
	Black or Black British - Caribbean	2	1.6
	Other Black background	0	0
	Mixed - Asian and White	0	0
	Mixed – Black African and White	0	0
	Mixed – Black Caribbean and White	0	0
	Other Mixed Background	3	2.4
	White British	91	72.2
	White Irish	2	1.6
	Gypsy or Traveller	2	1.6

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	Other White background	3	2.4
	Prefer not to say	15	11.9
	Prefer to self-describe	0	0
	Not Answered	2	1.6
GENDER IDENTITY	Female (including trans female)	100	79.4
	Male (including trans male)	12	9.5
	Non-binary / agender / gender-fluid	0	0
	Prefer not to say	13	10.3
	Prefer to self-describe	0	0
	Not Answered	1	0.8
IDENTIFY AS TRANSGENDER	Yes	2	1.6
	No	109	86.5
	Prefer not to say	13	10.3
	Not answered	2	1.6
SEXUAL ORIENTATION	Asexual	3	2.4
	Bi / bisexual	0	0
	Gay man	0	0
	Gay woman / lesbian	0	0
	Heterosexual / straight	97	77.0
	Pansexual	4	3.2
	Other	1	0.8
	Prefer not to say	16	12.7
	Not Answered	5	4.0
RELIGION/BELIEF	Buddhism	0	0
	Christianity	55	43.7
	Hinduism	2	1.6
	Islam	2	1.6
	Judaism	1	0.8
	Sikhism	0	0
	Spiritualism	1	0.8
	Any other religion or belief	1	0.8
	No religion or belief	43	34.1
	Prefer not to say	16	12.7
	Not Answered	5	4.0
LONG STANDING ILLNESS OR DISABILITY	Yes	23	18.3
	No	87	69.1
	Prefer not to say	12	9.5
	Not answered	4	3.2

EQUALITY ANALYSIS (EASY-READ SURVEY)

Table 2 summarises the responses from the equalities monitoring questions for the easy-read survey. Similarly, there were just 2 responses from people aged 24 and under. The majority of responses were from those aged between 25-49.

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Table 2: Equality data relating to respondents of the easy-read survey.

CATEGORY		SURVEY RESPONDENTS	
		N	%
AGE	Under 18	2	9.5
	18-24	0	0
	25-39	8	38.1
	40-49	7	33.3
	50-59	2	9.5
	60-64	0	0
	65-74	0	0
	75+	0	0
	Prefer not to say	2	9.5
	Not answered	0	0
ETHNICITY	Arab	0	0
	Asian or Asian British - Bangladeshi	0	0
	Asian or Asian British - Indian	0	0
	Asian or Asian British - Pakistani	1	4.8
	Chinese	0	0
	Other Asian Background	0	0
	Black or Black British - African	0	0
	Black or Black British - Caribbean	0	0
	Other Black background	0	0
	Mixed - Asian and White	1	4.8
	Mixed – Black African and White	0	0
	Mixed – Black Caribbean and White	0	0
	Other Mixed Background	0	0
	White British	12	57.1
	White Irish	0	0
	Gypsy or Traveller	3	14.3
	Other White background	0	0
	Rather not say	3	14.3
	Prefer to self-describe	0	0
	Not Answered (Showmen)	1	4.8
GENDER IDENTITY	A girl/woman	15	71.4
	A boy/man	3	14.3
	Other	0	0
	Rather not say	3	14.3
	Not Answered	0	0
SEXUALITY	Asexual	0	0
	Bisexual	1	4.8
	Gay or Lesbian	0	0
	Heterosexual or straight	12	57.1
	Other	0	0
	Rather not say	3	14.3
	Not Answered	5	23.8
RELIGION/BELIEF	Buddhism	0	0

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	Christianity	7	33.3
	Hinduism	0	0
	Islam	1	4.8
	Judaism	0	0
	Sikhism	0	0
	Spiritualism	0	0
	Any other religion or belief (CoE)	1	4.8
	No religion or belief	7	33.3
	Rather not say	4	19.0
	Not Answered (Catholic)	1	4.8
DISABILITY	Yes	2	9.5
	No	16	76.2
	Rather not say	3	14.3
	Not answered	0	0

SUMMARY OF RESPONDENT CHARACTERISTICS

MAIN SURVEY

The main survey started with questions to understand **where respondents had heard about the survey**. All 126 respondents answered this question. The main channels were an email from a school or educational setting (n=54, 35.3%) and an email from Warwickshire County Council (n=33, 21.6%). A summary of the frequency of each channel is provided in Figure 1.
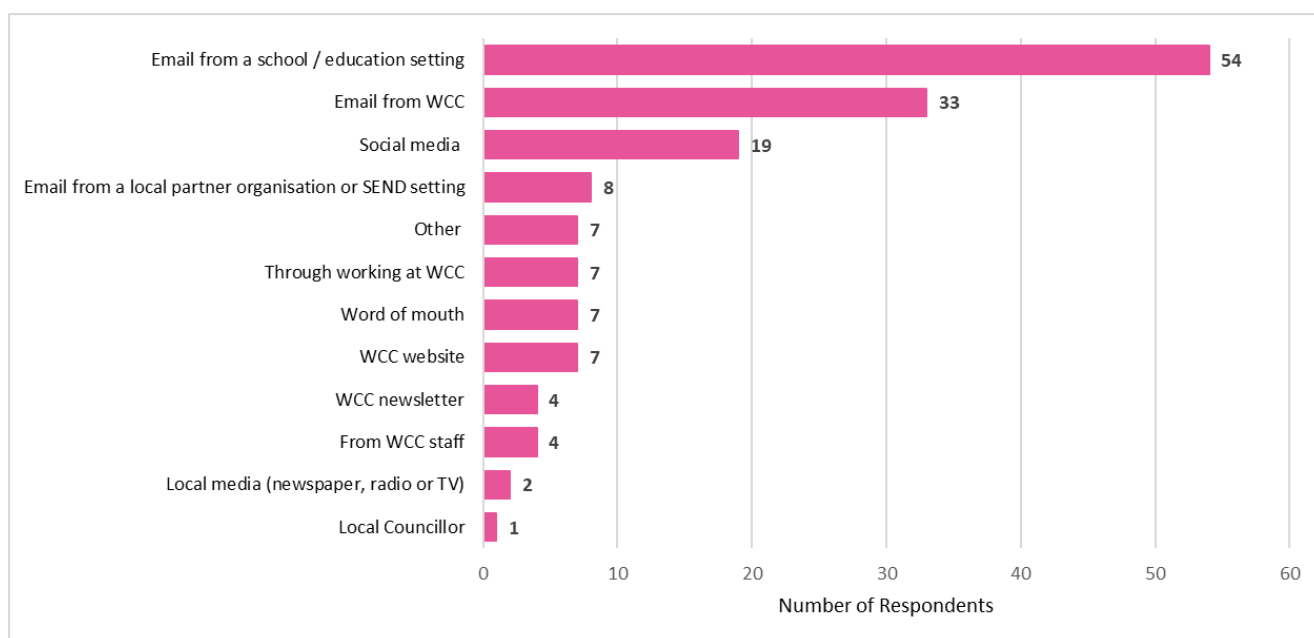
Figure 1: Number of respondents by how they have heard about the survey.

Other channels included that awareness was raised during a drop-in session (n=1), through the Family Information Service (n=1), having asked (n=1), a local library (n=1), the Warwickshire Parent and Carer Voice (n=1), and two respondents stated that they saw a post on the 'Next Door' Social media website.

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Respondents were then asked about their **reason for completing the survey**; this was answered by all 126 respondents. The majority of respondents (n=98; 77.7%) described themselves as parents or carers (Figure 2). The nine education staff or providers (7.1%) included three Early Years staff or providers or childminders; two primary school staff or providers, two secondary school staff or providers, one college or further education staff or provider, and one special school staff or provider. Of the three (2.4%) respondents choosing 'other', one described their reason as being a grandparent of a child with SEND in another area; while for two respondents the reason was unclear, one provided no explanation, and the other provided an answer unrelated to the question.

Of the five respondents stating they were other specialist staff (4.1%), the job role or specialist area was described as:

- Ethnic Minority and Traveller Achievement Service - GRT
- Inclusion mentor - Flex Learning
- Supported Lodgings/ former SEND senior teacher
- Children With Disabilities - Social Worker
- Social worker
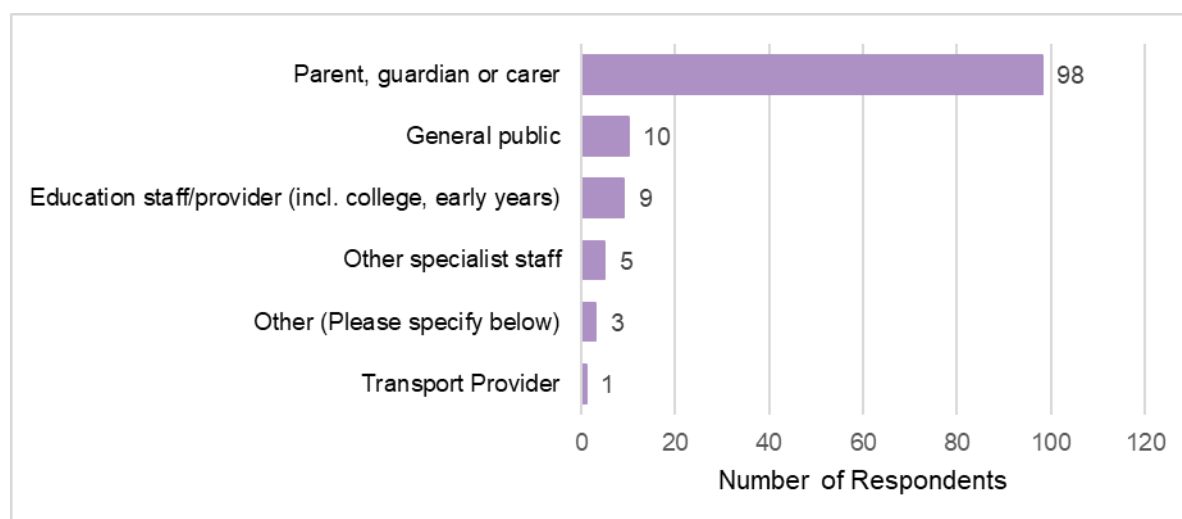
Figure 2: Number of respondents by their reason for completing the survey.

Depending on the respondents' reason for completing the survey, respondents stating to be members of the general public; parents/ guardians or carers; or pupils/students were asked **where they live** (n=110, 87.3%), while all remaining staff members, providers, (elected members) were asked **the area they work/represent** (n=16, 12.7%). A slightly higher number of respondents lived or worked in Warwick District (n=37; 29.4%), followed by respondents from Nuneaton and Bedworth Borough (n=26, 20.6%), Stratford on Avon District (n=25, 19.8%), and Rugby Borough (n=21, 16.7%) (Figure 3). Two respondents (1.6%) stated to be living outside of Warwickshire, and six (4.8%) were working countrywide.

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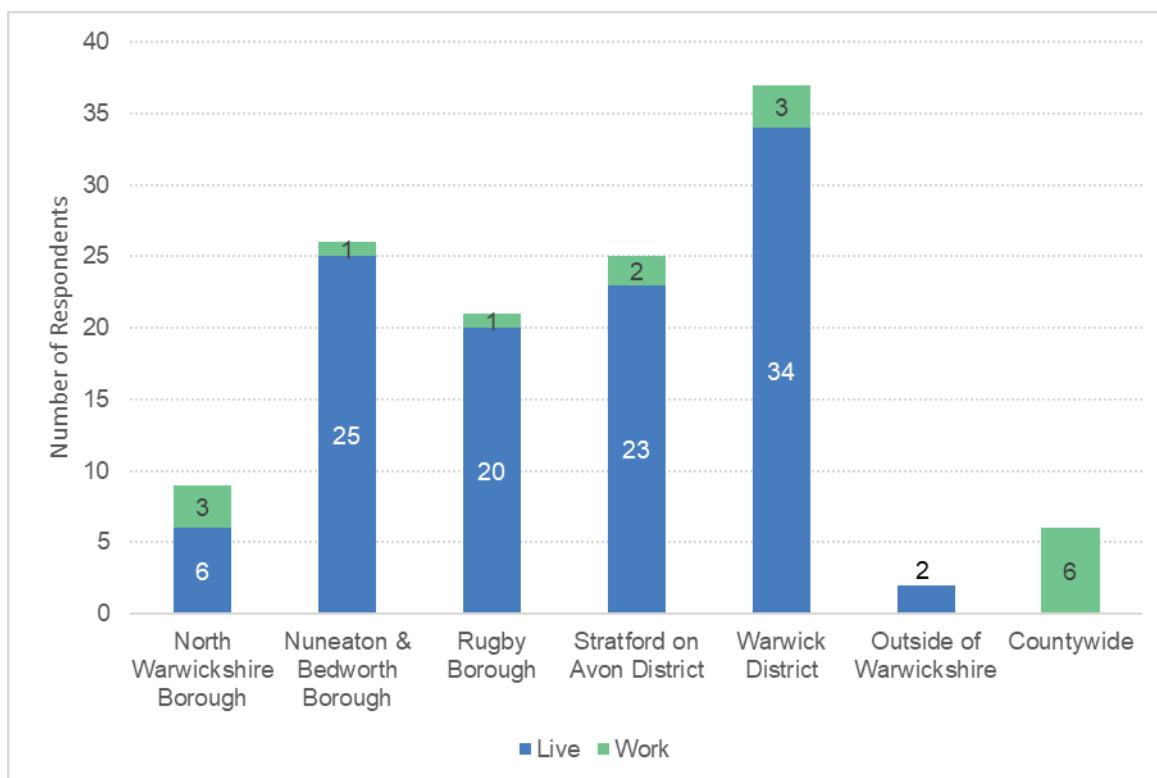
Figure 3: Number of respondents living or working in each district or borough of Warwickshire.
Excluding two respondents living outside of Warwickshire and six working countrywide.

Respondents that chose to self-describe their reason for completing the survey and those affiliated with an organisation, business or educational facility were asked to state whether they were providing their **personal opinion or whether they were representing their organisation or group**. Of the 18 respondents, four reported to be completing the survey on behalf of an organisation, business or educational facility. These respondents represented:

- Kineton CE Primary School
- Little Stars Christian Preschool
- Warwickshire Parent Carer Voice
- Stratford Childcare Hub

Just under half (n=60, 47.6%) of respondents to the survey said they or the child/young person they care for **currently have travel assistance through SEND Home to School transport**, while two (1.6%) respondents were unsure, one (0.8%) didn't provide an answer, and 63 (50.0%) answered they did not have travel assistance. Types of assistance varied between the 60 respondents using the service, with the most frequent type being a minibus with passenger assistant (n=18, 31.6%), followed by a shared taxi with a passenger assistant (n=14; 24.6%) (Figure 4). Three respondents were unsure (data not shown in graph).

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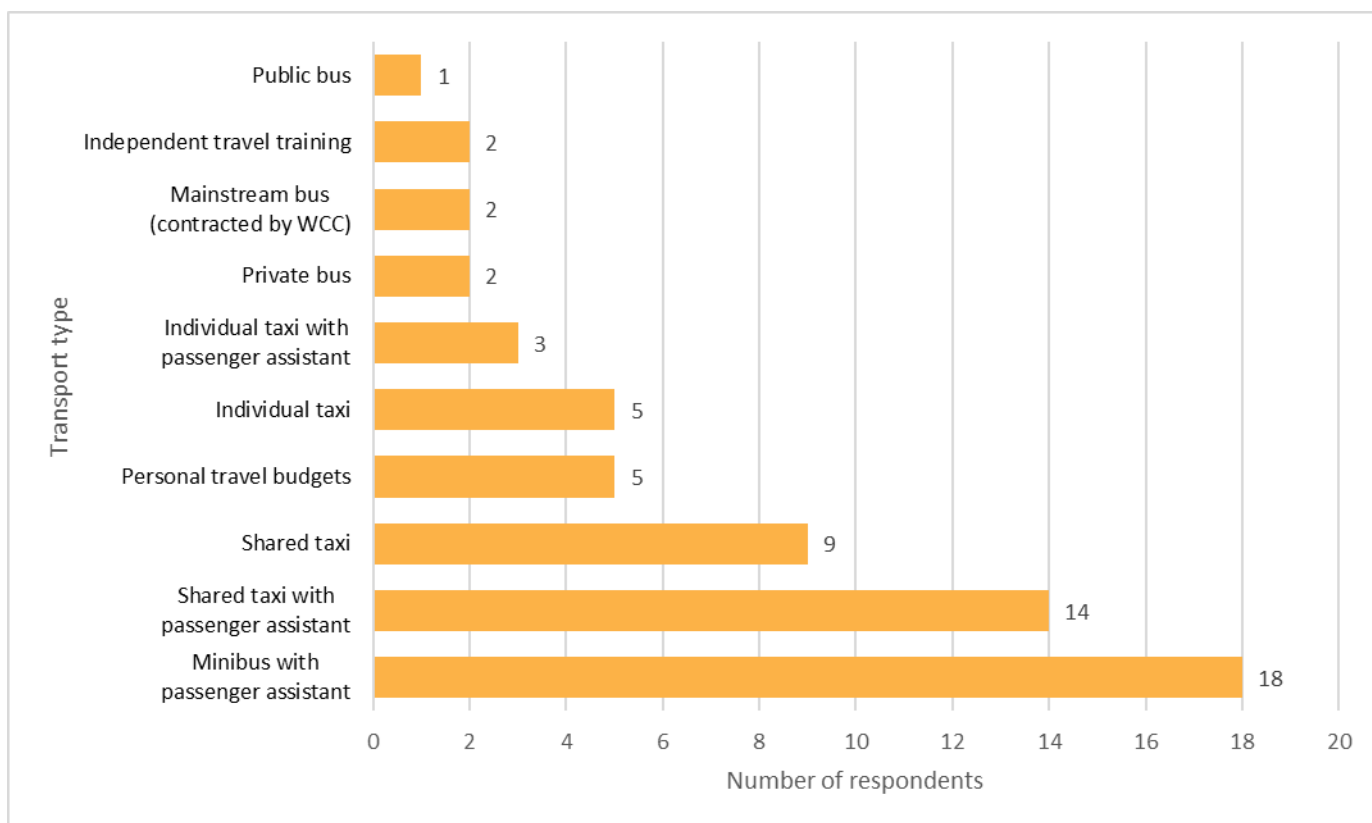
Figure 4: Type of SEND Transport that is currently used.
Excluding three respondents that were not sure about the type of transport their child is using.

The 60 respondents were also asked which year groups they or the child or young person who receives travel assistance are in. Table 3 shows that over two-thirds of respondents (68.9%) selected an age group in secondary school phase or older.

Table 3: Age groups of children/young people receiving travel assistance.

Age group	No. of responses
Age 19+	1
Year 13 (age 17 to 18)	5
Year 12 (age 16 to 17)	6
Year 11 (age 15 to 16)	9
Year 10 (age 14 to 15)	7
Year 9 (age 13 to 14)	5
Year 8 (age 12 to 13)	5
Year 7 (age 11 to 12)	4
Year 6 (age 10 to 11)	1
Year 5 (age 9 to 10)	3
Year 4 (age 8 to 9)	2
Year 3 (age 7 to 8)	4
Year 2 (age 6 to 7)	3
Year 1 (age 5 to 6)	5
Reception (age 4 to 5)	1

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EASY-READ SURVEY

Of the 21 respondents that completed the easy-read survey on the SEND Home to school offer, most respondents heard about the easy-read survey through social media (n=8; 38.1%) and/or through information from a school / education setting (n=7; 33.3%). Other channels included Warwickshire County Council staff or local councillors (n=5, 23.8%), and two (9.5%) respondents each heard about the survey from Warwickshire County Council website or newsletter, from a local partner or SEND setting, and other channels (specified as an email and through asking members of the community and local neighbourhood watch).

All but one respondent identified themselves as a parent or carer (n=20, 95.2%). The remaining answer was collected from an individual 'supporting a family whose first language is not English'. To provide further context, respondents were provided four additional statements which they could select any that applied (I am 18 years pr younger; I am an adult with SEND; I am a parent or carer of someone with additional needs or disability; I am a parent or carer of a child or young person who does not have additional needs or disability). The majority of respondents described themselves as a parent or carer of someone with additional needs or a disability (n=20; 95.2%) (Table 4).

Table 4: Number of respondents by how they identified and described themselves.

		Described themselves as		
		Adult with SEND	Parent or carer of someone with additional needs or a disability	Parent or carer of a child or young person who does not have additional needs or disability
Identified themselves as	Parent or carer	1	19	3
	Someone else	0	1	0

The majority of respondents were parents/carers of children in the 5 to 16 years old age group (n=19; 90.5%), with three respondents selecting the 17-25 years age group(14.3%).

Respondents live in all five of Warwickshire's boroughs or districts, with a similar number of respondents living in each area, except from Stratford-on-Avon District with two respondents (Figure 5).

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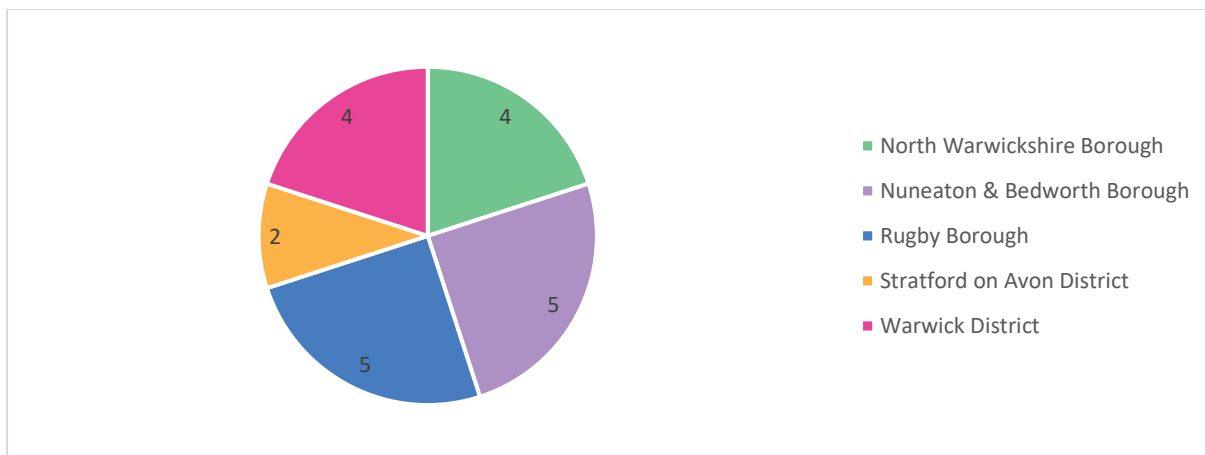
Figure 5: Number of respondents to the easy-read survey living or working in each district or borough of Warwickshire.

Just over 60% of respondents (n=13, 61.9%) described themselves as currently having help travelling between their home and school/college. One respondent that isn't using the home to school transport reported to be transporting their child themselves.

PROPOSED CHANGES TO THE APPLICATION PROCESS

Currently, if a parent/carer would like their child to be considered for SEND home to school transport they must submit an application form, which is usually submitted only when the child or young person's school place has been confirmed.

The proposed change to the application process would remove the need for parents/carers to make a separate application for transport. Instead, they would be asked to make an expression of interest for home to school transport at the same time as applying for their child's school place. This is summarised in Appendix A.

MAIN SURVEY

When asked to rate their agreement to the proposed change to the application process, of the 126 respondents, 54 (42.9%) agreed and 50 (39.7%) strongly agreed to the proposed changes (Figure 6); 11 respondents (8.7%) disagreed or strongly disagreed.
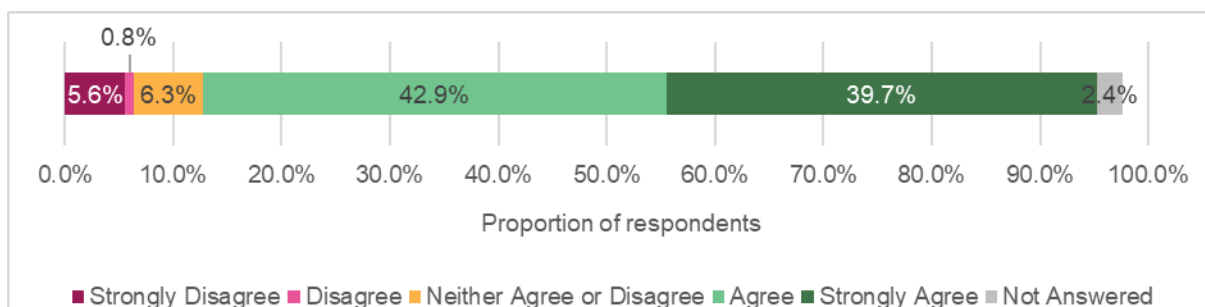
Figure 6: Proportion of respondents by their rating of the agreement to the proposed changes to the SEND Transport application.

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Looking at levels of agreement by type of stakeholder, didn't show any significant differences between subgroups. Within every subgroup, only between one and six respondents disagreed or strongly disagreed with the proposal (Table 5).

Table 5: Number of respondents by their reason for completing the survey and their rating of the agreement to the proposed changes to the SEND Transport application.

Stakeholder	Strongly Disagree or Disagree	Neither agree nor disagree	Strongly Agree or Agree	Not answered
Parent, guardian or carer	6 (6.1%)	6 (6.1%)	84 (85.7%)	2 (2.0%)
General Public	2 (20.0%)	1 (10.0%)	6 (60.0%)	1 (10.0%)
Education staff/ provider	2 (22.2%)	0	7 (77.8%)	0
Other specialist staff	1 (20.0%)	1 (20.0%)	3 (60.0%)	0
Transport provider	0	0	1 (100%)	0
Other	0	0	3 (100%)	0

Approximately one third of respondents (n=47; 37.3%) provided **context for the rating through a comment**. Comments were divided into two overarching categories: responses relating to the application process, and general comments. **Application-related comments** were mainly relating to **benefits of the proposed new application process (n=15).** This was expressed as per the following examples:

> *"Anything that can streamline the services is beneficial" (ID127, Parent, guardian or carer, Agree)*

> *"Totally makes sense for transport to be contacted as soon as school/college place has been offered and I would appreciate this, especially not having to make a separate application" (ID181, Parent, guardian or carer, Strongly agree)*

> *"The listed potential outcomes justify such action." (ID208, Other reason for completing, Agree)*

> *"Any way to simplify the procedure and lessen the stress on already overwhelmed parents/guardians is a positive move." (ID222 Parent, guardian or carer, Strongly agree)*

> *"Easier process for parents if service is required. Seems less paperwork needed for the same end results." (ID99, Parent, guardian or carer, Agree)*

Another theme related to **respondents voicing their concerns or uncertainty of application-related processes (n=5)**, which more specifically addressed the lack of clarity of the impact of the changes on families, while another respondent felt that 'travellers were ignored'. Two respondents highlighted that college applications follow different procedures compared to schools and reported to be unclear about the procedures for applying for transport to and from college. Other respondents stated that it would be useful to have more information on the timelines of the applications process (n=1) and raised concerns about the impact of transport applications on the success of school place applications (n=1).

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"I agree but I am wondering how this affects a person going to college? It seems very easy just to tick a box when you apply for a school place but when you are applying to several different colleges and are dependent on your GCSE results will this new system work?" (ID 138, Parent, guardian or carer, strongly agree)

"Applying for a place on the old form was not that difficult and in all honesty it would have been better if I was given some idea of timescales at the start of filling the form in because it was quite an anxious time." (ID 138, Parent, guardian or carer, strongly agree)

"In some ways the proposals seem sensible & intended to achieve greater consistency but as the costs of transport has previously been hugely important in school placement decisions, it is hard to see how each decision, placement & transport, would be taken separately. Parents will need to be satisfied that the school placement decision is taken first on the basis of appropriate criteria (not including transport) and that the transport decision is taken second." (ID 10, Parent, guardian or carer, strongly disagree)

One respondent was **critical of the proposed changes** to the application process due to concerns of WCC's capacity to cater for the increase in demand this simplified application process may create:

School transport is extremely expensive and resources finite. I believe this change will mean more families who don't have a pressing need for transport accessing it as it is part of a standard application form, it would be better as is, a separate application, therefore families who really need the resource will apply. The reality is also that school transport as it is in Warwickshire with limited taxis and suitable passenger assistants means this resource must go to those that need it most, not those who tick another box on a standard application form. The resource is not there for the system already in place. (ID262, Education staff/provider, disagree)

Comments not directly related to the proposed process included respondents sharing **personal experiences with Home to School transport (n=9).** These experiences addressed examples of how transport is affecting families (n=6), the impact of transport on children and young people (n=6), unhelpful WCC staff (n=2), unskilled transport staff (n=1), and helpful WCC staff (n=1). Below are examples of comments coded into this category:

"Also the taxi company that my son uses isn't that great it states same person but there always changing support person and taxi driver&car and they are not doing hand over there leaving him to go off on his own at school and home, this is dangerous as he hasn't got great knowledge of danger." (ID90, Parent, guardian or carer, Strongly Agree)

"The current system is unclear and nobody tells you anything about it. My son's QTVI was unsure. The member of staff at WCC I spoke to about it when applying just told me to go on the website. Nobody called me when I applied and my son's taxi wasn't sorted out until the beginning of September." (ID22, Parent, guardian or carer, Agree)

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"Applying for transport was complicated and stressful. The team bless them are fantastic and without them I wouldn't of been able to get it as it was confusing." (ID90, Parent, guardian or carer, Strongly Agree)

"We often have to support families to make an application as the process is currently very complicated. The deadline for transport applications is often before a place in college is agreed making it an anxious time for young people and their families." (ID177, Other specialist staff, Strongly Agree)

"Late notification of proposed secondary schooling and then waiting for official written confirmation, leaves little time for my son to adjust to the proposed new arrangements for his travel to school, his adjustment to a new school and to the separation of home/mother and twin sibling. He will need to become accustomed to travelling independently albeit it with transport supervision as this is something he is not accustomed to." (ID213, Parent, guardian or carer, Strongly Agree)

Make access to all send children to have the ability for transport to support parents and carers. Currently we are not allowed as apparently live too close (safe to walk as the crow flies) but it's a 40 minute walk along roads and our child has no road safety skills" (ID35, Parent, guardian or carer, Strongly Agree)

"Students simply to not have access to their days/times of study before first and sometimes second week of September. This means they regularly miss first 4 weeks of term... with a young person with SEND, particularly a mainstream setting... all our transition work is wasted and the placements are routinely not successful. It's very sad."(ID66, Other specialist staff, Neither Agree or Disagree)

Respondents further addressed **criticism of eligibility criteria for Home to School transport assistance** (n=7), which most commonly referred to transport only being provided for catchment schools or criticism of exclusion from transport if a family lives too close to a school (n=6). Three respondents were critical of the reliance on EHCPs to determine eligibility, while another respondent stated that generally more information should be included when determining eligibility for Home to School transport.

"There might be reasons that the young person is entitled to transport that is not on the EHCP, e.g. a sibling in another school. How will this be accounted for or will it cause an application to be denied and then the need for families to appeal thus creating further time-consuming tasks?" (ID133, Parent, guardian or carer, Agree)

"Need to change the named school part as it may not have been identified and if then a further away school is chosen then transport may be rejected as not closest but may be the most appropriate for the child further away" (ID84, Parent, guardian or carer, Agree)

"The changes makes sense but also if the school is close its refused and you need to appeal even though they have mobility needs. There needs to be a section that you can explain

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needs/ ask for concent to look at ehc plans to get better knowledge of a child's needs to limit pressure on appeals teams and parents." (ID90, Parent, guardian or carer, Strongly Agree)

"I haven't selected strongly agree as my son is VI but does not have an EHCP so I am unclear as to how 'Once the school/setting is named in the EHCP a check would be carried out to see if the child or young person is entitled to transport' would work. I could see some pupils falling through the gaps if a EHCP is needed." (ID22, Parent, guardian or carer, Agree)

Other voices were addressing the **lack of clarity of home to school transport procedures** (n=5), which referenced questions regarding the application process for transport when needs are identified during an ongoing school year (n=1); procedures of applying for transport to and from colleges (n=3); and two respondents were unclear about the appeal process.

"Also, what is the appeal process in relation to the transport decision? Who makes the decision and how would parents get this reviewed & by whom?" (ID10, Parent, guardian or carer, Strongly Disagree)

"Provision needs to be put in place to manage those pupils whose SEND needs become apparent at a later stage such that they can no longer use the available school bus" (ID220, Parent, guardian or carer, Strongly agree)

"Personal feedback from many parents is about our systems organising POST 16 transport and the difficulties with knowing their young person's timetable PRIOR to term starting. This includes the mainstream college placements at all Warwickshire Colleges as well as at AP such as Lamp. Students simply to not have access to their days/times of study before first and sometimes second week of September. This means they regularly miss first 4 weeks of term... "(ID66, Other specialist staff, Neither agree or disagree)

Other respondents **suggested of additional services** (n=3), which included preparatory travel training and paid travel for all children and young people, and paid transport for all SEND children; or were voicing their **criticism of existing transport services,** which included travel training and the provision of SEND home to school transport in general, as this was perceived as unfair to children without SEND. One respondent was **critical of all proposed changes** to SEND Home to School transport.

"Do not agree with your proposed changes I'd want to see the needs assessment matrix first The LA are responsible for ensuring send students have transport." (ID259, Parent, guardian or carer, rating strongly disagree)

EASY-READ SURVEY

All 21 respondents rated their agreement to the proposed changes to the application process. Most respondents agreed with the changes, and while five respondents were unsure, no respondent reported to disagree.
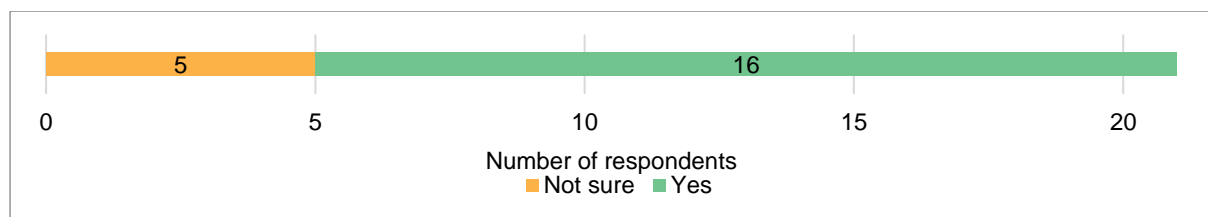
Figure 7: Number of respondents to the easy-read survey by their rating of the agreement to the proposed changes to the SEND Transport application.

Seven respondents provided free-text responses on their agreement rating. Of these, three respondents stated their agreement with the proposed changes, and two respondents stated to be unclear of the changes. Other topics that were addressed were the need for timely communication and provision of the outcome of the transport application and the type of transport provided (n=2); criticism of limiting transport for students living a certain distance from schools (n=1); highlighting equality concerns, and the absence of translation services for non-English speaking families (n=1); and criticism of the travel money that is being paid (n=1).

"To make sure that the Council get in touch with the transport services before school starts back, to make sure parents can tell their child what is going to happen. It would help parents to make sure their child feels safe and secure." (ID3ER, rating 'yes')

"The schools and when completing applications are not ethnic friendly and no translation services available" (ID4ER, rating 'not sure')

"I think this is a very good idea because I can't read or write and this would make it easier and also for families who can't speak English. It would be easier" (ID6ER, rating 'yes')

"Not aware of what the proposed changes are. Other than what is briefly written further up on this page about applying at same time as school place, I do think this is a good idea, however I do also think when applying for a school place-being able to get to a setting plays a significant role in a parents decision when applying for a school. A lot of parents/carers do not have the means to get to a school that may be more suitable for their child so I think they should be made aware of help on offer way before they apply" (ID9ER, rating 'not sure')

"I'm not sure what the changes are." (ID12ER, rating 'not sure')

"I agree help with transport should be requested by filling in a form in the school and then the school would be who does the rest of the process with the council. There are different supports regarding transport, not everything is giving money to the families because the amount they receive doesn't always cover the real issue. Taxis, bus passes, training in a new route (may not be permanent support, only when needed but they don't have to start from scratch each time), staff to do this in every single case, offering it only to town students has no sense. Students in rural areas have the same right to attend school with their needs met as any other student. Moreover, support has to be there from day one, it can't arrive weeks or months later and it has to be reliable." (ID14ER, rating 'not sure')

"I think it will make it easier for parents" (ID15ER, rating 'yes')

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NEEDS ASSESSMENT MATRIX PROPOSAL

The Needs Assessment Matrix (NAM) is a tool that has been designed to help identify potential travel options for a child or young person, based on their level of special educational need and/or disability. Views were gathered to understand whether respondents agreed or disagreed with the proposed introduction of this tool – Appendix B.

The tool is designed to identify how we transport a child or young person to their educational setting, not if they will be transported. This means that it will not affect eligibility for transport. There are clear eligibility criteria when deciding if a child or young person will be offered home to school transport – these are set out in the current Home to School Transport Policy.

MAIN SURVEY

More than two thirds of respondents agreed or strongly agreed with using the Need Assessment Matrix to identify travel options for children and young people; 87 respondents agreeing or strongly agreeing, 18 respondents neither agreeing or disagreeing, and 19 respondents disagreeing or strongly disagreeing (Figure 8).
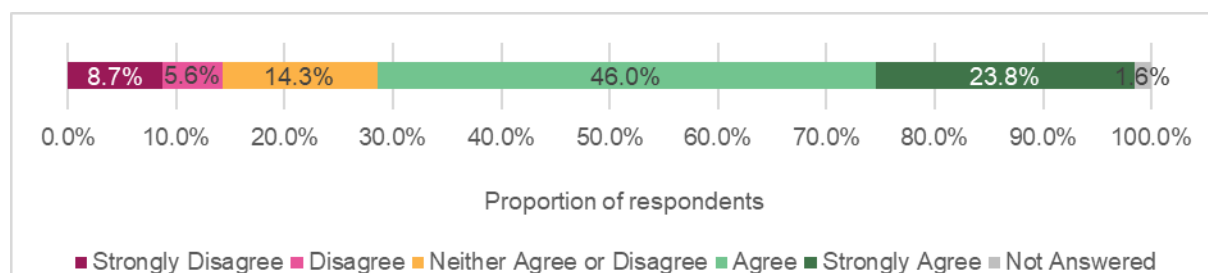
Figure 8: Proportion of respondents by their rating of the agreement to the Needs Assessment Matrix (NAM).

Looking at responses by respondent reasons for completing the survey, agreement ratings were similar (Table 6).

Table 6: Number of respondents by their reason for completing the survey and their rating of the agreement to the Needs Assessment Matrix (NAM).

Stakeholder	Strongly Disagree or Disagree	Neither agree nor disagree	Strongly Agree or Agree	Not answered
Parent, guardian or carer	15 (15.3%)	15 (15.3%)	67 (68.4%)	1 (1.0%)
General Public	2 (20.0%)	1 (10.0%)	6 (60.0%)	1 (10.0%)
Education staff/ provider	2 (22.2%)	0	7 (77.8%)	0
Other specialist staff	0	1 (20.0%)	4 (80.0%)	0
Transport provider	0		1 (100%)	0
Other	0	1 (33.3%)	2 (66.7%)	0

A total of 44 (34.9%) respondents provided a free-text response on their rating. Comments that were directly related to the NAM most commonly addressed the need for the **NAM to**

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include or consider more information than proposed (n=15). Of these, respondents suggested addressing neurodiversity (n=4); including considerations of social, mental and emotional health (n=3); information from other professionals such as social workers or medical staff (n=2); the needs of families (n=2); each child's safety and vulnerability (n=1); travel times and distance travelled (n=1).

"The matrix should be the starting point. There may be other factors which need to be taken into account in each particular case. The person making the transport decision should also be required to liaise with social workers and other professionals involved including schools. Which begs the question, how & where do they get the information from which is needed to apply the matrix?" (ID10 Parent, guardian or carer, Strongly Disagree)

"I think as it is doesn't quite work as […] 2 - there is no section about distance or the complex nature of public transport from/to a particular location. For example, some of the more remote villages in Warwickshire may not have reliable public bus services or they may not be very often. Also the duration of the journey and whether changes would be needed for longer distances (I.e there isn't a direct public transport route). These would impact whether any child could access independent travel. One CYP may be able to access a short bus journey to school with some support, but not a long complicated journey. Also, I would be worried about how remote some places are and the child travelling alone and getting off the bus alone etc.

3 - as far as I can tell there is no mention of social, emotional and mental health need. This may come under medical and vulnerability but it's not very clear for whoever is assessing. For example a child may have the cognitive ability to access independent travel training but have such high anxiety that they cannot access it at all. I feel like this needs a little more explaining so children aren't being forced into something they cannot achieve.

4 - also family dynamics don't seem to be taken into account. If the CYP got public transport will there be someone at home to receive them at that time? (as this is dictated by the bus timetable). How will the CYP get to the bus stop and again is this possible at the times the buses are there?" (ID 102, Parent, guardian or carer, Neither Agree or Disagree)

"The needs of children with neurodivergent traits will be disproportionately affected and leave them even more disadvantaged." (ID207 Parent, guardian or carer, Strongly Disagree)

"I don't feel there is a wide enough scope of needs in the current or proposed matrix. For example, my daughter is physically fine but would possibly only score under vulnerability and ITT. There needs to be more scope for scoring across a wider range of neurodivergent issues." (ID88, Parent, guardian or carer, Strongly Disagree)

"The NAM does not account for distance. In your example of Juliet the need for transport is primarily because the distance is too great for the parents to travel yet the model makes no allowances for this when assessing the child's ability for it. There will be occasions where the distance means it is not safe for a child to travel alone, even if they would be capable of doing this for a shorter distance. I don't think a model that does not account for this is fit for

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purpose. I'm not clear on how the model accounts for needs which vary day to day or what weighting it gives to different areas of need." (ID242, Parent, guardian or carer, Disagree)

"The new proposal does not take account of social needs. Our Son is a young carer and as such has care duties that leave him unable to use the school bus service as it leaves too early in the morning. His social needs require that he should get support with alternative school transport but currently he doesn't get this and he still will not qualify under the new proposal. Unfortunately, due to this there are occasions where he is unable to attend school because he simply cannot get there. The school is 5 miles from our home and was not parental choice on the school application. Some days there is just nobody available to take him and also there is the cost implication in the current wider circumstances. You have got to start look outside the box. The proposal is still to narrow minded and none inclusive." (ID277, Parent, guardian or carer, Neither Agree or Disagree)

"The Needs Assessment Matrix appears to be very generalised - what evidence will be used to ensure that the levels of need are correctly identified and will the professionals submitting reports for EHCPs know to provide the information about travel needs." (ID288, Other, Neither Agree or Disagree)

"I agree the transport is based on need of the child however I feel the need of the family needs to be considered" (ID34, Parent, guardian or carer, Agree)

"Need to take into account child safety and vulnerability not just location" (ID35, Parent, guardian or carer, Strongly Agree)

"Look at max travel time." (ID94, Parent, guardian or carer, Not Answered)

Comments further addressed **criticism of the NAM** (n=13). Respondents explained their criticism by generally highlighting that the tool is too limited (n=6). Other comments justifying respondents' criticism included concerns that the scoring implies false accuracy (n=2), or respondents were voicing their disagreement with the transport options for the respective NAM scores (n=2). Some respondents criticised the lack of clarity of the appeals process (n=1); or had concerns about the qualifications of the assessors (n=2), the lack of human judgment (n=3), the lack of a holistic view of transport needs and children (n=2); or stated that the NAM could cause confusion for parents and carers (n=1). Four respondents were concerned that the application of the NAM would result in people 'being scored out of support'.

"The matrix is overly simplistic, if a child has specific need based on one of the criteria (say medical) but the others are not significant (Behaviour, mobility, vulnerability) they would not be rated highly by the process and thereby excluded from services. A human assessment of the individual child and the circumstances and available services in the area would give a better outcome than a tick box exercise". (ID172, Parent, guardian or carer, Strongly Disagree)

"You have got to start look outside the box. The proposal is still too narrow minded and non-inclusive." (ID277, Parent, guardian or carer, Neither Agree or Disagree)

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"This sounds to me like an exercise to reduce the number of children using taxis and minibuses to get to their specialist settings. The number of children who can travel independently will be negligible and your definitions of vulnerable may not match parents' views. One would assume that children and young people who have been assessed as requiring specialist school provision are vulnerable enough to require specialist school transport. A matrix scoring system will surely lead to situations where children don't score enough to receive it. Vehicle shortage and budget cuts have obviously contributed to this new 'matrix' idea" (ID128, Parent, guardian or carer, Disagree)

"The matrix is overly simplistic, if a child has specific need based on one of the criteria (say medical) but the others are not significant (Behaviour, mobility, vulnerability) they would not be rated highly by the process and thereby excluded from services. A human assessment of the individual child and the circumstances and available services in the area would give a better outcome than a tick box exercise." (ID172, Parent, guardian or carer, Strongly Disagree)

"I think the medical section needs a bit more explaining as it comes across as it being just for if medical assistance is/may be required on transport, whereas the fact that ADHD is on there also suggests to me that it is about maybe assistance with paying attention to where they are/where they need to be (where to get off), help with anxiety, knowing and avoiding dangers? And if it isn't about these things then it should be." (ID102, Parent, guardian or carer, Neither Agree or Disagree)

"Who in the risk assessment department is qualified to determine what status a medical need is classed as? Are there staff with extensive medical knowledge to make those decisions? Are there Drs or Nurses available to offer guidance on what level that young persons' medical needs should be scored at? It is hard to believe that all disabilities and needs can be included in a matrix. Will the decision be a computer program-based response? Or will it continue to be the same staff who already make these decisions? I am concerned that using the matrix will reduce the communication between parent/carers and the transport departments thus removing the human elements to the process. Children with additional needs are already isolated in one way or another and parents and carers fight this all the time. Having to fight another step in their lives is not something that is necessary. My interpretation is that the decisions and outcomes will be the same as they currently are so I do not think adding more steps is necessary. Especially when you are trying to make the process simplified. Seems very unnecessary." (ID95, Parent, guardian or carer, Strongly Disagree)

"The use of numbers implies a degree of accuracy that is unachievable in this scenario. The needs of children with neurodivergent traits will be disproportionately affected and leave them even more disadvantaged. This proposal is not about improving the service it's about reducing the skill set of the people administrating the service - they will no longer need too be trained professionals with the ability to use knowledge, expertise and judgement. This is a 'computer says No' scenario that will result in excluding some kids from the service. It's despicable!" (ID207, Parent, guardian or carer, Strongly Disagree)

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"Public transport not an option for children with ASD" (ID 86, Parent, guardian or carer, Neither Agree or Disagree)

"Need a clear process for how to deal with disagreements between the assessing Team & parents/carers" (ID230, Parent, guardian or carer, Neither Agree or Disagree)

In contrast to the above theme, explicit **agreement to the NAM** was voiced by 13 respondents, with an additional six respondents stating that if modified, the NAM could be a good tool to use.

"I think it is a good approach especially the Independent Travel Training option and Behaviour." (ID163, Parent, guardian or carer, Strongly Agree)

"If it reduces burden on taxpayer it's ok." (ID204, General public, Agree)

"Whilst it is difficult to see any process being perfect, the proposed approach to measure need in a structured manner looks to be an improvement on current practice." (ID208, Other reason, Agree)

"My experience was that the selection criteria was totally opaque. This would give much more clarity." (ID22, Parent, guardian or carer, Strongly Agree)

"The matrix looks like a much better way to assess a child's needs but that's only on the off chance you are accepted and in the catchment school which is hardly ever the best option for a child with SEND!!" (ID4, Parent, guardian or carer, Agree)

"The matrix should be the starting point. There may be other factors which need to be taken into account in each particular case." (ID10, Parent, guardian or carer, Strongly Disagree)

"I think overall the matrix could be a good tool as long as it is used properly with a few extra considerations and clearer explanations of what is required in each section and the right people doing the assessments who actually know the child (not someone who has met them for 5 minutes for example) and that take on board other professionals' opinions." (ID102, Parent, guardian or carer, Neither Agree or Disagree)

"As long as the matrix is not the only factor used. There must be allowances for specific individuals whose needs are not wholly covered in the questionnaire (there will be some). Interested in the idea but the criteria seems open so needs to be more defined" (ID84, Parent, guardian or carer, Neither Agree or Disagree)

"Any access to school transport needs to heavily rely on a universal black and white needs assessment system, not a reported or opinion based one, but yes or no to specific criteria, so those with the greatest need are served first." (ID262, Early years staff / provider or childminder, Strongly Agree)

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Seven respondents emphasized their **need for further information or more clarity of processes**. This referred to a lack of detail on the individual sections of the NAM; the scoring and allocation of a mode of transport on the base of the score (n=2); the qualifications of staff undertaking the assessment (n=2); and the sources of information that are used to complete the NAM (n=1).

> *"Numerical scoring helps give an indication and organisations justify their decisions but disregards the whole child - for example, I have a child that can cycle independently but can't use public transport due to social needs, your scoring wouldn't account for that and would likely (if an unsafe cycle route was available) insist on transport training which misses the whole point of his needs"* (ID294, Parent, guardian or carer, Disagree)

> *"The Needs Assessment Matrix appears to be very generalised - what evidence will be used to ensure that the levels of need are correctly identified and will the professionals' submitting reports for EHCPs know to provide the information about travel needs".* (ID288, Other reason, Neither Agree or Disagree)

> *"I think the medical section needs a bit more explaining as it comes across as it being just for if medical assistance is/may be required on transport, whereas the fact that ADHD is on there also suggests to me that it is about maybe assistance with paying attention to where they are/where they need to be (where to get off), help with anxiety, knowing and avoiding dangers? And if it isn't about these things then it should be."* (ID 102, Parent, guardian or carer, Neither Agree or Disagree)

> *"The person making the transport decision should also be required to liaise with social workers and other professionals involved including schools. Which begs the question, how & where do they get the information from which is needed to apply the matrix?"* (ID10, Parent, guardian or carer, Strongly Disagree)

> *"Who in the risk assessment department is qualified to determine what status a medical need is classed as? Are there staff with extensive medical knowledge to make those decisions? Are there Drs or Nurses available to offer guidance on what level that young persons medical needs should be scored at? It is hard to believe that all disabilities and needs can be included in a matrix. Will the decision be a computer program-based response? Or will it continue to be the same staff who already make these decisions?"* (ID95, Parent, guardian or carer, Strongly Disagree)

Other respondents drew attention to the **individual needs of every child**, and the importance of acknowledging these when determining the options for transport (n=6).

> *"Not all children are the same, their needs should be looked at individually not as an umbrella category"* (ID11, Parent, guardian or carer, Strongly Agree)

> *"Different abilities require different things. It's not fair to shelter a child who may be capable if more or vice versa, to provide inadequate or inappropriate support/assistance for a child that requires it for safe and secure transport."* (ID 276, Parent, guardian or carer, Agree)

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Three comments related to a **review of transport needs over time**, with two respondents supporting the notion of annual reviews of transport needs or the need to cater for amendments, while one respondent was critical of having to reapply annually.

> *"This needs to be flexible and ongoing to highlight any issues further down the line once implementing and provision for any amendments to be made." (ID265, Parent, guardian or carer, Strongly Agree)*

> *"As I mentioned before the needs of the child needs to be known before making a decision, this is great :) also applying every year even though needs won't change ??" (ID90, Parent, guardian or carer, Agree)*

One respondent each addressed the **need for timely assessments** and an **alternative suggestion** to consider independent travel training as first instance given to each child.

> *"Would suggest that these needs are addressed sooner rather than later in consideration of providing transport help." (ID213 Parent, guardian or carer, Strongly Agree)*

> *"travel training is always our first option" (ID66, Other specialist staff, Neither Agree or Disagree)*

Comments that were not directly related to the NAM included respondents sharing their **experiences with home to school transport** (n=3); or **criticising WCC staff** (n=1) and the **transport eligibility criteria** (n=1).

> *"The matrix looks like a much better way to assess a child's needs but that's only on the off chance you are accepted and in the catchment school which is hardly ever the best option for a child with SEND!!" (ID4, Parent, guardian or carer, Agree)*

> *"My daughter was offered a bus to school. This takes an hour in the morning and an hour in the evening. This was far too long for her to be sat on the bus with other students as she struggles with spending a whole day at school after two years of not attending at all, resulting in her trying to run away from school and threatening to kill herself if she was made to get on the bus (dramatic, but difficult to deal with). I have funding to take her myself, but this has meant that my working hours have been dramatically reduced (9-5 into 9.30-2.30)." (ID80, Parent, guardian or carer, Strongly Disagree)*

> *"You need to put the kids first stopping employing useless sw and the useless cwdt" (ID167, Parent, guardian or carer, Strongly Disagree)*

Two comments or components of comments were unclear. These are stated below:

> *"Help kids to get there" (ID168, Other reason, Agree)*
> *"Sympathy options." (ID94, Parent, guardian or carer, Not Answered)*

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EASY-READ SURVEY

All 21 respondents to the easy read-survey, responded to the question 'Is it a good idea to use the new tool'; 61.9% answered 'Yes' (Figure 9).
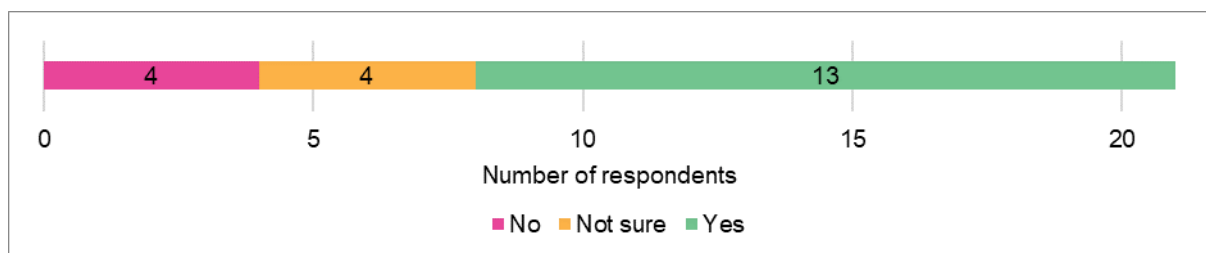
Figure 9: Number of respondents to the easy-read survey by their rating of the agreement to the new tool (NAM).

Ten respondents provided more context on their rating through a comment. These comments addressed the respondents' agreement to the new tool (NAM) (n=4), and suggestions to include more information (n=5), such as cultural needs (n=1), safety concerns (n=2), and views from parents (n=2). In other comments, emphasis was made on individual needs of children and young people (n=3). Two respondents were critical of the NAM, and one respondent each addressed the need for a clear appeals process, and equality concerns and the danger of missing individual needs of each child.

"I think it's a good idea, but make sure it RIGHT transport for that child." (ID3ER, Parent or carer, Yes)

"Yes if parents views are taken into account." (ID20ER, Parent or carer, rating not sure)

"I think this is good as it will give the children the opportunity to be independent and the score will see if they need extra help" (ID15ER Parent or carer, rating yes)

"You have missed out cultural needs" (ID4ER, Parent or carer, rating yes)

"As long as the tool is detailed enough and includes all relevant information to each individual I think this could work although I strongly believe there should be an opportunity for additional information/thoughts on the matter from parents, the child themselves and current education settings and I believe these should strongly be taken into account as usually it is the parent/carer that knows their child best" (ID9ER, Parent or carer, rating not sure)

"My concern is the safety aspect, during winter months dark mornings and dark afternoons this needs to be taken into consideration. There needs to be a right to appeal if families do not agree with transport decisions." (ID5ER, Someone else, rating No)

"Safety in travel alone rather than with provided transport is an important aspect of assessing need." (ID7ER, Parent or carer, rating yes)

"All situations are different and so need to be considered carefully" (ID12ER, Parent or carer, rating not sure)

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If this tool works as the PIP points... you are going to say only a couple of children need support. A rigid tool which generalises and doesn't take into consideration each case won't work. Or will probably do for you... as the aim is to reduce the budget, isn't it? (ID14ER, Parent or carer, rating no)

"I think this is disrespectful for children with special needs. Some can't walk and some can't see danger. This can change and doesn't always give a true picture of the child. I'm very disappointed that this tick box system is being considered - I am appalled. This should be done away with." (ID6ER, Parent or carer, rating no)

UPDATES TO THE SEND HOME TO SCHOOL TRANSPORT POLICY

The Home to School and College Transport Policy (2020) sets out our approach to providing transport to schools/educational settings for children and young people aged 3 to 19 years old (up to 25 years for children and young people with special educational needs and disabilities).

Some additions and further clarification to the current Home to School Transport Policy are proposed (Appendix C). These includes the introduction of new wording and updates to current wording to provide clarification on the following:

- The Council's protocol following any damage that occurs to a transport operator's vehicle as a result of actions of a child or young person.
- Ensuring support for internships include apprenticeships.
- The allocation of passenger assistants for children and young people of compulsory school age with SEND.
- The use of Direct Travel Payments for children and young people of compulsory school age.

MAIN SURVEY

Respondents were asked 'Is the clarification of the policy easy to follow and understand'. Seventy one (56.8%) respondents indicated that they found it very easy or easy to follow and understand, while 15 (11.9%) respondents found it very difficult or difficult, and 38 (30.2%) found the clarifications neither easy or difficult (Figure 10).
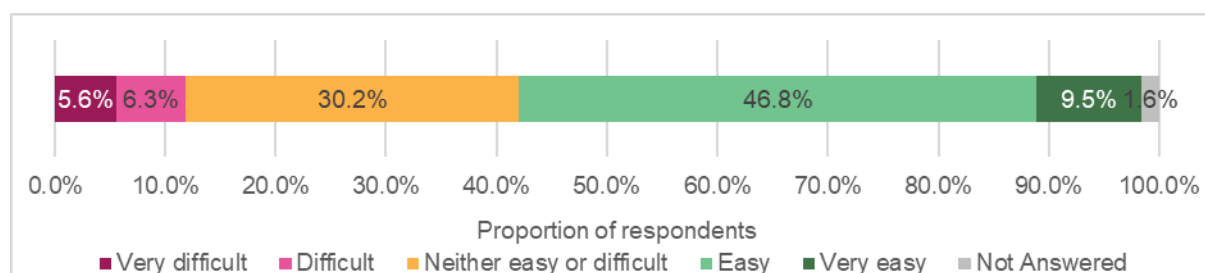
Figure 10: Proportion of respondents by their rating of the understandability of the clarifications to the transport policy.

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The above rating is reflected in the rating of individual stakeholders participating in the survey, and no differences were apparent between types of respondents (Table 7).

Table 7 Number of respondents by their reason for completing the survey and their rating of the understandability of the updates to the policy.

Stakeholder	Very difficult or Difficult	Neither easy nor difficult	Very easy or Easy	Not answered
Parent, guardian or carer	10 (10.2%)	26 (26.5%)	61 (62.2%)	1 (1.0%)
General Public	1 (10.0%)	3 (30.0%)	5 (50.0%)	1 (10.0%)
Education staff/ provider	2 (22.2%)	4 (44.4%)	3 (33.3%)	0
Other specialist staff	1 (20.0%)	3 (60.0%)	1 (20.0%)	0
Transport provider	0	1 (100%)	0	0
Other	0	1 (33.3%)	2 (66.7%)	0

Responses about the proposed updates to the SEND Home to School transport policy were provided by 15 (11.9%) respondents. Comments directly addressing themes around the understandability of the proposed changes included referring to the **potential difficulties particular groups of people might have understanding the policy** (n=5). Respondents pointed out that they can't read very well; the policy is wordy (n=1) and includes too much jargon (n=1). General awareness to the needs of different people was raised by one respondent.

"I understand it.. but them I'm a professional! […] Some of our families of course have their own needs and challenges!" (ID66, Other specialist staff, rating difficult)

"I cannot read very well due to my literacy" (ID 168, Other reason, rating very difficult)

"It's very 'wordy'. Might not be accessible for some." (ID21, Education staff/provide, rating neither easy or difficult)

"I think there is too much jargon on this document. It could quite easily state repair costs will be sought from the child's family if malicious damage has been caused to an operators vehicle." (ID138, Parent, guardian or carer, Difficult)

"I feel that some people will find it difficult to follow. It would be beneficial if it could be simplified to help parents/carers with additional needs themselves to have a clear understanding of how the proposed changes could affect them." (ID277, Parent, guardian or carer, easy)

Alternative wording was suggested by two respondents, which referred to sections on behaviour section.

"Accidental damages, "when reasonable" not in policy" (ID94, Parent, guardian or carer, no rating)

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"Specialist risk assessor? Really? What does that mean and who is it? We are all capable of assessing risk but to use words such as this is incorrect. People that assess claims are claims assessors and that's what this boils down to. You will be claiming it back from the childs family." (*ID138, Parent, guardian, carer, Difficult*)

One respondent highlighted a **lack of detail on the provision of transport/direct travel payments, and the related appeals process.**

"More needed on the stages and how they work e.g. if parents travel is the 1st instance how do they ask for more support, will there be hoops to jump through to prove it. Who does the risk assessment and can it be appealed?" (ID84, Parent, guardian or carer, rating difficult)

Comments that were not addressing understandability of the policy but the amendments that were being made to the policy mainly focused on (1) the **proposed wording relating to any damage that occurs to a transport operator's vehicle as a result of actions of a child or young person** (n=5), these particularly requested clarity on the term 'malicious act'.

"So many scenarios to consider. However, I do agree that parents/carers should take some responsibility for malicious damage - how do you decide what is malicious or behavioural due to circumstances though?" (ID82, Other specialist staff, neither easy or difficult)

"You need to define a "malicious act". This needs to be incredibly specific as it relates to children with SEND who could be discriminated against on the basis of such wording. What protections and safeguards are going to be in place to prevent behaviours of distress arising from disability are not castigated as malicious? What considerations were made in your equality impact assessment for this? (ID242, Parent, guardian or carer, Very Difficult)

"In terms of the damage clause, I appreciate it may deter to some degree but how on earth you can determine "malicious damage" from the majority of children that will access this service is unknown to me, I feel it may further add to stress and family worries without any benefit to any party. […] (ID262, Education staff/provider, very difficult)

"The wording for the transport policy regarding damages needs to be clearer. It doesn't define a malicious/deliberate act and we are concerned that it leaves too much room for interpretation. If a child caused damage the behaviour might be arising from their disability but depending who was reviewing this and their level of understanding it could be deemed "malicious" under the policy. (ID288, Other, Neither easy or difficult)

""Behaviour" The incident investigation process and form needs to be provided as part of this consultation, it is important that this is a sufficiently qualified person who understands the young persons needs, supervision and circumstances of behaviour - damage resulting in poor supervision needs to be recognised. If this is a frequently occurring type of incident then the root cause needs to be found." (ID294, Parent, guardian, carer, Difficult)

(2) t**he allocation of passenger assistants for children and young people of compulsory school age with SEND** (n=4).

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"So no escorts are unlikely to be provided but parents would potentially be responsible for damage caused by the child??? Will a driver need to get out of the front seat to help children onto the vehicle safely? Some of these children will be very young & will have learning disabilities & no road sense. How will a driver manage if something happens on the bus? What would happen if something happened to the driver who has a vehicle full of SEND children or an accident occurs? How will safeguarding issues be managed e.g. the driver has only one child in the vehicle (beginning and end of the drop offs)? The LA would surely be liable if something happened"? (ID10, Parent, guardian or carer, rating neither easy or difficult)

"I strongly believe that passenger assistants are needed on all transport due to the nature of the children that are travelling, unless the child is travelling on their own." (ID80, Parent, guardian or carer, rating neither easy or difficult)

"Risk assessment regarding individuals and need for passenger assistant, is vital, really pleased to see this, we are dealing with some of the most vulnerable children and a blanket approach should never have been in place." (ID262, Education staff/provider, very difficult)

"Copies of risk assessments should be provided to parents, that should be made explicit" (ID294, Parent, guardian, carer, Difficult)

One comment provided general **criticism of the policy**

"Its words, think about the kids get them some help and sack the rubbish you currently employ" (ID167, Parent, guardian or carer, rating very difficult)

Another respondent suggested that the **changes to the wording will have a positive impact**.

"There are situations where the new wording regarding wraparound provision transport will greatly benefit children with additional needs and add to the possibility of success of their overall day so this is brilliant." (ID262, Education staff/provider, rating very difficult)

EASY-READ SURVEY

All but one respondent (n=20, 95.3%) to the easy-read survey responded to the question "Do you agree it is a good thing to make the policy clearer about the areas we have described?"; 16 (76.2%) respondents selected 'Yes' (Figure 11).

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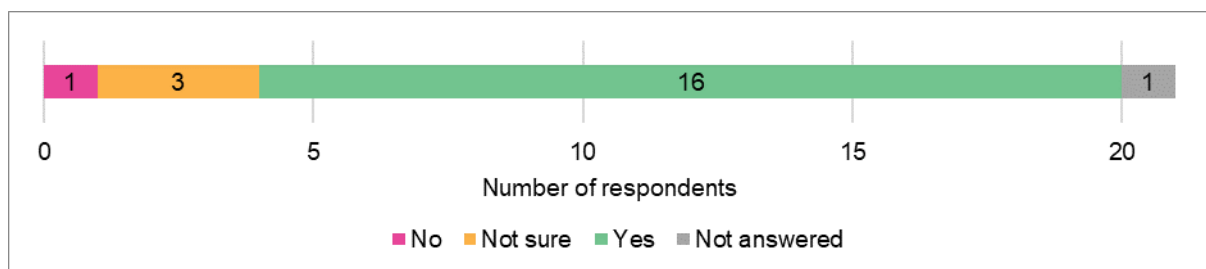
Figure 11: Number of respondents to the easy-read survey by their rating of their agreement to clarifying the transport policy.

Four comments providing context to this question were received. These highlighted that not enough information was provided to explain how SEND transport is ensuring that needs of all children in need are supported, and the need for qualified and skilled staff acting as transport assistants. One respondent criticised the survey design, while another explained their previous transport experiences, and provided suggestions on how they would like to be supported.

> *"Not enough information about what the planned changes to the policy are - all SEND children are different. How do you come up with a universal plan for all children when they are all different?" (ID6ER, Parent or carer, rating not sure)*

> *"Passenger assistants need to appropriately trained with SEN children and have the ability to communicate (in the child's first language) with the child." (ID5ER, Parent or carer, no rating provided)*

> *"Gosh your questions are not based on what can improve the services but are set in what you want to change. Your questions/survey are not minority friendly at all" (ID4R, Someone else, rating not sure)*

> *"I chose to transport my child to Special School as it's best for him, if I were entitled to receive a Direct Payment to support the cost that would be really helpful." (ID20ER, Parent or carer, rating yes)*

FURTHER COMMENTS

MAIN SURVEY

Towards the end of the survey, respondents were provided with an opportunity to share any other comments relating to the SEND Home to School transport proposals. Respondents were first asked to share comments on **whether anything was missed in the proposals, particularly about the impact on certain groups of children and families.** This question was completed by 31 (25.2%) respondents.

Most respondents commented on aspects of the **SEND Home to School transport policy**, with five refences to the section on **damages to vehicles**. Of those, one respondent supported the need for costs for damages to be covered by parents for children with behavioural issues,

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whilst three respondents took an opposing stance. One respondent suggested sharing copies of **risk assessments** with families. **Transport assistants** were mentioned twice, with references to the necessity of providing passenger assistants to ensure children's safety and dignity and to engage them on long journeys (n=1).

> *"I also think the policy adjustment about whose responsibility is any damage to the vehicle can be open to interpretation. The nature of SEND is that these children and young people struggle with communication, sensory problems etc and some of these difficulties come out in behaviour and I believe all behaviour is communication so how and who decides what is malicious? I would be very worried about these cases and if they were deemed malicious. I'm not sure you can say that it is malicious damage when the CYP has SEND as this may be deemed as discrimination." (ID102, Parent, guardian or carer)*

> *I find it utterly disgusting you would charge a family for damage caused by a child with SEND by the very definition of their needs by and large these children do not have the cognitive understanding to understand consequences of their actions. This policy is discriminatory. (ID236, Parent, guardian or carer)*

> *"If children are physically disabled it's fine. But a different approach is needed for the badly behaved ones. If such a child does damage a vehicle, the parents should pay". (ID204, General public)*

> *"Passenger assistants only being provided where criteria is reached or exceptional circumstances is a disgusting attempt to pass budget cuts onto vulnerable disabled families....as usual!!! Passenger assistants are essential on most journeys to keep children safe, maintain dignity, to engage children on journeys that can take longer than an hour. These are children with learning disabilities, behavioural problems and medical needs who are extremely vulnerable, an extra adult is required on board vehicles for many reasons, including medical emergency both to drivers and children, road traffic accidents, behavioural incidents, vehicles breaking down and to protect the driver and children from allegations by children and parents. A short-sighted policy change from Warwickshire County Council as usual!" (ID128, Parent, guardian or carer)*

> *"I'd like each family to receive a copy of the risk assessments that are completed as currently families are not coproducing these." (ID259, Parent, guardian or carer)*

Other respondents highlighted the **impact of Home to School transport on children and young people** (n=7). In four comments, this referred to the lack of transport for extra-curricular activities, the impact of a lack of flexibility to accommodate different timetables (n=2), the impact of the limited transport options for children living in rural areas (n=1); and the need to accommodate the needs of post 16 learners in mainstream settings (n=1).

> *"From reading the proposals it seems that transport will not be provided for young people to attend after school clubs as this will be outside of the normal school collection times - this may impact negatively on young people" (ID1, Other specialist staff)*

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"Also, after school clubs are an essential part of social development. By excluding attendance at after school activities, School Transport Policy discriminates and excludes such children from actively participating fully in school life. (ID129, Parent, guardian or carer)

"It would have been better if there is provision for pick ups on after school clubs day. This is because my child has not been joining any school club for physical activity because the transport said since it is a shared taxi, council does not pay for after school club.." (ID163, Parent, guardian or carer)

"I feel there should be more flexibility with transport when a child's timetable is reduced and no transport available at other times of the day, by not having this it impacts on the vulnerable child and their families. Then the child begins to attend less until they begin to refuse to attend school altogether as carers are struggling to meet the requests of the school as there is no other transport options.
Example - Child with severe anxiety on a reduced timetable attending later on in the day and finishing before the end of the school day, no transport available. It takes the carer 25 mins to drive the child to school and may wait as the child is only in for an hour then 25 mins drive home and if a parent is disabled themselves or do not drive. This incurs fuel costs and time when a carer could be having the only time to recuperate as they are caring for the child full time whilst not in school." (ID170, Parent, guardian or carer)

"The impact of children in more rural areas does not appear to be factored in - independent travel training needs to be offered separately from home to school transport as part of preparation for adulthood as many children do not live in areas with easily accessible public transport routes between home and school". (ID288, Other reason)

"Post 16 learners are the group we get most difficulties with (reported by parents and students). All hold EHCP and our 'push' in recent years had been for their needs to be accommodated at mainstream rather than specialist placements. (ID66, Other specialist staff)"

Respondents commented on the **need for transport to be flexible (n**=5). This again referred to the need to provide transport for extra-curricular activities (n=2), pick-up and drop-off locations (n=1); flexibility to react to changes to timetables (n=1); and general need for flexibility (n=1).

"Where transport is provided to and from is important. It was unclear when my son was doing enhanced provision for afternoons how the decision was made that he could only be transported to and from home. The location of transport should be under consultation and risk assessment." (ID294, Parent, guardian or carer)

"The security of transport over quite long distances is a concern for families.... I wonder if the considerably lower costs for the educational setting would offset a most 'flexible' approach in their transport... to enable them to settle and embrace mainstream opportunities, rather than the current barriers we are facing." (ID66, Other specialist staff)

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In line with this, six respondents commented on the **impact of transport on parents, carers, guardians and families**. This also addressed the lack of transport for extra-curricular activities (n=2); the lack of consideration for the needs of parents with disabilities (n=2); competing interest within family life (n=2); families with low income (n=1); and security aspects of transport (n=1).

> *"I think this may negatively impact poorer families as the CYP may score low so be able to access Independent travel but in reality this may not be the best for the CYP. Will there be anyone at home when the child returns off the bus or is anyone to take them to the bus stop etc (as this is determined by the bus timetable). Some of these children may be more likely to attend school if transport is provided rather than relying on them consistently using independent transport where other family commitments/lack of supervision may lead to them not getting transport themselves?"* (ID102, Parent, guardian or carer)

> *"You should include attendance at before/after school care. Parents of children with SEND have to work too! You are disadvantaging those families where they're trying to stay out of the benefits system and support their families."* (ID207; Parent, guardian or carer)

> *"The security of transport over quite long distances is a concern for families....I wonder if the considerable lower costs for the educational setting would offset a most 'flexible' approach in their transport... to enable them to settle and embrace mainstream opportunities, rather than the current barriers we are facing."* (ID66, Other specialist staff)

> *"Need to look at help for disabled children of disabled parents who find providing school transport difficult."* (ID67, Parent, guardian or carer)

> *"SEND children miss out on extra curricular activities as there individual taxi can only collect them at school finish time, most SEND schools are much further away than the nearest mainstream school, making it impossible for parents to collect the child from extra curricular activities if they don't have their own vehicle.?"* (ID8, Parent, guardian or carer)

Some respondents **suggested additional or alternative services** to be considered (n=7). This included signposting of parents and carers to available support for SEND children and young people (n=2); the need for revisions of all aspects of transport not limited to schools (n=2); the provision of travel training independent of SEND transport (n=1), criticism of providing travel payments to parent due to impact on the environment and funds (n=1), the need for collaboration between stakeholders (n=1); a formalised service agreement provided by transport providers (n=1), and a meeting between children and transport staff prior to transport taking place (n=1).

> *"I think you need to find more ways to target the audience that would benefit from this. I do not mean just this document but having a child with SEND I have had very little help from any of the schools my child attended. No one ever told me I could get help with transport, it was myself that found this out because I needed help being a single mother."* (ID138, Parent, guardian or carer)

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"The impact of children in more rural areas does not appear to be factored in - independent travel training needs to be offered separately from home to school transport as part of preparation for adulthood as many children do not live in areas with easily accessible public transport routes between home and school." (ID288, Other reason)

"Have you considered the financial and environmental decision of offering travel payments first without having regard to any existing transport options?" (ID92, Parent, guardian or carer)

"All areas of transport need to be looked at including young people who go to respite and how they will be affected by it." (ID79, Parent, guardian or carer)

"Problems often occur when young people have to move and social care have to find emergency accommodation for example. This is communicated as quickly as possible, however Transport teams don't seem to have an understanding of the role social care provide and the impact that a delayed response from them has. Better integration between social care and transport teams are required with wider options that include transporting young people to respite from school/college and vice versa is required." (ID177, Other specialist staff)

"I'd like to see families receive an agreement from the taxi or bus to state what they will do to support the family like making sure their staff receive the relevant training and have DBS received and if they are late and let the child down what happens then, there should be a procedure that the taxi or bus company are investigated. All families should meet the transport prior to going in the taxi or bus so the child knows the route and the staff should be consistent!" (ID258, Parent, guardian or carer)

Four respondents referred to the **NAM**. This included the lack of social, emotional and mental health in the assessment (n=2), the need to consider each child as an individual (n=1); the risk of missing hidden disabilities (n=1); the collaboration with other stakeholders to identify any impact on children and young people (n=1); the need to use the NAM alongside using common sense (n=1), the danger of the scoring to leave children without support (n=1).

"I don't think social emotional and mental health have been considered enough in the matrix" (ID156, Parent, guardian or carer)

"Any child or YP and does have specific and sometimes unique needs which should be considered as much as is reasonably possible within the framework outlined. EPs and CAMHS should be consulted where necessary in identifying possible issues or detrimental impact on the child or YP." (ID265, Parent, guardian or carer)

It is essential that tick box exercises are not used to replace common sense. It appears obvious at this early stage that staff will use "well they did not score enough points" as an excuse to not provide transport for individuals that do really need it. This could very easily

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become a cost cutting exercise leaving some young people not able to access the right education setting to meet their needs" (ID277, Parent, guardian or carer)

Children with invisible disabilities and mental health difficulties (anxiety) seem to be most disadvantaged as there is no category for this in the needs assessment. (ID288, Other reason)

The **application process** was commented on by four respondents. This addressed the eligibility criteria (n=3), in particular the reliance on EHCPs (n=2), and the reliance on being in a catchment school (n=1). One respondent voiced their agreement with the shortened application process, and another respondent stated their criticism of having to reapply for transport annually.

"Not every child with complex needs has an EHCP in place. By excluding them from School Transport eligibility, Warwickshire County Council is actively discriminating against them. It's shameful, and School Transport applications should be open to all children with SEND, with their transport needs then assessed on an individual basis." (ID129, Parent, guardian or carer)

"I agree with not having long forms but I think the whole eligibility criteria you have as a council is disgusting compared to other councils. My nephew got travel training and picked up for school with Solihull council from year 7 and it isn't his catchment school. With you if it isn't the catchment school you just wash yours hands with the kids and leave them to the parents" (ID4, Parent, guardian or carer)

"If the needs of a child is not going to change is there a need to be applying every year? It would take allot of pressure of the transport team If there was a system to identify children where needs won't change to keep them on till parents contact to say they no longer require or moving schools ect?" (ID90, Parent, guardian or carer)

Funding was commented on by two respondents. This referred to fuel costs due to inflexible transport provision and timetable changes (n=1), and funding concerns for SEND transport in general (n=1).

"I feel there should be more flexibilty with transport when a child's timetable is reduced and no transport available at other times of the day, by not having this it impacts on the vulnerable child and their families. Then the child begins to attend less until they begin to refuse to attend school altogether as carers are struggling to meet the requests of the school as there is no other transport options.
Example - Child with severe anxiety on a reduced timetable attending later on in the day and finishing before the end of the school day, no transport avaliable. It takes the carer 25 mins to drive the child to school and may wait as the child is only in for an hour then 25 mins drive home and if a parent is disabled themselves or do not drive. This incurrs fuel costs and time when a carer could be having the only time to recuperate as they are caring for the child full time whilst not in school." (ID170, Parent, guardian or carer)

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"It's too expensive. We are all having to make sacrifices. The rate we are going all the funding will go to the minority whilst the vast majority see services decline." (ID204, General public)

Two respondents asked for **clarifications or additional information**, one of which mentioned the need for a definition of compulsory school attendance, and the other respondent highlighted the need for parents to have access to emergency contacts of transport staff. Another two respondents commented on the **survey design** and asked for alternative formats of information for people to provide their opinion on, and the absence of equality impact assessments for all proposed changes.

"Drivers need to be suitably trained. Parent/carers need to know what the emergency contact details are / who to contact should they need to" (ID 294, Parent, guardian or carer)

"Is this information available in a different format e.g. video, pictures, live presentation in which people could interact and comment/vote on each proposal as it is explained?" (ID21, Education staff/provider (incl. college, early years))

"There does not appear to be an equality impact assessment for each of the proposals individually." (ID288, other reason)

Positive transport experiences were shared by two respondents.

"The company is lovely my kid has. Community transport from Nuneaton" (ID168, Other reason)

"Our transport community transport based in Bermuda is wonderful cant praise them highly enough" (ID167, Parent, guardian or carer)

One respondent each called for an **exclusion of children with behavioural issues from SEND** transport or shared **negative experiences they have had with the WCC Children with Disabilities Team**.

"If children are physically disabled it's fine. But a different approach is needed for the badly behaved ones. If such a child does damage a vehicle, the parents should pay. And this nonsense of taxis is ridiculous. Particularly as they all have chaperones. Where are the parents? People need to take accountability" (ID204, General Public)

"The cwdt are a disgrace useless not fit for purpose and should. E re0laced by people who can do a job for the kids" (ID167, Parent, guardian or carer)

A second question completing the SEND Home to School aspect of the survey gathered **any other feedback that respondents wanted to share;** this was completed by 21(17.1%) respondents. Of those, seven respondents commented on the **SEND Home to School transport policy**. Within this theme, respondents commented on **passenger assistants**

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(n=4), and highlighted concerns for the safety of children (n=2); and the safety of the vehicle driver (n=2). One respondent suggested "stopping the chaperones".

> *"Secondly as I've commented above the proposal to change criteria for a passenger assistant on board most if not all journeys to specialist provision is dangerous for many reasons. Our vulnerable children deserve and are entitled to safe transportation to school and back. That includes adequate supervision from trained staff, protection from bullying and harassment from other pupils, protection from assault, protection from malicious allegations by drivers and other children. Drivers are also entitled to be safeguarded by the presence of another adult on board their vehicles"* (ID128, Parent, guardian or carer)

> *"I think not having passenger assistance could be very dangerous when transporting more than one child or young person in the vehicle. What happens if they break down, what happens if there is an accident and there is only one adult to supervise vulnerable children and young people. If they need to leave the car how is one person supposed to keep numerous children or young people safe."* (ID156, Parent, guardian or carer)

> *"Stop the taxis. Stop the chaperones."* (ID204, General public)

The policy section outlining procedures for **children or young people damaging transport vehicles** was commented on by four respondents. Respondents criticised the wording of this change to the policy, and again called for a definition of a 'malicious act' (n=2). Another respondent pointed out a lack of guidance on how damages to the transport staff's possessions would be handled, while the transparency of assessments of the damage was mentioned in another comment.

> *"Firstly, I'm interested to know what would constitute a malicious act causing damage to vehicle. How rill rock assessors define what is malicious and what isn't.*
> *I wonder how much time your risk assessors and policy makers actually spend with disabled children? My experience of the school transport service tells me that it's not a lot. This is a disgusting, unsafe proposal and whoever is behind it should hang their heads.... But no doubt won't."* (ID128, Parent, guardian or carer)

> *"I don't think you can classify any acts of damage to a vehicle as deliberate. If the child is heightened anxiety wise or in a meltdown/distress, they can't help their actions and it would be discriminatory to hold them responsible for their actions. It would merely suggest the NAM hasn't been completed properly."* (ID293, Parent, guardian or carer)

> *"Copies of risk assessments should be provided to parents as standard"* (ID 294, Parent, guardian or carer)

Five respondents provided further comments on the **NAM**. Of these, three were critical about using this assessment tool, which was explained by stating that children are too different and individual needs should be considered, and one respondent raised awareness to the potential

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discriminating effect of the NAM. One respondent stated that costs of transport should not be considered when assessing transport options, and another highlighted the need to consider the family as a whole and parents. A further respondent stated the importance of being able to respond in changes in individual circumstances without causing unnecessary delay through reassessments.

This echoes the need to consider individuality of every child as expressed in the section summarising comments to the NAM outlined on the above pages, and to consider the needs of families in the assessment.

"Always focus on individual needs and made assessments accordingly." (ID109, Parent, guardian or carer)

"What about the families with autistic parents and the autistic children who are "missed" are deemed fine in school (but are not fine in home) due to masking....and not on the send register despite the children being Neurodivergent and the parents also having disability. They need to be included on the matrix too. These children have ADHD and getting them safely to school and back is very difficult." (ID229, Parent, guardian or carer)

"I'm not convinced the proposed assessment model is fit for purpose. As above there is a risk of disability discrimination in your proposed damages policy." (ID242, Parent, guardian or carer)

"The idea of a matrix to determine what is the best method of transport does not make sense. It is trying to get all children to fit into boxes which is unrealistic. It is adding steps to the process which aren't needed and I am struggling to understand how this matrix can change what already occurs. My child's transport meets their current needs but things change. Using this matrix would mean this would have to be reassessed each time there is a change in their needs and would slow down that process. Currently this works well and I cannot fathom why this is looked at changing." (ID95, Parent, guardian or carer)

Further comments relating to the **application process** were addressed by three respondents. These comments include the need for applications to be considered independent of transport costs (n=1); and one respondent stated concerns that by merging school place and transport applications, the information exchange between parents and WCC is limited. In line with the above section on the NAM, one respondent voiced their agreement to the changes to the application process.

"Transport costs shouldn't be used as part of case to refuse or delay a placement" (ID294, Parent, guardian or carer)

"I agree with the proposal to streamline the application process." (ID242, Parent, guardian or carer)

"My concern with the lack of application form means removing another avenue in which parents can communicate their child's needs for transport. This is not covered in their reviews

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but with the application we are given the opportunity to share valuable information that is only relevant to the transport department." (ID95, Parent, guardian or carer)

Potential **risks to discriminate against certain groups of people** were raised by four respondents. These respondents highlighted the detrimental impact the proposals may have on families with parents with special needs, children and masked disabilities, and people with disabilities in general, and non-SEND children (n=1). One respondent highlighted that charging parents for costs occurred due to a child damaging a transport vehicle can be discriminatory.

"I don't think you can classify any acts of damage to a vehicle as deliberate.
If the child is heightened anxiety wise or in a meltdown/distress, they can't help their actions and it would be discriminatory to hold them responsible for their actions". (ID293, Parent, guardian or carer)

"I believe this is an expensive provision offered by the council and it should be more the responsibility of parents to fund. It can cost £1000s each year per child and it's not fair on other children who don't have funded transport." (ID115, Parent, guardian or carer)

"What about the families with autistic parents and the autistic children who are "missed" are deemed fine in school (but are not fine in home) due to masking....and not on the send register despite the children being Neurodivergent and the parents also having disability. They need to be included on the matrix too. These children have ADHD and getting them safely to school and back is very difficult." (ID229, Parent, guardian or carer)

"I'm not convinced the proposed assessment model is fit for purpose. As above there is a risk of disability discrimination in your proposed damages policy. I agree with the proposal to streamline the application process." (ID242, Parent, guardian or carer)

Two respondents commented on **funding and costs of transport**. As in the above section, this referred to the lack of funded transport for children without SEND (n=1; ID115), and suggestions about travel allowance. Another two respondents **criticised the provision of taxis** as an option for SEND transport.

"Traveling allowance should pay in higher rate as the fuel cost is rising" (ID164, Parent, guardian or carer)

"Cost of transport should stay inline with HMRC rates." (ID 294, Parent, guardian or carer)

"I think encouraging and promoting SEND kids to use public transport would help equip them for adulthood, rather than the use of taxi's which is unsustainable (costly) for many individuals." (ID20, General public)

The above comment was further represented in the theme '**supporting children to use public transport'** (n=1).

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Positive experiences with WCC staff were shared by two respondents, highlighting the friendliness, helpfulness and dedication of the WCC transport team.

> *"The team are fantastic and understanding and they are happy to help and friendly, they took allot of stress out of the situation and recognition needs to be said* 👏*!" (ID90, Parent, guardian or carer)*

> *"All of my personal contact with WCC transport services team by phone trying to solve problems and issues (always over late timetables) has been dealt with superbly by this dedicated team… Even if a solution could not be found!" (ID66, Other specialist staff)*

One respondent each commented on the **need for timely decisions of the outcome of applications; flexible transport locations; and respondents shared negative experiences with WCC staff; criticism of the proposed changes; positive experiences with transport providers; and highlighted the need to implement the proposed changes as soon as possible**.

> *"It would be helpful to parents of Yr 13 pupils in special school settings to know in advance if transport is provided or not up to 25 yrs. As parents we need to plan around work and cost implications to parents especially with the squeeze on earnings." (ID125, Parent, guardian or carer)*

> *Many children spend time between two parents at different addresses. The current policy does not allow for that only only to one main address. (ID232, Parent, guardian or carer)*

> *"Tell the cwdt to do some training and stop accepting their uselessness" (ID167, Parent, guardian or carer)*

> *"I do not believe that the proposal is actually an improvement to the current system. It appears to me that it is just a new wording to the same provision with a loophole that will allow an easier ability to refuse transport." (ID277, Parent, guardian or carer)*

> *"Community transport is great with my kid" (ID11, Other reason)*

> *"The proposals seem to be much more comprehensive, but I feel that they should be implemented as soon as possible to alleviate the stress on parents as they await the decision process. Most parents have waited for the school place decision - only recently been applied - and now they have to wait for transport decisions. Qualifying children need urgent introductions into new scenarios and the waiting period can be very detrimental and confusing for them." (ID213, Parent, guardian or carer)*

EASY-READ SURVEY

Six respondents to the easy-read survey had further comments to share. These comments addressed the need for more flexibility for drop-off locations to accommodate for parents' working patterns (n=1); a concern of providing bus passes as the primary choice of home to school transport (n=1); emphasis on the need to provide information on transport opportunities

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to children with SEND (n=1); and criticism of the consultation process and concerns of the accessibility of the survey for different communities (n=1). One respondent each reported to be supporting the changes to the SEND home to school transport in order to improve the service for transport teams and families (n=1); and shared praise of the home to school transport and highlighted helpful transport staff (n=1).

> *"I feel there should be more than one drop-off or pick-up allocated, so if the parents work and no one is home and that child is with a childminder or family. This should also be another option for that family." (ID1ER, Parent or carer)*

> *"I have a concern that the new transport policy is leaning towards bus passes for the majority of children." (ID5ER, Parent or carer)*

> *"We received this consultation today on 4th of Feb and its a shame WCC have brought it to attention now. And also not very Community friendly. Why do you do this. Its as if you've set what you want to do" (ID4ER, Someone else)*

> *"Any improvements would help, making it easier for families and the transport team" (ID15ER, Parent or carer)*

> *"Ensure more people with SEND children know about transport provision and how to apply for it." (ID7ER, Parent or carer)*

> *"I really value the home to school transport. My son could not attend the best provision for him - his current school if transport is not provided for him. We have a fabulous bus driver and chaperone and it gives us all as a family and my son peace of mind. We couldn't be more grateful. Thank you" (ID12ER, Parent or carer)*

APPENDIX

A – SUMMARY OF PROPOSED CHANGES TO THE APPLICATION PROCESS

Current process	Proposed change	Potential outcomes
Parents/carers must submit a separate application to the Council for home to school transport when school place is confirmed.	The new application process would remove the need to make a separate application.	Simpler and easier for parents/carers to apply.
This is submitted only after confirmation of the school place has been received, which can leave parents/carers little time to prepare / make arrangements.	Parents/carers would tick a box when applying for a school place to say they would like to apply for home to school transport.	Transport options presented to parents / carers in a more timely way.
	When the school/setting has been named a check would be carried out against the Council's published criteria.	Parents/carers have longer to prepare their child for changes in routine / make alternative arrangements.
	If eligible, transport options would be presented to parents/carers.	More efficient planning of the transport service / better value for money.
	If not eligible, the parent/carer would be informed.	

B – SUMMARY OF THE NEEDS ASSESSMENT MATRIX

Current process	Proposed change
The Home to School Transport team use an in-house model for assessments.	The Needs Assessment Matrix Framework (NAM) would focus on five areas to identify the needs of the child or young person:
	1. Mobility
	2. Medical
	3. Behavioural
	4. Vulnerability
	5. Independent Travel Training
	Each of the five assessment headings are converted into a matrix. For each heading, a score is calculated and added to the overall score.
	The current process takes account of the same factors but does not score these on a matrix.

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C – SUMMARY OF UPDATES TO THE SEND HOME TO SCHOOL TRANSPORT POLICY

Policy section	Current wording	Proposed new wording	What this means
Section 4 - General principles applying to transport provision under this policy for those of compulsory school age. 4.5 - Behaviour	This was previously not mentioned in the Policy	"Where damage occurs to a transport operator's vehicle as the result of the actions of the child, a specialist risk assessor will investigate the incident. Repair costs will only be sought from the child's family if a conclusion is reached by the Council that the damage was the result of a malicious act by the child."	Parents and carers will not be approached for repair costs unless the damage is the result of a deliberate act.
Section 5 - Provision of transport for those of compulsory school age 5.1 Transport Arrangements	"No transport assistance will be offered to enable children to attend wrap- around provision, work experience, breakfast clubs, paid employment, extra-curricular activities, or any other provision which exists outside of normal school hours. Similarly, no transport will be provided to any site other than the school's main campus. No transport assistance will be provided to college day release programmes, to attend an induction or taster day at another school/college, work experience or other school sites."	Additional wording: "Exceptions to this are: Supported internships/apprenticeships schemes and Specialist placements which include attendance at multiple settings in one day where agreed by the Council in advance (eg. morning at a special school, afternoon at mainstream school)"	It will be clear to parents /carers, children and young people that transport is available if the conditions listed apply.
Section 5 - Provision of transport for those of compulsory school age 5.1 Transport Arrangements	"Passenger assistants will not be provided on vehicles transporting pupils to schools unless there is a need related to a pupil's special educational needs or disability, or in other very exceptional circumstances."	"Passenger assistants will not be provided on vehicles transporting pupils to schools unless, following a risk assessment, there is a need indicated that is related to a pupil's special educational needs or disability, or in other very exceptional circumstances"	This clarifies the mechanism the Council will use to understand if there is a need for a passenger assistant.

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Policy section	Current wording	Proposed new wording	What this means
Section 5 - Provision of transport for those of compulsory school age 5.2 Direct Travel Payments	"Where transport does not currently operate, In the first instance, parents will be given the opportunity to convey the pupil themselves or to make their own arrangements and to receive a Direct Travel Payment (DTP). DTPs will not be provided unless agreed by the pupil's parents."	"In the first instance, parents will be given the opportunity to transport the pupil themselves or to make their own arrangements and to receive a Direct Travel Payment (DTP). DTPs will not be provided unless agreed by the pupil's parents."	Parents/carers, will be given the opportunity to transport their child or young person to school in their own vehicle and receive a direct travel payment contribution towards the costs incurred.

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SEND HOME TO SCHOOL TRANSPORT

CODING FRAMEWORK

Date published: April 2023

Business Intelligence, Commissioning Support Unit

Contents

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Notes

- All comments are reprinted verbatim inlcuding spelling and garmmar errors.
- Some comments have been redacted.

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Application process

1 Comments related to the application process

Subcodes	IDs																	
1.1 agreement	4	10	24	82	90	99	102	109	127	129	138	163	181	208	220	222	259	262
1.2 Clarity of process	10	79	138	177														
1.2.1 clarify impact on specific people	79	168																
1.2.2 college applications	138	177																
1.2.3 impact of transport on school placement	10																	
1.2.4 timelines	138																	
1.3 critical of the proposed changes	262																	

4	I agree with not having long forms but I think the whole eligibility criteria you have as a council is disgusting compared to other councils. My nephew got travel training and picked up for school with Solihull council from year 7 and it isn't his catchment school. With you if it isn't the catchment school you just wash yours hands with the kids and leave them to the parents
10	In some ways the proposals seem sensible & intended to achieve greater consistency but as the costs of transport has previously been hugely important in school placement decisions, it is hard to see how each decision, placement & transport, would be taken separately. Parents will need to be satisfied that the school placement decision is taken first on the basis of appropriate criteria (not including transport) and that the transport decision is taken second. Also, what is the appeal process in relation to the transport decision? Who makes the decision and how would parents get this reviewed & by whom?
24	Would be beneficial to our son who has CMT and increasingly is unable to get to school without lots of help
82	Life is already difficult enough - any simplification of the application and feedback process is good progress

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90	Applying for transport was complicated and stressful. The team bless them are fantastic and without them I wouldn't of been able to get it as it was confusing. The changes makes sense but also if the school is close its refused and you need to appeal even though they have mobility needs. There needs to be a section that you can explain needs/ ask for concent to look at ehc plans to get better knowledge of a child's needs to limit presure on appeals teams and parents. Also the taxi company that my son uses isn't that great it states same person but there always changing support person and taxi driver&car and they are not doing hand over there leaving him to go off on his own at school and home, this is dangerous as he hasn't got great knowledge of danger. Better explaining needed as I have rang and emailed my complaint but there not listening to me or transport 🙈
99	Easier process for parents if service is required. Seems less paperwork needed for the same end results.
102	Seems straight forward and less time consuming for parents
177	We often have to support families to make an application as the process is currently very complicated. The deadline for transport applications is often before a place in college is agreed making it an anxious time for young people and their families.
109	Less confusion for parent carer.
127	Anything that can stream line the services is beneficial
129	Current online form isn't too onerous. However, a tick box on the school place application form is a good idea.
138	I agree but I am wondering how this affects a person going to college? It seems very easy just to tick a box when you apply for a school place but when you are applying to several different colleges and are dependant on your gcse results will this new system work? will the IT be ready in that time? Applying for a place on the old form was not that difficult and in all honesty it would have been better if I was given some idea of timescales at the start of filling the form in because it was quite an anxious time.
163	I believe the proposed change would make the application simply. Also it would be easy or quicker for parents to see if there child is eligible on time or not
181	Totally makes sense for transport to be contacted as soon as school/college place has been offered and I would appreciate this, especially not having to make a separate application
208	The listed potential outcomes justify such action.
220	Anything that makes the system simpler is worth following. Provision needs to be put in place to manage those pupils whose SEND needs become apparent at a later stage such that they can no longer use the available school bus
79	Not sure how the changes will affect families.
222	Any way to simplify the procedure and lessen the stress on already overwhelmed parents/guardians is a positive move.
259	Do not agree with your proposed changes I'd want to see the needs assessment matrix first The LA are responsible for ensuring send students have transport.
262	School transport is extremely expensive and resources finite. I believe this change will mean more families who don't have a pressing need for transport accessing it as it is part of a standard application form, it would be better as is, a separate application, therefore families who really need the resource will apply. The reality is also that school transport as it is in Warwickshire with limited taxis and suitable passenger assistants means this resource must go to those that need it most, not those who tick another box on a standard application form. The resource is not there for the system already in place.

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2 Comments unrelated to the application process

Subcodes	IDs							
2.1 clarity or absence of processes	10	66	94	138	213	220		
2.1.1 appeals	10	94						
2.1.2 provision for in year transport	220							
2.1.3 transport arrangements	66	138	213					
2.1.3.1 organisation of college transport	66	138						
2.2 Critical of eligibility criteria	4	11	22	35	84	90	133	
2.2.1 consider more information	90							
2.2.2 EHCP, named school	22	84	133					
2.2.3 proximity and Catchment	4	11	35	84	90			
2.2.3.1 transport only for Catchment school	4							
2.3 Critical of Transport services	6	167						
2.3.1 critical of travel training	167							
2.3.2 Do not provide transport for anyone	6							
2.4 personal transport experiences	11	22	35	66	90	138	177	213
2.4.1 helpful staff	90							
2.4.2 impact on children, young persons	11	22	35	66	177	213		
2.4.3 Impact on families	4	11	22	90	138	177		
2.4.4 unhelpful WCC staff	22	90						
2.4.5 unskilled support staff	90							
2.5 suggesting additional services	16	35	96	259	262			
2.5.1 paid transport for all	16	35						
2.5.1.1 paid transport for SEND children	35							
2.5.2 travel training	96							

4	I agree with not having long forms but I think the whole eligibility criteria you have as a council is disgusting compared to other councils. My nephew got travel training and picked up for school with Solihull council from year 7 and it isn't his catchment school. With you if it isn't the catchment school you just wash yours hands with the kids and leave them to the parents
10	In some ways the proposals seem sensible & intended to achieve greater consistency but as the costs of transport has previously been hugely important in school placement decisions, it is hard to see how each decision, placement & transport, would be taken separately. Parents will need to be satisfied that the school placement decision is taken first on the basis of appropriate criteria (not including transport) and that the transport decision is taken second. Also, what is the appeal process in relation to the transport decision? Who makes the decision and how would parents get this reviewed & by whom?
11	My son wasnt eligible for the transport as his school is less than 2 miles away, I wasnt given any other options so have to rely on public transport for him to get to school, and now that bus

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	[number redacted] is getting stopped at the end of the year, so have no idea how hes going to get to school in the new year
22	The current system is unclear and nobody tells you anything about it. My son's QTVI was unsure. The member of staff at WCC I spoke to about it when applying just told me to go on the website. Nobody called me when I applied and my son's taxi wasn't sorted out until the beginning of September. I haven't selected strongly agree as my son is VI but does not have an EHCP so I am unclear as to how 'Once the school/setting is named in the EHCP a check would be carried out to see if the child or young person is entitled to transport' would work. I could see some pupils falling through the gaps if a EHCP is needed.
133	There might be reasons that the young person is entitled to transport that is not on the EHCP, eg a sibling in another school. How will this be accounted for or will it cause an application to be denied and then the need for families to appeal thus creating further time-consuming tasks?
16	Paid Transport for all
167	Your traveltraining is a joke completelyuseless and a waste of tax payers money
35	Make access to all send children to have the ability for transport to support parents and carers. Currently we are not allowed as apparently live too close (safe to walk as the crow flies) but it's a 40 minute walk along roads and our child has no road safety skills We also live opposite the company who offer the transport to our child's school
66	Personal feedback from many parents is about our systems organising POST 16 transport and the difficulties with knowing their young person's timetable PRIOR to term starting. This includes the mainstream college placements at all Warwickshire Colleges as well as at AP such as Lamp. Students simply to not have access to their days/times of study before first and sometimes second week of September. This means they regularly miss first 4 weeks of term... with a young person with SEND, particularly a mainstream setting.. all our transition work is wasted and the placements are routinely not successful. It's very sad.
90	Applying for transport was complicated and stressful. The team bless them are fantastic and without them I wouldn't of been able to get it as it was confusing. The changes makes sense but also if the school is close its refused and you need to appeal even though they have mobility needs. There needs to be a section that you can explain needs/ ask for consent to look at ehc plans to get better knowledge of a child's needs to limit presure on appeals teams and parents. Also the taxi company that my son uses isn't that great it states same person but there always changing support person and taxi driver&car and they are not doing hand over there leaving him to go off on his own at school and home, this is dangerous as he hasn't got great knowledge of danger. Better explaining needed as I have rang and emailed my complaint but there not listening to me or transport 🙈
94	include after tribunals/ appeals or allocate school.
177	We often have to support families to make an application as the process is currently very complicated. The deadline for transport applications is often before a place in college is agreed making it an anxious time for young people and their families.
138	I agree but I am wondering how this affects a person going to college? It seems very easy just to tick a box when you apply for a school place but when you are applying to several different colleges and are dependant on your gcse results will this new system work? will the IT be ready in that time? Applying for a place on the old form was not that difficult and in all honesty it would have been better if I was given some idea of timescales at the start of filling the form in because it was quite an anxious time.

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6	The transport shouldn't be provided. Not fair to none send children
213	Late notification of proposed secondary schooling and then waiting for official written confirmation, leaves little time for my son to adjust to the proposed new arrangements for his travel to school, his adjustment to a new school and to the separation of home/mother and twin sibling. He will need to become accustomed to travelling independently albeit it with transport supervision as this is something he is not accustomed to.
84	Need to change the named school part as it may not have been identified and if then a further away school is chosen then transport may be rejected as not closest but may be the most appropriate for the child further away
220	Anything that makes the system simpler is worth following. Provision needs to be put in place to manage those pupils whose SEND needs become apparent at a later stage such that they can no longer use the available school bus
96	preparation and travel training could form part of the transitional arrangements and also help with determining school preferences

3 Critical of all changes

259	Do not agree with your proposed changes I'd want to see the needs assessment matrix first The LA are responsible for ensuring send students have transport.

Needs Assessment Matrix

1 NAM related comments

Subcodes	IDs														
1.1 agreement	4	22	24	34	90	109	163	204	208	222	227	232			
1.1.1 NAM could be good with amendments	10	82	84	102	266	293									
1.2 include more information in decision	10	34	35	82	88	94	95	99	102	180	207	242	266	277	288
1.2.1 other professionals	10	102													
1.2.2 needs of family	34	102													
1.2.3 child safety and vulnerability	35														
1.2.4 travel time and distance	94	99	102	242											
1.2.5 social, mental and emotional health	102	180	277												
1.2.6 neurodiversity and individual differences	88	95	207	266											
1.3 clarity needed	10	84	95	102	208	288	294								
1.3.1 scoring and allocation	208														

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1.3.2 define criteria better	84	102												
1.3.3 information sources	10													
1.3.4 qualifications of staff	95	288												
1.4 critical of NAM	85	86	88	95	102	128	172	180	207	230	259	266	277	288	294
1.4.1 children to be looked at individually	66	95												
1.4.2 danger of scoring people out of support	85	128	207											
1.4.3 human judgement is missing	95	172	180											
1.4.4 tool is too limited	10	82	88	95	102	172	242	266	277	288	294			
1.4.5 NAM would cause confusion	95													
1.4.6 qualifications of assessors	10	95	102	288										
1.4.7 unclear of appeal process	10	82	222	230										
1.4.8 disagree with offer transport options for scores	86	180												
1.4.9 implies false accuracy	207	294												
1.4.10 holistic view is needed	230	294												
1.5 review needs over time	90	94	265											
1.6 emphasizing individuality	11	66	82	109	213	276								
1.7 timelines	213													
1.8 alternative suggestion	66													

10	Asking a colleague to review application of the matrix is not a sufficient appeal process. The matrix should be the starting point. There may be other factors which need to be taken into account in each particular case. The person making the transport decision should also be required to liaise with social workers and other professionals involved including schools. Which begs the question, how & where do they get the information from which is needed to apply the matrix?
85	I see this as a way to score people out of support
4	The matrix looks like a much better way to assess a child's needs but that's only on the off chance you are accepted and in the catchment school which is hardly ever the best option for a child with SEND!!
11	Not all children are the same, their needs should be looked at individually not as an umbrella category
86	Public transport not an option for children with ASD
22	My experience was that the selection criteria was totally opaque. This would give much more clarity.

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34	I agree the transport is based on need of the child however I feel the need of the family needs to be considered
35	Need to take into account child safety and vulnerability not just location
24	Clearer and more detailed process
84	Interested in the idea but the criteria seems open so needs to be more defined
82	As long as the matrix is not the only factor used. There must be allowances for specific individuals whose needs are not wholly covered in the questionnaire (there will be some). Also needs a robust appeals system remembering that these are aspects of peoples lives that are being decided.
213	Every child requiring transport is different, their needs must be assessed separately and sincere consideration given to their mental health ability in having to adjust to a major change in their life/lives. Would suggest that these needs are addressed sooner rather than later in consideration of providing transport help.
88	I don't feel there is a wide enough scope of needs in the current or proposed matrix. For example, my daughter is physically fine but would possibly only score under vulnerability and ITT. There needs to be more scope for scoring across a wider range of neurodivergent issues.
90	As I mentioned before the needs of the child needs to be known before making a decision, this is great :) also applying every year even though needs won't change ??
109	Help and support offered on individual needs.
128	This sounds to me like an exercise to reduce the number of children using taxis and minibuses to get to their specialist settings. The number of children who can travel independently will ge negligible and your definitions of vulnerable may not match parents views. One would assume that children and young people who have been assessed as requiring specialist school provision are vulnerable enough to require specialist school transport. A matrix scoring system will surely lead to situations where children don't score enough to receive it. Vehicle shortage and budget cuts have obviously contributed to this new 'matrix' idea
163	I think it is a good approach especially the Independent Travel Training option and Behaviour.
204	If it reduces burden on taxpayer it's ok.
94	"sympathy options." Used as a guide, Annual Review of transport needs. Look at max travel time.
172	The matrix is overly simplistic, if a child has specific need based on one of the criteria (say medical) but the others are not significant (Behaviour, mobility, vulnerability) they would not be rated highly by the process and thereby excluded from services. A human assessment of the individual child and the circumstances and available services in the area would give a better outcome than a tick box exercise.
262	School transport is extremely expensive and resources finite. I believe this change will mean more families who don't have a pressing need for transport accessing it as it is part of a standard application form, it would be better as is, a separate application, therefore families who really need the resource will apply. The reality is also that school transport as it is in Warwickshire with limited taxis and suitable passenger assistants means this resource must go to those that need it most, not those who tick another box on a standard application form. The resource is not there for the system already in place.
265	This needs to be flexible and ongoing to highlight any issues further down the line once implementing and provision for any amendments to be made.
95	I find it almost impossible that the NAM would be able to accommodate for all children and take into consideration all triggers and all possible outcomes. It feels like there is a want to put all young people into boxes which is absolutely disgusting. I have experienced the current process and found the level of engagement with the relevant departments to be outstanding. I cannot see how the NAM would improve this service. If anything, it would cause confusion for parents and carers. Who in the risk assessment department is qualified to determine what status a medical

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	need is classed as? Are there staff with extensive medical knowledge to make those decisions? Are there Drs or Nurses available to offer guidance on what level that young persons medical needs should be scored at? It is hard to believe that all disabilities and needs can be included in a matrix. Will the decision be a computer program based response? Or will it continue to be the same staff who already make these decisions? I am concerned that using the matrix will reduce the communication between parent/carers and the transport departments thus removing the human elements to the process. Children with additional needs are already isolated in one way or another and parents and carers fight this all the time. Having to fight another step in their lives is not something that is necessary. My interpretation is that the decisions and outcomes will be the same as they currently are so I do not think adding more steps is necessary. Especially when you are trying to make the process simplified. Seems very unnecessary .
276	Different abilities require different things. It's not fair to shelter a child who may be capable if more or vice versa, to provide inadequate or inappropriate support/assistance for a child that requires it for safe and secure transport.
99	Distance to placement should also be a factor. Not all school places are accessible for all parents. When attending a special school parents can't make a selection from several schools in a catchment area as other children's school placements are made.
102	I think as it is doesn't quite work as 1 - I would be worried about who would be carrying out the assessments 2 - there is no section about distance or the complex nature of public transport from/to a particular location. For example some of the more remote villages in Warwickshire may not have reliable public bus services or they may not be very often. Also the duration of the journey and whether changes would be needed for longer distances (I.e there isn't a direct public transport route). These would impact whether any child could access independent travel. One CYP may be able to access a short bus journey to school with some support, but not a long complicated journey. Also I would be worried about how remote some places are and the child travelling alone and getting off the bus alone etc. 3 - as far as I can tell there is no mention of social, emotional and mental health need. This may come under medical and vulnerability but it's not very clear for whoever is assessing. For example a child may have the cognitive ability to access independent travel training but have such high anxiety that they cannot access it at all. I feel like this needs a little more explaining so children aren't being forced into something they cannot achieve. 4 - also family dynamics don't seem to be taken into account. If the CYP got public transport will there be someone at home to receive them at that time? (as this is dictated by the bus timetable) . How will the CYP get to the bus stop and again is this possible at the times the buses are there? 5 - I think the medical section needs a bit more explaining as it comes across as it being just for if medical assistance is/may be required on transport, whereas the fact that ADHD is on there also suggests to me that it is about maybe assistance with paying attention to where they are/where they need to be (where to get off), help with anxiety, knowing and avoiding dangers? And if it isn't about these things then it should be. I think overall the matrix could be a good tool as long as it is used properly with a few extra considerations and clearer explanations of what is required in each section and the right people doing the assessments who actually know the child (not someone who has met them for 5 minutes for example) and that take on board other professionals opinions.
293	It could be a good idea alongside an actual conversation about the child's needs as they may be dynamic.
230	- Potential risk of trying to fit young people's needs into boxes/categories when a wider holistic view is needed to fully understand the issues in providing appropriate transport - Need a clear process for how to deal with disagreements between the assessing Team & parents/carers

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208	Whilst it is difficult to see any process being perfect, the proposed approach to measure need in a structured manner looks to be an improvement on current practice. Suggest some flexibility maybe required in the interpretation of the final 'score' as a high sub-score in say Vulnerability may alone justify a more supportive travel regime.
180	The second example for me personally takes away any social setting because he's scored high. The maybe for an appropriate shared minibus is a bit of a cop out. The school day starts when they get into the bus. Unless it impacts on the length of time children have to be on the bus I feel the isolation is a little uneconomical. My child has epilepsy, in the [redacted] years my child has been using the transport the drivers/assistants have never been trained for seizures or allowed to give rescue medication. They just keep an eye on [redacted] and would call an ambulance if [redacted] is having one. I used to have [redacted] carry rescue meds [... redacted] but they weren't allowed to use it and ambulances will have it anyway. Whilst I agree all staff should be trained for seizures, Having To have people trained to drive a child with epilepsy brings the problem of reliability. If the trained staff aren't available, the child may have no option but to stay at home. This impacts on routine, behaviour and attendance which is out of their control. In an ideal word everyone would be trained especially as they would be choosing to work with disabled children. But in my daughters case she doesn't have stereotypical seizures so I would have to explain and run through what happens. If I had to do that for all the staff it becomes too much.
222	It sounds very good in theory but there's always glitches or issues with new programs and what would the option to appeal against a decision made? Would that be an easy process or would the matrix be considered as correct 100% of the time?
66	Depending on case by case needs. At Flex independent travel training is always our first option.
207	The use of numbers implies a degree of accuracy that is unachievable in this scenario. The needs of children with neurodivergent traits will be disproportionately affected and leave them even more disadvantaged. This proposal is not about improving the service it's about reducing the skill set of the people administrating the service - they will no longer need too be trained professionals with the ability to use knowledge, expertise and judgement. This is a 'computer says No' scenario that will result in excluding some kids from the service. It's despicable!
227	The right transport is not necessarily the cheapest option that was bid for. Providing safe and reliable transportation that minimises stress and builds confidence is VITAL to help the student stay calm and attend school.
259	I want to see the NAM first before it's introduced knowing the LA they will use it to deny transport for many young people
242	The NAM does not account for distance. In your example of Juliet the need for transport is primarily because the distance is too great for the parents to travel yet the model makes no allowances for this when assessing the child's ability for itt. There will be occasions where the distance means it is not safe for a child to travel alone, even if they would be capable of doing this for a shorter distance. I don't think a model that does not account for this is fit for purpose. I'm not clear on how the model accounts for needs which vary day to day or what weighting it gives to different areas of need.
266	I think it is good in theory. I was able to trial a version of the matrix through the WPCV. The problem I have with it is that it doesn't recognise some needs, especially around neurodiversity.
232	Transport should be based on needs to avoid any conflict and ensure the child is in a safe and secure environment
277	The new proposal does not take account of social needs. Our Son is a young carer and as such has care duties that leave him unable to to use the school bus service as it leaves too early in the morning. His social needs require that he should get support with alternative school transport but

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	currently he doesn't get this and he still will not qualify under the new proposal. Unfortunately, due to this there are occasions where he is unable to attend school because he simply cannot get there. The school is 5 miles from our home and was not parental choice on the school application. Some days there is just nobody available to take him and also there is the cost implication in the current wider circumstances. You have got to start look outside the box. The proposal is still to narrow minded and none inclusive.
294	Numerical scoring helps give an indication and organisations justify their decisions but disregards the whole child - for example, I have a child that can cycle independently but can't use public transport due to social needs, your scoring wouldn't account for that and would likely (if an unsafe cycle route was available) insist on transport training which misses the whole point of his needs
288	The Needs Assessment Matrix appears to be very generalised - what evidence will be used to ensure that the levels of need are correctly identified and will the professionals submitting reports for EHCPs know to provide the information about travel needs. We are concerned that children with invisible disabilities (e.g. neurodivergent children) and children who's needs may fluctuate may be adversely affected by the use of a matrix if insufficient discussion takes place. What is the process if the identified travel option becomes unsuitable or breaks down and becomes a barrier to attendance.

2 unrelated to NAM

262	School transport is extremely expensive and resources finite. I believe this change will mean more families who don't have a pressing need for transport accessing it as it is part of a standard application form, it would be better as is, a separate application, therefore families who really need the resource will apply. The reality is also that school transport as it is in Warwickshire with limited taxis and suitable passenger assistants means this resource must go to those that need it most, not those who tick another box on a standard application form. The resource is not there for the system already in place.
259	I want to see the NAM first before it's introduced knowing the LA they will use it to deny transport for many young people

3 unclear

168	Help kids to get thete
94	"sympathy options." Used as a guide, Annual Review of transport needs. Look at max travel time.

Policy

1 related to understandability

Subcodes	IDs			
1.1 suggesting alternative wording	94			
1.2 lack of detail	84			
1.3 highlighting challenges for specific people	168	21	277	66
1.4 changes are understandable	66			
1.5 changes to the wording will have a positive impact.	262			

168	I cannot read very well due to my literacy
21	It's very 'wordy'. Might not be accessible for some.
262	In terms of the damage clause, I appreciate it may deter to some degree but how on earth you can determine "malicious damage" from the majority of children that will access this service is unknown to me, I feel it may further add to stress and family worries without any benefit to any party There are situations where the new wording regarding wraparound provision transport will greatly benefit children with additional needs and add to the possibility of success of their overall day so this is brilliant. Risk assessment regarding individuals and need for passenger assistant, is vital, really pleased to see this, we are dealing with some of the most vulnerable children and a blanket approach should never have been in place.
277	I feel that some people will find it difficult to follow. It would be beneficial if it could be simplified to help parents/carers with additional needs themselves to have a clear understanding of how the proposed changes could affect them.
66	I understand it.. but them I'm a professional! I signpost to SENDIAS for support of this type to parents. Some of our famies of course have their own needs and challenges!
84	More needed on the stages and how they work e.g. if parents travel is the 1st instance how do they ask for more support, will there be hoops to jump through to prove it. Who does the risk assessment and can it be appealed?
94	Accidental damanges, "when reasonable" not in policy

14

2. Unrelated to understandability

2.1 Critical of policy

167		Its words think about the kids get them some help and sack the rubbishyou currently employ

5.1 assistance

10	So no escorts are unlikely to be provided but parents would potentially be responsible for damage caused by the child. ??? Will a driver need to get out of the front seat to help children onto the vehicle safely? Some of these children will be very young & will have learning disabilities & no road sense. How will a driver manage if something happens on the bus? What would happen if something happens to the driver who has a vehicle full of SEND children or an accident occurs? How will safeguarding issues be managed e.g. the driver has only one child in the vehicle (beginning and end of the drop offs)? The LA would surely be liable if something happened?
262	In terms of the damage clause, I appreciate it may deter to some degree but how on earth you can determine "malicious damage" from the majority of children that will access this service is unknown to me, I feel it may further add to stress and family worries without any benefit to any party There are situations where the new wording regarding wraparound provision transport will greatly benefit children with additional needs and add to the possibility of success of their overall day so this is brilliant. Risk assessment regarding individuals and need for passenger assistant, is vital, really pleased to see this, we are dealing with some of the most vulnerable children and a blanket approach should never have been in place.
294	"Behaviour" The incident investigation process and form needs to be provided as part of this consultation, it is important that this is a sufficiently qualified person who understands the young persons needs, supervision and circumstances of behaviour - damage resulting in poor supervision needs to be recognised. If this is a frequently occurring type of incident then the root cause needs to be found. Copies of risk assessments should be provided to parents, that should be made explicit
80	I strongly believe that passenger assistants are needed on all transport due to the nature of the children that are travelling, unless the child is travelling on their own.

4.5 damage

242	You need to define a "malicious act". This needs to be incredibly specific as it relates to children with SEND who could be discriminated against on the basis of such wording. What protections and safeguards are going to be in place to prevent behaviours of distress arising from disability are not castigated as malicious? What considerations were made in your equality impact assessment for this?
262	In terms of the damage clause, I appreciate it may deter to some degree but how on earth you can determine "malicious damage" from the majority of children that will access this service is unknown to me, I feel it may further add to stress and family worries without any benefit to any party

There are situations where the new wording regarding wraparound provision transport will greatly benefit children with additional needs and add to the possibility of success of their overall day so this is brilliant.

Risk assessment regarding individuals and need for passenger assistant, is vital, really pleased to see this, we are dealing with some of the most vulnerable children and a blanket approach should never have been in place. |
| 288 | The wording for the transport policy regarding damages needs to be clearer. It doesn't define a malicious/deliberate act and we are concerned that it leaves too much room for interpretation. If a child caused damage the behaviour might be arising from their disability but depending who was reviewing this and their level of understanding it could be deemed "malicious" under the policy. |
| 294 | "Behaviour" The incident investigation process and form needs to be provided as part of this consultation, it is important that this is a sufficiently qualified person who understands the young persons needs, supervision and circumstances of behaviour - damage resulting in poor supervision needs to be recognised. If this is a frequently occurring type of incident then the root cause needs to be found.

Copies of risk assessments should be provided to parents, that should be made explicit |
| 82 | So many scenarios to consider.
However, I do agree that parents/carers should take some responsibility for malicious damage - how do you decide what is malicious or behavioural due to circumstances though? |

16

Anything missed

1 Application related

Subcodes	IDs		
1.1 critical of annual applications	90		
1.2 agreement with application change	4		
1.3 eligibility criteria	129	4	84
1.4 critical of catchment school	4		
1.5 ECP	129	84	

129	Not every child with complex needs has an EHCP in place. By excluding them from School Transport eligibility, Warwickshire County Council is actively discriminating against them. It's shameful, and School Transport applications should be open to all children with SEND, with their transport needs then assessed on an individual basis. Also, after school clubs are an essential part of social development. By excluding attendance at after school activities, School Transport Policy discriminates and excludes such children from actively participating fully in school life.
4	I agree with not having long forms but I think the whole eligibility criteria you have as a council is disgusting compared to other councils. My nephew got travel training and picked up for school with Solihull council from year 7 and it isn't his catchment school. With you if it isn't the catchment school you just wash yours hands with the kids and leave them to the parents
84	You mention EHCP only, what about children without these who still have a need
90	If the needs of a child is not going to change is there a need to be applying every year? It would take allot of pressure of the transport team If there was a system to identify children where needs won't change to keep them on till parents contact to say they no longer require or moving schools ect?

2 NAM related

Subcodes	IDs				
2.1 flexibility of transport needed	163	170	207	294	66
2.2 changes to timetables	170	294			
2.3 pick up and drop off location	294				
2.4 general flexibility	66				
2.5 extra curriculars	163	207	259		

163	It would have been better if there is provision for pick ups on after school clubs day. This is because my child has not been joining any school club for physical activity because the transport said since it is a shared taxi, council does not pay for after school club.
170	I feel there should be more flexibilty with transport when a child's timetable is reduced and no transport available at other times of the day, by not having this it impacts on the vulnerable child and their families. Then the child begins to attend less until they begin to refuse to attend school altogether as carers are struggling to meet the requests of the school as there is no other transport options.

Example - Child with severe anxiety on a reduced timetable attending later on in the day and finishing before the end of the school day, no transport avaliable. It takes the carer 25 mins to drive the child to school and may wait as the child is only in for an hour then 25 mins drive home and if a parent is disabled themselves or do not drive. This incurrs fuel costs and time when a carer could be having the only time to recuperate as they are caring for the child full time whilst not in school. |
| 207 | You should include attendance at before/after school care. Parents of children with SEND have to work too! You are disadvantaging those families where they're trying to stay out of the benefits system and support their families. |
| 259 | I'd like each family to receive a copy of the risk assessments that are completed as currently families are not coproducing these.
I'd like to see families receive an agreement from the taxi or bus to state what they will do to support the family like making sure their staff receive the relevant training and have dbs received and if they are late and let the child down what happens then, there should be a procedure that the taxi or bus company are investigated

All families should meet the transport prior to going in the taxi or bus so the child knows the route and the staff should be consistent |
265	Any child or YP can and does have specific and sometimes unique needs which should be considered as much as is reasonably possible within the framework outlined. EPs and CAMHS should be consulted where necessary in identifying possible issues or detrimental impact on the child or YP.
277	It is essential that tick box exercises are not used to replace common sense. It appears obvious at this early stage that staff will use "well they did not score enough points" as an excuse to not provide transport for individuals that do really need it. This could very easily become a cost cutting exercise leaving some young people not able to access the right education setting to meet their needs.
288	The impact of children in more rural areas does not appear to be factored in - independent travel training needs to be offered separately from home to school transport as part of preparation for adulthood as many children do not live in areas with easily accessible public transport routes between home and school.

	Children with invisible disabilities and mental health difficulties (anxiety) seem to be most disadvantaged as there is no category for this in the needs assessment. There does not appear to be an equality impact assessment for each of the proposals individually.
294	Where transport is provided too and from is important. It was unclear when my son was doing enhanced provision for afternoons how the decision was made that he could only be transported too and from home. The location of transport should be under consultation and risk assessment. Drivers need to be suitably trained Parent/carers need to know what the emergency contact details are / who to contact should they need to
66	Post 16 learners are the group we get most difficulties with (reported by parents and students). All hold EHCP and our 'push' in recent years had been for their needs to be accommodated at mainstream rather than specialist placements. The security of transport over quite long distances is a concern for families....I wonder if the considerable lower costs for the educational setting would offset a most 'flexible' approach in their transport... to enable them to settle and embrace mainstream opportunities, rather than the current barriers we are facing.

3 Policy related

Subcodes	IDs					
3.1 transport arrangements	1	129	163			
3.2 passenger assistants	128	227	259			
3.3 damage policy	102	204	227	236	242	259

102	I think this may negatively impact poorer families as the CYP may score low so be able to access Independent travel but in reality this may not be the best for the CYP. Will there be anyone at home when the child returns off the bus or is anyone to take them to the bus stop etc (as this is determined by the bus timetable). Some of these children may be more likely to attend school if transport is provided rather than relying on them consistently using independent transport where other family commitments/lack of supervision may lead to them not getting transport themselves? I also think the policy adjustment about whose responsibility is any damage to the vehicle can be open to interpretation. The nature of SEND is that these children and young people struggle with communication, sensory problems etc and some of these difficulties come out in behaviour and I believe all behaviour is communication so how and who decides what is malicious? I would be very worried about these cases and if they were deemed malicious. I'm not sure you can say that it is malicious damage when the CYP has SEND as this may be deemed as discrimination.
128	Passenger assistants only being provided where criteria is reached or exceptional circumstances is a disgusting attempt to pass budget cuts onto vulnerable disabled families....as usual!!! Passenger assistants are essential on most journeys to keep children safe, maintain dignity, to engage children on journeys that can take longer than an hour. These are children with learning disabilities, behavioural problems and medical needs who are extremely vulnerable, an extra adult is required on board vehicles for many reasons, including medical emergency both to drivers and children, road traffic accidents, behavioural incidents, vehicles breaking down and to protect the driver and children from allegations by children and parents. A short sighted policy change from Warwickshire County Council as usual!

129	Not every child with complex needs has an EHCP in place. By excluding them from School Transport eligibility, Warwickshire County Council is actively discriminating against them. It's shameful, and School Transport applications should be open to all children with SEND, with their transport needs then assessed on an individual basis. Also, after school clubs are an essential part of social development. By excluding attendance at after school activities, School Transport Policy discriminates and excludes such children from actively participating fully in school life.
163	It would have been better if there is provision for pick ups on after school clubs day. This is because my child has not been joining any school club for physical activity because the transport said since it is a shared taxi, council does not pay for after school club.
204	It's too expensive. We are all having to make sacrifices. The rate we are going all the funding will go to the minority whilst the vast majority see services decline. If children are physically disabled it's fine. But a different approach is needed for the badly behaved ones. If such a child does damage a vehicle, the parents should pay. And this nonsense of taxis is ridiculous. Particularly as they all have chaperones. Where are the parents? People need to take accountability
227	Parents should be able to interview the transport support assistant and the support assistant should have minimal training in how to support child. No over 70s should be used.
236	I find it utterly disgusting you would charge a family for damage caused by a child with SEND by the very definition of their needs by and large these children do not have the cognitive understanding to understand consequences of their actions. This policy is discriminatory.
242	The use of the term "malicious act" in relation to damage concerns me. This is transport being provided to children and young people because their disability prevents them from accessing education without this provision. As you will be aware already some disabilities can cause behaviours of distress that are often castigated as "bad behaviour" . Your proposed wording offers no definition of "malicious act". It look likes a very big oversight that will lead to individual council employees deciding what constitutes malicious. There is a clear risk of disability discrimination here. For eg. If a child with PDA becomes distressed and causes damage as a result of this distress how will this be assessed? What safeguards will be in place to ensure this is not judged to be "malicious" when it is a behaviour arising from their disability. This phrasing needs to be removed or mitigated by thorough definitions, an equality impact assessment for conditions such as PDA, sensory processing difficulties, PICA, autism etc. and a clear evaluation framework for children with these diagnosis or who may go on to have a diagnosis (considering the great difficulties in accessing assessments in Warwickshire).
259	I'd like each family to receive a copy of the risk assessments that are completed as currently families are not coproducing these. I'd like to see families receive an agreement from the taxi or bus to state what they will do to support the family like making sure their staff receive the relevant training and have dbs received and if they are late and let the child down what happens then, there should be a procedure that the taxi or bus company are investigated All families should meet the transport prior to going in the taxi or bus so the child knows the route and the staff should be consistent

4 Suggesting additional or alternative services

Subcodes	IDs	
4.1 meeting between children and transport staff prior to transport taking place	259	
4.2 formalised service agreement provided by transport providers	259	
4.3 travel training to be offered separately	288	
4.4 revisions to all transport needed (not limited school)	259	79
4.5 critical of offering travel payments first	92	
4.6 signposting	58	
4.7 collaboration between stakeholders	177	
4.8 other suggestion - targeting	138	

138	I think you need to find more ways to target the audience that would benefit from this. I do not mean just this document but having a child with SEND I have had very little help from any of the schools my child attended. No one ever told me I could get help with transport, it was myself that found this out because I needed help being a single mother.
177	Problems often occur when young people have to move and social care have to find emergency accommodation for example. This is communicated as quickly as possible, however Transport teams don't seem to have an understanding of the role social care provide and the impact that a delayed response from them has. Better integration between social care and transport teams are required with wider options that include transporting young people to respite from school/college and vice versa is required.
259	I'd like each family to receive a copy of the risk assessments that are completed as currently families are not coproducing these. I'd like to see families receive an agreement from the taxi or bus to state what they will do to support the family like making sure their staff receive the relevant training and have dbs received and if they are late and let the child down what happens then, there should be a procedure that the taxi or bus company are investigated All families should meet the transport prior to going in the taxi or bus so the child knows the route and the staff should be consistent
288	The impact of children in more rural areas does not appear to be factored in - independent travel training needs to be offered separately from home to school transport as part of preparation for adulthood as many children do not live in areas with easily accessible public transport routes between home and school. Children with invisible disabilities and mental health difficulties (anxiety) seem to be most disadvantaged as there is no category for this in the needs assessment. There does not appear to be an equality impact assessment for each of the proposals individually.
58	Signposting for parents with SEN children in regard to what assistance is available eg DLA/low income/WTC precludes pupil premium/FSM etc unless on Universal Credit & this seems to impact knowing what additional help may available.
79	All areas of transport need to be looked at including young people who go to respite and how they will be affected by it.
92	have you considered the financial and environmental decision of offering travel payments first without having regard to any existing transport options?

5 Accessibility of information

294	Where transport is provided too and from is important. It was unclear when my son was doing enhanced provision for afternoons how the decision was made that he could only be transported too and from home. The location of transport should be under consultation and risk assessment. Drivers need to be suitably trained Parent/carers need to know what the emergency contact details are / who to contact should they need to

3 Transport provision related

204	It's too expensive. We are all having to make sacrifices. The rate we are going all the funding will go to the minority whilst the vast majority see services decline. If children are physically disabled it's fine. But a different approach is needed for the badly behaved ones. If such a child does damage a vehicle, the parents should pay. And this nonsense of taxis is ridiculous. Particularly as they all have chaperones. Where are the parents? People need to take accountability
294	Where transport is provided too and from is important. It was unclear when my son was doing enhanced provision for afternoons how the decision was made that he could only be transported too and from home. The location of transport should be under consultation and risk assessment. Drivers need to be suitably trained Parent/carers need to know what the emergency contact details are / who to contact should they need to

6.1 Critical of modes of transport

204	It's too expensive. We are all having to make sacrifices. The rate we are going all the funding will go to the minority whilst the vast majority see services decline. If children are physically disabled it's fine. But a different approach is needed for the badly behaved ones. If such a child does damage a vehicle, the parents should pay. And this nonsense of taxis is ridiculous. Particularly as they all have chaperones. Where are the parents? People need to take accountability

6.2 Qualifications of transport providers

294	Where transport is provided too and from is important. It was unclear when my son was doing enhanced provision for afternoons how the decision was made that he could only be transported too and from home. The location of transport should be under consultation and risk assessment. Drivers need to be suitably trained Parent/carers need to know what the emergency contact details are / who to contact should they need to

7 Impact on CYP

Subcodes	IDs	
7.1 children in remote areas	288	
7.2 transport schedules	170	
7.3 post 16 learners	66	
7.4 missing out on EC	163	8

163	It would have been better if there is provision for pick ups on after school clubs day. This is because my child has not been joining any school club for physical activity because the transport said since it is a shared taxi, council does not pay for after school club.
170	I feel there should be more flexibilty with transport when a child's timetable is reduced and no transport available at other times of the day, by not having this it impacts on the vulnerable child and their families. Then the child begins to attend less until they begin to refuse to attend school altogether as carers are struggling to meet the requests of the school as there is no other transport options. Example - Child with severe anxiety on a reduced timetable attending later on in the day and finishing before the end of the school day, no transport avaliable. It takes the carer 25 mins to drive the child to school and may wait as the child is only in for an hour then 25 mins drive home and if a parent is disabled themselves or do not drive. This incurrs fuel costs and time when a carer could be having the only time to recuperate as they are caring for the child full time whilst not in school.
288	The impact of children in more rural areas does not appear to be factored in - independent travel training needs to be offered separately from home to school transport as part of preparation for adulthood as many children do not live in areas with easily accessible public transport routes between home and school. Children with invisible disabilities and mental health difficulties (anxiety) seem to be most disadvantaged as there is no category for this in the needs assessment. There does not appear to be an equality impact assessment for each of the proposals individually.
66	Post 16 learners are the group we get most difficulties with (reported by parents and students). All hold EHCP and our 'push' in recent years had been for their needs to be accommodated at mainstream rather than specialist placements. The security of transport over quite long distances is a concern for families....I wonder if the considerable lower costs for the educational setting would offset a most 'flexible' approach in their transport... to enable them to settle and embrace mainstream opportunities, rather than the current barriers we are facing.
8	SEND children miss out on extra curricular activities as there individual taxi can only collect them at school finish time, most SEND schools are much further away than the nearest mainstream school, making it impossible for parents to collect the child from extra curricular activities if they don't have their own vehicle.?

8 Impact on parents and families

Subcodes	IDs	
8.1 competing responsibilities of family life	102	207
8.2 security of transport	66	
4.3 families with low income	102	
8.3 parent with disabilities	170	
8.4 extra curriculars	207	8

170	I feel there should be more flexibilty with transport when a child's timetable is reduced and no transport available at other times of the day, by not having this it impacts on the vulnerable child and their families. Then the child begins to attend less until they begin to refuse to attend school altogether as carers are struggling to meet the requests of the school as there is no other transport options. Example - Child with severe anxiety on a reduced timetable attending later on in the day and finishing before the end of the school day, no transport avaliable. It takes the carer 25 mins to drive the child to school and may wait as the child is only in for an hour then 25 mins drive home and if a parent is disabled themselves or do not drive. This incurrs fuel costs and time when a carer could be having the only time to recuperate as they are caring for the child full time whilst not in school.
207	You should include attendance at before/after school care. Parents of children with SEND have to work too! You are disadvantaging those families where they're trying to stay out of the benefits system and support their families.
66	Post 16 learners are the group we get most difficulties with (reported by parents and students). All hold EHCP and our 'push' in recent years had been for their needs to be accommodated at mainstream rather than specialist placements. The security of transport over quite long distances is a concern for families....I wonder if the considerable lower costs for the educational setting would offset a most 'flexible' approach in their transport... to enable them to settle and embrace mainstream opportunities, rather than the current barriers we are facing.
67	Need to look at help for disabled children of disabled parents who find providing school transport difficult.
8	SEND children miss out on extra curricular activities as there individual taxi can only collect them at school finish time, most SEND schools are much further away than the nearest mainstream school, making it impossible for parents to collect the child from extra curricular activities if they don't have their own vehicle.?

9 exclude children with behavioural issues

204	It's too expensive. We are all having to make sacrifices. The rate we are going all the funding will go to the minority whilst the vast majority see services decline. If children are physically disabled it's fine. But a different approach is needed for the badly behaved ones. If such a child does damage a vehicle, the parents should pay. And this nonsense of taxis is ridiculous. Particularly as they all have chaperones. Where are the parents? People need to take accountability

10 Neg experience with WCC staff

167	Ourtransport community transport based in bermuda is wonderful cant praise them highly enouhg The cwdt are a disgrace useless not fit for purpose and should. E re0laced by people who can do a job for the kids

11 Positive transport experience

167	Ourtransport community transport based in bermuda is wonderful cant praise them highly enouhg The cwdt are a disgrace useless not fit for purpose and should. E re0laced by people who can do a job for the kids
168	The company is lovely my kid has Community transport from Nuneaton

12 Funding/costs related

170	I feel there should be more flexibilty with transport when a child's timetable is reduced and no transport available at other times of the day, by not having this it impacts on the vulnerable child and their families. Then the child begins to attend less until they begin to refuse to attend school altogether as carers are struggling to meet the requests of the school as there is no other transport options. Example - Child with severe anxiety on a reduced timetable attending later on in the day and finishing before the end of the school day, no transport avaliable. It takes the carer 25 mins to drive the child to school and may wait as the child is only in for an hour then 25 mins drive home and if a parent is disabled themselves or do not drive. This incurrs fuel costs and time when a carer could be having the only time to recuperate as they are caring for the child full time whilst not in school.
204	It's too expensive. We are all having to make sacrifices. The rate we are going all the funding will go to the minority whilst the vast majority see services decline. If children are physically disabled it's fine. But a different approach is needed for the badly behaved ones. If such a child does damage a vehicle, the parents should pay. And this nonsense of taxis is ridiculous. Particularly as they all have chaperones. Where are the parents? People need to take accountability

13 Consultation related

13.1 alternative formats

21	Is this information available in a different format e.g. video, pictures, live presentation in which people could interact and comment/vote on each proposal as it is explained?

13.2 impact assessments

288	The impact of children in more rural areas does not appear to be factored in - independent travel training needs to be offered separately from home to school transport as part of preparation for adulthood as many children do not live in areas with easily accessible public transport routes between home and school. Children with invisible disabilties and mental health difficulties (anxiety) seem to be most disadvantaged as there is no category for this in the needs assessment. There does not appear to be an equality impact assessment for each of the proposals individually.

25

Other comments

1 policy related

Subcodes	IDs					
1.1 travel payments	164					
1.2 passenger assistants	128	156	204	227	242	259
1.3 do not provide assistants	204					
1.4 qualifications and experiences of risk assessors	128					
1.5 transparency of assessments	294					
1.6 safety of driver	128	227				
1.7 safety of children	128	156				
1.8 damage	128	227	293	294		
1.9 transparency of assessments	294					
1.10 info on damage to driver's possessions	227					
1.11 definition of malicious	128	293				

128	Firstly I'm interested to know what would constitute a malicious act causing damage to vehicle. How rill rock assessors define what is malicious and what isn't. Secondly as I've commented above the proposal to change criteria for a passenger assistant on board most if not all journeys to specialist provision is dangerous for many reasons. Our vulnerable children deserve and are entitled to safe transportation to school and back. That includes adequate supervision from trained staff, protection from bullying and harassment from other pupils, protection from assault, protection from malicious allegations by drivers and other children. Drivers are also entitled to be safeguarded by the presence of another adult on board their vehicles. I wonder how much time your risk assessors and policy makers actually spend with disabled children? My experience of the school transport service tells me that its not a lot. This is a disgusting, unsafe proposal and whoever is behind it should hang their heads....but no doubt won't.
156	I think not having passenger assistance could be very dangerous when transporting more than one child or young person in the vehicle. What happens if they break down, what happens if there is an accident and there is only one adult to supervise vulnerable children and young people. If they need to leave the car how is one person supposed to keep numerous children or young people safe.
164	Traveling allowance should pay in higher rate as the fuel cost is rising
204	Stop the taxis. Stop the chaperones.
227	Guidance on any damage to the taxi driver's personal possessions and any personal damage to assistants.

293	I don't think you can classify any acts of damage to a vehicle as deliberate.
	If the child is heightened anxiety wise or in a meltdown/distress, they can't help their actions and it would be discriminatory to hold them responsible for their actions.
	It would merely suggest the NAM hasn't been completed properly.
294	Copies of risk assessments should be provided to parents as standard Cost of transport should stay inline with HMRC rates Transport costs shouldn't be used as part of case to refuse or delay a placement

2 NAM related

Subcodes	IDs		
2.1 don't include costs into assessment	294		
2.2 critical of matrix	109	242	95
2.3 consider needs of parents	229		
2.3 flexibility for changes needed	95		
2.4 children are too different	109	95	

109	Always focus on individual needs and made assessments accordingly.
229	What about the families with autistic parents and the autistic children who are "missed" are deemed fine in school (but are not fine in home) due to masking....and not on the send register despite the children being Neurodivergent and the parents also having disability. They need to be included on the matrix too. These children have ADHD and getting them safely to school and back is very difficult.
242	I'm not convinced the proposed assessment model is fit for purpose. As above there is a risk of disability discrimination in your proposed damages policy. I agree with the proposal to streamline the application process.
294	Copies of risk assessments should be provided to parents as standard Cost of transport should stay inline with HMRC rates Transport costs shouldn't be used as part of case to refuse or delay a placement

| 95 | My concern with the lack of application form means removing another avenue in which parents can communicate their childs needs for transport. This is not covered in their reviews but with the application we are given the opportunity to share valuable information that is only relevant to the transport department. The idea of a matrix to determine what is the best method of transport does not make sense. It is trying to get all children to fit into boxes which is unrealistic. It is adding steps to the process which aren't needed and I am struggling to understand how this matrix can change what already occurs. My child's transport meets their current needs but things change. Using this matrix would mean this would have to be reassessed each time there is a change in their needs and would slow down that process. Currently this works well and I cannot fathom why this is looked at changing. |

3 Application related

3.1 reduced contact with WCC limits info exchange

| 95 | My concern with the lack of application form means removing another avenue in which parents can communicate their childs needs for transport. This is not covered in their reviews but with the application we are given the opportunity to share valuable information that is only relevant to the transport department. The idea of a matrix to determine what is the best method of transport does not make sense. It is trying to get all children to fit into boxes which is unrealistic. It is adding steps to the process which aren't needed and I am struggling to understand how this matrix can change what already occurs. My child's transport meets their current needs but things change. Using this matrix would mean this would have to be reassessed each time there is a change in their needs and would slow down that process. Currently this works well and I cannot fathom why this is looked at changing. |

3.2 do not consider costs

| 294 | Copies of risk assessments should be provided to parents as standard
Cost of transport should stay inline with HMRC rates
Transport costs shouldn't be used as part of case to refuse or delay a placement |

3.3 agreement

| 242 | I'm not convinced the proposed assessment model is fit for purpose. As above there is a risk of disability discrimination in your proposed damages policy. I agree with the proposal to streamline the application process. |

28

4 Timeliness of decisions

125	It would be helpful to parents of Yr 13 pupils in special school settings to know in advance if transport is provided or not up to 25 yrs. As parents we need to plan around work and cost implications to parents especially with the squeeze on earnings.

5 funding and payments

115	I believe this is an expensive provision offered by the council and it should be more the responsibility of parents to fund. It can cost £1000s each year per child and it's not fair on other children who don't have funded transport. My children have to walk, cycle or take trains to their school and we have to fund that ourselves. It doesn't seem right that the council funds travel for SEND pupils.
164	Traveling allowance should pay in higher rate as the fuel cost is rising
294	Copies of risk assessments should be provided to parents as standard Cost of transport should stay inline with HMRC rates Transport costs shouldn't be used as part of case to refuse or delay a placement

6 equality and discrimination

Subcodes	IDs
6.1 damage policy	293
6.2 disability discrimination	242
6.3 masked disabilities	229
6.4 families with parents with special needs	229
6.5 non SEND children	115

115	I believe this is an expensive provision offered by the council and it should be more the responsibility of parents to fund. It can cost £1000s each year per child and it's not fair on other children who don't have funded transport. My children have to walk, cycle or take trains to their school and we have to fund that ourselves. It doesn't seem right that the council funds travel for SEND pupils.
229	What about the families with autistic parents and the autistic children who are "missed" are deemed fine in school (but are not fine in home) due to masking....and not on the send register despite the children being Neurodivergent and the parents also having disability. They need to be included on the matrix too. These children have ADHD and getting them safely to school and back is very difficult.
242	I'm not convinced the proposed assessment model is fit for purpose. As above there is a risk of disability discrimination in your proposed damages policy. I agree with the proposal to streamline the application process.

| 293 | I don't think you can classify any acts of damage to a vehicle as deliberate.

If the child is heightened anxiety wise or in a meltdown/distress, they can't help their actions and it would be discriminatory to hold them responsible for their actions.

It would merely suggest the NAM hasn't been completed properly. |

7 Critical of changes

| 277 | I do not believe that the proposal is actually an improvement to the current system. It appears to me that it is just a new wording to the same provision with a loop hole that will allow an easier ability to refuse transport. |

8 Implement changes asap

| 213 | The proposals seem to be much more comprehensive, but I feel that they should be implemented as soon as possible to alleviate the stress on parents as they await the decision process. Most parents have waited for the school place decision - only recently been applied - and now they have to wait for transport decisions. Qualifying children need urgent introductions into new scenarios and the waiting period can be very detrimental and confusing for them. |

9 do not provide taxis

| 20 | I think encouraging and promoting SEND kids to use public transport would help equip them for adulthood, rather than the use of taxi's which is unsustainable (costly) for many individuals. |
| 204 | Stop the taxis. Stop the chaperones. |

10 Support to use public transport

| 20 | I think encouraging and promoting SEND kids to use public transport would help equip them for adulthood, rather than the use of taxi's which is unsustainable (costly) for many individuals. |

11 Positive experience with transport providers

| 168 | Community transport is great with my kid |

12 Positive experience - WCC staff

66	All of my personal contact with WCC transport services team by phone trying to solve problems and issues (always over late timetables) has been dealt with superbly by this dedicated team.. even if a solution could not be found!
90	The team are fantastic and understanding and they are happy to help and friendly, they took allot of stress out of the situation and recognition needs to be said 👏

13 negative experience with cwdt staff

167	Tell the cwdt to do some trajining and stop accepting their uselessness

Easy Read

Application process

3   To make sure that the Council get in touch with the transport services before school starts back, to make sure parents can tell their child what is going to happen. It would help parents to make sure their child feels safe and secure.

4   The schools and when completing applications are not ethnic friendly and no translation services available

6   I think this is a very good idea because I can't read or write and this would make it easier and also for families who can't speak English. It would be easier

9   Not aware of what the proposed changes are. Other than what is briefly written further up on this page about applying at same time as school place, I do think this is a good idea, however I do also think when applying for a school place-being able to get to a setting plays a significant role in a parents descision when applying for a school. A lot of parents/carers do not have the means to get to a school that may be more suitable for their child so I think they should be made aware of help on offer way before they apply

12   I'm not sure what the changes are.

14   I agree help with transport should be requested by filling in a form in the school and then the school would be who does the rest of the process with the council. There are different supports regarding transport, not everything is giving money to the families because the amount they receive doesn't always cover the real issue. Taxis, bus passes, training in a new route (may not be permanent support, only when needed but they don't have to start from scratch each time), staff to do this in every single case, offering it only to town students has no sense. Students in rural areas have the same right to attend school with their needs met as any other student. Moreover, support has to be there from day one, it can't arrive weeks or months later and it has to be reliable.

15   I think it will make it easier for parents

Needs Assessment Matrix

3   I think it's a good idea, but make sure it RIGHT transport for that child.

4   You have missed out cultural needs

5   My concern is the safety aspect, during winter months dark mornings and dark afternoons this needs to be taken into consideration. There needs to be a right to appeal if families do not agree with transport decisions.

6   I think this is disrespectful for children with special needs. Some can't walk and some can't see danger. This can change and doesn't always give a true picture of the child. I'm very disappointed that this tick box system is being considered - I am appalled. This should be done away with.

7   Safety in travel alone rather than with provided transport is an important aspect of assessing need.

9   Aslong as the tool is detailed enough and includes all relevant information to each individual I think this could work although I strongly believe there should be an opportunity for additional information/thoughts on the matter from parents, the child themselves and current education settings and I believe these should strongly be taken into account as usually it is the parent/carer that knows their child best

12   All situations are different and so need to be considered carefully

32

14 If this tool works as the PIP points... you are going to say only a couple of children need support. A rigid tool which generalises and doesn't take into consideration each case won't work. Or will probably do for you... as the aim is to reduce the budget, isn't it?

15 I think this is good as it will give the children the opportunity to be independent and the score will see if they need extra help

20 Yes if parents views are taken into account.

Policy

4 Gosh your questions are not based on what can improve the services but are set in what you want to change. Your questions/survey are not minority friendly at all

5 Passenger assistants need to appropriately trained with SEN children and have the ability to communicate (in the child's first language) with the child.

6 Not enough information about what the planned changes to the policy are - all SEND children are different. How do you come up with a universal plan for all children when they are all different?

20 I chose to transport my child to Special School as it's best for him, if I were entitled to receive a Direct Payment to support the cost that would be really helpful.

Other comments

1 I feel there should be more than one drop off or pick up allocated, so if the parents work and no one is home and that child is with a childminder or family. This should also be another option for that family.

4 We received this consultation today on 4th of Feb and its a shame WCC have brought it to attention now. And also not very Community friendly. Why do you do this. Its as if you've set what you want to do

5 I have a concern that the new transport policy is leaning towards bus passes for the majority of children.

7 ensure more people with SEND children know about transport provision and how to apply for it.

12 I really value the home to school transport. My son could not attend the best provision for him - his current school if transport is not provided for him.
We have a fabulous bus driver and chaperone and it gives us all as a family and my son peace of mind. We couldn't be more grateful. Thank you

15 Any improvements would help, making it easier for families and the transport team

33

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Home to School/College Transport Policy

Summary of amendments –

4.5 Behaviour.

Added the sixth bullet point. This is entirely new.

- Where damage occurs to a transport operator's vehicle as the result of the actions of the child, a specialist transport risk assessor will investigate the incident. Repair costs will only be sought from the child's parents/carers if a conclusion is reached by the Council that the damage was the result of a malicious act by the child, unrelated to any special educational needs or disability the child may have.

5.1 Transport Arrangements

The sixth bullet point has an additional section – **shown in bold below**

- No transport assistance will be offered to enable children to attend wrap- around provision, work experience, breakfast clubs, paid employment, extra-curricular activities, or any other provision which exists outside of normal school hours. Similarly, no transport will be provided to any site other than the school's main campus. No transport assistance will be provided to college day release programmes, to attend an induction or taster day at another school/college, work experience or other school sites. ***Exceptions to this are: Supported internships/apprenticeships schemes and Specialist placements which include attendance at multiple settings in one day (e.g., morning at a special school, afternoon at mainstream school).***

The thirteenth bullet point is entirely new – wording as follows

- Passenger assistants will not be provided on vehicles transporting pupils to schools unless, following a risk assessment, there is a need indicated that is related to a pupil's special educational needs or disability, or in other very exceptional circumstances.

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Agenda Item 7

Cabinet

15 June 2023

A New Local Transport Plan for Warwickshire (LTP4)

Recommendation

That Cabinet considers the proposed new local transport plan for Warwickshire (LTP4) at Appendix A and recommends that it is put forward for adoption by Full Council.

1.   Executive Summary

1.1   Warwickshire County Council has been working towards the production of a new local transport plan to replace LTP3.

1.2   When published, it was anticipated that LTP3 would run from 2011 to 2026. However, it is clear that during that period there have been significant changes to the way we work, live and travel, including increased home-working, more virtual meetings, and a greater proportion of shopping being carried out online. Those changes coupled with a heightened awareness of the need to tackle climate change in order to reduce its potential consequences and the Council's pledge to make environmental considerations a key component of the development of policies have led to a review of LTP3 and the proposals for LTP4.

1.3   Central to Warwickshire County Council's vision for delivery is its wish to involve Warwickshire residents: a community powered Warwickshire approach. Accordingly, the production of LTP4 has seen several rounds of consultation with stakeholders, partner organisations and the wider public which have influenced and informed the development of LTP4.

1.4   An initial round of consultation established that there was broad support for our proposed four key themes, namely Environment, Well-being, Economy and Place and that these themes should provide the foundation for the development of LTP4. Environment and Well-being regularly came top of priorities for most respondents.

1.5   Drawing on these four key themes, seven strategies have been produced and, together, these make up the new local transport plan. The Core Strategy provides the overarching vision for LTP4 and provides links into WCC's Council Plan, identifying how the new Plan supports the Council's three

strategic priorities[1]. The Core Strategy is supported by six key strategies: Active Travel, Public Transport, Motor Vehicles, Managing Space, Safer Travel and Freight.

1.6   A further round of consultation took place in Autumn 2022 on the above strategies. The feedback from that consultation can be seen at Appendix B Feedback was largely supportive, with broad stakeholder agreement with the approach taken so far.

1.7   Running in parallel with the online consultations that have taken place and to build on the Council's commitment to deeper engagement with communities, a Citizens Panel was established, containing a representative cross-section of Warwickshire residents. The volunteers who made up the Citizens Panel have been heavily engaged in the evaluation and assessment of LTP4 throughout most of its development and, alongside the feedback from the various consultation exercises, have contributed significantly to the evolution of the new Plan. The feedback from the Citizen's Panel can be seen at Appendix D.

1.8   Support for the inclusion of the various strategies in LTP4 ranges from a low of approximately 65% favourable for the Motor Vehicles Strategy to circa 75% favourable for the Safer Travel and Public Transport strategies. These findings are quite consistent between the Citizens Panel and online consultations.

1.9   Key themes that have emerged from the consultation processes include:

- improving active travel facilities for walking and cycling to support active lifestyles
- general improvements in/encouragement to use sustainable (public) transport
- planning to reduce the reliance on private cars and to enable electrification where possible
- concerns around the pressures of housing developments and/or increasing populations on the existing transportation network(s)
- clear and measurable action plan(s) to implement strategies and methods for monitoring progress (success and/or failures)
- current frustration around implementation and time taken to see progress importance of consultation, engagement and communication with residents and stakeholders throughout the process

1.10   Taking this feedback into account, it is the intention to provide more detail on individual transport interventions in the form of annual action plans and

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[1]   We want Warwickshire to have a thriving economy and places that have the right jobs, skills, education and infrastructure.
We want to be a County where all people can live their best lives; where communities and individuals are supported to live safely, healthily, happily and independently.
We want to be a County with a sustainable future which means adapting to and mitigating climate change and meeting net zero commitments.

monitoring plans which will flow down from LTP4 and provide the link from strategy and policy into action on the ground.

1.11   Throughout the production of LTP4 and the various consultation exercises that have accompanied its development, Warwickshire County Council has strived to reach out to all communities. However, it is recognised that there is some under-representation from some ethnic groups. To address this area, and to comply with the Public Sector Equality Duty, the Equality Impact Assessment has been updated and it is further intended to strengthen our engagement processes in the delivery phase of LTP4, working with colleagues in Communications and Equalities and, where feasible, with external organisations, to ensure as broad a reach as possible.

1.12   The development of LTP4 has been overseen by a member working group throughout its production. The working group recognised the various consultation exercises that have taken place during the drafting of the new Plan, including the creation and involvement of the Citizens Panel, and the role of public feedback in shaping LTP4 to date. The group wished to endorse the development of the Plan and, at its final meeting, recommended that it be put forward for additional consideration at Communities Overview and Scrutiny, Cabinet and Full Council.

1.13   Communities Overview and Scrutiny considered the production of LTP4 at its meeting on 12 April 2023. The minutes are reproduced as Appendix E.

2.   Financial Implications

2.1   The adoption of LTP4 will incur costs associated with the delivery of the individual schemes and transport interventions which derive from the strategies and policies in the new Plan. The intention is to provide information, where possible, of the funding routes, timescales, intended outcomes, key themes and policy positions for each item in the Action Plan and any other relevant information which provides greater accountability and transparency. Ability to deliver the Plan will be heavily dependent on the available funding ultimately secured.

2.2   Financial savings arising from the implementation of LTP4 are likely to be reflected in reduced healthcare and sickness costs as people switch to more active travel options and air pollution from exhaust gases reduces. It is anticipated that there will be a reduction in personal injury collisions and their associated costs of investigation, as a result of moving towards a Safe Systems approach to road safety, and economic benefits from a reduction in congestion and road maintenance costs.

3.   Environmental Implications

3.1   Environmental protection and personal well-being were priorities for respondents to our consultation exercises on the new local transport plan,

both during the Citizens Panel process and the online consultation approach. To reflect this, a focus on environmental and individual health and well-being runs through LTP4.

3.2   LTP4 is intended to deliver better air quality, less congestion and cleaner, more attractive places which are less dominated by vehicles. The Plan envisages that this will be achieved through increased uptake of active travel and public transport options and a switch to electric vehicles.

3.3   In addition to recognising the legally binding carbon reduction targets enshrined in the Climate Change Act, the strategies and policies in LTP4 are intended to complement the approach towards carbon net zero that has been identified in Warwickshire County Council's Sustainable Futures Strategy (SFS). Transport is one of the six key themes within this strategy. Moves towards net zero will include a transition to alternative fuels and the implementation of a more efficient staff travel plan. Additional measures in the SFS highlight plans to support further emission reduction through the promotion of integrated and place-based transport planning, supporting the uptake of active travel and zero-emissions vehicle ownership and transitioning to more sustainable fuel sources for commercial and freight transport.

3.4   Engagement carried out on the Sustainable Futures Strategy provided feedback which underlines the importance of tackling climate change through transport-related interventions. Of the six key themes in the SFS, transport was ranked highest by respondents in terms of what they felt should be Warwickshire County Council's priorities.

Theme	1st	2nd	3rd	4th	5th	6th
Wildlife, our Natural Environment and Biodiversity	24.6%	17.5%	15.6%	14.7%	11.4%	14.2%
Sustainabile Communities and Green Economy	8.1%	11.4%	11.4%	11.4%	24.6%	28.9%
Resources, Waste and Circular Economy	7.6%	13.3%	13.7%	23.7%	24.6%	14.2%
Built Environment	12.8%	13.7%	19.4%	16.1%	16.1%	19.0%
Energy	19.4%	26.1%	19.9%	17.5%	10.0%	5.7%
Transport	26.1%	16.6%	18.0%	14.2%	10.4%	14.2%

■ 1st ■ 2nd ■ 3rd ■ 4th ■ 5th ■ 6th ■ Not answered
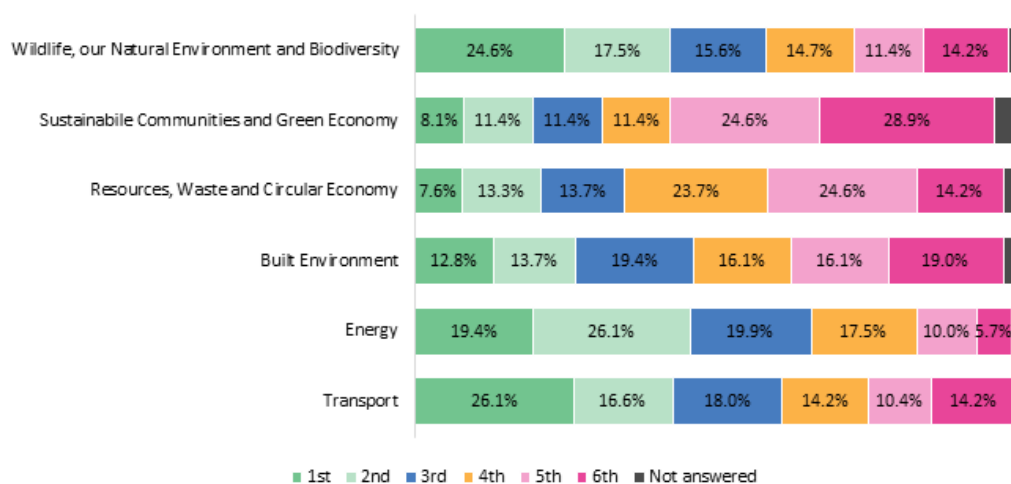
4.   Supporting Information

4.1   A wealth of supporting information, including the Integrated Sustainability Assessment, which was produced for the public consultation exercise in Autumn 2022, remains available at Consultation on draft Local Transport Plan (LTP4) - Warwickshire County Council - Citizen Space

5.   Timescales associated with the decision and next steps

5.1   Subject to consideration by Cabinet, it is proposed to put LTP4 forward for adoption at full council in July 2023.

5.2   Thereafter, it is anticipated that an annual programme of action planning, monitoring and reporting will take place to provide regular updates on the delivery of individual schemes and transport interventions.

Appendices

1.   Appendix A – LTP4
2.   Appendix B – Draft LTP4 Consultation report
3.   Appendix C – Additional consultation submissions
4.   Appendix D – Citizens Panel feedback on LTP4 strategy documents
5.   Appendix E – Communities Overview and Scrutiny minutes 12 April 2023
6.   Appendix F – Equality Impact Assessment

Background Papers

None

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

LTP4 considered by the Communities Overview and Scrutiny Committee on 12 April 2023

Local Member(s): not applicable – county wide report

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A new Local Transport Plan for Warwickshire

LTP4

Warwickshire
County Council
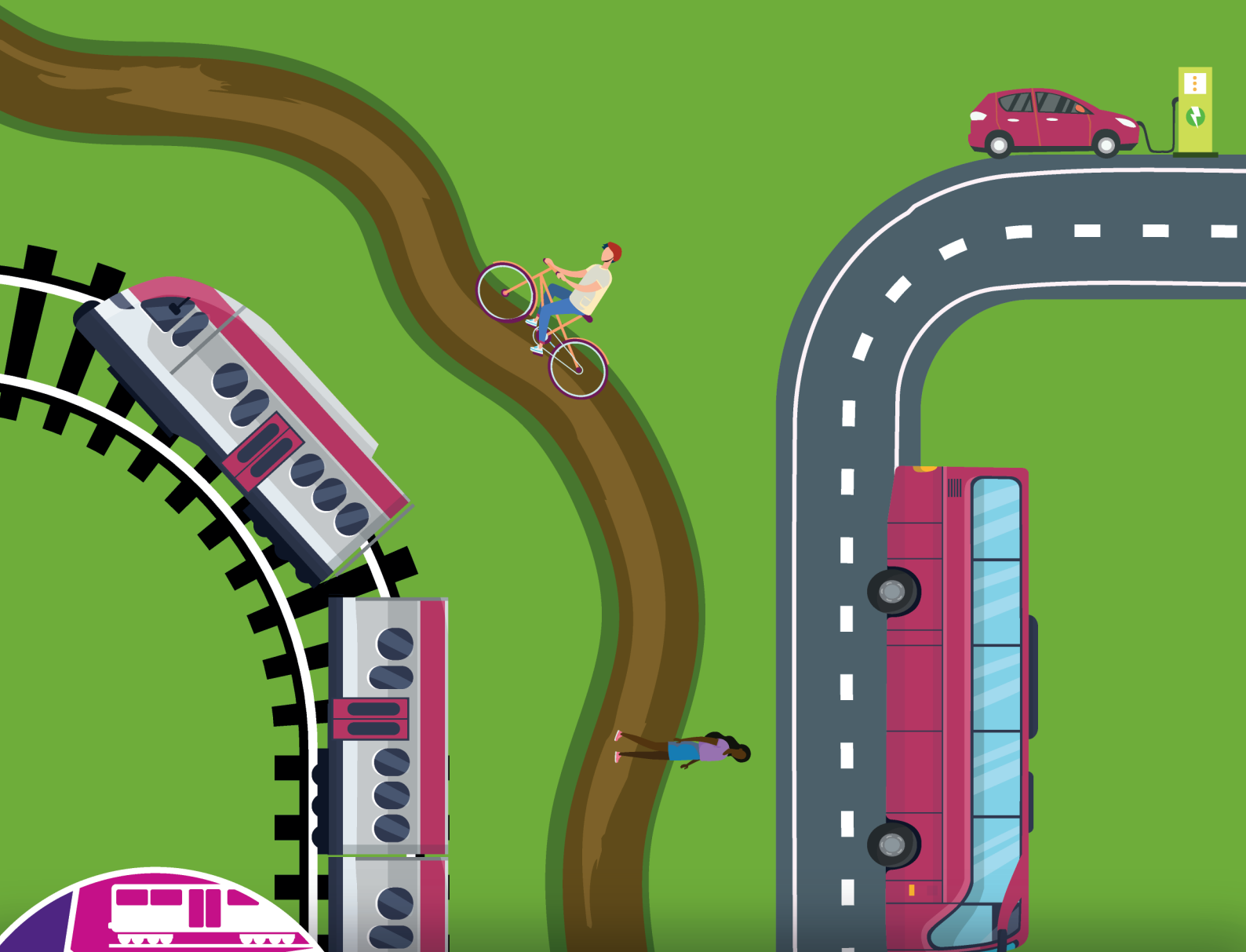
Core Strategy Warwickshire's Transport Vision

We want local transport to support the Priority Outcomes of Warwickshire County Council as shown in our Council Plan.

Vibrant Economy & Places	Best Lives	Sustainable Futures
Right jobs, training, future skills, education, infrastructure and places	Communities and individuals supported to live safely, healthily, happily and independently	Adapting to and mitigating climate change and meeting Net Zero commitments

We have consulted widely with key stakeholders and the public. As a result of these consultations, we believe that transport policy and intervention in Warwickshire should be based around the following four key themes.

Environment	Wellbeing	Place	Economy
Travel choices which contribute to Carbon Net Zero and leave no negative impacts on our environment	A range of transport options which provide safety, comfort and health for users and those affected by transport	Urban and rural areas, and the connections between them, where transport choices work sustainably with the local environment	A modern, flexible economy which is supported and strengthened by transport options

Working with Warwickshire's Communities

Community Power sits at the heart of our new Local Transport Plan (LTP). We recognise that there are gaps we must address in terms of longstanding disparities, such as access to jobs, poor health, low educational attainment and poor connectivity. We need to tackle these differences to spread opportunity, help more people fulfil their potential in life and unleash the full potential of our County and all our communities.

Our Community Powered Warwickshire approach is fundamental to tackling these disparities. We will work with partners to harness the power of communities to offer greater control over their lives and places, help improve outcomes and encourage innovation in the way we deliver services.

To work with local people on the LTP, we set up the Citizens' Panel, a representative cross-section of Warwickshire residents, to provide feedback throughout the drafting of the Local Transport Plan alongside several rounds of more formal public consultation.

The Present in the UK

The UK has signalled its intention to become a Carbon Net Zero country. Net zero means that the UK's total greenhouse gas (GHG) emissions would be equal to or less than the emissions the UK removed from the environment. Reaching net zero would require continuing to reduce emissions from industry, households and from other sectors, especially those with the highest associated emissions such as transport, manufacturing and agriculture.

To reduce transport emissions, we will need to change the way we move around the county and beyond. Warwickshire County Council is aware that these changes should be carried out in a way that recognises the central role that transport plays in the growth of our economy and people's lives and their wellbeing.
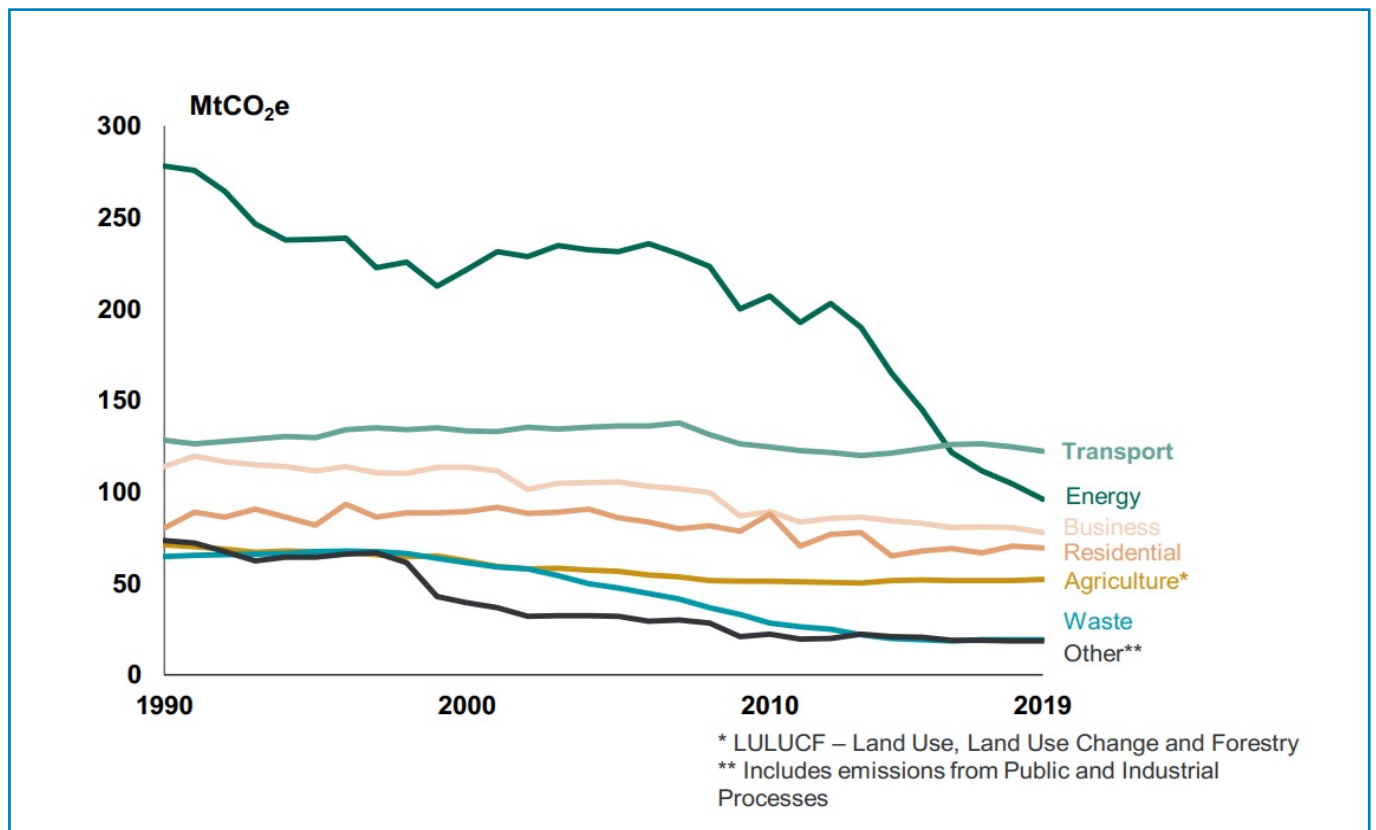
Figure 1. The contribution of carbon dioxide equivalent from different sectors in the UK over the last three decades.

As a sector, transport accounts for 22% of greenhouse gas emissions and is the largest overall contributor in the UK. This figure has remained static while other sectors have made improvements, as shown in the chart.

Growth in private vehicle use

Private vehicle use compared to other forms of travel has increased substantially since the middle of the 20th Century.

This has been driven primarily by a large road-building programme and motoring becoming relatively cheaper and more accessible to more people.
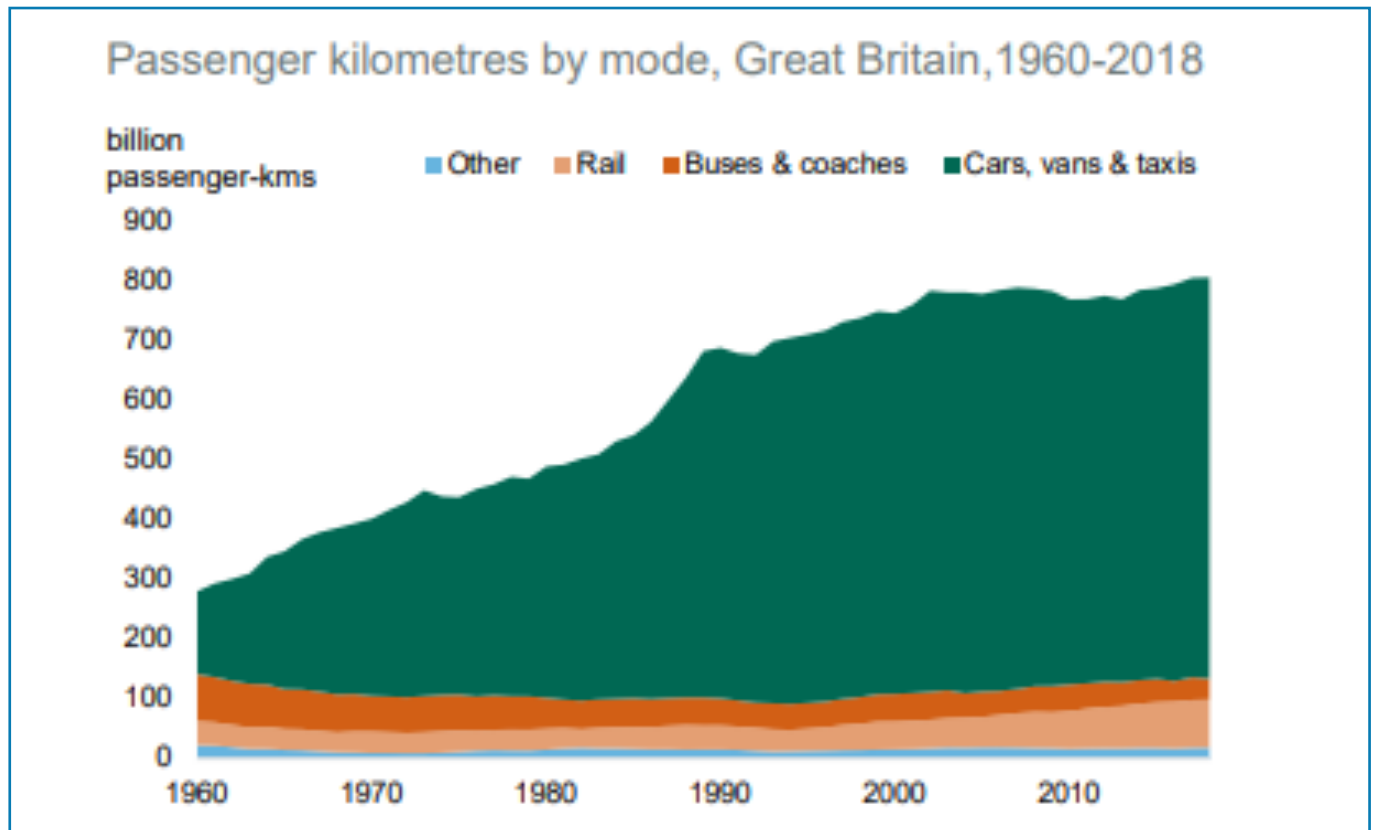
Figure 2. The growth in private vehicle usage as expressed in billions of passenger kilometres since 1960.

Advances in technology have resulted in safer, less polluting vehicles but these benefits have been offset by a steady increase in vehicle numbers and distances driven.

As a result, emissions from the transport sector have remained relatively stable, whereas other sectors have seen decreases.

The Picture in Warwickshire

In Warwickshire, the carbon contribution from various sectors mirrors the national picture. Where other areas have made improvements, transport has remained relatively stable. The move towards Net Zero will require significant changes to the way we move around the county and beyond. We want to work with communities and other stakeholders to address this issue in ways which provide benefits for people, the environment and Warwickshire's economy.
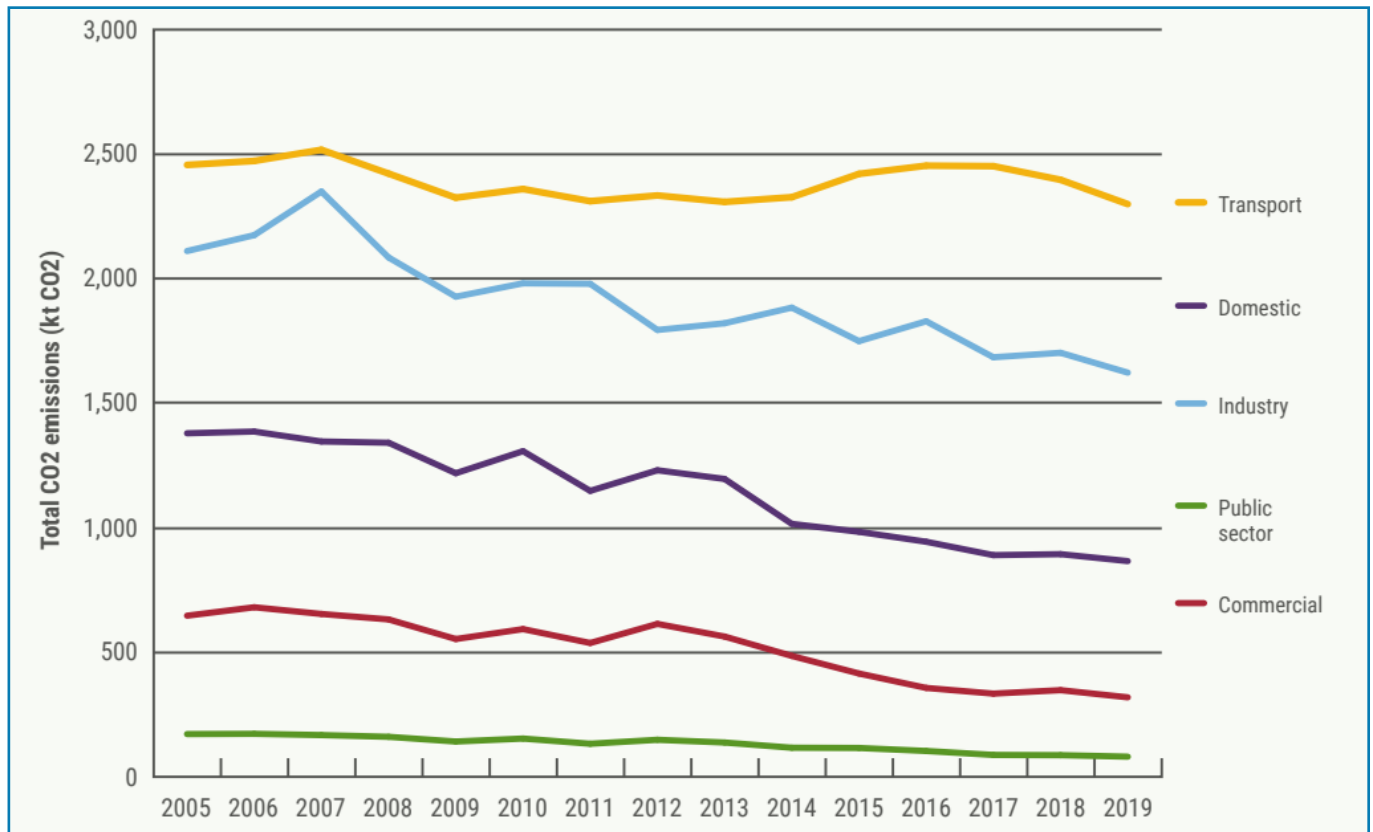
Figure 3. The contribution of carbon dioxide equivalent from different sectors in Warwickshire since 2005.

"Why can't our ambition for Warwickshire to be ahead of the curve? Noting that we mirror the national picture – here's what we're going to do to get ahead and drive economic prosperity by being more of a trailblazer".

Citizens' Panel member

The Need for Action

For Warwickshire, we have carried out transport assessments to identify how we want to achieve Net Zero and how quickly we need to act. These are based on various scenarios, including the national ban on new petrol and diesel car sales by 2030. These moves alone will not achieve Net Zero and we need to go further, and more quickly. The longer we delay substantial actions, the worse the impacts on the climate, our economy and communities will be. The chart below illustrates the need to go rapidly beyond the currently proposed national actions if we are to close the emissions gap towards Net Zero.
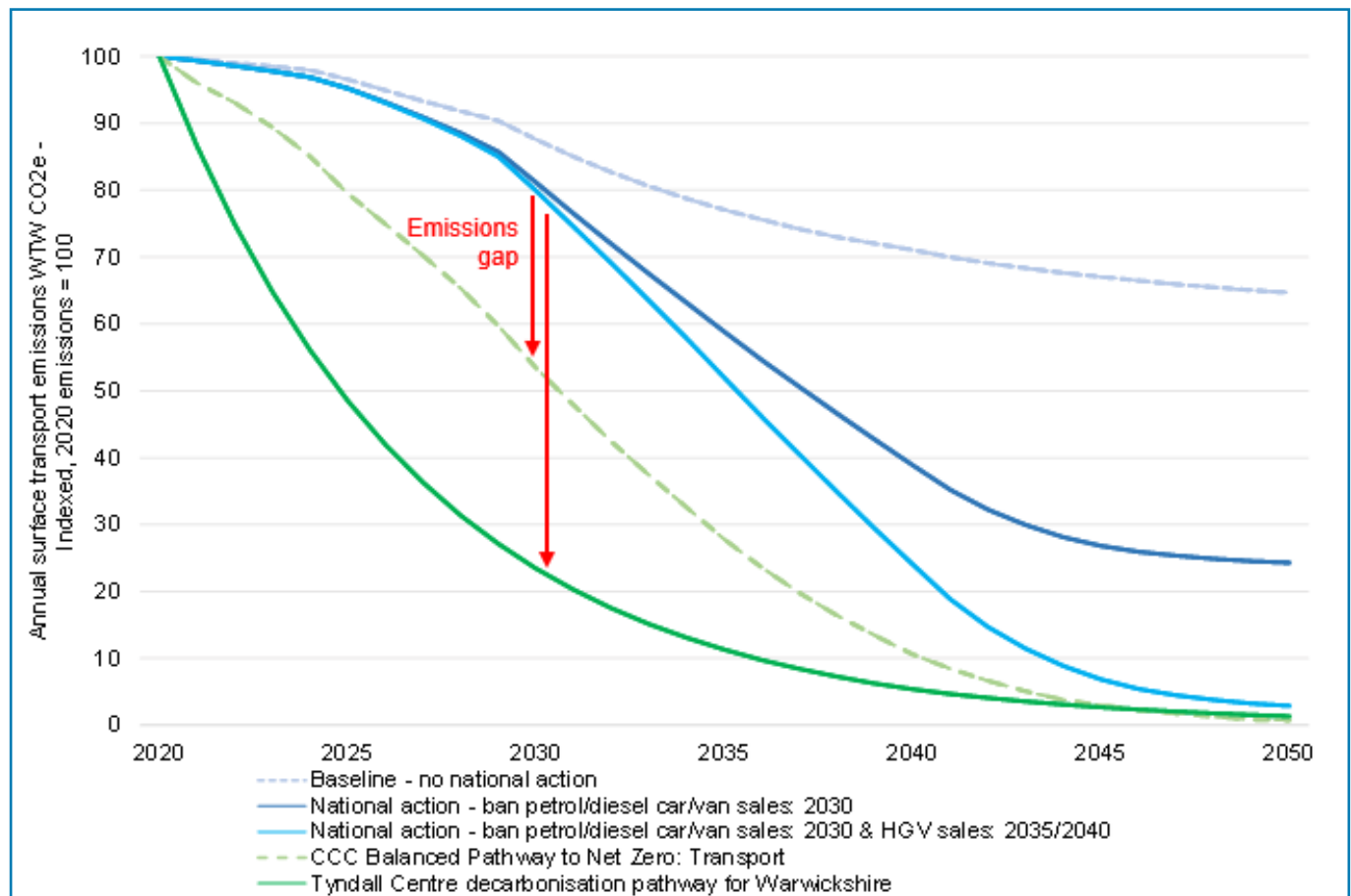
Figure 4. Warwickshire's transport carbon dioxide emissions challenge under different intervention scenarios.

Warwickshire Is Not Alone

A common criticism of proposed activity to tackle climate change is that isolated actions will not achieve much on their own. This is true and it is important to put Warwickshire's aims into context. Other local authorities are faced with similar challenges. Many are drawing up similar plans to take their own corresponding actions. In this way, the entire country will move collectively towards providing more sustainable transport options and reducing carbon emissions. We will work with partner organisations including neighbouring authorities and regional bodies to identify the most efficient and co-ordinated ways of delivering our collective aims.
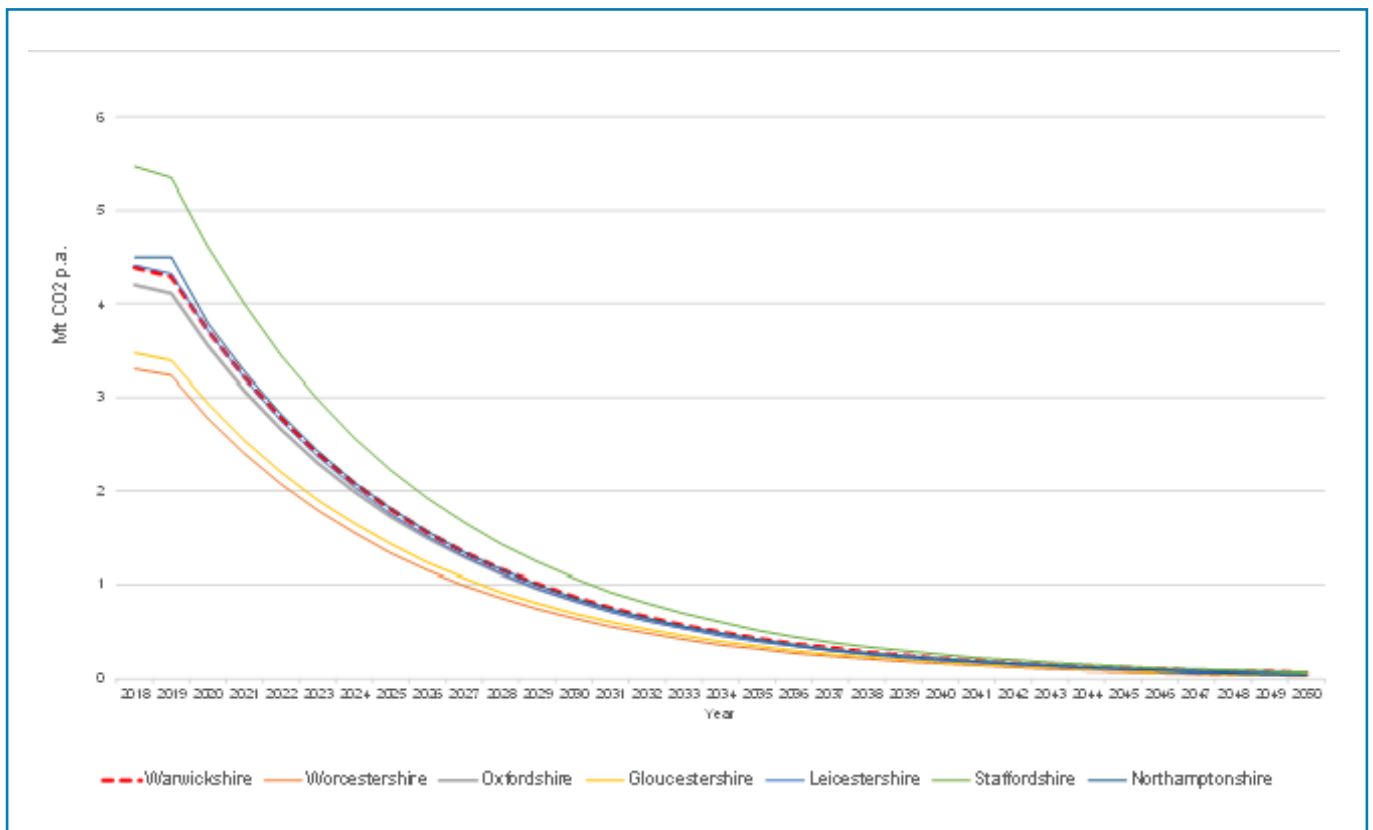
Figure 5. Warwickshire's transport carbon dioxide emissions challenge is similar to those of neighbouring shire counties.

Warwickshire is represented by the dotted red line in the chart above, which shows the rapid reduction in carbon emissions that are needed to meet Net Zero

Comparable shire counties face similar challenges and we will need to work together to find solutions.

The Challenges

We have listened to Warwickshire's communities and their feedback has helped us to identify the main issues that they want us to tackle. Key challenges for each theme include:

Environment

- Provision of more sustainable transport options
- Decarbonising Transport -lower carbon emissions and less pollution
- Flood resilience
- Energy supply resilience – managing peaks and troughs of demand on the network
- loss and impact on nature

Wellbeing

- Travel safety and security
- Health impacts of air and noise pollution
- Accessibility - to jobs, social and medical care, friends and amenities
- Transport-related mental health impacts
- Access to active travel choices such as walking and cycling which can benefit health

Place

- Quality and character of public spaces
- Better connections within and between communities
- Differing needs of urban and rural communities
- Improving regional, national and international connectivity
- Social exclusion and isolation
- Influencing planning and development to create better places and travel between them

Economy

- Providing transport that facilitates jobs, training, future skills, education and infrastructure so that Warwickshire continues to be an attractive place to invest
- Increase access to amenities, tourism and leisure opportunities
- Recovering from economic shocks (e.g. Covid-19)
- Reducing the North/ South Warwickshire economic disparity

"Although top of my agenda is environment, I also feel strongly about having transport that is easily accessible for people who are rural, or need to get to and from work, training, etc."

Citizens' Panel member

Future Impacts on Transport

Predicted changes in the transport sector

- Decarbonisation of transport to achieve a carbon Net Zero UK by 2050

    - Transport is currently the biggest contributor to carbon emissions in the UK

    - Warwickshire had the third highest CO2 emissions per head of all English county local authorities in 2019

    - External funding contributions likely to be aligned to carbon reducing schemes

    - Dominance of zero-emission vehicles (ZEVs) in the national fleet – electric/ hydrogen technology

- Emergence of self-driving technology – connected autonomous vehicles

- Government bans on vehicles which emit exhaust gases

- Rail capacity increase on existing lines as express services move onto HS2

- Increased freight movements, home deliveries, cargo bikes, drones

- Changes to commute patterns with increased home working and flexible working

- Pressure from population growth and an associated increase in travel demand

Anticipated changes in society

- Greater focus on the environmental impact of transport

- Emissions targets as part of response to climate emergency

- Evolving town centres – a shift in the balance between retail, residential and recreation opportunities

- Online shopping – increased home deliveries

- Increased home working or splitting time between home and employment site

This strategy aims to allow the council to target resources and investment at transport interventions that overcome these challenges.

This will allow us to position ourselves to quickly adapt to changes in the transport industry and implement innovations in transportation.

Travel Choices Hierarchy

Improvements around our key themes will be achieved through a shift in travel behaviours to use forms of transport that promote wellbeing and are environmentally sustainable. We want to provide for the varied transport needs of Warwickshire's places, including towns, villages, economic sites and the links between them.

We intend to do this with a transport hierarchy that can deliver on our aim for sustainable travel throughout Warwickshire without impacting on economic vitality:

Active Travel
(e.g. walking, cycling, wheeling)

Public Transport
(e.g bus, rail, e-scooters)

Private Vehicles
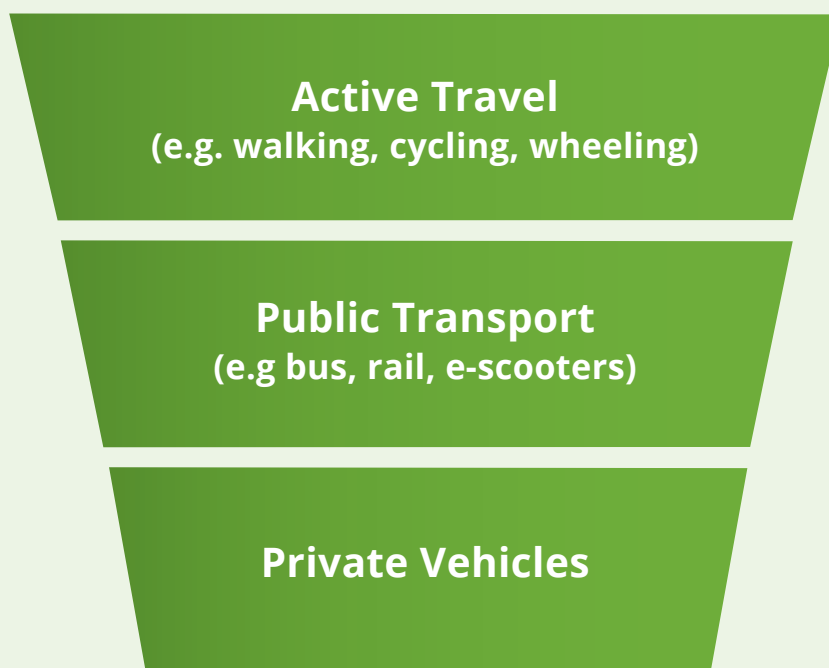
The types of travel at the top of the hierarchy contribute positively to the key themes. To promote their uptake, our interventions will increase the overall attractiveness of these modes over other options. Those choices towards the bottom are likely to have at least some negative impacts currently and in the medium term.

Not all forms of transport in this hierarchy can be applied equally in all circumstances. Whilst the hierarchy represents the best prioritisation of transport resources in principle, we recognise that Warwickshire's places are unique, with their own transport requirements.

A flexible, tailored approach to transport changes

More suitable ← Suitability for increased motor vehicle capacity → Less suitable

Connecting corridors	Rural places	Semi-rural places	Urban places

Less suitable ← Suitability for increased walking, cycling, electric scooters and different use of road space → More suitable

Increased use of public transport and other sustainable modes
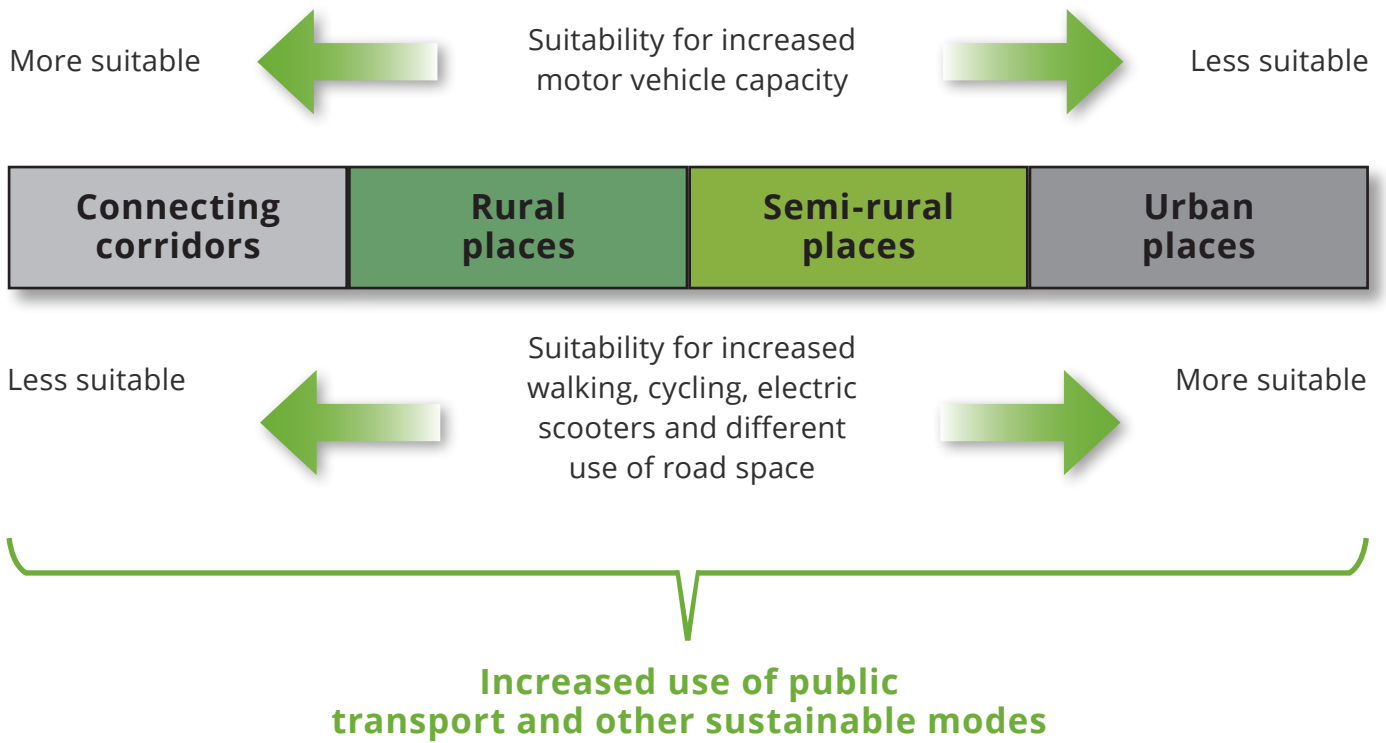
Our transport interventions will consider places and their connections and aim to provide safe options for users of our transport network.

Walking and cycling are highly desirable for shorter journeys, which are likely to be shorter, more urban trips. For medium length journeys (10-20 kilometres) and above, these modes are less appropriate, but we will still need to encourage a shift away from fossil fuel-powered cars.

Similarly, building high-speed road links in residential areas would have negative impacts in terms of disrupting communities and reducing wellbeing owing to pollution from vehicle noise and emissions.

This does not prevent the use of any form of transport intervention where it is most suitable within the overall drive towards sustainability.

Benefits of reducing vehicle usage

We know that decreases in vehicle usage bring about the improvements in local amenity, air quality, noise pollution and carbon reduction that make Warwickshire a better place.

The Covid-19 pandemic was a global challenge that had severe impacts on people's lives, both from a health viewpoint and in the way it required lifestyle changes. It also provided solid evidence that fewer travel movements result in significant environmental benefits.

Large reductions in traffic during the early stages of lockdown saw corresponding falls in noise and air pollution, and an increased opportunity for walkers, runners and cyclists.

A massive reduction in personal travel, including commuting to work, drove household greenhouse gas emissions down by 16 million tonnes of CO_2 equivalent compared with the year before.

We understand that mobility is a necessary feature of modern life. It provides significant benefits to the economy, people's wellbeing, connectivity and social mobility. Our challenge is to provide transport options that achieve these wider benefits, and more, but without the restrictions that were necessary during the pandemic.

Progress towards our aims is dependent on encouraging those travelling in and through Warwickshire to adopt different methods of travel. This will include active travel or public transport where possible as an alternative to the car.

Where active travel or public transport are not possible, a switch to Zero Emission Vehicles will be required to achieve the government's Net Zero aim.

Within Warwickshire County Council's remit, we will promote these changes by enabling people to make meaningful travel choices that allow them to travel throughout Warwickshire safely and sustainably.

We will do this by publishing key strategies that recognise the choices available to transport users, now and in the future, when considering and making all stages of a journey. Most journeys involve multiple stages (e.g. drive and park, then walk to final destination) and the Local Transport Plan will encourage sustainable choices at all stages.
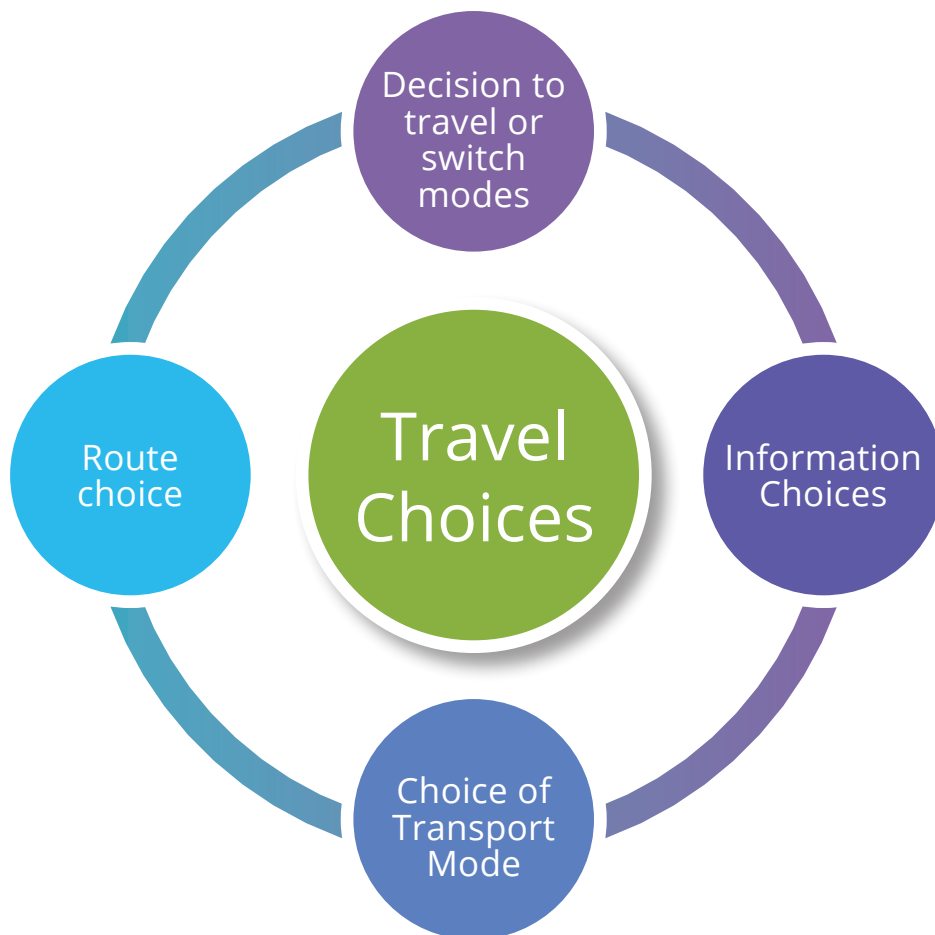
Travel choices to reduce carbon

To meet the target of carbon Net Zero by 2050, car usage will need to decrease and we will have to provide alternatives to the way we travel. The current approach is not sustainable. We will need to work with planning authorities to provide local shopping, leisure and work facilities that require fewer and shorter journeys. Better options for more trips on foot, by bicycle and public transport whenever travel is needed or wanted will contribute to overall carbon reduction.

Travel option	Outcome	Effect on car usage

- Reduced need to travel in general → Fewer Journeys
- More local alternatives for work, shopping and leisure → Shorter journeys
- Walking, cycling, public or shared transport options → Fewer trips by car

→ Reduced vehicle mileage

- More efficient driving
- Zero emission vehicles

→ Fewer emissions

Carbon Reduction
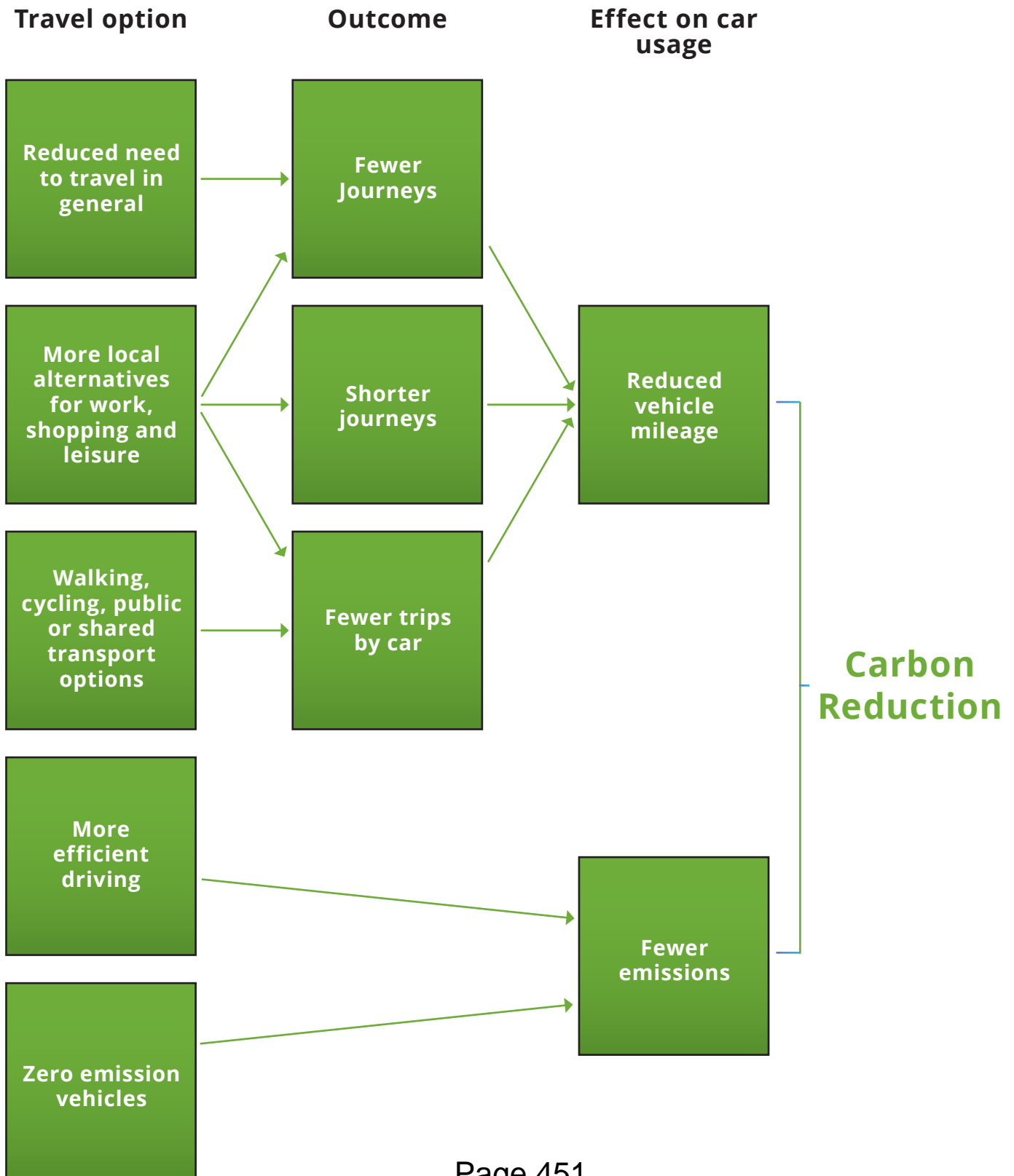
Key Policies

KP1 - Engaging with communities to provide transport options which recognise the unique travel needs of Warwickshire's different places

Within the overall aim to provide and develop a sustainable transport network, WCC will tailor interventions to suit local requirements. Urban, semi-urban and rural areas, and the transport corridors between them, will have different needs and solutions. We will listen to the needs of communities and work with partners to maximise opportunities to provide modern, fit-for-purpose, sustainable travel choices.

KP2 - Transport interventions which align with our Council Vision, government policy and as many of our four key strategy themes as possible

All policies and interventions will deliver benefits for the environment, wellbeing, place and/or economy. They will be designed to facilitate the right jobs, training, future skills, education, infrastructure and places. We will ensure that communities and individuals are supported to live safely, healthily, happily and independently. We want Warwickshire to be a prime example of a sustainable, net zero county.

KP3 - Decarbonising transport and transport related infrastructure

Transport contributes a greater proportion of carbon emissions than any other sector. WCC will pursue actions and objectives that seek to reduce pollution in general, and carbon emissions in particular, through a range of interventions. Car dependency will be discouraged, where suitable, in favour of more sustainable travel choices. We will consider the carbon cost of our activities on a cradle to grave basis, including new and improved transport infrastructure, such as roads, rail and bridges.

KP4 - A flexible approach to policy development in response to a changing Warwickshire

Our new Local Transport Plan cannot afford to be rigid in its approach. It will need to adapt to a changing Warwickshire and the wider world beyond our borders. The LTP will therefore be outward-looking and pro-active, seeking to identify challenges and opportunities that may have an impact on our transport network. To do this, we will regularly review our existing approach by questioning its on-going relevance and, where necessary, seeking to implement new policies that address these changes and aim to make Warwickshire a better place.

KP5 - Data and evidence-led monitoring and evaluation of our transport interventions

Throughout the lifetime of the Local Transport Plan, our Action and Monitoring Plans will provide the evidence we need to measure the success of our transport interventions. They will evolve as we deliver and conclude transport schemes in some parts of the county and initiate new schemes in others. We will collect data both to determine the effectiveness of our transport interventions and to inform works and direction.
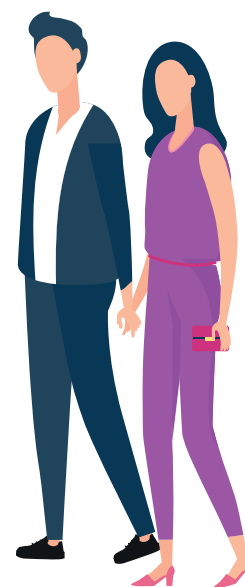
We want our Local Transport Plan to reflect the latest needs of those travelling in Warwickshire.

We aim to do this by facilitating meaningful Travel Choices that deliver benefits in line with our key themes and encourage the use of sustainable methods of transport.

Environment	Wellbeing	Place	Economy

We feel that this can be achieved by establishing a travel choice hierarchy and applying this hierarchy dynamically to different types of place in Warwickshire when devising transport projects.

Active Travel
(e.g. walking, cycling, wheeling)

Public Transport
(e.g bus, rail, e-scooters)

Private Vehicles

Flexible Application

Urban

Semi-Urban

Rural

Places

Connecting Corridors

Net zero carbon by 2050
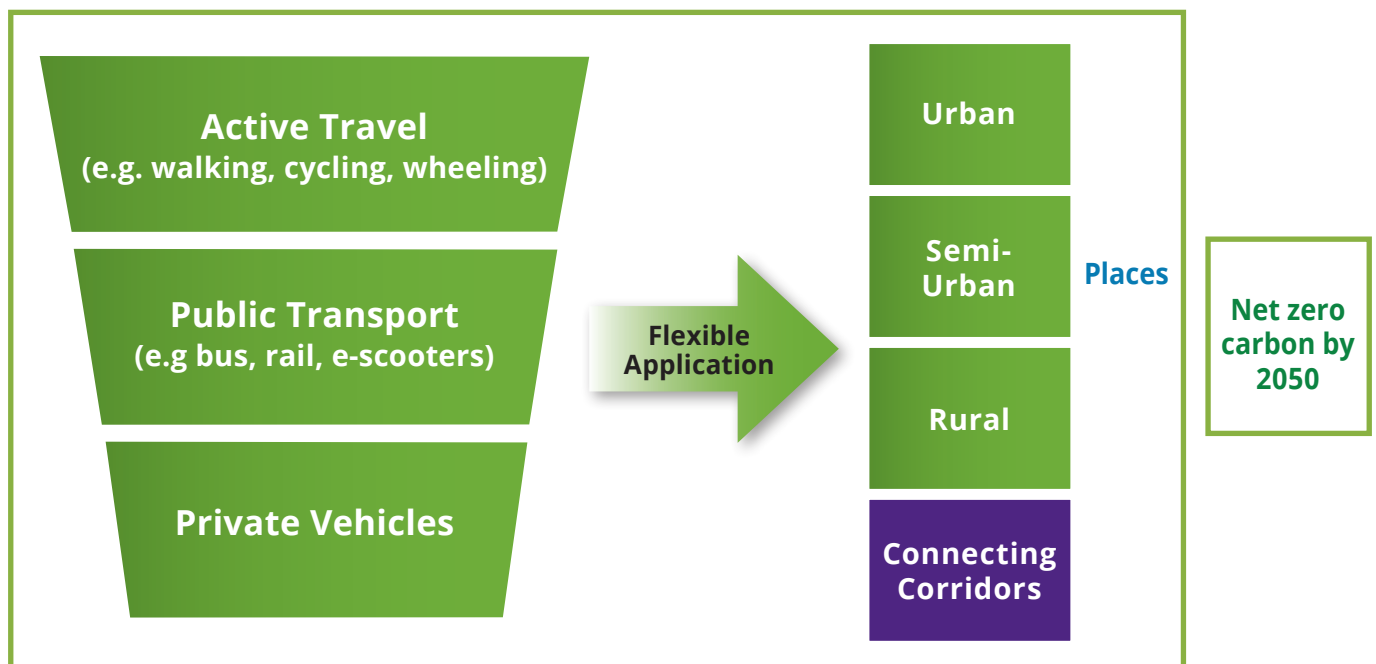
We are publishing the following key transport strategies, along with related Action Plans, to detail what we will implement to encourage a shift in travel behaviours during the lifetime of this plan:

Active Travel	Public Transport	Motor Vehicles	Managing Space	Safer Travel	Freight
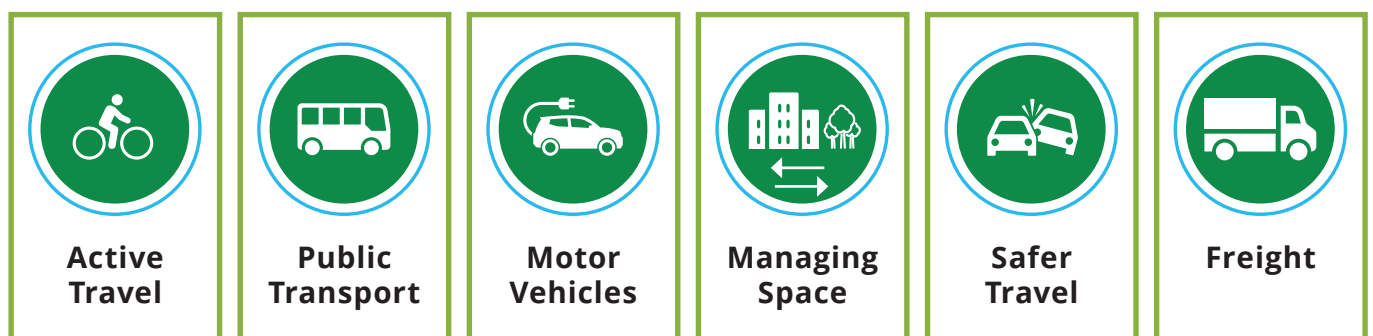
Each of the six key strategies will allow us to deliver changes in travel behaviour. Examples of areas of focus in each of the key strategies are shown below.

Active Travel

To promote the use of active travel to reduce carbon emissions on short journeys, including those for freight, and to promote mental and physical wellbeing

- Walking
- Cycling
- Wheeling
- Bike hire
- Freight/deliveries

Public Transport

To promote the use of public transport instead of private vehicles for medium and long journeys, where it is possible to supply the necessary infrastructure.

- Bus
- Rail
- Very Light Rail (eg trams)
- E-scooters
- Informal car sharing
- Car clubs – organised, formal car sharing facilities

Motor Vehicles

Where private vehicles are necessary for medium and long-distance journeys, we want to promote the change to more sustainable modes such as zero-emission vehicles (ZEVs).

- Personal motor vehicles
- Taxis
- Movement of people
- Zero emission vehicle take-up
- Electric vehicle charging and infrastructure
- Motorcycles
- Connected and autonomous vehicles (CAVs)
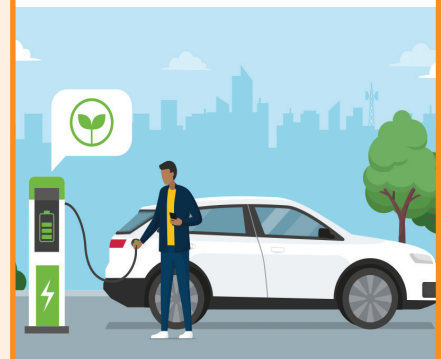
Our remaining key strategies are shown below.

Managing Space

Prioritising the use of available space on the road network to promote travel by sustainable modes and influencing development.

- Parking management
- EV charging and infrastructure
- Transport modelling – predicting travel demand
- Development management
- Route strategy
- Low emission zones
- Workplace parking levies
- Connectivity – providing infrastructure for new and emerging methods of travel
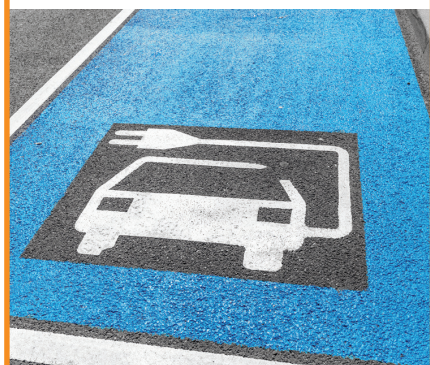
Safer Travel

To improve safety of all road users in accordance with the Warwickshire Road Safety Partnership Strategy.

- Safe Systems approach
- Speed management
- Road Safety Education
- Safe road design
- Fewer casualties
- Less congestion
- Safe and accessible transport
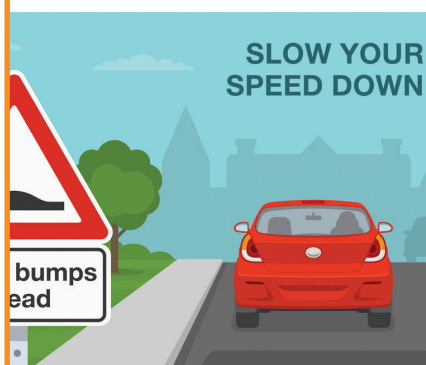
Freight

Providing facilities for and promoting sustainable, safe and efficient freight journeys through and within Warwickshire.

- Encouraging the use of low and zero emission vehicles, rail and sustainable modes
- Appropriate freight routing
- Road safety
- Suitable parking and rest facilities
- Shift to zero emission vehicles and active travel for 'last mile' freight (the short, final stages of deliveries)

SLOW YOUR SPEED DOWN

bumps ead

Policy Implementation

The Council will produce and publish an Action Plan which will identify how we will deliver the strategies, the timescales involved and the intended outcomes which will align with one or more of the key themes of the Local Transport Plan.

The Action Plan will be published annually and be split into three sections:

1. Work intended for delivery within the financial year

2. Medium term work where delivery is intended within 2 – 5 years

3. Aspirations for delivery more than 5 years in the future

The Action Plan will confirm the sources of funding available for committed work and all work intended within the financial year. For longer term, more aspirational work, likely sources of funding will be indicated, acknowledging that this may be speculative, especially for longer term work.

The Action Plan will be complemented by Monitoring Plans which will measure our success against the outcomes identified in the Action Plan.

Active Travel Strategy

Warwickshire
County Council

Overview

Warwickshire is a large, predominantly rural county with several densely populated historic towns connected by a network of A and B roads and separated by miles of countryside. For many years, the predominant choice of travel around the county has been the private motor car, and development has routinely favoured its continued use.

Where possible, and without disadvantaging rural communities, we need to do as much as we can to move away from car dependency. It's clear that a gradual switch away from car usage will have huge health benefits for Warwickshire's people, improve local air quality and reduce our local transport contribution to climate change. Safer, more attractive active travel options, defined as making journeys or moving goods using physically active means, such as walking and cycling, will also help to improve transport choices for people who do not have a car or access to one.

Encouraging a switch to other forms of transport can have additional economic benefits. Congestion on UK roads cost our economy almost £7bn in 2019, close to £900 or 115 hours of lost time for every driver. A more balanced approach to travel, together with options which reduce the need to travel at all and remove traffic from the road network will lessen this economic impact.

"I like this – but Active Travel routes need to be plentiful and safe – not just bolted on to roads"

Citizens' Panel member

One of the ways we can move away from over-reliance on the motor car is by choosing active travel options. These are the most efficient ways of moving people within limited space, such as congested town centres. They require less land than that needed for manoeuvring and parking motor vehicles. This is particularly relevant in Warwickshire with its historic towns and villages, narrow bridges and protected landscape areas.

"There are lots of new routes needed locally before users take up a healthier way to travel".

Citizens' Panel member

"We need more places to leave bikes, more pedestrianised zones that no cars can enter".

Citizens' Panel member

Walking and cycling are the most efficient options for local journeys - reducing our carbon footprint, delivering the economic benefit that comes with easing road congestion and reducing the severity and frequency of collisions.

People who choose walking and cycling as frequent travel choices see significant benefits to their wellbeing, both physically and mentally. This also helps to reduce the wider health costs associated with inactivity and contributes to community wellbeing.

The people of Warwickshire have demonstrated strong support for improving walking and cycling facilities. The highest recommendation from the Warwick People's Inquiry on Climate Change was to promote cycling, and support has also been shown throughout the consultation that went into LTP4 and engagement with Local Cycling and Walking Infrastructure Plans (LCWIPs).

Active Travel Policies

Policy Position AT1

Improving accessibility and attractiveness of active travel options

The Council will seek to promote the attractiveness of active travel options by improving the facilities that enable and increase access to them. We will do this through our own interventions and also by influencing the planning and development process.

Measures may include:

- improvements at bus and rail interchanges, car parks, town centres and key public buildings
- safe and secure cycle parking facilities; easier access to affordable rental bikes; e-bike hubs; cycle to work schemes; more lockers and showers in new workplace developments
- low carbon last mile goods deliveries - using or switching to cycles or e-bikes for the short, final stages of deliveries

Policy Position AT2

Better, safer routes for walking and cycling

WCC has developed a hierarchy of travel choice which seeks to establish active travel options at the forefront of transport choices for Warwickshire's residents and visitors. Safety is critical in promoting cycling and walking. We will design to the latest standards, to create and place emphasis on the maintenance of local walking and cycling routes which offer coherent, safe, comfortable, attractive, direct connections that are accessible to all.

The Council will do this through:

- Local Cycling and Walking Infrastructure Plans
- liaison with local cycling and walking groups
- active involvement in the road safety audit process to prioritise cyclist and pedestrian welfare

Policy Position AT3

Information and Promotion

The benefits of active travel choices in terms of physical and mental wellbeing, and the economic and environmental advantages, are well known. But it is not enough to build better cycling and walking routes and expect people to use them. WCC will use all communication methods to provide information to promote active travel routes. We will develop more user-friendly county-wide mapping and signing and carry out regular surveys and audits on active travel uptake.

"I like all of the above and that we are thinking that just building active travel options does not guarantee that they will use them".

Citizens' Panel member

Public Transport Strategy

Warwickshire
County Council
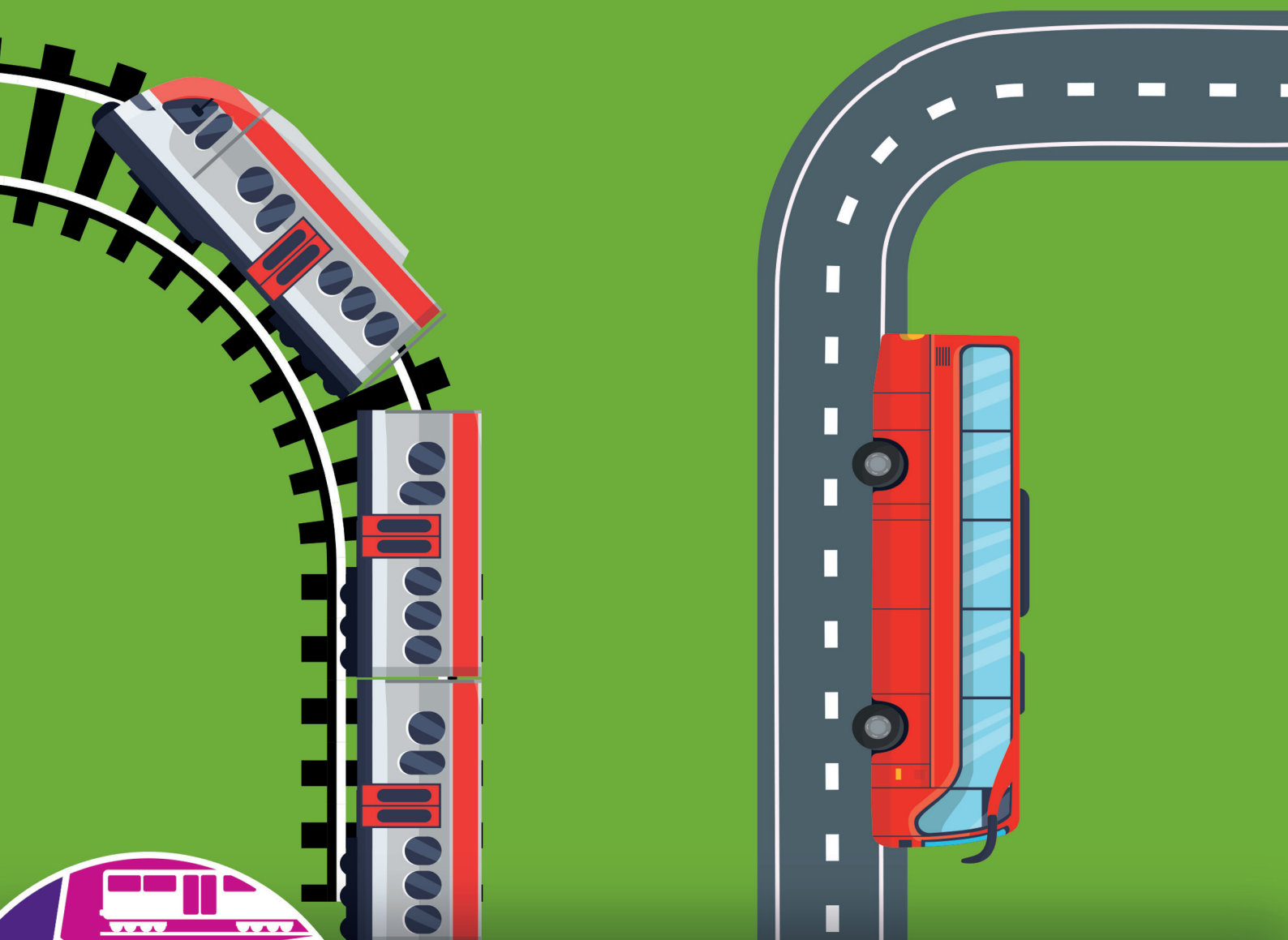
Overview

Public transport services in Warwickshire make significant contributions to the local economy, business and local community, making Warwickshire an attractive place to live, work and visit.

Investment over the last 20 years has delivered improvements to services and infrastructure which meet the Council's vision of making Warwickshire a better place.

Pre-pandemic, Warwickshire experienced sustained growth in passenger demand for rail, with approximately 10 million passenger journeys undertaken from Warwickshire stations per year. Passenger levels are currently around 70% of pre-pandemic levels, but are anticipated to recover and for growth to continue in the future.

Continued investment to deliver and maintain improved transport options will be necessary if Warwickshire is to accommodate the predicted growth in population. We want to encourage additional use of public transport to reduce road congestion, improve air quality and tackle climate change. As a council, we have limited ability to make improvements directly, as almost all public transport is provided solely by third party organisations. However, we can influence demand through our powers as highway authority (e.g. bus lanes, priority signal junctions) and promoting new rail infrastructure and services.

This Local Transport Plan (LTP) will focus on transport developments over the next five years and seek to address longer term trends where possible and appropriate.
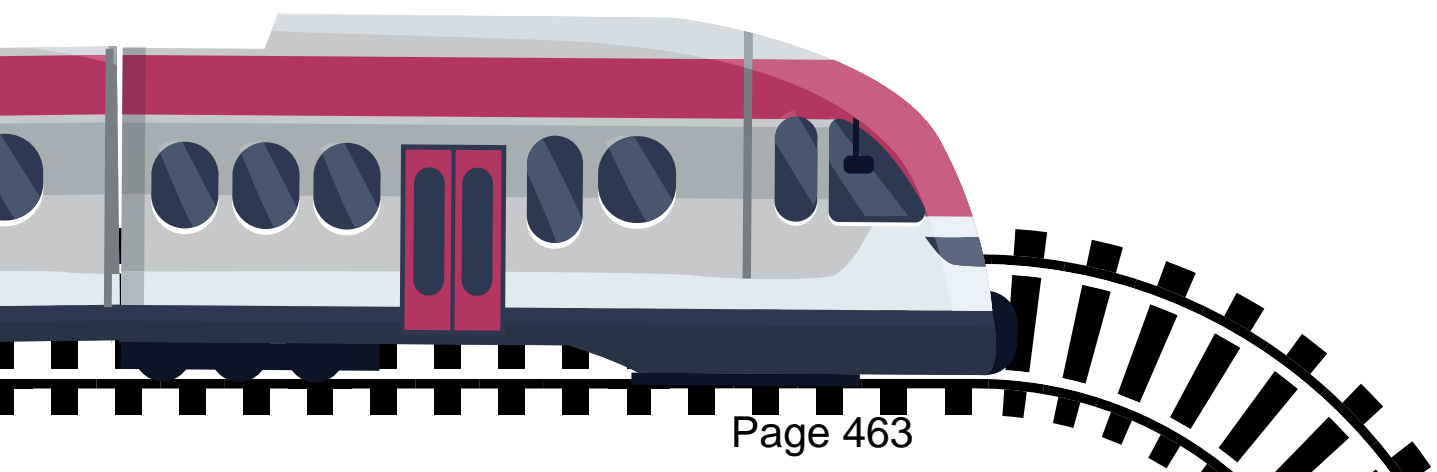
Existing Transport Network

Warwickshire has an extensive public transport network which is used for a range of journey types, with commuting and business travel being of particular significance.

Bus use is dominated by the need for local trips, whereas rail trips are made between Warwickshire and the West Midlands conurbation, and there are good connections towards London and the south-east.

The semi-rural nature of Warwickshire means that the distribution of public transport options is not always equitable throughout the county. Factors which contribute to decisions by people to use other, often less sustainable forms of transport include gaps in the network, real and perceived barriers to access to public transport, such as inadequate or absent bus shelters, availability and reliability of services, cost of fares, safety concerns and a lack of direct connectivity.

In 2021 there were 418,000 vehicles licensed in Warwickshire, with approximately 80% being cars registered to residents of the county.

This figure has risen steadily over the preceding decade, with an annual average rise of just over 1.5%.

In comparison to neighbouring counties, Warwickshire has a relatively high level of vehicles registered per head of population.

This steady and sustained increase in the number of vehicles places heavy pressure on road space. Traffic congestion increases travel time and reduces the appeal of buses as a convenient alternative to car use.
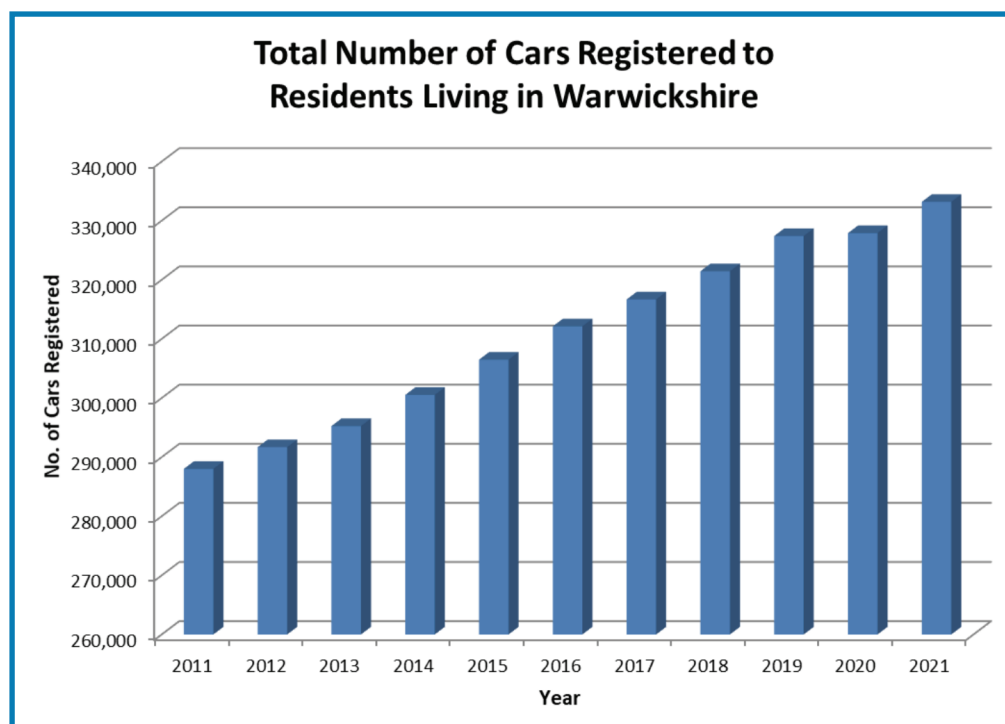
Figure 6. Increase in number of cars registered in Warwickshire 2011 to 2021.
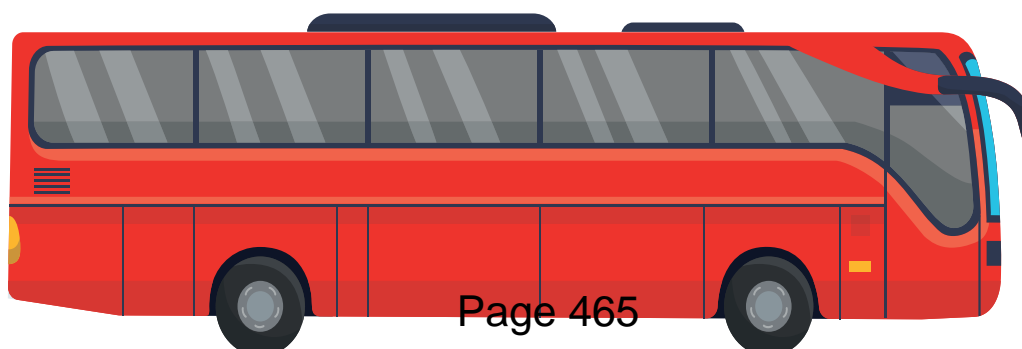
A Public Transport Network for the future

Our consultation with the Warwickshire public has demonstrated that their priorities are for an environmentally sustainable public transport option which allows people to travel throughout Warwickshire from all parts of the county and beyond in safety, comfort and convenience.

For public transport to become a first choice travel option, its attractiveness relative to car use needs to improve. We recognise that accessibility, safety, convenience and cost play important parts in transport choices. Reliability of services and good connections throughout Warwickshire at convenient times are also critical. Our public transport network should build on the existing economic success of the area by improving connectivity between residential, leisure and business centres.

Safe and accessible public transport options can have additional benefits in improving social inclusion. For those without access to a car, good public transport connectivity reduces isolation within and between communities and improves wellbeing for groups which often suffer from social exclusion.

In line with Government best practice, we have formalised our partnership working with bus operators by jointly producing a Bus Service Improvement Plan (BSIP) and entering a legally binding Enhanced Partnership which aims to deliver the aspirations set out in the National Bus Strategy.

Our ultimate ambition is for:

- Economic, social and environmental benefits to Warwickshire residents, visitors and businesses

- Opportunities to choose public transport ahead of private car use

- Use of planning legal agreements to ensure new developments are less dependent on car usage as a first choice form of transport

WCC role in supporting the bus network

The government's national bus strategy states that services cannot be planned on a purely commercial basis with little or no engagement with, or support from, local transport authorities.

Warwickshire's investment in the bus network supports many initiatives, including socially necessary services, school and special education needs (SEN) transport, concessionary passes, measures to reduce journey times and improvements to infrastructure such as bus shelters.

Our interventions help to make buses a more attractive transport choice. In turn, this delivers wider aims such as reduced congestion, increased social connection, mobility and wellbeing, and supporting the economy by providing shoppers and workers with affordable options to travel.
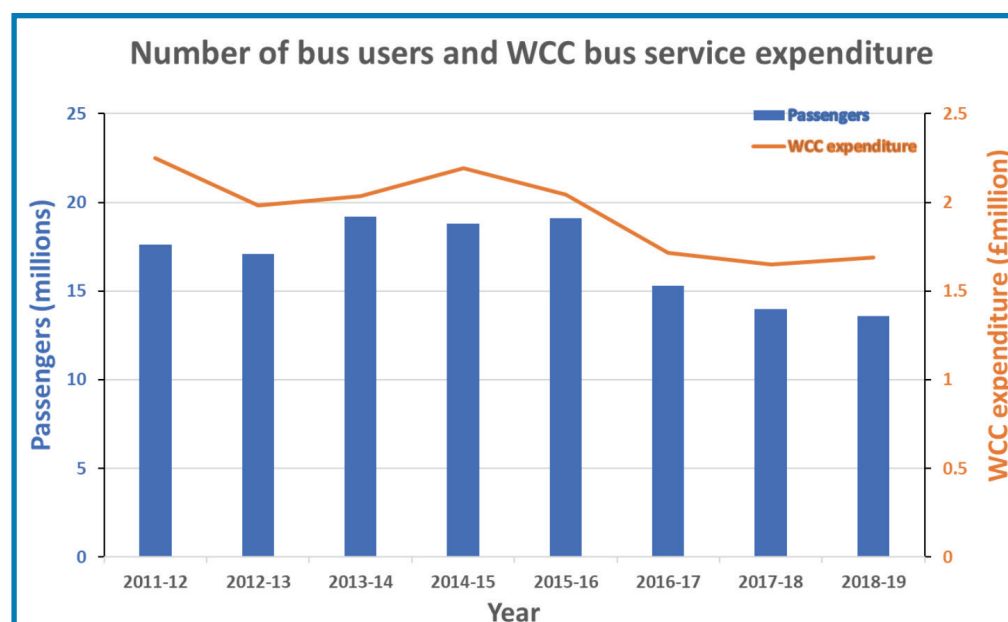
Figure 7. A comparison of bus patronage with Warwickshire County Council bus service expenditure.

Public Transport Policies

We want to achieve a connected public transport system which should provide a convenient alternative to car use.

Our policies will aim to deliver on this ambition. We will encourage people to choose sustainable travel options wherever possible and we will strive to exploit opportunities which improve services, facilities and infrastructure to make these options more attractive.

Policy Position PT1

Working with partner organisations to improve public transport

Delivery of a successful, integrated public transport network can only be the result of partnership work between the private companies which operate rail and bus services, the County Council and key industry organisations.

WCC will develop and strengthen relationships with Network Rail, DfT, West Midlands Rail Executive and Midlands Connect, including supporting delivery of the West Midlands Rail Investment Strategy. We will work with private rail companies and listen to the public transport needs of communities. Our BSIP has been produced jointly with bus operators and with them we have created an Enhanced Partnership that sets out how we will work together to deliver BSIP outcomes. We will maximise funding opportunities, wherever possible, to promote and improve existing public transport services. Any funding provided by the Council to private organisations is bound by legal agreements through which we monitor effectiveness and value for money.

Policy Position PT2

Improved accessibility and attractiveness of public transport as a travel choice

WCC will work with the bus and rail sector to develop proposals for new and improved services, stations and interchanges which allow connections from a range of other travel types to provide a truly integrated public transport network. We will work with partner organisations to ensure that vehicle fleets and facilities at rail and bus stations are improved to be the best they can be. Buses on demand, better bus connections, safe cycle parking and more electric vehicle charging points at stations are just some of the improvements we will want to see. Additionally, the County Council will also seek to retain the existing levels of passenger services and stations.

Policy Position PT3

Information and ticketing

Convenience and cost are hugely influential factors in determining which travel options the public chooses. We recognise that smart-ticketing, contactless payments and fares that are easier to understand will make public transport more attractive for people to use. WCC will work with its partners to review and develop new, simpler, more flexible ways of obtaining and paying for journeys, and ticketing that allows journeys to be made on different forms of transport. We will rely on our transport partners to provide accurate and up-to-date information accessible to all users.

Policy Position PT4

New developments and connectivity to public transport services

Population growth is likely to place strain on all areas of transport. WCC will work with colleagues in the local district and borough planning departments to ensure that new developments maximise their opportunities to provide excellent access to the public transport network, taking into account potential demand from new development.

We want to improve Warwickshire's places and the connections between them. Public transport infrastructure, waiting areas and interchange facilities should add to the quality of local centres and provide a focus for growth and investment.

Where possible and appropriate we will secure developer funding towards the cost of public transport improvements.

Policy Position PT5

Community Rail Partnership

A number of Community Rail Partnerships (CRP) have been established across the country, including the Heart of England CRP which was established in 2019 and covers part of Warwickshire, Coventry and Solihull. CRPs engage communities and develop projects to help ensure the railway supports the social, economic and environmental wellbeing of the areas they serve. The County Council will continue to support Community Rail initiatives, such as the Heart of England CRP.

Motor Vehicle Strategy

Warwickshire
County Council

Overview

Warwickshire lies at the heart of England. Its central location and closeness to large manufacturing centres have given it a strategic importance in the country's transport network.
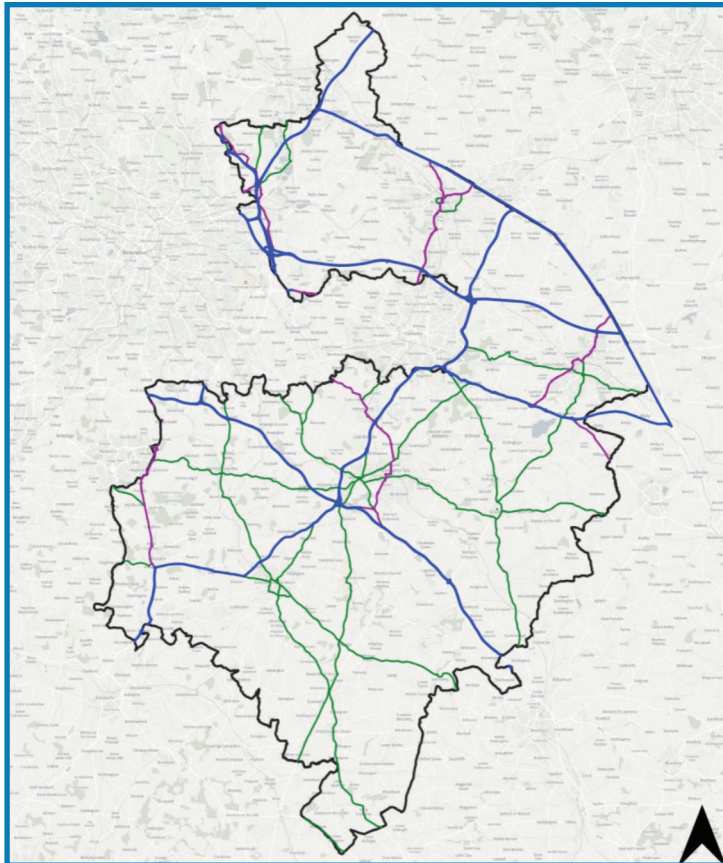
Legend
— Strategic Road Network (maintained by National Highways)
— Major Road Network
— Other A Roads
☐ County Boundary

The county is criss-crossed by a Strategic Road Network of motorways and trunk roads, managed by National Highways. This includes important interchanges with the M69/A5 and the M40/A46, with some routes recognised for their wider importance, such as the A46 Trans-Midlands Trade Corridor and the A5 Midlands Logistics Corridor.

A Major Road Network of locally-important A roads supports the Strategic Network and these core routes are supplemented by an extensive network of 'B' and 'C' class roads serving Warwickshire's towns, villages, employment centres, parks and leisure opportunities.

In turn, these provide vital connections to the county's bus, rail and cycle networks, creating a hierarchy of integrated routes.

Warwickshire's Road Network

Our road network is vital to Warwickshire's economy but also has impact on our environment and shapes the places we live and work.

Connections enable businesses to trade effectively and people to access the services they need, visit friends and relatives and take part in leisure activities, all of which promote community and individual wellbeing. Roads also provide a vital connection for those less able to use forms of transport other than cars.

We need to maintain a network of routes as part of an integrated transport system which also provides attractive alternatives to car usage where possible, whilst recognising that for many people the car is currently their most convenient form of transport. Just as there are different types of roads, ranging from those of strategic importance to small, rural connections between villages, our transport network must also recognise that each community has its own unique transport needs.

Journey times may be the key driver of choice on some routes, whereas air quality, noise and visual amenity will be more important in more heavily populated areas. Monitoring and understanding the nature and usage of Warwickshire's road network will be necessary to provide a road network that works for all its users. A more balanced transport network throughout the county, including more use of sustainable travel options, will benefit all Warwickshire's transport users, including drivers, through reducing congestion.

Network Management

Our challenge in developing a new Local Transport Plan is to tackle the climate crisis and support sustainable economic growth, and listen to and provide for communities' needs. These aims will be at the heart of our new Plan.

Clearly, roads don't start and finish at the Warwickshire border. Much of our work will need to be carried out in a coherent, joined up way with neighbouring local authorities, other road organisations and with regard to central government's aims for transport as we move towards Net Zero by 2050.

Underpinning Warwickshire's approach to transport for the duration of the new LTP and beyond should be a move away from car dependency and the car's status as automatic first choice for journeys. There are over 40 million vehicles licensed on UK roads. Over-reliance on cars and trucks for personal use and freight over the last fifty years has resulted in congestion, delay, pollution, economic loss, health consequences, isolation, less attractive public places and increasing costs to local authorities. All of these aspects can be improved by providing a road network that serves fewer vehicles overall and offers links to other forms of transport.
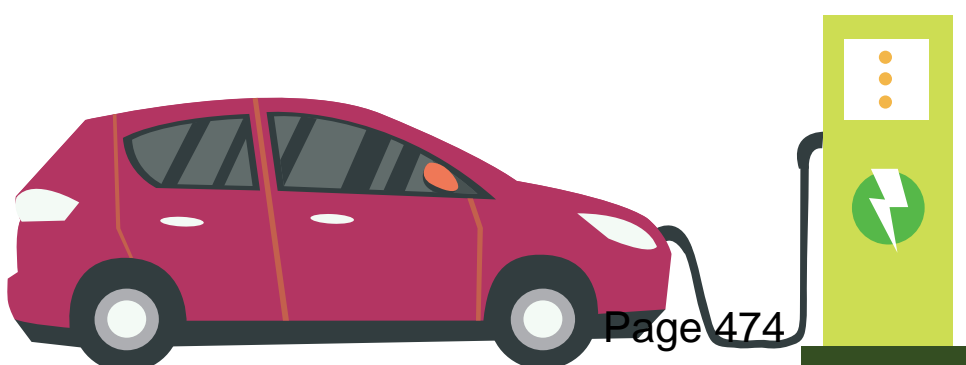
Road travel in Warwickshire

Prior to the impact of the Covid pandemic, vehicle usage in Warwickshire had risen by approximately 40% compared to 1993 levels.

This is an unsustainable direction of travel. Not only will roads become busier and more congested, they will require more frequent repair and cost more to maintain.

Congestion results in lost productivity, poor air quality and its impact on health, and damage to our local economy.

Transport as a sector already contributes the largest proportion of CO_2.

Reducing the need to travel by car and prioritising alternative forms of transport will be key components of our move towards Net Zero.

Figure 32: Motor vehicle traffic (vehicle kilometres) travelled in Warwickshire, 1993-2020
Source: Department for Transport (2020), Road traffic statistics (TRA - Traffic by local authority)
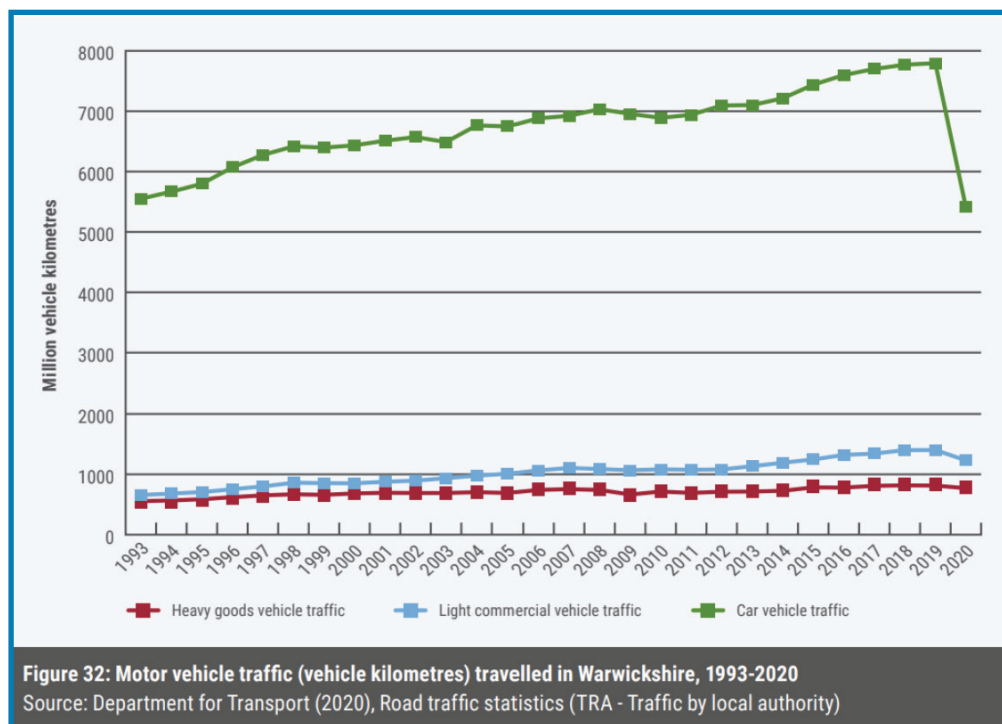
Figure 8. Motor vehicle traffic in Warwickshire by vehicle type (cars, light goods vehicles, heavy goods vehicles)

Motor Vehicle Policies

WCC will take evidence-led decisions, seeking out involvement of local communities wherever possible, to deliver road interventions which support economic growth, reduce environmental impact, connect people with services and promote use of other travel options.

We will seek to improve the attractiveness of key routes, moving traffic away from town and village centres to allow our places to become less polluted and more attractive places to be for residents and visitors, e.g. by using Park and Ride facilities.

Policy Position MV1

Using our influence with partners to provide a modern fit-for-purpose route network

WCC will work with organisations such as DfT, National Highways, Midlands Connect, West Midlands Combined Authority, Planning Authorities and neighbouring local councils to provide a road network which is safe, convenient and fit for purpose for all its users. Our route network will need to be able to deal with changes in order to adapt to pressures from development, such as the transport needs of new housing. We will work closely with planning departments and developers to identify pressures and provide evidence-led solutions, which will include options for alternative, more sustainable transport choices.
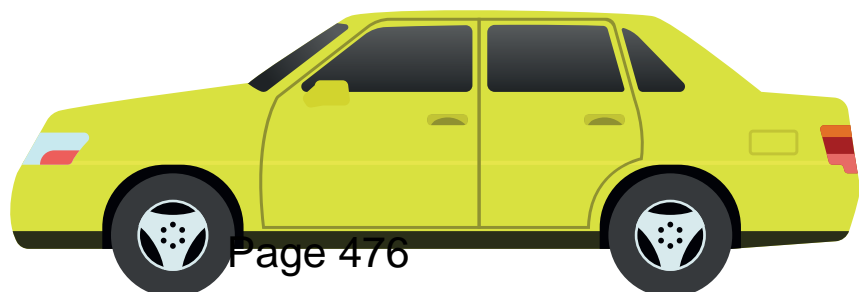
Policy Position MV2

Increased use of technology in network monitoring

We recognise the value of technology in helping to maintain network performance and will seek to increase its use to provide data to support targeted interventions. WCC will monitor how well our network works for all users as it responds to changes from developments, environmental concerns and the needs of local communities, reviewing our route hierarchy as necessary.

Policy Position MV3

Maximising funding opportunities

Development will continue across Warwickshire and will provide funding opportunities for transport improvements. WCC will seek to maximise developer contributions, where appropriate, to fund sustainable improvements both to the network itself and to provide alternative transport options to car use in order to deal with the impact of developments. Our aim will be for growth to complement and improve our existing environment, rather than being a reason for more roads, vehicles, congestion and pollution.
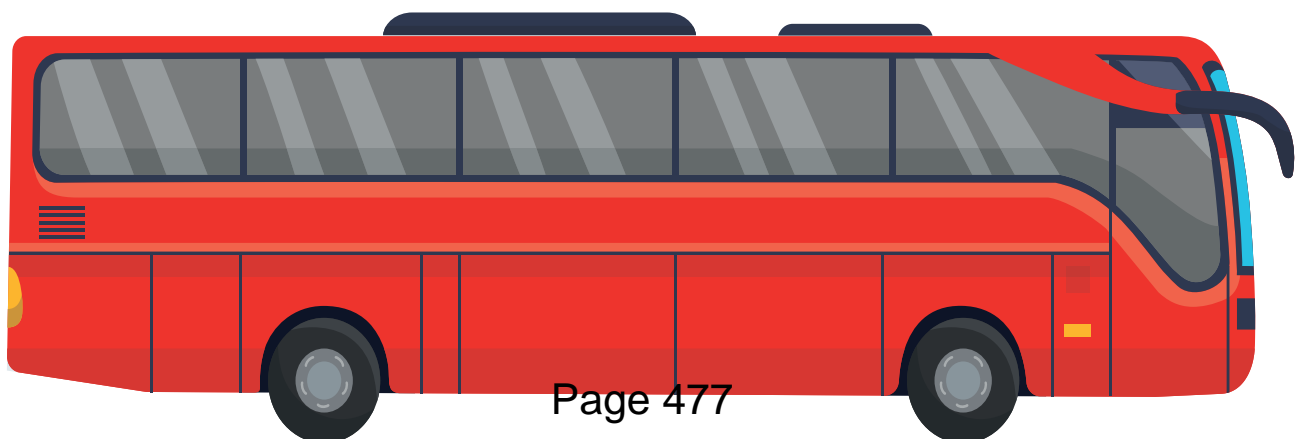
Policy Position MV4

Making our towns and villages and the routes that connect them better places to be

Warwickshire's residents tell us that the places they live and visit are better when they are not dominated by cars. We will seek to reduce the volume of through-traffic in our urban, semi-rural and rural areas. This will improve the amenity of Warwickshire's places, their air quality and provide better environments for active travel choices.

New infrastructure will consider the needs of all road users, ensuring continued connectivity between places, but providing attractive alternatives to car use, potentially using best practice from other regions or countries, with benefits to the environment and people's wellbeing as a result.

We will monitor and respond to traffic volume issues on the network, and where appropriate, bring forward interventions. This could include capacity increases for motor vehicles, where they support our key themes.

Examples of interventions may include:

- more easily accessible electric and hydrogen vehicle re-fuelling

- freight routes

- low carbon last mile goods deliveries: using or switching to cycles or e-bikes for the short, final stages of deliveries

- reduced traffic town centres (retaining disabled access) and suburban neighbourhoods

- connected and autonomous vehicles (CAVs)

- Park and Ride facilities

Managing Space Strategy

Warwickshire
County Council

Overview

We want to ensure that the physical space available to Warwickshire County Council is used to provide travel choices that align with the goals set out in the Council Plan and Core Strategy.

Local transport options should meet the needs of Warwickshire's residents, visitors and businesses without having a negative impact on the environment and people's wellbeing. We need to prioritise the use of available space to promote alternatives to the car; sustainability will be at the heart of our Local Transport Plan. This approach will deliver route and place-based solutions, serving the needs of each unique community. Our countryside, villages and towns will be cleaner, greener and healthier places to be.

Consultation with Warwickshire residents shows that key themes such as the environment and wellbeing are priorities. To reflect this, some focus will need to be given to reducing dependency on private car usage. Where appropriate, space may be given over to other forms of transport, to encourage active travel options, which will have the combined benefits of improving people's physical and mental wellbeing, addressing climate change and reducing air pollution.

Examples of such interventions may include changes to parking management in town centres in favour of additional, safe cycle or pedestrian routes, while maintaining access for users with disabilities and considering the needs of business. Clean Air Zones could save the UK economy £1.6 billion annually by tackling air pollution, reducing premature deaths and sickness days, and improving workplace productivity.

"I like the wording 'without having negative impact on the environment and wellbeing'. It makes me feel I've been taken into consideration".

Citizens' Panel member

Planning and Development

Transport planning is not a standalone activity and WCC recognises the need to engage with partner organisations and communities.

We will work with planning colleagues to deliver changes to our roads and public spaces which promote sustainable development, effective and vibrant local economies and communities, and a range of travel choices. The Council will seek to benefit from changes to how local transport infrastructure is delivered – identifying new funding opportunities which will allow the county to grow economically in a sustainable way.

Central government's National Planning Policy is clear that significant development should give priority to pedestrians, cyclists and public transport with town and street design that favours walkways and cycle paths over motor traffic.

Changing how Warwickshire's land is used for travel to create a modern, fit-for-purpose transport system will be central to this part of the Local Transport Plan. In line with central government direction, WCC needs to take bold decisions around allocation of space to create a better Warwickshire for everyone. We will seek to establish community support for changes which provide benefits for as many users as possible.

Routes

WCC will maintain an effective network of routes throughout the county, which will include options for travel by road, rail, air and waterway, and by all types of users. Where these are not directly controlled by WCC, we will use our influence to bring about the changes which work for Warwickshire.

The county has a wide range of communities and travel users, many of which have unique demands on the transport network. Within the context of our four key themes, WCC will provide an integrated transport service which will be fit for a modern, clean, carbon Net Zero UK.

Transport remains at the heart of a functioning economy. We want to continue to support Warwickshire's economy by improving accessibility to jobs, allowing the movement of freight, supporting the delivery of new infrastructure and services, and by making the County an outstanding location for business.

Our aim will be to reduce congestion on our road network, removing barriers to productivity, supporting jobs and improving health and wellbeing by promoting safe active travel choices.

Places

We want to improve Warwickshire's towns, villages and countryside for their users. We recognise that many communities are unique and have their own travel concerns.

More rural locations are heavily dependent on private cars and this is unlikely to change significantly. In these locations, a switch to electric vehicles is likely to be the most significant change during the lifetime of the LTP, together with a reduced need to travel as a result of more home-working and home deliveries. However, we want to improve rural public transport as a key part of moves towards Net Zero.

In larger places, more substantial changes may be required, which will help to facilitate moves towards public transport and active travel options, such as walking and cycling. This may also involve changes to local areas that can improve air quality, reduce noise and make travel safer around schools by managing traffic.
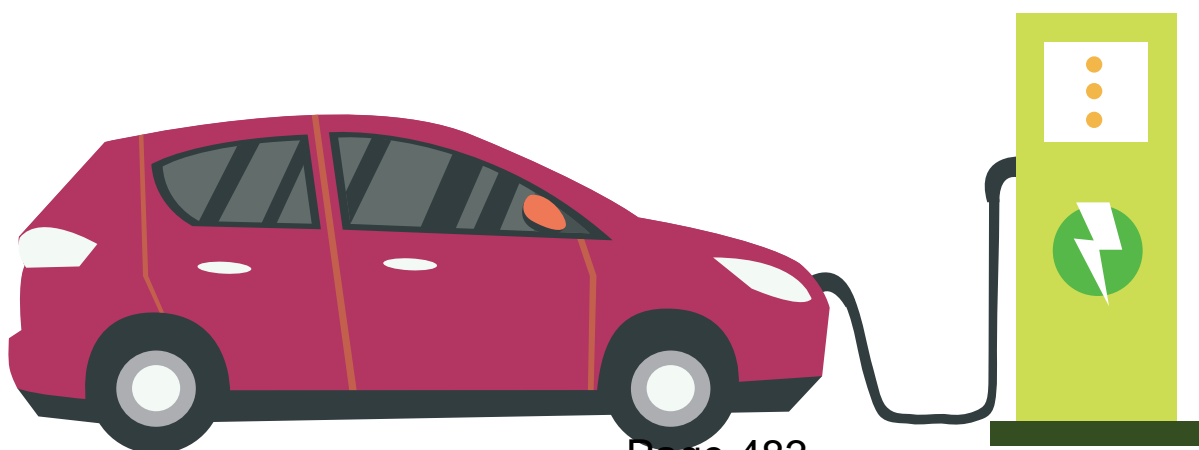
Managing Space Policies

Policy Position MS1

Increasing sustainable development and travel

WCC will encourage sustainable development through the promotion of public and community transport, the provision of cycling and pedestrian facilities and traffic management measures. Where feasible and appropriate, and in collaboration with local communities, space will be allocated to more sustainable travel options.

Working with communities, the district and borough councils, external organisations and developers, we will use our influence to put pressure on how new developments are shaped, so that the transport options which serve them are as environmentally beneficial as possible. We will take evidence-based decisions which may include requirements for transport assessments, travel plans, modelling assessments and other appropriate data.

Policy Position MS2

Travel options which are accessible to all

We want Warwickshire's residents and visitors to be able to travel around the county in safety and for transport options to be accessible to all. In its role as Highway Authority, WCC will strive to ensure that all developments are accessible, that designs and layouts contribute to the local area and that improved connectivity to footways, cycleways and public transport are incorporated.

Policy Position MS3
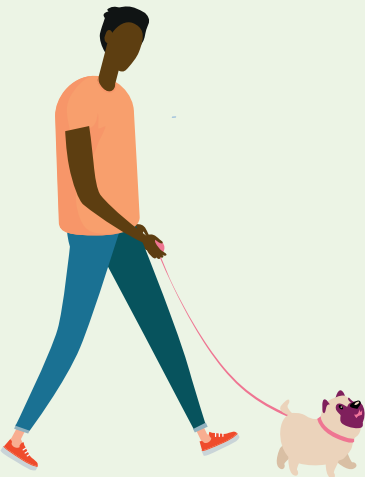
Prioritising use of space to promote sustainable travel options

Warwickshire is a diverse semi-rural county, with small villages and medium-sized towns surrounded by large areas of countryside. Transport interventions will therefore recognise the need to tailor solutions according to individual community needs within an overall framework of sustainability and economic success.

In more urban areas, space will be prioritised to promote public transport, cycling and walking and to facilitate non-polluting private vehicle transport. Reduced car dependency is a key aspiration in places where this is appropriate without adversely affecting people's lives. Communities where all daily amenities are within easy reach within 15 minutes are appropriate for promoting cycling and walking to reduce car use.

Interventions may include:

- parking changes including Park & Ride and Park & Stride provision

- charging points for EVs – on-street and in hubs, in line with the UK Electric Vehicle Infrastructure Strategy

- low emission zones

- low traffic neighbourhoods and/or pedestrianisation where appropriate

- managing traffic around schools

- safer cycling and walking routes

- increased transport connectivity between types of public transport e.g. bus interchanges

- future technology – autonomous vehicles; drone landing spaces; hubs for short, local goods deliveries using low carbon options

"These are great ideas, but the overall cost to the end user must be worthwhile, provide value for money and be convenient all at the same time".

Citizens' Panel member

Policy Position MS4

Robust data-led decision making in assessing new developments

We will take evidence-based decisions which may include requirements from developers for transport assessments, travel plans, modelling assessments and other appropriate data. These decisions require specific technical data, such as the use of micro-simulation modelling techniques to support Transport Assessments, where appropriate, in accordance with our Modelling Protocol. The Council will publish and regularly review this protocol, and will work with applicants to assess the individual requirements for the sites/areas being developed.

Policy Position MS5

Construction to best available standards

We will ensure that new highways, including those built by developers, are constructed to the best available standards. Developers will be expected to follow the Warwickshire Design Guide, which provides details of build quality. We will use appropriate legal agreements to ensure that developer-built roads are of sufficient standard to be adopted by the Council as a public highway. WCC-commissioned highways will abide by the Construction Design Framework, which embeds carbon reduction and climate change into our contract work.

Policy Position MS6

Influencing Planning Authorities and Developers

WCC does not have responsibility for planning decisions concerning most types of development. However, we are consulted on most development proposals and will use these opportunities to influence and support development in ways which provide better, safer, more sustainable transport options. We will use this influence to maintain efficient travel on major roads in the county, for example by minimising new accesses to the Major Road Network, avoiding journeys being rerouted through neighbourhoods, which would impact negatively on congestion, air quality and the local environment.

Using planning law, we will create binding legal agreements that require developers to make contributions with the aim of improving travel infrastructure in the county.

We will continue to require contributions from developers which include: road safety audits; school travel plans and promoting safer routes to schools; encouraging better walking and cycling connections and accessibility for disabled people; transport assessments or transport statements for new developments.

Safer Travel Strategy

Warwickshire County Council

Overview

Warwickshire County Council's vision is to make Warwickshire a better place. The creation of vibrant places with safe, healthy and inclusive communities is central to this vision.

We want all of Warwickshire's residents, visitors and commuters to live, work and move around the county in safety. Everyone should be presented with travel choices which allow them to reach their destinations free from harm.

Our vision aligns with the wishes of Warwickshire's residents. During the various stages of drafting the Local Transport Plan (LTP), residents we consulted highlighted that the general wellbeing of transport users should be a key theme: reliable, safe, punctual transport opportunities should be our aim. Our Safer Travel Strategy will therefore seek to deliver this requirement.

As Highways Authority, WCC's main area of responsibility focuses on road safety. Road collisions result in injury, congestion, delay and lost productivity. In addition to keeping our communities safer and healthier, improvements in road safety will have large benefits for Warwickshire's economic wellbeing.

However, travel safety is more than simply seeking to reduce vehicle collisions. Safe and convenient access to bus and rail facilities will encourage public transport use. Pedestrians and cyclists need secure and reliable routes to promote active travel over car usage and enjoy the positive mental and physical health benefits that cycling and walking can bring.

> **"Love the opening paragraph – everybody should reach destination safe from harm".**
>
> **Citizens' Panel member**

Road Safety Overview

This strategy will adopt a long-term vision for a transport system which is ultimately free from death and serious injury.

In the last 15 years the number of people killed or seriously injured on Warwickshire's roads has almost halved. We want to build on this success. We have set ourselves a challenging target of a further 50% reduction in KSI figures by 2030, with a view to working towards zero serious casualties or deaths on Warwickshire's roads by 2050.
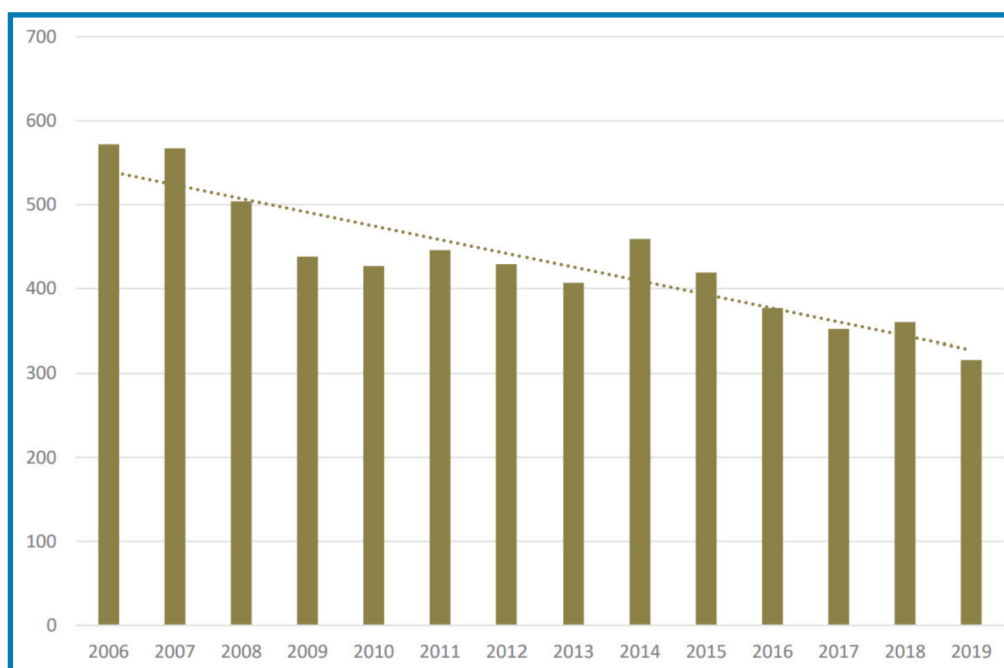
Figure 9. Number of people killed or seriously injured on Warwickshire's roads 2006 to 2019

"Great to see the KSI numbers, and what a fabulous target to aim for".
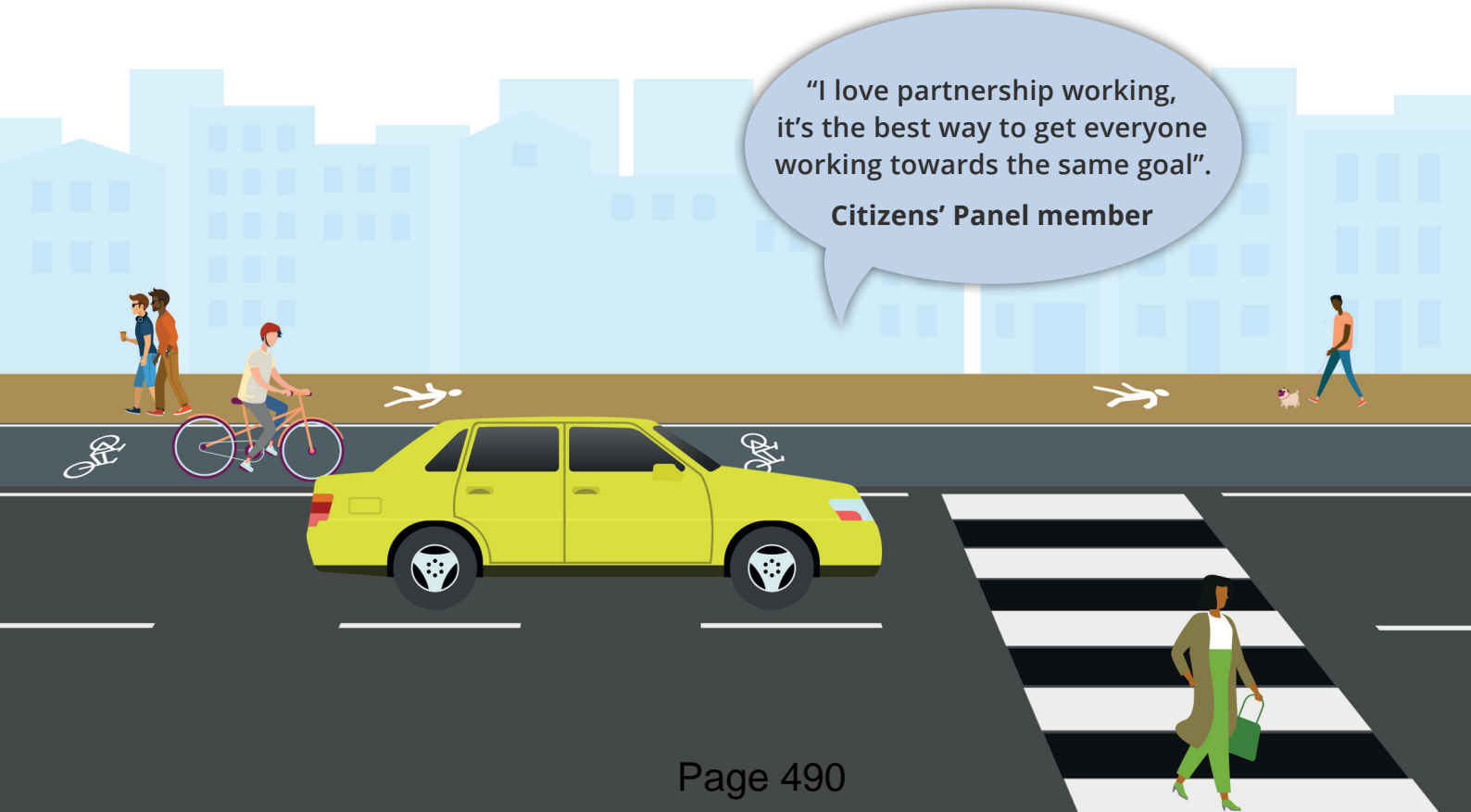
Citizens' Panel member

Warwickshire Road Safety Partnership

Warwickshire's approach to road safety is to work closely with partner organisations – the police, other emergency services, local communities, schools and external road safety groups. We believe that working together is the most effective way of reducing transport casualties.

This partnership method allows us to deliver a road safety strategy in an effective and joined-up way. We know that engineering interventions such as our casualty reduction schemes, targeted enforcement and education solutions such as school and young driver courses provided by ourselves and our partners have all contributed to the success of our road safety work to date. These three processes will continue to be at the heart of everything we do in tackling road safety issues and helping to improve the wellbeing of Warwickshire's communities.

To build on the success of our collaborative work to date, WCC has entered into a formal arrangement with numerous other organisations to create the Warwickshire Road Safety Partnership (WRSP). This group will help to shape all aspects of road safety engineering, enforcement and education interventions using a "safe systems" approach. Examples of these interventions are provided in the policies outlined later in the strategy.

"I love partnership working, it's the best way to get everyone working towards the same goal".

Citizens' Panel member

Wider Transport Safety

Whilst road safety initiatives will continue to be where WCC can have the largest direct influence, we recognise that people want to travel and feel safe using other forms of transport.

If we are to tackle climate change, there needs to be a shift towards more sustainable forms of transport. To help to achieve this, safety, cost and convenience will be important factors in allowing people to consider alternative forms of travel.

The County Council is not involved in the direct operation of public transport. Private companies run the bus and rail services which criss-cross the county and connect to areas outside Warwickshire. But we can have direct influence by working with partners to deliver safety benefits beyond immediate road safety measures.

We know that people would like to use forms of transport other than the car and that concerns about personal safety discourage people from doing so. We can control some factors related to feeling safe, such as well-lit, well-maintained footways, cycleways and public areas where people access transport.
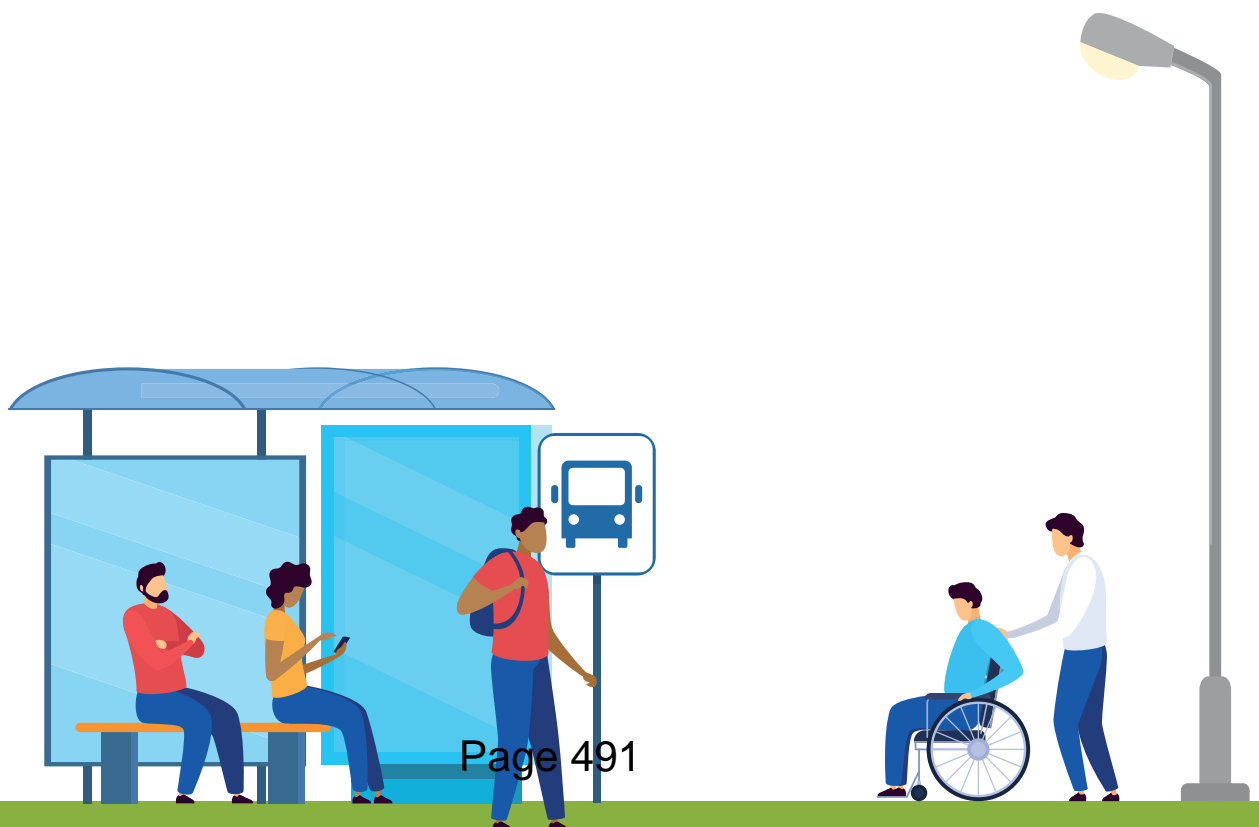
Safe Systems

In moving towards zero serious road casualties, WCC intends to adopt the Safe Systems approach to road safety across the county.

Safe Systems is the term used internationally for an approach which

- recognises that, despite preventive efforts, road users are fallible and collisions continue to happen on the roads

- places responsibility upon providers of the transport system for the safety of the system and responsibility upon users of the system for complying with its rules and constraints

- aligns safety management goals with wider sustainability goals including social, economic, environmental and health goals

- seeks out and shapes actions to reduce death and serious injury with the Vision Zero approach in mind. These actions will address problems in the road system across all types of transport, in vehicles, in user behaviour and in the care of people injured in collisions.

All of Warwickshire's road safety activities will therefore tie in with the Safe Systems method, which has a five spoked approach:

- safe roads
- safe road users
- safe vehicles
- safe speeds
- post-collision response

Our engineering, enforcement and educational interventions will be designed to contribute to one or more of these five themes.

- Engineering – casualty reduction schemes such as road realignment, reduced speed limits or improved road markings

- Enforcement – working with the police in the Speed Working Group

- Education – school visits and young driver courses

More information about Safe Systems and all of our work areas is available in the WRSP Strategy, which can be found here: Warwickshire Road Safety Partnership Strategy.

Safer Travel Policies

Policy Position ST1

Working with Partners to deliver road safety improvements

Warwickshire County Council (WCC) Road Safety teams will own and deliver the activities identified as their responsibility within the Warwickshire Road Safety Partnership strategy. We will engage fully with the process to create, manage and fulfil a successful WRSP.

We recognise that there are three broad areas which combine to create safer roads for all road users. These are education, engineering and enforcement. To bring about road safety improvements via all three of these approaches will require both interventions by Warwickshire County Council and close working relationships with other organisations, such as the police and other emergency services.

Policy Position ST2

Evidence-led road safety engineering interventions

WCC will use all available data and evidence to inform its engineering interventions and responses. The WRSP strategy describes the numerous ways that each partner organisation will contribute to the overall road safety approach. These include, but are not limited to: casualty reduction schemes, road safety audits, traffic calming initiatives and speed management measures. A full list of WCC road safety engineering activities is available in the WRSP strategy document.
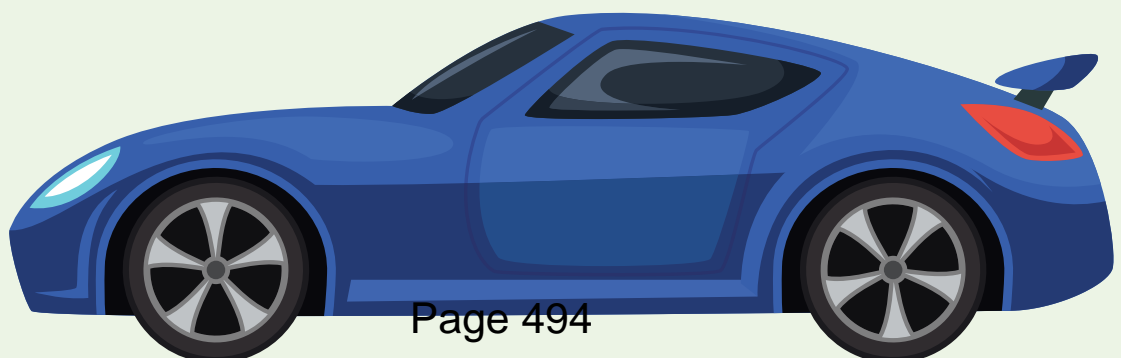
Policy Position ST3

Wide-ranging community engagement to improve road safety

Warwickshire will continue to carry out a wide range of community engagement activities, helping to promote road safety through various approaches under the general banner of 'education', from primary schoolchildren, through secondary education, driver offender courses, mature drivers and vehicle specific campaigns, including motorbike and cycling initiatives. Again, a full description of WCC road safety education schemes is available in the WRSP strategy document.

"Community engagement activities are really good to know about, as I wasn't aware so much is going on. Public showcasing seems really important here so that all people get to realise your hard background work".

Citizens' Panel member

Policy Position ST4

Road engineering design to align with appropriate quality standards

Our Engineering Design Services (EDS) teams will continue to ensure that all new road construction in Warwickshire and improvements to existing road layouts will be carried out in accordance with the latest, most appropriate British construction and road design standards.

EDS will engage with the road safety auditing process as part of the initial design and in the pre- and post-construction stages of projects. This will ensure that safety remains at the forefront of all design decisions.

Policy Position ST5

Promoting safety in all travel choices

Travel safety is not just about road safety. We want people to feel personally secure whenever and however they choose to move around the county. We will work with partners including the police, private sector bus and rail companies, district and borough councils and developers to seek improvements to other forms of transport so that modern, convenient, cost effective and secure alternatives to car usage are available.

We will seek safety improvements to facilities such as bus stops, bus and rail stations, pedestrian and cycle routes so that they are safer and, just as importantly, feel safer to potential users.

Freight Strategy

Warwickshire
County Council

Overview

Warwickshire plays an important role in the freight sector, with our transport infrastructure facilitating local, regional, national and international movements by road and rail.
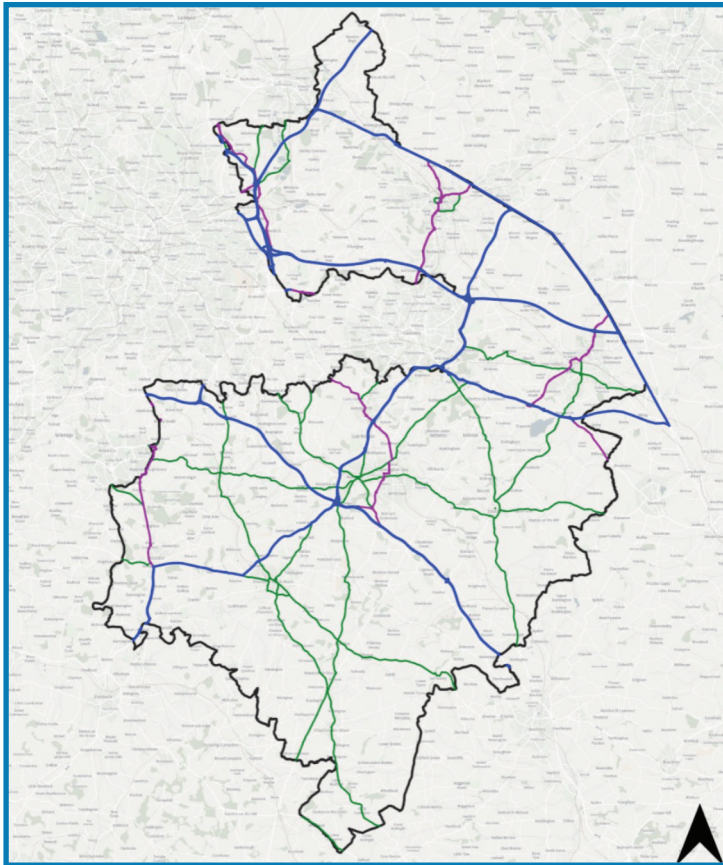
Motorways such as the M40 and M6, along with the A46 Trans-Midlands Trade Corridor, are vital for providing links through the county to international gateways such as ports and airports throughout the UK.

The core main line rail network through Warwickshire also facilitates many inter-regional and long-distance freight movements, enabling goods to be transported into the Midlands from ports in the south and onwards to the North of England and Scotland.

There is substantial logistics activity in and around Warwickshire, taking advantage of our central location in the country. There are several large distribution hubs and business parks on strategically important routes such as the A5 corridor. Warwickshire is located within the logistics 'Golden Triangle', from which 90% of the UK population can be reached within four hours' drive.

Our economy needs an efficient, effective and safe freight sector to function, getting goods and materials to customers both here and abroad.

Freight in Warwickshire

The logistics sector in Warwickshire is a major employer and generator of economic activity. The A5 and M6 corridors have many large distribution parks located near them, taking advantage of good access to the Strategic and Major Road Networks. Rail-connected logistics terminals within the county are situated at Hams Hall and Birch Coppice.

Whilst major freight and logistics infrastructure such as Magna Park and Daventry International Rail Freight Terminal lie just outside Warwickshire, their impacts are felt here with associated freight movements on our road and rail networks. Our businesses take advantage of these distribution hubs to transfer freight from road to rail.

Freight movements provide a vital boost to our local economy, and our roads and railways facilitate wider national goods movements. However, we also need to recognise and address the impacts of these movements on our environment, places and the wellbeing of Warwickshire communities. In 2019 there were 127 collisions involving freight vehicles on Warwickshire's roads, and freight vehicles and locomotives cause emissions which affect air quality and contribute to climate change.

Freight vehicles also contribute to congestion, particularly on strategic routes. DfT data shows that in recent years HGVs contributed over 20% of all traffic on the M6 in Warwickshire. This strategy will help support the freight sector to become safer, more sustainable and more efficient, benefiting both the county and the wider UK economy.
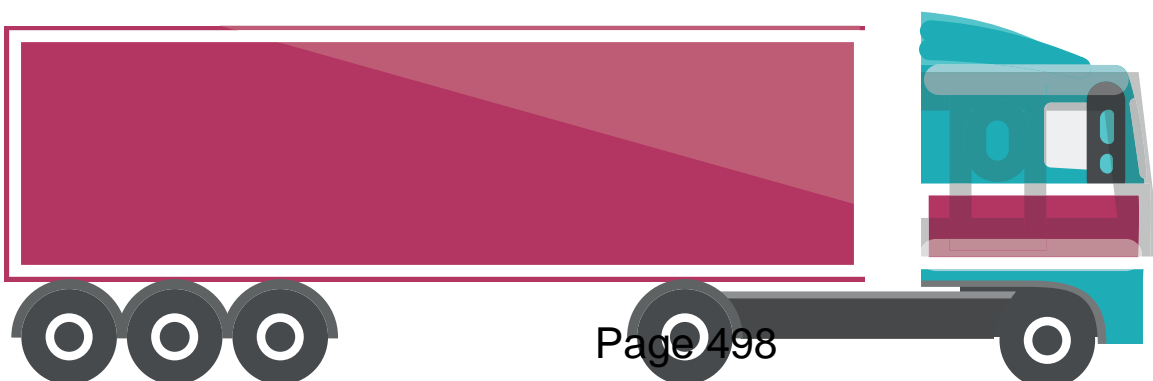
Lorry Parking Demand

The map opposite shows the results of a Lorry Parking Demand Assessment undertaken for National Highways. Inbound freight from ports in the south east of England leads to elevated demand for lorry parking in Warwickshire, because the majority of this freight is heading to destinations further north.

HGV drivers must legally take a break every 4.5 hours. This leads to the central arc of the Strategic Road Network, coloured bright orange, seeing the highest demand for lorry parking. This includes most of Warwickshire. Longer HGV journeys tend to be to from the ports highlighted in the south east, which, allowing for congestion around London, means Warwickshire is usually around 4.5 hours away.

As such, the demand for safe, secure lorry parking is very high in Warwickshire.
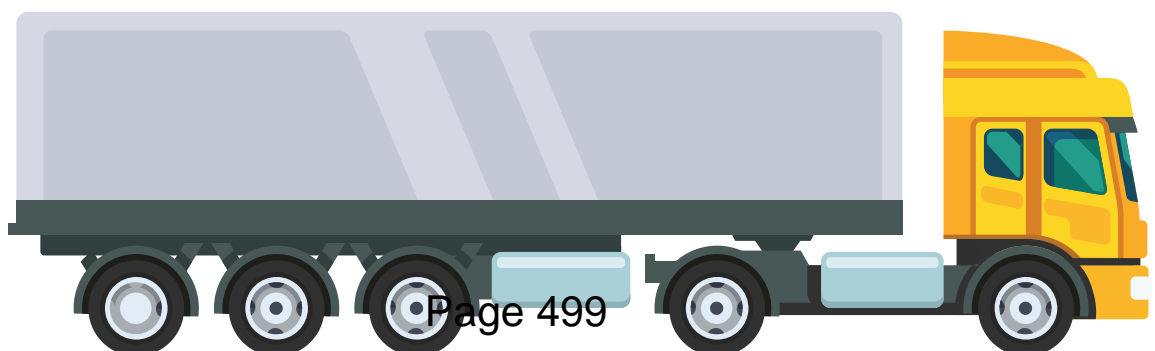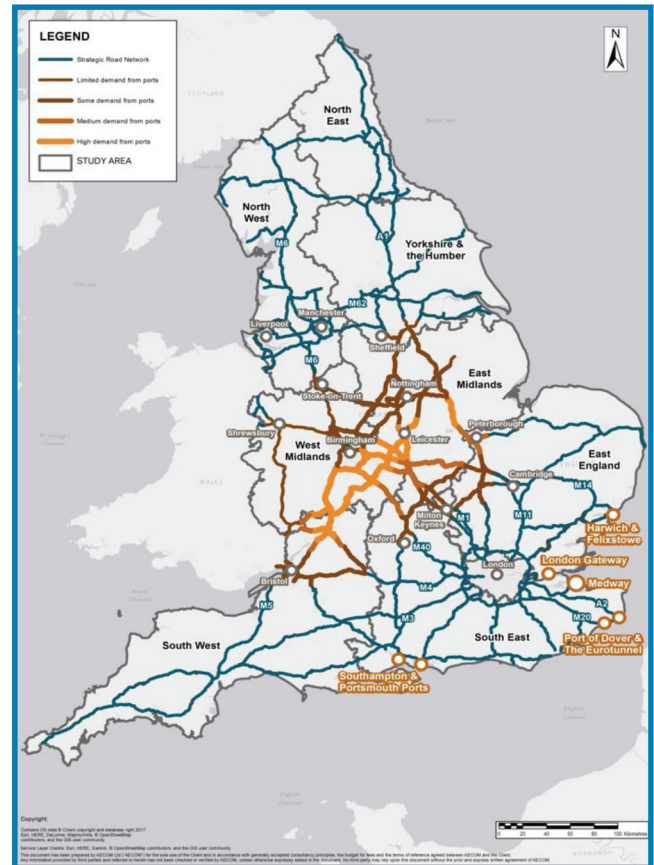
Supporting Sustainable Freight

Our challenge in developing a new Local Transport Plan is to ensure that freight supports our economy whilst enabling and encouraging more sustainable freight movements to be established over time.

Not all freight movements start and finish in Warwickshire and it is vital that we work with local and regional partners, as well as the Department for Transport and National Highways, to address any issues and take advantage of opportunities, such as those arising from developing technologies such as drones.

A shift away from road freight movements to more sustainable modes such as rail, active travel (e.g. cycle logistics) and potentially inland waterways can provide significant benefits including lower emissions, lower congestion, less noise pollution and a reduced likelihood of freight impinging on the wellbeing of those who live and work here.

As the country moves towards carbon Net Zero by 2050, freight operators will be required to transition to alternative fuels such as electric and hydrogen powered vehicles. This represents a challenge in terms of the infrastructure needed to support such a move. We will seek to maximise opportunities to make this transition as swift and convenient as possible.
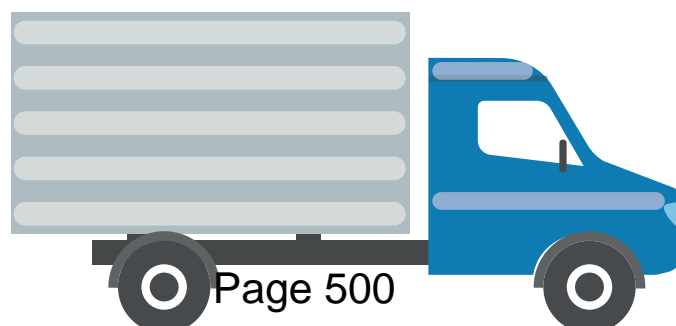
Freight Policies

Warwickshire County Council will take evidence-led decisions, seeking out involvement of local communities wherever possible, to deliver freight interventions which support the efficiency, effectiveness and sustainability of this crucial sector.

We will seek to lead and support other organisations in helping us deliver these policy objectives.

Policy Position F1

Promote shift from road to rail and active travel modes

WCC will work with developers, freight operators and customers to encourage a shift to more sustainable modes, helping to reduce carbon emissions, improve air quality and road safety. This may require the introduction of new and improved infrastructure and the promotion of efforts to encourage co-operation in the freight sector, leading to rail network enhancements and greater freight capacity and connectivity.

Policy Position F2

Facilitate the transition to alternative fuels for freight vehicles

WCC will work with partners to help provide a network of recharging and refuelling stations that allows goods to flow freely across the county, without impacting on the environment through emissions, to provide continuity and growth of the local and sub-regional economy.

Policy Position F3

Support efforts to deliver a better network of lorry parking in the county

The strategic location of the county, as well as its distance of several hours' drive from major ports in the south of England, means that there is demand for good quality, safe and secure lorry parking in the area for drivers to meet their legal requirement to rest. We will work with planning authorities and developers to ensure that suitable parking supply meets this demand. Professional drivers should be safe, well-rested and best prepared to operate safely on Warwickshire's roads.

Policy Position F4

Support and deliver initiatives that improve journey time reliability for freight movements

Congestion results in reduced productivity and losses to the local economy. We will support efforts to improve the Strategic Road Network and Major Road Network to increase journey time reliability and the efficiency of the supply chain.

Policy Position F5

Reduce the impact of 'last mile' deliveries

Last mile deliveries often take place in our town centres and increasingly to our homes. The proliferation of vans in affected locations can impact on the amenity of an area and create local air quality issues. WCC will support initiatives that help consolidate and reduce the number of deliveries, timing them appropriately for local communities, as well as promoting active travel solutions for goods deliveries.

Policy Position F6

Reduce incidents involving freight vehicles

We will work with the logistics sector and organisations such as the Police, National Highways and the A5 Partnership to promote options that will reduce the likelihood of collisions occurring on roads in Warwickshire. Our Warwickshire Road Safety Partnership will consider the role of goods vehicles in road safety on Warwickshire's road network as we strive to reduce casualties.

Policy Position F7

Encourage freight vehicles to use appropriate routes

HGVs using unsuitable routes can affect the amenity of the affected area and also may present a safety issue for local communities. We will promote the use of suitable routes to help reduce instances of HGVs using inappropriate or smaller local roads, to enhance the environment and wellbeing of those living and working in affected areas.

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CONSULTATION ON DRAFT

LOCAL TRANSPORT PLAN (LTP4)

CONSULTATION ANALYSIS REPORT

Author: Chloe Kinton

Date published: January 2023

Report produced by Business Intelligence, Commissioning Support Unit

BACKGROUND

Warwickshire County Council is in the process of updating the current Local Transport Plan (LTP), which is a document that sets out the transport needs, challenges, objectives and priorities for the County. A LTP sets policies to shape future transport schemes and developments within the County. It allows the County Council to target resources to deliver a transport network that gives people who live and work in Warwickshire access to the facilities they need to go about their daily lives, along with those who visit the area.

The current Local Transport Plan (LTP3) covers the period from 2011 to 2026, but needs to be updated to meet the challenges and opportunities of the changing world we live in. Major changes to the way we move, work, shop and carry out leisure activities mean adaption and change are needed to provide a modern transport system for Warwickshire. Significant global developments also affect Warwickshire, so there is a need to acknowledge and respond to transport challenges brought about by climate change, lifestyle changes as a result of the COVID-19 pandemic and emerging new transport technologies.

A previous consultation on the direction of the new Plan (LTP4) was undertaken in September 2021. This conscluded that the four key themes identified (Environment, Well-being, Economy, and Place) were the right ones to focus on and that these should underpin the new Plan.

The draft LTP4 proposes a core strategy showing how the four key themes link into the wider aims of Warwickshire County Council taken from the Council Plan. The three aims are:

- **Thriving Economy and Places** – the right jobs, training, future skills, education, infrastructure and places
- **Best Lives** - communities and individuals supported to live safely, healthily, happily, and independently
- **Sustainable Futures** - adapting to and mitigating climate change and meeting Net Zero commitments

There were also six proposed Key Strategies that together make up LTP4:

1. **Active Travel:** a strategy to promote walking and cycling in Warwickshire to bring the physical and mental health benefits from these forms of transport to more people and protect the environment
2. **Public Transport:** how we intend to work with bus and rail companies to improve the existing public transport network in Warwickshire
3. **Motor Vehicles:** recognising the role of motor vehicles in the county as we move towards more sustainable transport options such as electric vehicles and hydrogen-fuelled transport
4. **Managing Space:** making changes to public spaces to make them more attractive places to be, cleaner and less dominated by vehicles, with the routes that connect them less congested
5. **Safer Travel:** reducing the number of people injured on Warwickshire's roads and increasing the safety and attractiveness of all travel options
6. **Freight Strategy:** managing freight movements across the county to promote and grow our successful economy

Feedback has been sought in this consultation on the proposed core strategy and the six proposed key strategies, as well as other aspects of LTP4. Information from the consultation will be considered as a decision is made on whether to formally adopt the new Local Transport Plan 4 and will help WCC work towards developing a transport plan that reflects the views of the local community and wider stakeholders.

METHODOLOGY

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A range of methods were used to gather views as part of the consultation. These included:

- An online survey on Ask Warwickshire using Citizen Space.
- A paper-based version of the standard online survey could be requested by telephone or email. Alternative formats and languages could also be requested.
- Comments could be sent directly to the Transport Planning Team (via phone, post, or email).

The consultation period ran from 24th September 2022 to 20th November 2022. A range of promotion activities were carried out before and during the consultation period to raise awareness and encourage participation. This included emails to relevant distribution lists, news releases/articles, promotion via a range of social media assets and email reminders. Furthermore, an amination video was created to try to engage with as many people as possible. Material received via email, post and telephone has been analysed separately to the online and paper-based survey responses and has been incorporated into the qualitative analysis under the 'additional comments and feedback' section and referenced accordingly.

EXECUTIVE SUMMARY

KEY FINDINGS

- In total, 305 respondents completed the survey.
- There was broad support for the proposed Core Strategy:
    - 67.2% (n=205) agreed or strongly agreed with the proposed Core Strategy
    - Just over half of all respondents (53.1%, n=230) agreed or strongly agreed that the Core Strategy sets out a strategic approach to addressing the key issues surrounding the future of transport in Warwickshire.
- There was broad agreement with the inclusion of each of the key policies in the proposed Core Strategy:
    - 80.7% (n=246) agreed or strongly agreed with 'engaging with communities to provide transport options which recognise the unique travel needs of Warwickshire's different places'.
    - 61.3% (n=187) agreed or strongly agreed with 'transport interventions which align with our Council Vision, government policy and as many of our four key strategy themes as possible'.
    - 71.1% (n=217) agreed or strongly agreed with 'decarbonising transport and transport related infrastructure'.
    - 72.1% (n=220) agreed or strongly agreed with 'a flexible approach to policy development in response to a changing Warwickshire'.
    - 72.1% (n=220) agreed or strongly agreed with 'data and evidence-led monitoring and evaluation of our transport interventions'.
- In terms of any other issues related to the proposed Core Strategy, the most frequently mentioned theme was around development/improvement of integrated public transport. Other common themes mentioned included: support for active travel options (e.g. walking, cycling), concerns around health and wellbeing, and rural isolation.
- There was broad support for each of the six key strategies:
    - The proposed Safer Travel Strategy received the highest level of agreement (75.4%, n=230 agreed or strongly agreed with this proposed strategy, whilst the proposed Motor Vehicle Strategy received the highest level of disagreement (13.1%, n=40 disagreed or strongly disagreed with this proposed strategy).

Proposed Active Travel Strategy
- 70.2% (n=214) agreed or strongly agreed with the proposed Active Travel Strategy.
- The key policy of 'better, safer routes for walking and cycling' received the highest level of agreement (82.0%, n=250 either agreed or strongly agreed with its inclusion).
- The most frequently mentioned theme regarding the proposed Active Travel Strategy was the integration, development, and maintenance of active travel infrastructure (cycle lanes/paths, walking pavements etc.). Other common themes mentioned included safe active travel and support for sustainable / integrated public transport system.

Proposed Public Transport Strategy
- 75.1% (n=229) agreed or strongly agreed with the proposed Public Transport Strategy.
- The key policies of 'improved accessibility and attractiveness of public transport as a travel choice' (90.2%, n=275) and 'new developments and connectivity to public transport services' (86.9%, n=266) received the highest level of agreement.
- The most frequently mentioned theme regarding the proposed Public Transport Strategy was around improving connectivity/integration of public transport network and services (e.g. bus/rail). Other common themes mentioned included concerns regarding the cost/affordability of public transport services, and the availability/frequency, reliability of public transport services.

Proposed Motor Vehicle Strategy
- 64.3% (n=196) agreed or strongly agreed with the proposed Motor Vehicle Strategy.
- The key policy of 'making our towns and villages and the routes that connect them better places to be' (82.6%, n=252) received the highest level of agreement. Whilst 12.5% (n=38) of all respondents either disagreed or strongly disagreed with the inclusion of the policy 'increased use of technology in network monitoring'.
- The most frequently mentioned theme regarding the proposed Motor Vehicles Strategy was around reducing the reliance on private vehicles via the provision of sustainable public transport/active travel options. Other common themes mentioned included management of/improvements to the current transport network, improving access to electric vehicles/electric charging points, and the role of housing developments in causing transport network issues (e.g., congestion).

Proposed Managing Space Strategy
- 68.2% (n=208) agreed or strongly agreed with the proposed Managing Space Strategy.
- The key policies of 'travel options which are accessible to all' (90.8%, n=277) and 'construction to best available standards' (85.9%, n=262) received the highest level of agreement.
- The most frequently mentioned theme regarding the proposed Managing Space Strategy was the role of governance, policies and planning in setting standards (e.g. housing developments). Other common themes mentioned included provision of sustainable public transport/active travel options; concerns around environmental impacts (emissions/pollution, congestion, loss of green space; and the need for action (not just words) with clear measurable aims/goals to implement strategy.

Proposed Safer Travel Strategy
- 75.4% (n=230) agreed or strongly agreed with the proposed Safer Travel Strategy.
- The key policies were generally evenly supported – 82.0% (n=250) agreed with the inclusion of the policy of 'promoting safety in all travel choices'.
- The most frequently mentioned theme regarding the proposed Safer Travel Strategy was around road safety education and behavioural changes. Other common themes mentioned included improvements of/investment in safety/speed measures (e.g. speed cameras, signage, traffic lights, speed humps); improvements to travel infrastructure (e.g. segregated road/travel network users); and the need for action (not just words) with clear measurable aims/goals to implement strategy.

Proposed Freight Strategy
- 70.5% (n=215) agreed or strongly agreed with the proposed Freight Strategy.
- The key policy of 'encourage freight vehicles to use appropriate routes' (86.6%, n=264) received the highest level of agreement.
- The most frequently mentioned theme regarding the proposed Freight Strategy was general comments relating to road freight restrictions. Other common themes mentioned included concerns around last mile deliveries, and general comments relating to other forms of freight transportation (e.g. rail).

Key Themes
- 58.4% (n=178) of all respondents either agreed or strongly agreed that the four key themes - Environment, Wellbeing, Economy and Place - have been well integrated, whilst 11.1% (n=34) either disagreed or strongly disagreed.
- Respondents who answered this question were then asked, if they wished, to explain their choice in an open textbox question. Almost half of all comments received to this question mentioned the theme of an action plan with clear measurable aims/goals to implement strategy. Other common themes mentioned included specific comments relating to one (or more) of the LTP key themes, and the cost of implementation.

Action Plan
- Respondents were presented with the action plan and asked to what extent they agreed with the approach – 56.7% (n=173) either agreed or strongly agreed with the approach outlined. Just 9.5% (n=29) of all respondents either disagreed or strongly disagreed with this approach.

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- Respondents who answered this question were then asked to explain their choice (or provide any further comments or recommendations they may have). The most frequently mentioned theme regarding action plan approach was around monitoring progress. Other common themes mentioned included engagement and consultation, and the importance of action plan(s) to ensure clear measurable aims/goals in order to implement strategy.

Performance Monitoring

- Respondents were asked to provide any comments or recommendations as to what they considered to be important when monitoring the performance of the LTP and action plan. The most frequently mentioned theme regarding performance was methods for monitoring progress. Other common themes mentioned included the importance of action plan(s) to ensure clear measurable aims/goals in order to implement strategy, and continued consultation / engagement.

Integrated Sustainability Appraisal

- Just over two-fifths (41.0%, n=125) either agreed or strongly agreed with the assessment outcomes of the Integrated Sustainability Appraisal Report whereas 7.2% (n=22) either disagreed or strongly disagreed.
- Respondents then had the option to provide additional detail in relation to each assessment outcome. Strategic Environmental Assessment (45.9%, n=140) and Health Impact Assessment (45.6%, n=139) received the highest level of agreement from respondents to this question (either agreed or strongly agreed with these assessment outcomes). In contrast, 33.8% (n=103) either agreed or strongly agreed with the Equalities Impact Assessment
- Almost a quarter of all respondents (23.9%, n=73) either agreed or strongly agreed that the proposed measures are sufficient to address the outcomes in the Integrated Sustainability Appraisal, and 13.1% (n=40) either disagreed or strongly disagreed. Over a third of all respondents (34.3%, n=105) stated they neither agreed nor disagreed with a further 16.7% (n=51) saying 'don't know/not sure'

Awareness

- Respondents were then asked if they had any suggestions as to how awareness of LTP4 could be raised in Warwickshire. The most frequently mentioned theme regarding suggestions to raise awareness was communication/engagement via community methods. Other common themes mentioned included leafleting, use of social media/internet, and physical advertisements (posters, billboards, copies of plan(s)).

Any other comments

- Having read LTP4 and having considered the previous work to develop the Key Themes, respondents were asked how confident they felt that the County Council has listened to Warwickshire residents' and other stakeholders' ideas and concerns and produced a plan which reflects them and wider transport issues – 38.7% of all respondents (n=118) either agreed or strongly agreed with this statement whilst almost a quarter of all respondents (24.3%, n=74) either disagreed or strongly disagreed, with a further 23.6% (n=72) neither agreeing nor disagreeing.
- The most frequently mentioned theme regarding any other comments was around respondents awaiting the implementation/results of the consultation. Other common themes mentioned included concerns other stakeholders/factors will influence LTP4 progress, and respondents not feeling listened to/engaged with.

Additional comments and feedback

- In addition to the survey responses, direct responses were also received from a range of different stakeholders. The overriding sentiment of correspondence was broadly supportive towards the proposed Core Strategy, four key themes and six key priorities presented in the consultation. However, several concerns and issues were raised (most of which were also key themes raised by respondents in the online survey).

KEY MESSAGES

By and large, respondents expressed broad support for the proposed Core Strategy and each of the six key strategies - Active Travel, Public Transport, Motor Vehicles, Managing Space, Safer Travel and Freight – and contributed considered thoughts on transport-related priorities, benefits and issues associated with each of these within this consultation. The proposed Safer Travel strategy received the highest level of agreement (75.5%, n=231 agreed or strongly agreed with this proposed strategy).

There was noticeable consistency in the issues raised by respondents, both between questions and across respondent groups. There was also considerable repetition in the main issues, challenges and solutions raised in response to different questions, with some clear areas emerging both in addition to and in relation to the proposed Core Strategy, the six key strategies and other questions relating to LTP4. These were:

- Improving active travel facilities for walking and cycling to support active lifestyles
- General improvements in/encouragement to use sustainable (public) transport
- Planning to reduce the reliance on private cars and to enable electrification where possible
- Concerns around the pressures of housing developments and/or increasing populations on the existing transportation network(s)
- Clear and measurable action plan(s) to implement strategies and methods for monitoring progress (success and/or failures).
- Current frustration around implementation and time taken to see progress.
- Importance of consultation, engagement and communication with residents and stakeholders throughout the process

Overall, the consultation feedback has enabled identification of key priorities and areas of concern and provided numerous constructive suggestions which will help the team to further improve LTP4 as the process progresses.

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CONSULTATION ANALYSIS

There were 305 responses to the online survey.

ABOUT RESPONDENTS

Respondents were asked what their main reason was for completing the survey. Table 1 gives a breakdown of responses.

Table 1. Main reason for completing the survey

Reason for completing survey	Total
Member of the general public	275 / 90.2%
Represent a local business	4 / 1.3%
Represent a local voluntary organisation or charity	2 / 0.7%
Member of a special interest group	7 / 2.3%
Elected member of a council or Parliament (including parish/town council(s))	14/ 4.6%
Responding in job capacity as a Warwickshire County Council employee	2 / 0.7%
Responding in job capacity as an employer of another public sector organisation	0 / 0%
Other	1 / 0.3%
Total	**305**

The figures in Table 1 indicate that 90.2% (n=275) of all respondents stated they were members of the general public. In terms of those who stated they were a member of a special interest group, these included environmental groups and active travel groups.

Table 2. In which district or borough do you live or undertake your role?

Location	Total
North Warwickshire Borough	27 / 8.8%
Nuneaton & Bedworth Borough	22 / 7.2%
Rugby Borough	50 / 16.4%
Stratford-on-Avon District	93 / 30.5%
Warwick District	108 / 35.4%
Countywide	2 / 0.7%
Live outside of Warwickshire	3 / 1.0%
Total	**305**

Respondents were also asked to specify the district or borough in which they live (or undertake their role if this was the main reason for completing the survey). The results of this are presented in Table 2. Just over a third of all respondents live or undertake their role in Warwick District (35.4%, n=108). According to Census 2021 data for the population aged 16 and over, 25.1% of Warwickshire's total population live in Warwick District, suggesting respondents from this area are slightly over-represented. However, whilst the Census 2021 data suggest Nuneaton & Bedworth is home to 22.1% of Warwickshire's total population, the survey results show that just 7.2% (n=22) of all respondents to this survey live or undertake their role in this area.

LOCAL TRANSPORT PLAN (LTP)

At the beginning of the survey, respondents were presented with the proposed Core Strategy. The Core Strategy details how the aim (to "manage and maintain Warwickshire's transport network in a safe, sustainable and integrated way") will be addressed by actions that support the four key LTP4 transport themes:

- **Environment –** travel choices that support a reduction in carbon to Net Zero
- **Wellbeing –** safety, comfort and health for transport users and those it affects
- **Place –** supporting urban and rural areas, and the links between them, to have sustainable travel choices
- **Economy –** transport that supports a modern, flexible economy

The Core Strategy sets out the need for action in Warwickshire and how this ties into regional, national and international efforts to address these issues. It also provides background to the important issues affecting transport locally, regionally, and nationally. Key policies within the Core Strategy include:

- Engaging with communities to provide transport options which recognise the unique travel needs of Warwickshire's different places
- Transport interventions which align with our Council Vision, government policy and as many of our four key strategy themes as possible
- Decarbonising transport and transport related infrastructure
- A flexible approach to policy development in response to a changing Warwickshire
- Data and evidence-led monitoring and evaluation of our transport interventions

The survey then presented respondents with sets of questions focusing on the six proposed key strategies that will provide a more detailed policy framework within which Warwickshire County Council will act. The key strategies cover:

- Active Travel
- Public Transport
- Motor Vehicles
- Managing Space
- Safer Travel
- Freight

Survey questions and the resulting analysis for the proposed Core Strategy, each of the six key strategies and other aspects of LTP4 are analysed in the following sections.

PROPOSED CORE STRATEGY

First, respondents' thoughts on the proposed Core Strategy were sought. Respondents were asked to what extent they agreed that the proposed Core Strategy identifies the key transport themes surrounding the future of transport in Warwickshire – Environment, Wellbeing, Place and Economy.

As Figure 1 shows, there was agreement – 67.2% (n=205) either agreed or strongly agreed that the Core Strategy identifies the key transport themes. Just 44 respondents (14.4%) disagreed (either disagreed or strongly disagreed) with this statement, whilst 15.4% (n=47) neither agreed nor disagreed.

Figure 1. To what extent do you agree that the proposed Core Strategy identifies the key transport themes surrounding the future of transport in Warwickshire?

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree
- Don't know / not sure
- Not Answered
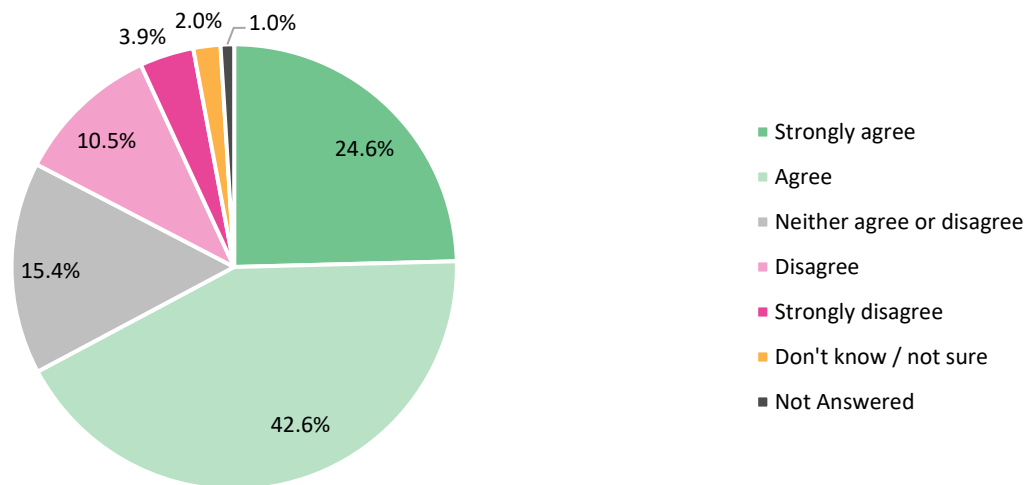
Next, respondents were asked to what extent the proposed Core Strategy sets out a strategic approach to addressing the key issues surrounding the future of transport in Warwickshire. As Figure 2 shows, just over half of all respondents (53.1%, n=162) agreed (agree or strongly agree) with this statement. However, 22.0% (n=67) disagreed (either disagree or strongly disagree) and a further 21.6% (n=66) neither agreed nor disagreed.

Cross-tabulation showed there was a statistically significant difference[1] in responses based on the district or borough in which the respondents live or undertake their role. Those respondents who stated they lived or undertook their role in Warwick District (76.9%, n=83) were significantly more likely to agree that the proposed Core Strategy identifies the key transport themes surrounding the future of transport in Warwickshire than those who live or work in the other districts and boroughs (between 56.0%-67.6%) (p=0.018051).

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[1] Statistical significance testing helps to determine whether the difference between two proportions or means (independent groups) is due to chance or to some factor of interest. A p-value less than 0.05 is typically considered to be statistically significant.

Figure 2. To what extent do you agree that the proposed Core Strategy sets out a strategic approach to addressing the key issues surrounding the future of transport in Warwickshire?

Legend:
- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree
- Don't know / not sure
- Not Answered

Pie chart values: 14.1%, 39.0%, 21.6%, 16.1%, 5.9%, 2.3%, 1.0%
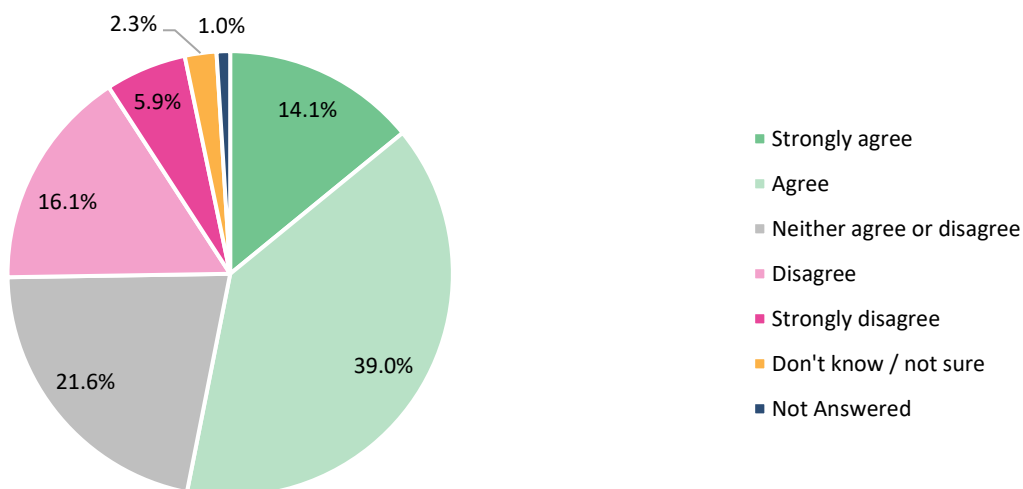
Respondents were then asked to what extent they agreed with the inclusion of each key policy in the proposed Core Strategy. The results of this are presented in Figure 3. The key policy of 'engaging with communities to provide transport options which recognise the unique travel needs of Warwickshire's different places' received the highest level of agreement (80.7% of all respondents (n=246) either agreed or strongly agreed with its inclusion). In contrast, 15.1% of all respondents (n=46) disagreed (either disagree or strongly disagree) with the inclusion of the key policy of 'transport interventions which align with our Council Vision, government policy and as many of our four key strategy themes as possible'.

Figure 3. To what extent do you agree with the inclusion of each key policy in the proposed Core Strategy?

Policy	Strongly agree	Agree
Data and evidence-led monitoring and evaluation of our transport interventions	36.4%	35.7%
A flexible approach to policy development in response to a changing Warwickshire	29.5%	42.6%
Decarbonising transport and transport related infrastructure	44.3%	26.9%
Transport interventions which align with our Council Vision, government policy and as many of our four key strategy themes as possible	22.0%	39.3%
Engaging with communities to provide transport options which recognise the unique travel needs of Warwickshire's different places	41.3%	39.3%

Legend: Strongly agree ■ Agree ■ Neither agree or disagree ■ Disagree ■ Strongly disagree ■ Don't know / not sure ■ Not Answered

The final question in this section asked respondents to state any other issues they thought should be considered in relation to the proposed Core Strategy. Themes based on comments around the Core Strategy are presented in Table 3. In total, 134 respondents gave a comment to this question. The most frequently mentioned theme

regarding the proposed Core Strategy was around development/improvement of integrated public transport – 41.0% of all respondents (n=55) who left a comment mentioned this in their answer. Other common themes mentioned included support for active travel options (e.g. walking, cycling), concerns around health and wellbeing, and rural isolation.

Table 3. Are there any other issues that you think we should consider in relation to the proposed Core Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Development/improvement of integrated public transport (sustainability, reliability, availability, accessibility, cost)	55 (41.0%)	*"My focus is public transport"* *"Public transport especially bus services… Buses are often late or don't turn up and the public has to wait for the next bus to arrive so are kept waiting for an hour in all weathers without a shelter"* *"The cost of public transport - this doesn't appear to be mentioned anywhere and I think is a serious issue in getting people to use lower carbon options"* *"The cost of public transport is prohibitive (and the solution is not to make it cheaper than car parking by increasing car parking charges - as neither of these options are affordable to most people). Public transport is also extremely unreliable and not everybody has the time to e.g. get a bus or train a few hours in advance of when it is actually needed in case the scheduled transport does not turn up"* *"We have an ageing population who will need the support of public transport in the future. This needs to be affordable and accessible"*
Support for active travel options (e.g. cycling/walking)	39 (29.1%)	*"Active travel… needs to be given far more consideration, and funding"* *"If you want to achieve active travel, it needs to be the easiest and safest choice by far"* *"There's a complete lack of funding and proposing providing for bike infrastructure as a key point. It needs to be introduced safely, not just painted on a road. It is essential for any active travel to have a cohesive and connected network, else people will not feel comfortable using it"* *"The present cycle path… are a bit hit and miss, some of them so narrow they are unusable and some just ending and dumping you on a busy road"*
Concerns around health and wellbeing	36 (26.9%)	*"I would like to see more emphasis, within the strategy, of actions planned to reduce harmful emissions from fossil fuel driven vehicles. Perhaps the Well Being Strategy could highlight this aspect to a greater degree. In my experience, the benefits of reduced emissions harmful to health never seem to be emphasised enough"*

		"In relation to the wellbeing theme, there should be reference to other harmful emissions (not just CO2) from ICE vehicles, given that E vehicles will not supplant them for many years. Many emissions are known to link with poor health outcomes. (Transport cannot be isolated from health)"
		"More cars means more barriers to seeing people (bumping into people) meaning fewer friends meaning more mental health issues"
		"Noise monitoring needs to be introduced in urban areas; the trend towards noisy exhausts impacts adversely on public health and should elicit a protective response"
Rural isolation / connectivity	29 (21.6%)	*"Better public transport in rural areas"* *"I'm not sure that the policy fully encompasses the rural areas. The population density is greatest around Stratford, Warwick and Leamington. And resources are likely to be directed towards the benefit of the bulk of the population. Yet the needs of rural dwellers are of importance to them, individually and as small communities"* *"Not convinced that rural places will actually be taken into account properly"*
Role of electrification (electric vehicles, fuel etc)	17 (12.7%)	*"One area which is a bit weak is looking at ensuring not just a bit of public transport, but ALL town and city public transport is made electric or (as a fall-back) Hydrogen fuel cell. Other cities and areas are years ahead of Warwickshire in this (e.g. Oxford, Harrogate, even Coventry). Warwickshire has basically ignored electrification, offering no incentives to taxi drivers or bus companies to clean up their act and consequently Warwick and Leamington have some of the highest pollution readings in the country on some streets… Frankly I've been embarrassed to say I'm from Warwickshire when I look at how few EV chargers we have, how our police force has ZERO electric police cars, our Royal Mail uses ZERO electric vans, and so on. We have a lot of catching up to do!!"* *"Not everyone can afford newer cleaner of electric cars yet they are being targeted by green air zone charges"*
Concerns related to housing developments	15 (11.2%)	*"Will new housing developments be designed to minimise car use. E.g. local schools shops, safe walking and cycling routes?"* *"Location of new large housing developments - Locations with poor public transport links… should not be given approval until suitable public transport systems are agreed and financed"*
Comments on specific aspects of the Core Strategy	15 (11.2%)	*"Practical action is required today, not hundreds of pages of words of Strategy"* *"The core strategy is just full of wishy-washy sound bites. Doesn't actually say what you propose to do in relationship to any named communities etc."*

Environmental concerns (e.g. Net Zero)	14 (10.4%)	*"Futureproofing against policy changes from national government which weaken our commitment to net zero and climate adaptation and mitigation"* *"The strategy actually ignores environmental impact and historic context"*
Lack of road network improvements / investment in infrastructure	11 (8.2%)	*"Perhaps you should start by ensuring that potholes and other issues with the area's very poor roads are addressed first"* *"Traffic lights at road works to extend only to the specific area of work, to regularly check the lights are working correctly and to remove obstructions at weekends when work is not taking place. More night-time road working. Improved road surfacing and marking"*
Concerns around traffic speed / safety	11 (8.2%)	*"Improving safety. This was mentioned earlier but does not seem to be delivered by the core strategy"* *"More traffic calming, speed cameras or signs showing speed"*

Other themes mentioned by a smaller number of respondents included general positive comments regarding the Core Strategy (n=5), wider impacts (e.g. cost of living crisis) (n=5), joined up thinking / collaborative approach (n=4), reviews of strategies/policies (n=2), car-sharing policies (n=2), and concerns regarding HS2 (n=2).

THE SIX PROPOSED KEY STRATEGIES

Respondents were then presented with information relating to each of the six proposed strategies.

PROPOSED ACTIVE TRAVEL STRATEGY

The Active Travel Strategy details how Warwickshire County Council intends to increase walking, cycling and other active modes of travel to achieve local benefits in terms of better personal health, reduced congestion and improved air quality, as well as helping to meet the Net Zero carbon goal. Respondents were also presented with the three key policy areas identified in the Active Travel Strategy:

- Improving accessibility and attractiveness of active travel options
- Better, safer routes for walking and cycling
- Information and promotion

The extent to which respondents agreed that the proposed Active Travel Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 4 shows, 70.2% (n=214) agreed (either strongly agreed or agreed) with its inclusion, whilst 12.8% (n=39) disagreed (either strongly agreed or disagreed). A further 14.4% (n=44) neither agreed nor disagreed.

Figure 4. To what extent do you agree that the proposed Active Travel Strategy should be a key strategy within LTP4?
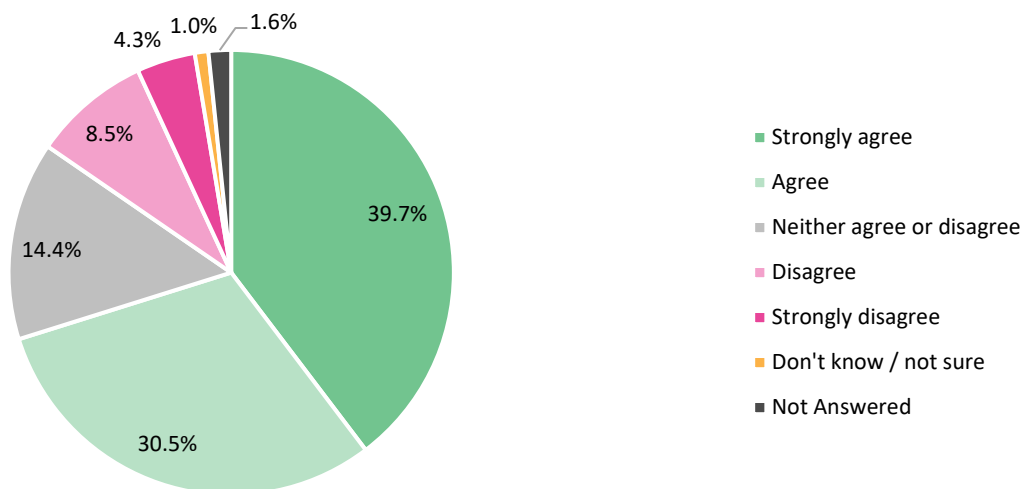
Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Active Travel Strategy. The results of this are presented in Figure 5. The key policy of 'better, safer routes for walking and cycling' received the highest level of agreement (82.0%, n=250 either agreed or strongly agreed with its inclusion).

Figure 5. To what extent do you agree with the inclusion of each policy in the proposed Active Travel Strategy?
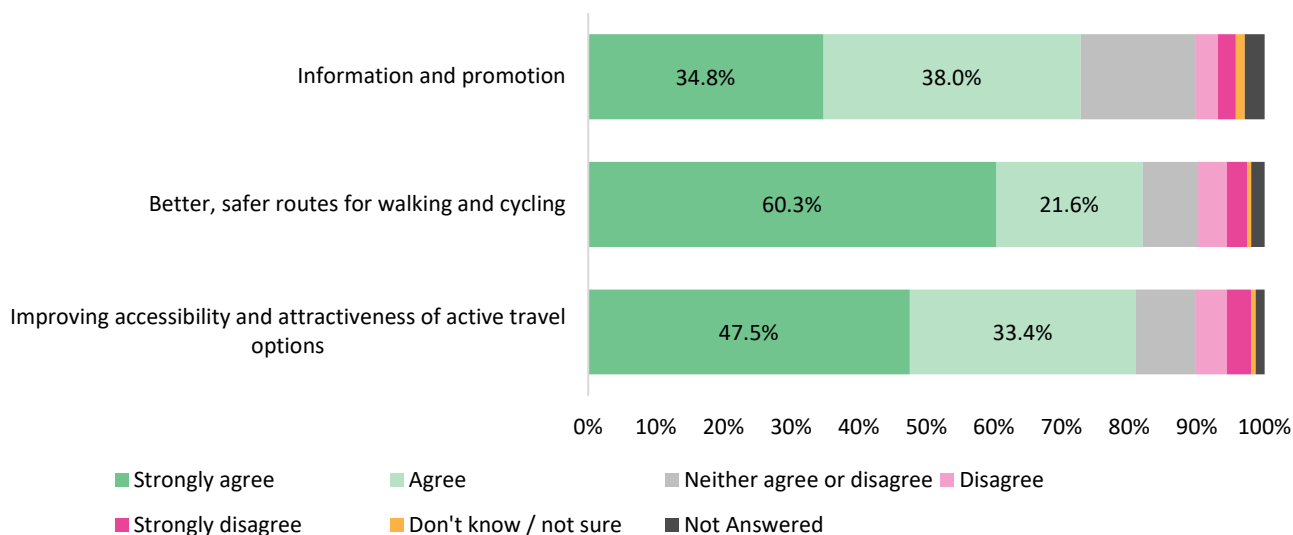
Cross-tabulation of respondents' agreement with the 'better, safer routes for walking and cycling' policy showed there was a statistically significant difference in responses based on respondent age. Those respondents under the age of 40 (91.9%, n=34) were significantly more likely to agree with the inclusion of this policy compared to those respondents aged 65-74 (78.4%, n=69) (p=0.035218).

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The final question in this section asked respondents to state any other comments they had in relation to the proposed Active Travel Strategy. Themes based on comments around the Active Travel Strategy are presented in Table 4. In total, 145 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Active Travel Strategy was the integration, development, and maintenance of active travel infrastructure (cycle lanes/paths, walking pavements etc.) – almost half of all respondents (45.5%, n=66) who left a comment mentioned this in their answer. Other common themes mentioned included safe active travel and support for sustainable / integrated public transport system.

Table 4. Do you have any comments on the proposed Active Travel Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Integration, development, and maintenance of active travel infrastructure (cycle lanes/paths, walking pavements etc)	66 (45.5%)	*"Care should be taken to fix holes in the current cycle infrastructure and make a cohesive network to cover conurbations"* *"Make cyclists use the cycle paths and routes provided. Council must set aside money to maintain any cycling or walking routes"* *"It's more than routes - it's convenience and comfort"* *"People will only move out of their cars if there is a realistic alternative. Cycle routes need to be dedicated- not just white lines at the side of a busy road. Cycle routes need to be everywhere and go places people need to go"* *"As a regular walker, improvements to, and better maintenance of public footpaths, is badly needed. A number of footpaths are poorly signed, and there are many instances where farmers don't carry out the necessary maintenance, making access difficult and problematic. Some footpaths start or end at difficult to reach locations. Thought should be given to linking footpaths and providing better access to them, to decrease the amount of road walking"*
Safe active travel	29 (20.0%)	*"It's good to see the inclusion of creating safe cycle routes. This is hugely important. It is also important these be constructed to a proper standard that allow journeys by cycle safely and without stopping - so without unnecessary obstacles (bollards, fences, etc) and with priority for cycles when they need to crossroads"* *"More people will cycle or walk to work or school if safe routes and facilities are provided"* *"We need more footpaths to make walking safer"*
Support for sustainable / integrated public transport system	26 (17.9%)	*"It needs to be acknowledged that a significant part of the population for a range of reasons… need a vehicle. The only solution to that is to provide a public transport system worthy of the name"* *"Make the whole public transport system integrated so trains, buses and taxis are all co-located"*

		"Active travel needs to be made easier… It also needs to be made much more integrated with public transport routes within the county, whereby you can walk, or cycle, and use public transport for the longer stretches of the journey. Presently taking a bike on a train, is difficult, a bus almost impossible, this needs to change"
Affordability / financing of active travel and/or sustainable public transport	20 (13.8%)	*"Affordable, available, attractive public transport options will encourage some active travel"* *"It has to be affordable so people will use it"* *"I would like to see specific proposals for new cycling and walking paths and for policies that will encourage people to use them (free or very low-cost bicycle rental, used bicycle exchanges, free/low-cost help with bicycle maintenance, rewarding shoppers who walk or cycle to the grocery/shops). People need concrete incentives and facilities to make active travel part of their daily routine"*
Importance of health, wellbeing, and active habits	17 (11.7%)	*"Families must be looking at changing their habits and walk children to school wherever possible"* *"Put the health of public citizens first"*
Impact of (new) housing developments on travel	15 (10.3%)	*"I wonder where housing policy fits in here - a lot of sustainable travel options seem closed off, particularly as regards new build housing developments which seem to be designed with high car dependency and involving long commutes"* *"Design new housing with public transport and cycling access already included"*
Rural isolation / connectivity	12 (8.3%)	*"Encouraging cycling and walking is a good policy but in rural areas the infrastructure does not exist to facilitate this in a safe way"* *"Rural communities rely on car use. Cycling is not appropriate and public transport virtually non-existent even if it was reasonably priced or subsidised.*
Concerns regarding active travel (cycling/walking)	10 (6.9%)	*"There is no point building more cycle lanes unless their use is going to be enforced. The VAST majority of cyclists ignore the cycle lanes and, instead, use the roads (outside of the cycle lanes) or the pavements. This is a complete waste of money - and makes driving and/or walking more difficult as roads/pavements respectively are narrower"* *"It's all very well and good to promote cycling and walking but you fail to realise that for a number of reasons these options are not options at all. Please be realistic in your aims"*

Other themes mentioned by a smaller number of respondents included: active travel issues/concerns for those with disabilities (n=4), promotion/publicity of active travel (n=3), enhancing green spaces (n=2), electrification of travel options (n=2), active travel education (n=2), concerns around vehicle-related congestion, and cycle storage (n=2).

PROPOSED PUBLIC TRANSPORT STRATEGY

The Public Transport Strategy details how Warwickshire County Council intends to invest in public transport in order to drive economic growth, community feeling, social inclusion, and support business with the potential to be the preferred way to replace private vehicle use in many areas of Warwickshire. Respondents were presented with the five key policy areas identified in the Public Transport Strategy:

- Working with partner organisations to improve public transport
- Improved accessibility and attractiveness of public transport as a travel choice
- Information and ticketing
- New developments and connectivity to public transport services
- Community Rail Partnership

The extent to which respondents agreed that the proposed Public Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 6 shows, 75.1% (n=229) agreed (either agreed or strongly agreed) with its inclusion, whilst 8.2% (n=25) disagreed (either strongly disagreed or disagreed). A further 11.8% (n=36) neither agreed nor disagreed.

Figure 6. To what extent do you agree that the proposed Public Transport Strategy should be a key strategy within LTP4?
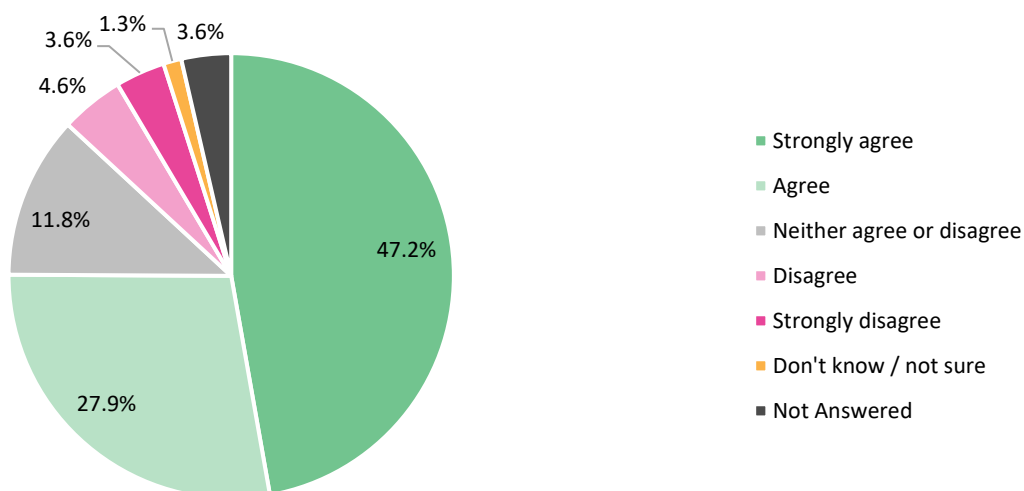
Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Public Transport Strategy. The results of this are presented in Figure 7. The key policies of 'improved accessibility and attractiveness of public transport as a travel choice' (90.2%, n=275) and 'new developments and connectivity to public transport services' (86.9%, n=266) received the highest level of agreement. There was, however, a lower level of agreement with 'Community Rail Partnership' (69.5% (n=212) agreed or strongly agreed with the inclusion of this policy).

Figure 7. To what extent do you agree with the inclusion of each policy in the proposed Public Transport Strategy?
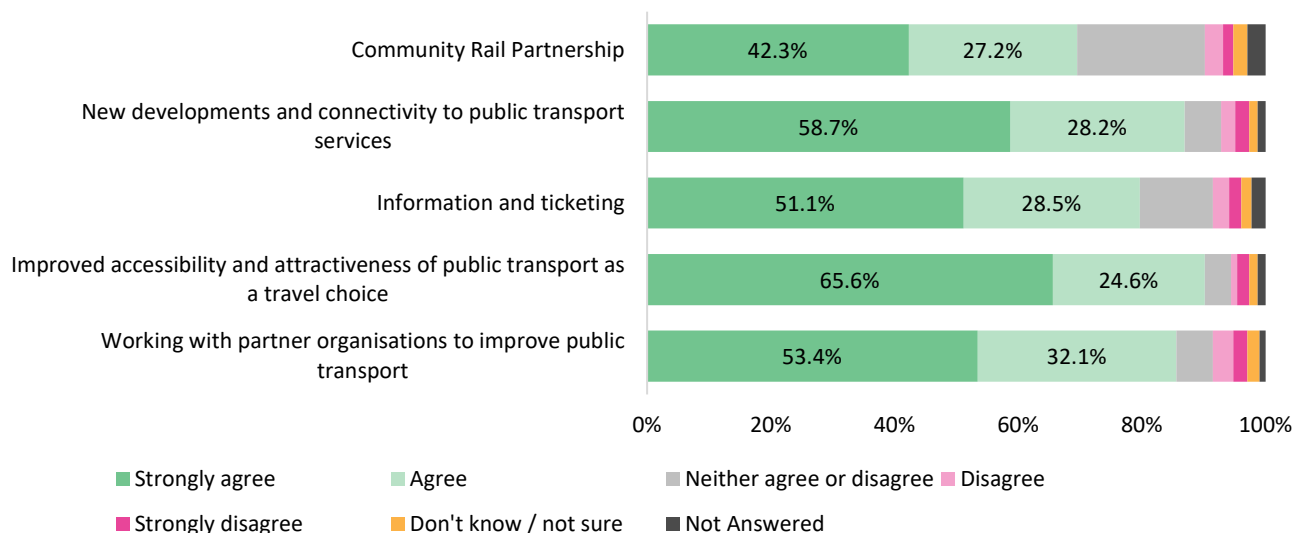
Cross-tabulation of respondents' agreement with the 'new developments and connectivity to public transport services' policy showed there was a statistically significant difference in responses based on respondent age. Those respondents over the age of 75 (96.4%, n=27) were significantly more likely to agree with the inclusion of this policy compared to those respondents aged under 40 (81.1%, n=30) (p=0.031501).

The final question in this section asked respondents to state any other comments they had in relation to the proposed Public Transport Strategy. Themes based on comments around the Public Transport Strategy are presented in Table 5. In total, 159 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Public Transport Strategy was around improving connectivity/integration of the public transport network and services (e.g. bus/rail) – over a third of all respondents (34.0%, n=54) who left a comment mentioned this in their answer. Other common themes mentioned included concerns regarding the cost/affordability of public transport services, and the availability/frequency, reliability of public transport services.

Table 5. Do you have any comments on the proposed Public Transport Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Improving connectivity / integration of public transport network and services (bus, rail etc.)	54 (34.0%)	*"We need integrated public transport"* *"There can be only one main goal for the future, to be achieved as soon as possible. The absolute requirement is a completely integrated and automated electric based transport system for all of the public"* *"There needs to be work on an integrated bus-rail system: for instance, buses from villages to local stations"*

		"If we had reliable, regular & interconnected public transport across the county, people wouldn't need to use their cars for rural or urban travel" *"Better integration of bus and rail connections"*
Concerns regarding the cost / affordability of public transport services	53 (33.3%)	*"There should be more done to bring the costs of public transport down to an affordable level"* *"Bus Transport - the unclean, shabby and unreliability of bus transport means that it will not meet the need. The costs are likely to increase as the need to update and improve the fleet to be more environmentally friendly, reliable and indeed 'attractive to travel on'"* *"Bus tickets need to be more affordable"* *"I would like a clear commitment to lowering the cost… I don't ride the bus to work everyday, because I am lucky to be able to ride a bicycle there, but when I do, I think how unaffordable it would be to do this every day"* *"It needs to be affordable and reach places people go to. Why use public transportation at double/treble the cost?"*
Availability / frequency, reliability of public transport services	42 (26.4%)	*"Currently buses are far too infrequent, unreliable to be attractive. We would happily sell a car if buses were able to provide an acceptable level of service"* *"I myself will currently try and use public transport, if convenient… What is increasingly putting us off though is that advertised buses have been increasingly not arriving at all, let alone late. So you then have to wait at least another hour until the next one… So to encourage people to use public transport more, it really has to be more reliable"* *"Trains are infrequent and unreliable - if you want people to not use their cars then these issues need to be addressed"* *"More reliable trains and buses if you want people to stop using their cars"*
Better public transport information / communication	15 (9.4%)	*"Having tried to use buses in the past there is a complete lack of easily accessible information on routes, times and cost. A communication strategy is needed to inform those not currently using public transport or where and when buses run"* *"A lack of up to date travel information"*
Rural isolation / connectivity	11 (6.9%)	*"Public transport is already sparse in rural communities in Warwickshire, the main focus of the commercial bus companies being the main transport corridors. If there is to be any reduction in car use in rural areas, then there must be more rural public transport available"* *"What about addressing rural communities in particular?"*
General negative comments regarding proposed Strategy	10 (6.3%)	*"Fails to provide any meaningful direction on how public transport will be improved… LTP4 will not deliver any outputs that address the climate change emergency"*

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		"Ambitions are too limited"
Need for action (not just words) with clear measurable aims/goals to implement strategy	10 (6.3%)	"Fine words but history shows that there is a mismatch between words in a strategy and what actually gets done" "A forward-thinking public transport strategy should include actions"
Role of electrification (electric vehicles, fuel etc)	10 (6.3%)	"Without affordable public transport fuelled by non-fossil fuels we just will not meet net zero in time for a meaningful planet for our children" "Electrification of the bus fleet should obviously be a priority here"

Other themes mentioned by a smaller number of respondents included concerns regarding housing developments (n=5), active travel issues (n=4), concerns regarding congestion (n=4), importance of joined-up/collaborative thinking (n=4), concerns around public health and wellbeing (n=3), concerns regarding HS2 (n=3), public transport promotion/publicity (n=2), car-sharing options (n=2), and concerns around 'smart' ticketing (n=2)

PROPOSED MOTOR VEHICLES STRATEGY

The proposed Motor Vehicles Strategy involves management of those routes Warwickshire County Council control (including the Major Road Network of strategically important Warwickshire routes) and acknowledges involvement with the Strategic Road Network (motorways and other major national routes passing through the county). Key issues this strategy aims to improve for Warwickshire's road network include journey time reliability, air quality, reducing noise pollution and the visual amenity of areas. The proposed Motor Vehicle Strategy seeks to improve the attractiveness of key routes, to reduce traffic impact on historic and congested areas where residents live, while moving away from the car being the default option for travel for the areas where this is appropriate (populated areas and key public transport routes). Respondents were presented with the four key policy areas identified in the Motor Vehicles Strategy:

- Using our influence with partners to provide a modern fit-for-purpose route network
- Increased use of technology in network monitoring
- Maximising funding opportunities
- Making our towns and villages and the routes that connect them better places to be

The extent to which respondents agreed that the proposed Motor Vehicles Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 8 shows, 64.3% (n=196) agreed (either agreed or strongly agreed) with its inclusion, whilst 13.1% (n=40) disagreed (either strongly disagreed or disagreed). A further 18.4% (n=56) neither agreed nor disagreed.

Figure 8. To what extent do you agree that the proposed Motor Vehicles Strategy should be a key strategy within LTP4?
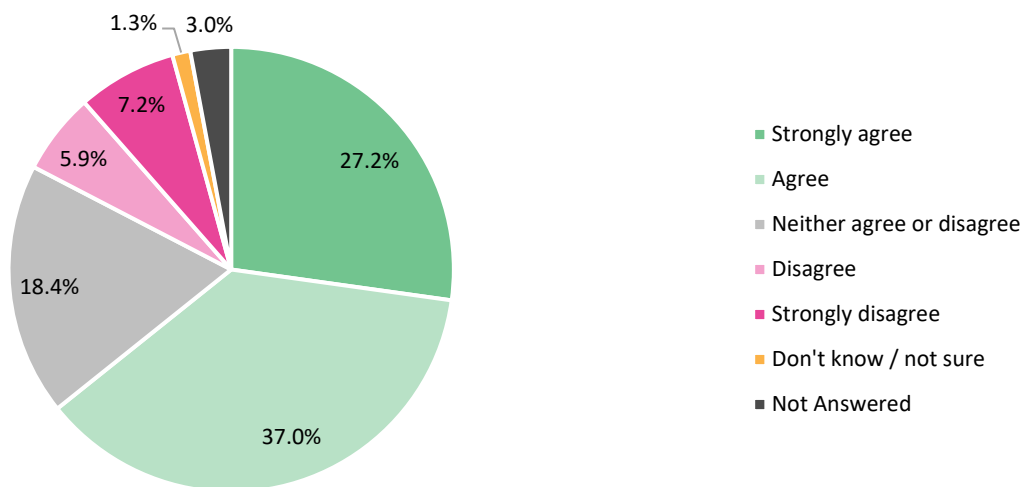
Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Motor Vehicles Strategy. The results of this are presented in Figure 9. The key policy of 'making our towns and villages and the routes that connect them better places to be' (82.6%, n=252) received the highest level of agreement. The highest level of disagreement (12.5% (n=38) either strongly disagreed or disagreed) was with the inclusion of the policy 'increased use of technology in network monitoring'.

Figure 9. To what extent do you agree with the inclusion of each policy in the proposed Motor Vehicles Strategy?
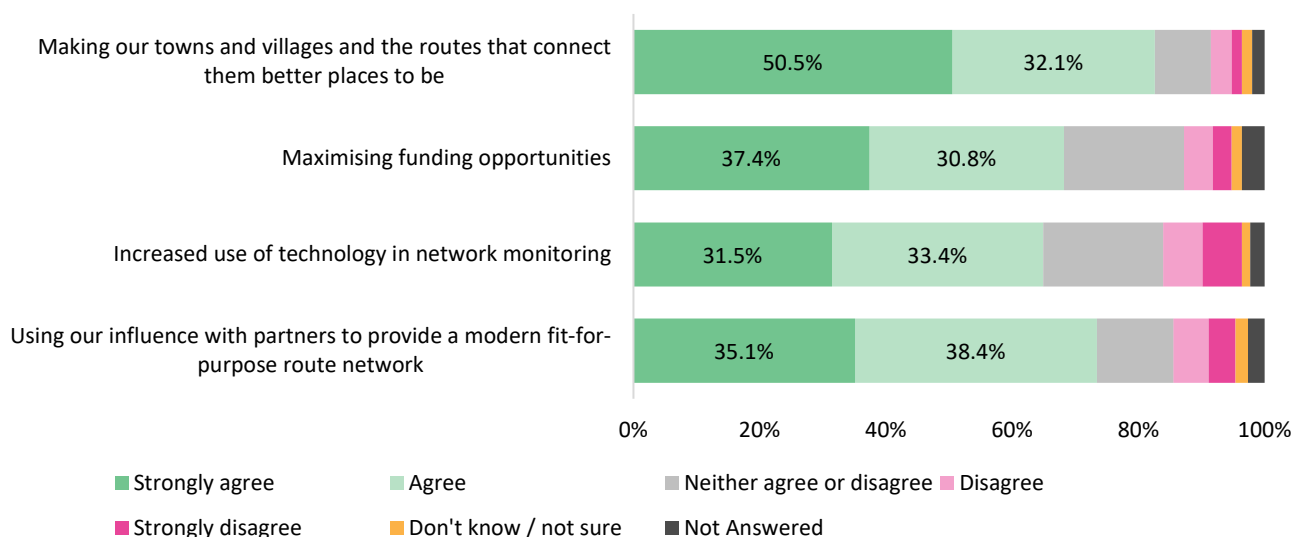
Cross-tabulation of respondents' agreement with the 'making our towns and villages and the routes that connect them better places to be' policy showed there was a statistically significant difference in responses based on respondent age. Those respondents under the age of 40 (91.9%, n=34) were significantly more likely to agree with the inclusion of this policy compared to those respondents aged 40-64 (76.7%, n=89) ($p=0.021327$).

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The final question in this section asked respondents to state any other comments they had in relation to the proposed Motor Vehicles Strategy. Themes based on comments around the Motor Vehicles Strategy are presented in Table 6. In total, 137 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Motor Vehicles Strategy was around reducing the reliance on private vehicles via the provision of sustainable public transport/active travel options – over two fifths of all respondents (43.8%, n=60) who left a comment mentioned this in their answer. Other common themes mentioned included management of/improvements to the current transport network, improving access to electric vehicles/electric charging points, and the role of housing developments in causing transport network issues (e.g. congestion).

Table 6. Do you have any comments on the proposed Motor Vehicles Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Reducing the reliance on private vehicles by providing sustainable public transport/active travel options	60 (43.8%)	*"We already have sufficient provision for motor vehicles. We don't need to improve provision for it and nor should we target decreasing journey times - investment in other infrastructure to enable fewer journeys by car will have a greater impact on this than building wider roads etc ever would"* *"There must be greater disincentives to use the car and greater incentives to use public transport – increased parking charges and decrease the cost of public transport"* *"I am concerned that the Motor Vehicle Strategy may not result in reduction of vehicle usage in our county"* *"I don't think this priority reflects the work that needs to be done. It still prioritises improvements for private cars. They need to be de-prioritised and that is going to be unpopular"* *"Improving public transport should be the core solution to reduce private vehicles"*
Management of / improvements to current transport network (e.g. introduction of traffic controls)	35 (25.5%)	*"You could easily improve traffic flow by removing some of the unnecessary traffic-controlled crossings. Also keeping speed limits in towns to 30 to get the traffic out the towns quicker this then improves air quality"* *"Better road networks are needed"* *"Introduce roundabouts and/or part time traffic light systems at key spots"*
Improving access to electric vehicles / charging point options	20 (14.6%)	*"We need much more accessible car electricity charge points. I have none in my local area... I am fortunate that I can charge at home, other citizens may not have this option and so may consider having an electric vehicle impractical"* *"In my experience, the biggest concerns for prospective EV buyers are initial costs and the lack of public access charging infrastructure"*

		"The transition to electric vehicles will be quicker if there is a co-ordinated public sector strategy for charging facilities"
Housing developments/overpopulation causing congestion / transport network issues	19 (13.9%)	*"The reason traffic is such a shocking problem in Warwickshire is because far too much house building is occurring!! I am always surprised and shocked at how much more housing is being built in Warwickshire - already an over-populated area - compared to others. This is the fundamental reason we are now faced with considerable air and noise pollution problems"* *"I feel major roads near new housing developments should be improved to take the increase in traffic flow at the same time as the new houses are built instead of doing nothing. This would avoid major traffic delays, traffic building up, increasing pollution which in turn leads to health and breathing problems for people living in the immediate vicinity"* *"The developers of housing sites should put in the roads and infostructure before they are allowed to build housing"*
Restricting motor vehicle access to/ in town centres (pedestrianisation, Park & Ride)	12 (8.8%)	*"One good plan would be to look at how each town could limit most private motor vehicle traffic to the outskirts of the town, and only let in people that either live in the town centre or have accessibility needs"* *"Park and Ride should be the default position in every large town in the county"* *"Pedestrianizing town centres should be a starting point"*
Rural isolation / connectivity	11 (8.0%)	*"Rural transport is not dealt with in a significant way and there are no strategies outlined to ensure public transport is made available or that, if considered necessary, car use for rural residents is recognised"* *"Connecting rural communities"*
Specific policies / charges (e.g. pollution, roads, parking, multi-car/car-sharing)	10 (7.3%)	*"I'm certainly in favour of pollution-reducing initiatives, and "monitoring" (item 2) should include pollution monitoring"* *"As well as providing incentives for people not to use their cars as much, we should make multiple car ownership more difficult"*
Concerns around congestion / emissions and its impact(s)	10 (7.3%)	*"We need to think about the many non-sequenced traffic lights. It is well known that a major contributor to emissions and noise is stop-start motoring"* *"Currently recent developments strongly favour more and more traffic lights, which has an impact on congestion but greatly increases emissions and travel time"*

Other themes mentioned by a smaller number of respondents included: concerns around public health and wellbeing (n=5), concerns regarding HS2 (n=3), speed/safety (n=3), concerns around 'smart' ticketing (e.g. RingGo) (n=3), importance of joined-up/collaborative thinking (n=3), and action plan(s) for implementing strategy (n=2).

PROPOSED MANAGING SPACE STRATEGY

The proposed Managing Space Strategy describes how WCC can better manage and design the physical space of Warwickshire to provide a sustainable and efficient transport network. Respondents were presented with the six key policy areas identified in the Managing Space Strategy:

- Increasing sustainable development and travel
- Travel options which are accessible to all
- Prioritising use of space to promote sustainable travel options
- Robust data-led decision making in assessing new developments
- Construction to best available standards
- Influencing Planning Authorities and Developers

First, the extent to which respondents agreed that the proposed Managing Space Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 10 shows, 68.2% (n=208) agreed (either agreed or strongly agreed) with its inclusion, whilst 9.2% (n=28) disagreed (either strongly disagreed or disagreed). A further 18.0% (n=55) neither agreed nor disagreed.

Figure 10. To what extent do you agree that the proposed Managing Space Strategy should be a key strategy within LTP4?
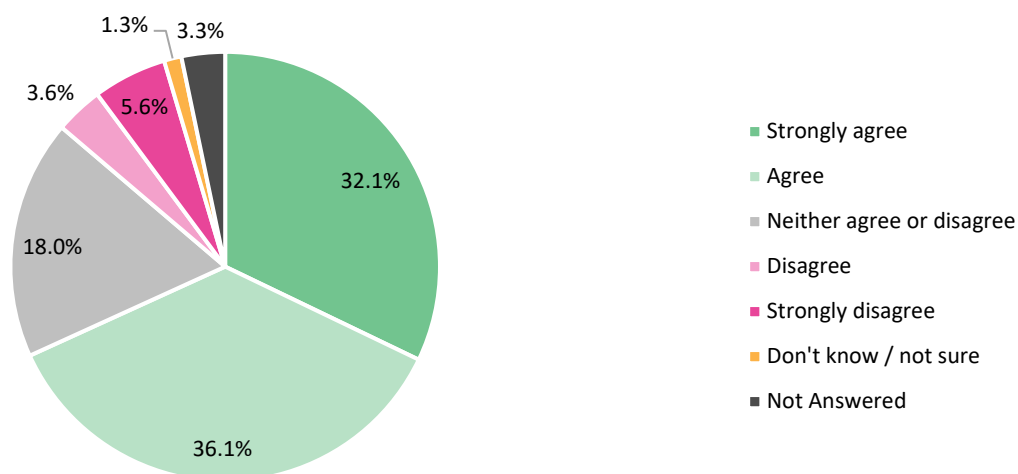
Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Managing Space Strategy. The results of this are presented in Figure 11. The key policies of 'travel options which are accessible to all' (90.8%, n=277) and 'construction to best available standards' (85.9%, n=262) received the highest level of agreement. The highest level of disagreement, 10.5% (n=32) of all respondents disagreed (either strongly disagreed or disagreed), was with the inclusion of the policy 'prioritising use of space to promote sustainable travel options'.

Figure 11. To what extent do you agree with the inclusion of each policy in the proposed Managing Space Strategy?

Policy	Strongly agree	Agree
Influencing Planning Authorities and Developers	51.1%	30.5%
Construction to best available standards	55.1%	30.8%
Robust data-led decision making in assessing new developments	43.3%	32.1%
Prioritising use of space to promote sustainable travel options	47.5%	27.5%
Travel options which are accessible to all	59.7%	31.1%
Increasing sustainable development and travel	49.5%	26.2%

Legend: ■ Strongly agree ■ Agree ■ Neither agree or disagree ■ Disagree ■ Strongly disagree ■ Don't know / not sure ■ Not Answered
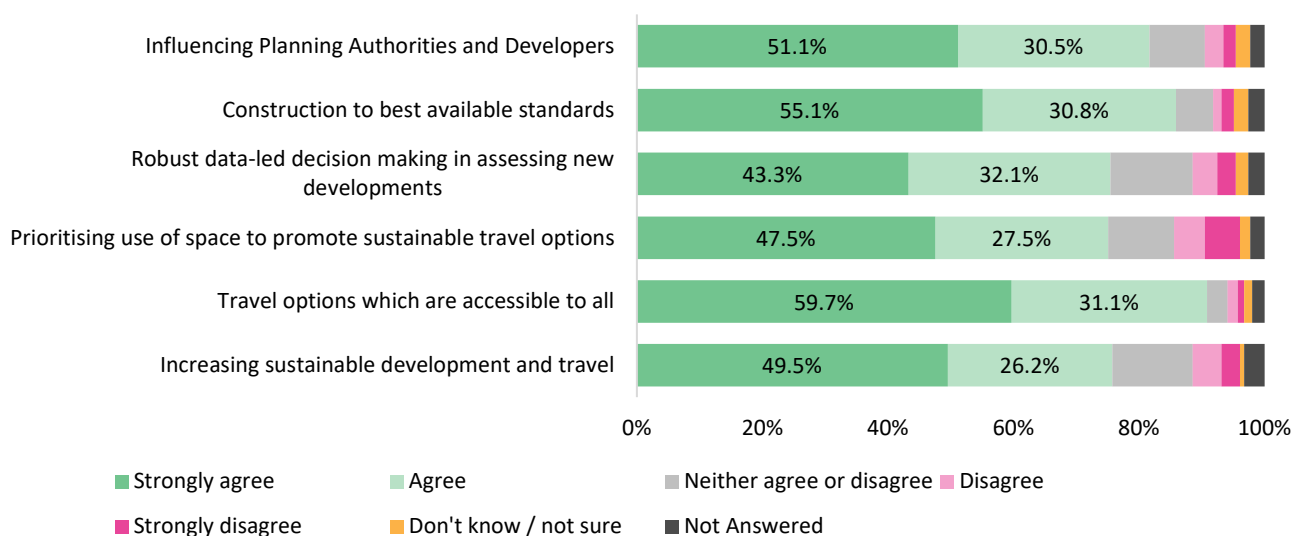
The final question in this section asked respondents to state any other comments they had in relation to the proposed Managing Spaces Strategy. Themes based on comments around the Managing Spaces Strategy are presented in Table 7. In total, 96 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Managing Space Strategy was the role of governance, policies and planning in setting standards regarding housing developments – almost a quarter of all respondents (22, n=22.9%) who left a comment mentioned this in their answer. Other common themes mentioned included provision of sustainable public transport/active travel options, concerns around environmental impacts (emissions/pollution, congestion, loss of green space), and the need for action (not just words) with clear measurable aims/goals to implement strategy.

Table 7. Do you have any comments on the proposed Managing Spaces Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Role of governance, policies and planning in setting standards/legislation regarding housing developments	22 (22.9%)	"Housing developers must not be allowed to provide the minimum required to satisfy design standards, which do not take into account local knowledge and risk factors" "Are you really going to control the builders and get them to adhere to standards?" "Hold developers to account on active/sustainable travel provision, from planning, through to end product. There have been cases in Warwickshire of developers getting planning consent based on these provisions, only to then leave them out at the construction phase, with only a 'sorry, didn't work out' and the relevant council has just bowed down and surrendered. This needs to stop. Even now, most new developments are totally car-centric"

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		"Evidence over last 5 years is that councils are unable to influence Planners/Developers" *"Influencing developments is really key, the recent developments have been catastrophic… They're poorly located for any amenities and drive people to own and drive cars for everything. Completely contradicting everything within this plan"*
Providing sustainable public transport/active travel options	19 (19.8%)	*"'Prioritising use of space to promote sustainable travel options' - I am especially glad to see this. Road traffic by standard size is very inefficient and this is seldom mentioned I material. So very glad to this included!"* *"The reasons to embrace sustainable travel include: Reduced costs Safer travel, Less stress, Opportunity for productive work, Reduced responsibilities for tax, insurance, MOT, servicing, tyres etc"* *"It's very important to provide greater connectivity with space and public transport"*
Concerns around environmental impacts (emissions/pollution, congestion, loss of green space)	18 (18.8%)	*"If some travel options are more harmful to the environment why should they be open to everyone? Prioritising space has negative connotations for the Environment. Space is becoming more important and retaining both environment, ecological and historical values need prioritising"* *"Don't eat up any more of our countryside and wild places"* *"Residents' health and wellbeing has been greatly harmed by… pollution, traffic and lack of access to countryside"*
Need for action (not just words) with clear measurable aims/goals to implement strategy	17 (17.7%)	*"It is very vague. "Improvements may include" and so on - again, it needs to be much more ambitious"* *"Whilst these are laudable policy goals, I have to say that the constant putting back of delivery times for already funded cycle route and pedestrian access improvements… makes me wonder how well these is going to be delivered in reality"* *"Let's see some real schemes actually materialise. New houses with car chargers. LTNs, decent cycle paths. Bring it on but I want to see action not consultation"*
Rural isolation / connectivity	14 (14.6%)	*"More acceptance of the needs of villages and their residents. Too many villages cannot use Public Transport, whether they want to or not. What is provided is not integrated with local hubs"* *"Transport options which are accessible to all" – this is currently not the case in rural areas! There must therefore be a focus on how this can be changed"* *"The statement "More rural locations are heavily dependent on private cars and this is unlikely to change significantly " is a depressing one. Why is it unlikely to change? Is the answer "because the strategy is not designed to offer better alternatives"?"*
Importance of joined up thinking / engagement	11 (11.5%)	*"I see no joined up thinking or working… With more cars on the road travelling g further, less active travel all because no thought*

		has been given to what needs to be in place with the growth of the local population" *"The action needs to be joined up to the rhetoric. Too often infrastructure improvements are scheduled to take place after development has taken place"* *"Ensure the community is aware and are heard so they can contribute to influencing Planning and Development"*
Comments on specific policies/aspects of the proposed Managing Spaces Strategy	10 (10.4%)	*"Policies MS1 and MS3 are weak. It suggests space for Active Travel provision would only be provided where feasible and appropriate. This implies that it will happen only if it doesn't disrupt motor vehicle facility. How can you expect to generate a modal shift if this is the case?"* *"Policy Position MS3 is surely doomed because its success depends upon taming the motorist"*

Other themes mentioned by a smaller number of respondents included: concerns around public health and wellbeing (n=5), concerns regarding HS2 (n=4), speed/safety (n=3), electric vehicles/electric charging (n=3), town-centre shopping, out of town shopping (park and ride/pedestrianisation) (n=3), questions around wording/terminology (n=2), speed/safety (n=2), and lack of publicity/promotional work (n=2).

PROPOSED SAFER TRAVEL STRATEGY

The proposed Safer Travel Strategy focuses on access to safe travel choices. Respondents were presented with the five key policy areas identified in the Safer Travel Strategy:

- Working with partners to deliver road safety improvement
- Evidence-led road safety engineering interventions
- Wide-ranging community engagement to improve road safety
- Road engineering design to align with appropriate quality standards
- Promoting safety in all travel choices

Figure 12 presents the extent to which respondents agreed that the proposed Safer Travel Strategy should be a key strategy within LTP4. Indeed, 75.4% (n=230) agreed (either agreed or strongly agreed) with its inclusion, whilst 6.9% (n=21) disagreed (either strongly disagreed or disagreed). A further 13.1% (n=40) neither agreed nor disagreed.

Figure 12. To what extent do you agree that the proposed Safer Travel Strategy should be a key strategy within LTP4?
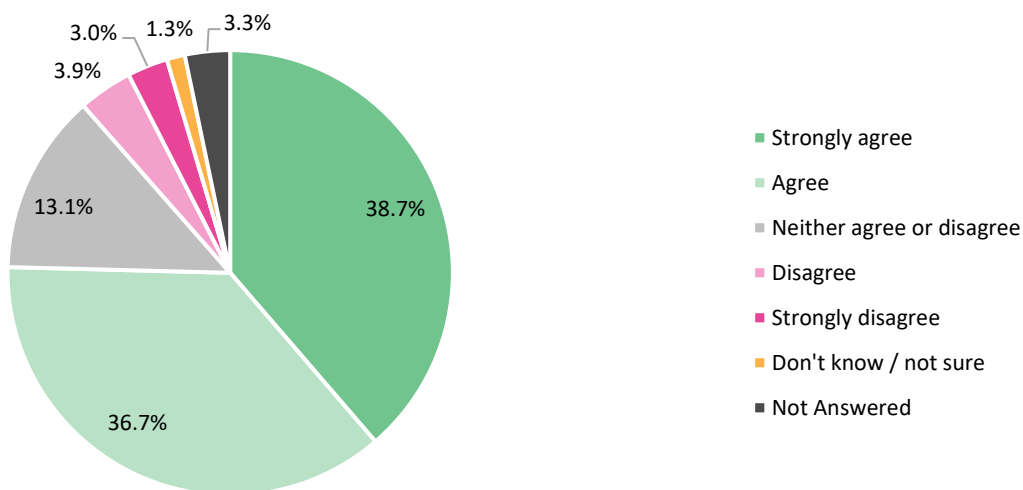
Cross-tabulation showed there was a statistically significant difference in responses based on whether the respondent had a long-standing illness or disability. Those respondents who stated they had a long-standing illness or disability were significantly more likely to agree with the importance of the proposed Safer Travel Strategy being a key strategy in LTP4 (85.7%, n=42) than those without (73.8%, n=155) (p=0.039411).

Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Safer Travel Strategy. The results of this are presented in Figure 13. The key policies were generally evenly supported with the highest level of agreement (82.0% (n=250)) being with the inclusion of the policy of 'promoting safety in all travel choices'.

Figure 13. To what extent do you agree with the inclusion of each policy in the proposed Safer Travel Strategy?

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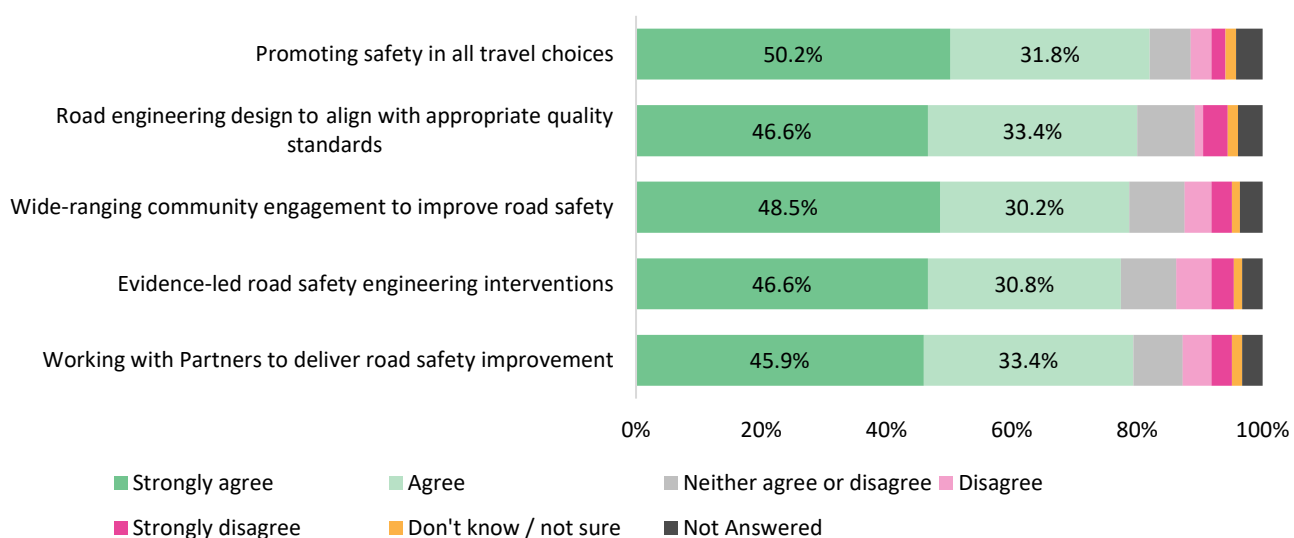
The final question in this section asked respondents to state any other comments they had in relation to the proposed Safer Travel Strategy. Themes based on comments around the Safer Travel Strategy are presented in Table 8. In total, 110 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Safer Travel Strategy was around road safety education and behavioural changes – almost 30.9% of all respondents (n=34) who left a comment mentioned this in their answer. Other common themes mentioned included improvements of/investment in safety/speed measures (e.g. speed cameras, signage, traffic lights, speed humps), improvements to travel infrastructure (e.g. segregated road/travel network users), and the need for action (not just words) with clear measurable aims/goals to implement strategy.

Table 8. Do you have any comments on the proposed Safer Travel Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Road safety education / behavioural changes	34 (30.9%)	"Cyclists safety is not respected by a lot of road users, there have been changes to the Highway Code to help influence this behaviour, but when I am cycling from my village… I am literally taking my life in my hands" "Driver education is vital for road safety yet greatly lacking, both nationally and locally" "Driving standards have reduced over the past few years therefore diver education needs reviewing" "Education is vital in this. There are far too many bad drivers who speed, tailgate (this is extremely dangerous), don't pay attention and who aren't aware enough of other road users etc. There are also many cyclists who pull out without looking behind or signalling. In a recent Crash Detective programme a cyclist was shown pulling out in front of an HGV without looking or giving any warning. Many cyclists also ignore red lights. There is also quite a number of pedestrians who step into the road without looking and without warning" "Good to see road safety education being an important part of this. Road safety is the responsibility of all users, whether pedestrians, cyclists or drivers. Hopefully the road safety education in schools reflects this"
Improvements of/investment in safety/speed measures (e.g. speed cameras, signage, traffic lights, speed humps)	26 (23.6%)	"The most frequent causes of road accidents at hotpots is key to finding ways of reducing the risks on the roads by better design" "Engineering roads in particular ways has the most effect e.g. in slowing down traffic (narrower, less straight roads with trees etc to navigate. 20mph limit neighbourhoods? Schools? Would like to see more about these" "Consider more speed restrictions especially on single track roads and twisty roads" "Install more average speed cameras - a percent of drivers far exceed the speed limits"

		"Please go wild with the traffic calming initiatives. There's a lot of roads that would benefit from a few speed bumps and narrowed paths"
Improvements to travel infrastructure (e.g. segregated road/travel network users)	21 (19.1%)	""As much segregated infrastructure as possible. Separating pedestrians, cycles and vehicles is an obvious way to reduce the potential for collisions" "Get pedestrian and cyclist off the roads on safe routes away from traffic. When I walk I would much prefer a route away from the traffic that is well lit and direct… cut verges think about how junctions and round abouts are designed and lit" "Looking at re-formatting some roads would be welcomed"
Action plan (not just words) with clear measurable aims/goals to implement strategy	15 (13.6%)	"If evidence-based decision making means waiting for accidents to happen I disagree. Planning should aim to prevent accidents" "Please get on with it. No more consultations and public meetings. Just get going" "Sounds good if it is actually put into practice instead of the usual delaying and stalling so in the end nothing actually happens"
Enforcement of traffic / road use (policing)	12 (10.9%)	"As both a motorist and a cyclist I regularly witness poor and dangerous driving. This could be people using mobiles while driving or overtaking cyclists on blind bends. There seems to be very little enforcement. That needs to improve" "Please enforce the rules (parking on cycle paths and footpaths), make it easy for citizens to report photo and video evidence of rule/law breaking and advertise that such exists as a disincentive to those who put others at risk" "We need far, far more visible roads policing, not just camera vans, but proper, old school traffic officers patrolling the roads, and pulling people over"
Prioritising sustainable public transport / active travel options	11 (10.0%)	"Active travel and public transport must be a priority over private car use" "Our public transport should be the best, reliable, effective and efficient, making it the first choice. This will reduce traffic on our roads and make it safer"
Environmental / health and wellbeing concerns (e.g. pollution)	11 (10.0%)	"Safety should include safety from pollution - air pollution and noise pollution" "Promote environment in all decisions… look for complementary policy - reduce cars / lorries, enhance green cycle ways, turn roads into greenways - reduce accidents"

Other themes mentioned by a smaller number of respondents included importance of joined up thinking / collaboration (n=5), role of schools (n=4), publicity/promotional work (n=2), and questions around wording/terminology (n=2).

PROPOSED FREIGHT STRATEGY

The final proposed strategy presented was the proposed Freight Strategy. Respondents were presented with the seven key policy areas identified in the Freight Strategy:

- Promote shift from road to rail and active travel modes
- Facilitate the transition to alternative fuels for freight vehicles
- Support efforts to deliver a better network of lorry parking in the county
- Support and deliver initiatives that improve journey time reliability for freight movements
- Reduce the impact of 'last mile' deliveries
- Reduce incidents involving freight vehicles
- Encourage freight vehicles to use appropriate routes

The extent to which respondents agreed that the proposed Freight Strategy should be a key strategy within LTP4 was the first question posed in this section. As Figure 14 shows, 70.5% (n=215) agreed (either agreed or strongly agreed) with its inclusion, whilst 3.9% (n=12) disagreed (either strongly disagreed or disagreed). A further 18.0% (n=55) neither agreed nor disagreed.

Figure 14. To what extent do you agree that the proposed Freight Strategy should be a key strategy within LTP4?
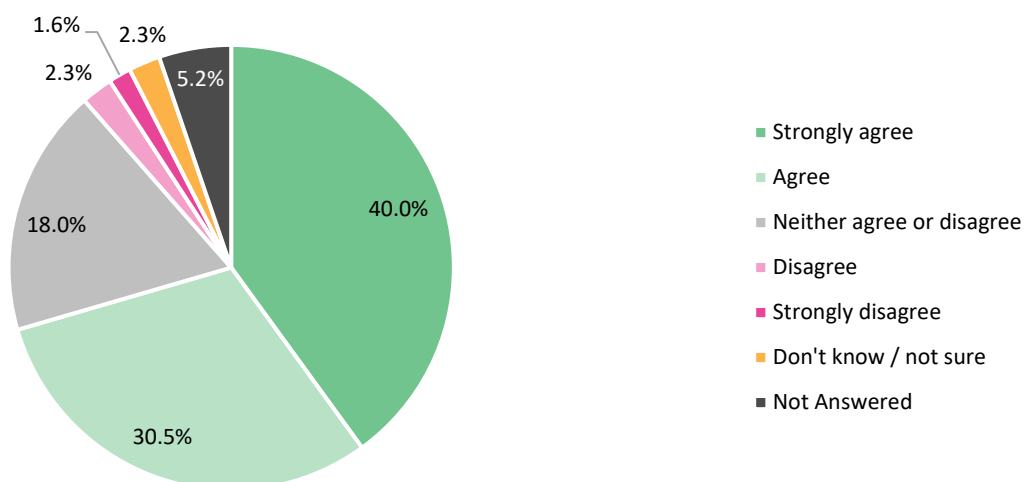
Respondents were then asked to what extent they agreed with the inclusion of each policy in the proposed Freight Strategy. The results of this are presented in Figure 15. The key policies of 'encourage freight vehicles to use appropriate routes' (86.6%, n=264) received the highest level of agreement.

Figure 15. To what extent do you agree with the inclusion of each policy in the proposed Freight Strategy?

| | Strongly agree | Agree | Neither agree or disagree | Disagree |
| Strongly disagree | Don't know / not sure | Not Answered |
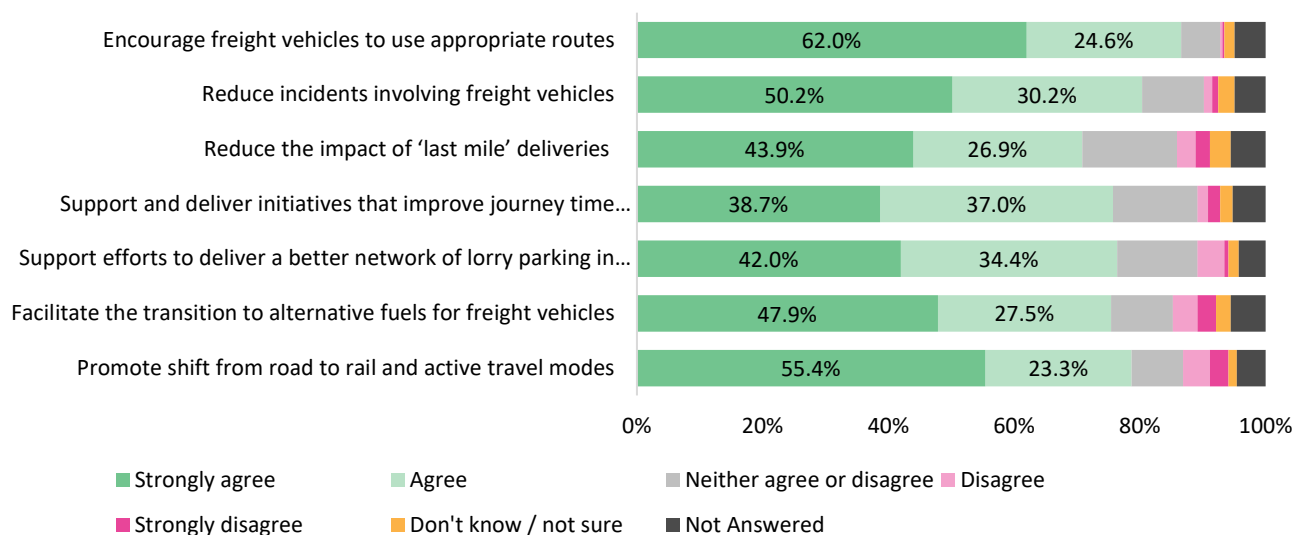
Cross-tabulation of respondents' agreement with the 'encourage freight vehicles to use appropriate routes' policy showed there was a statistically significant difference in responses based on the district or borough in which the respondents live or undertake their role. Those respondents living or working in Warwick District (91.7%, n=99, p=0.018715) were significantly more likely to agree with the inclusion of this policy compared to respondents living or working in the other districts and boroughs.

The final question in this section asked respondents to state any other comments they had in relation to the proposed Freight Strategy. Themes based on comments around the Freight Strategy are presented in Table 9. In total, 89 respondents gave a comment to this question. The most frequently mentioned theme regarding the proposed Freight Strategy was general comments relating to implementing proposed road freight restrictions – 22.5% of all respondents (n=20) who left a comment mentioned this in their answer. Other common themes mentioned included concerns around last mile deliveries, and general comments relating to other forms of freight transportation (e.g. rail).

Table 9. Do you have any comments on the proposed Freight Strategy?

Theme / description	Count (%)	Example quotation(s) for illustration
Implementation of proposed road freight restriction(s) (e.g. time / speed / location limits)	20 (22.5%)	*"Limit times HGV vehicles can travel"* *"Ban freight from town centres at particular times. Stop lorries using residential short cuts"* *"Some HGVs are now too big for some rural roads. Maybe HGVs should be banned from B roads or roads reclassified to allow excluding vehicles of a certain size"* *"HGVs should be banned from all urban routes with housing nearby between 11pm and 5am"*

		"Should get more freight off the roads and onto rail or designated routes. Unfortunately, freight (and possibly multiple courier deliveries) are major contributors to congestion, poor air quality etc"
Concerns around 'last mile' deliveries	16 (18.0%)	"Last mile deliveries could and should start to shift to EV and preferably cargo cycle" "Reducing the impact of "last mile" deliveries might cause a new problem where more vehicles are being used on the road to collect supplies "Last mile deliveries are a major issue due to the plethora of parcel delivery companies. There seem to be an endless number of white vans on our streets from before dawn to after dusk each day. Hopefully the strategy will be able to address this issue in the context of reduced pollution and better safety?" "I am still uncertain as to how you will reduce the last mile of deliveries by car/van. Walking or cycling with a lot of parcels (different shapes, sizes and weights) is very difficult"
General comments relating to other forms of freight transportation (e.g. rail, canals, HS2)	16 (18.0%)	"Freight trains often delay commuter trains when they use the same track" "The use of canals to carry freight in our region is virtually impossible. I am a supporter of the canals but realistically they simply could not manage to take a significant percentage of goods traffic off the road (many reasons, including; location of industry, speed of movement, unit size of movement, time costs of interchange incurred, state of repair of waterways etc.)" "A shift from road to rail freight movements will require some means of dealing with the movement of freight from rail to road vehicles for the onward journey to the final destination. This will require planning to allow the parking of rail and road vehicles for freight transfer"
Enforcement/monitoring of traffic / road use (policing)	15 (16.9%)	"It will be great to achieve this but it seems to me to mean better monitoring and enforcement" "More ways to monitor roads that trucks use"
Action plan (not just words) with clear measurable aims/goals to implement strategy	12 (13.5%)	"Plenty to agree with but feel that these are just the current buzz phrases that sound great but will run into objections when you try to implement them" "Targets? Too vague to understand what will actually be done beyond just words"
Improvement to existing road/transport infrastructure networks	10 (11.2%)	"Improvement to the existing road networks will achieve these aims" "Better signage should be introduced… where the roads are unsuitable for heavy goods vehicles"
Comments relating to alternative fuels (e.g. electric and hydrogen powered vehicles)	10 (11.2%)	"Facilitate the transition to alternative fuels for freight vehicles" "Alternative fuels are great but the biggest issue is the infrastructure in place for trucks to charge. Vehicle charging (both

		for company cars and freight vehicles) should be included in the new build of any distribution centre to facilitate future use of this technology"
Joined up thinking / collaborative working	10 (11.2%)	"Please, please, please joined-up thinking and working together" ""Freight is a tricky one, but the creation of hubs to transfer goods onto smaller local vehicles is the only way to keep the largest vehicles away from our towns. This less of a localised problem and one where counties need to co-operate with each other to understand the whole route"

Other themes mentioned by a smaller number of respondents included speed/safety (n=6), Net Zero (n=3), health and wellbeing (n=3), and use of drones (n=2).

SUMMARASING THE SIX PROPOSED KEY STRATEGIES

Figure 16 below presents the levels of agreement for each of the six proposed key strategies highlighted in the previous sections in order to visually compare the results for all six strategies. As Figure 16 shows, the highest level of agreement (respondents either agreed or strongly agreed) that the individual strategy should be a key strategy within LTP4 was for the proposed Safer Travel Strategy (75.4%, n=230) and the proposed Public Transport Strategy (75.1% (n=229). In total, 13.1% (n=40) disagreed (either disagreed or strongly disagreed) with the proposed Motor Vehicle Strategy.

Figure 16. To what extent do you agree that the individual proposed key strategies should be a key strategy within LTP4?

Legend:
- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree
- Don't know / not sure
- Not Answered
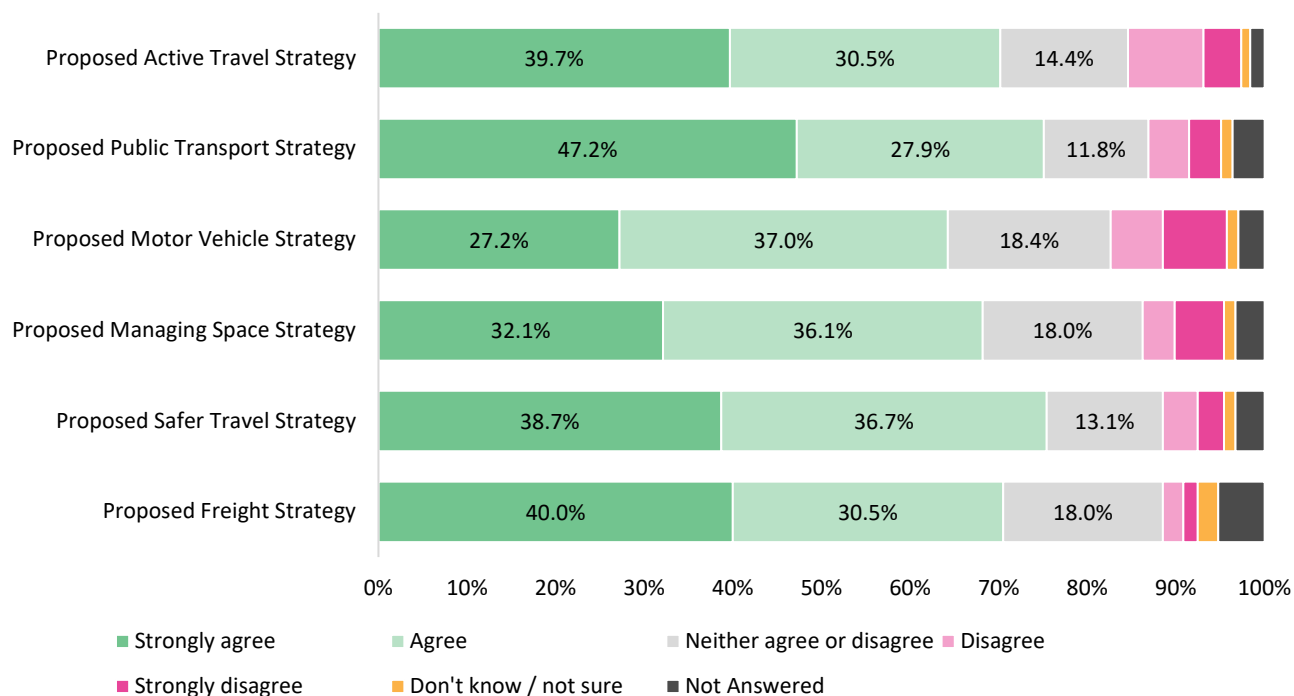
LOCAL TRANSPORT PLAN (LTP) – KEY THEMES

The next section of the survey focused on the four key themes – Environment, Wellbeing, Economy and Place – identified in a previous consultation in September 2021. Respondents were asked to what extent they agree that these key themes that were adopted following the previous consultation have been well integrated into LTP4. Figure 17 shows that 58.4% (n=178) of all respondents agreed (either agreed or strongly agreed) that these key themes have been well integrated. In contrast, 11.1% (n=34) disagreed (either disagreed or strongly disagreed). In total, 21.0% (n=64) of all respondents neither agreed nor disagreed that the key themes adopted have been well integrated into LTP4 following the previous consultation.

Figure 17. To what extent do you agree that the key themes adopted following the previous consultation have been well integrated into LTP4?
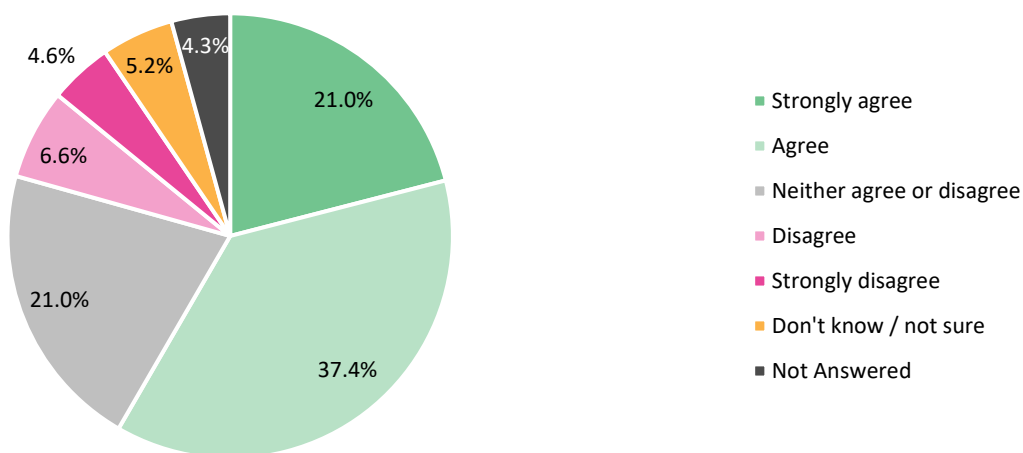
Respondents who answered this question were then asked, if they wished, to explain their choice in an open textbox question. Themes based on comments around the LTP4 key themes are presented in Table 10 below. In total, 60 respondents gave a comment to this question, many of these were not specifically relating to the adoption of the key themes but raised other concerns about the implementation of the policy. Almost half of all comments (46.7%, n=28) received to this question mentioned the having an action plan with clear measurable aims/goals to implement strategy. Other common themes mentioned included specific comments relating to one (or more) of the LTP key themes, and the cost of implementation.

Table 10. To what extent do you agree that the Key Themes adopted following the previous consultation have been well integrated into LTP4? Please explain your response

Theme / description	Count (%)	Example quotation(s) for illustration
Action plan (not just words) with clear measurable aims/goals to implement strategy	28 (46.7%)	*"Abstract and meaningless without specific, locally based policies and targets"* *"Are any of these objectives focused and measurable ...SMART ?"*

		"At a general level the LTP4 aims appear to build on what came earlier; but the devil will be in the detail as we respond to an ever-changing context" *"What are the timescales? Do you have the funding? When can we expect a progress report?"* *"I think WCC should use all levers at their disposal to drive action. Putting together a Plan is all very well but things need to actually happen & as quickly as possible"* *"It is the implementation that counts, and the vision and perseverance of the implementors"* *"There is no real sense of where the key themes and the strategies/policies interact - why has the LTP not addressed each of the key themes in turn? Why is it structured around different strategies instead of the key themes? Having so many different parts - key themes, strategies, policies, actions - it is difficult to keep track of what any of it will actually achieve, and impossible to see how any of it joins up"*
Specific comments relating to one (or more) of the LTP Key Themes (Environment, Wellbeing, Economy, Place)	18 (30.0%)	*"Just focus on Place and Economy [Key Themes]"* *"Overall I think the key themes are integrated but think Place is a weakest link here - there's no real emphasis on what it really mean"* *"Would like to see the Wellbeing theme more clearly included in all sections of the LTP4. The other key themes have been clearly highlighted across the various policy positions but Wellbeing could be more broadly included particularly in connection with points already mentioned regarding inclusivity and access for all"* *"The themes are so broad that just about any policy could be said to include them"* *"Environment lacks consideration and other policies place it in conflict. e.g. greater inter connectivity, reduces the rural scene and makes housing development along strips or the joining of towns and villages more possible resulting in a reduction to the environment impacting flora and fauna negatively"*
Cost of implementation	15 (25.0%)	*"Sensible ideal, but I suspect, like most Government ideas, the total cost will be greater than estimated"* *"It remains to be seen how much actually comes to fruition, given changing politics and funding"* *"Do you have the funding?"*
Comments relating to consultations / engagements (e.g. frequency, future consultations)	12 (20.0%)	*"There have been so many consultations and nothing is acted upon"* *"We have to wait for the action plan. Will that be consulted on?"* *"This survey appears loaded to obtain agreement with already decided proposals rather that a real consultation"*

Concerns around housing developments / population growth	10 (16.7%)	*"How is the demand for housing being monitored to determine the accuracy of previous forecasting? I worry that areas of Warwickshire are being spoilt by overly dense housing developments at the expense of local environments, just because building helps the economy through jobs and attracts new businesses and people to the area"* *"We have more houses built and being built, but local infrastructure is not growing to cope, in fact the developments are generally so far outside of local centres that it is impossible to walk to the local shops"* *"A lot of new housing with very little road improvements"*

Other themes mentioned by a smaller number of respondents included: rural isolation/connectivity (n=5), role of electrification (electric vehicles, fuel etc) (n=4), HS2 (n=3), and Brexit (n=2).

LOCAL TRANSPORT PLAN (LTP) – ACTION PLAN

Following the consultation on the draft LTP, the Council will produce and publish an action plan which will identify how it will go about delivering the strategies, the timescales involved and the intended outcomes which will align with one or more of the key themes of the LTP4. The action plan was available to download, and a summary version could also be viewed. Respondents were asked to what extent they agreed with the approach. Figure 18 shows that 56.7% (n=173) agreed (either agreed or strongly agreed) with the approach outlined. Just 9.5% (n=29) of all respondents disagreed (either disagreed or strongly disagreed) with this approach.

Figure 18. To what extent do you agree with the approach outlined above?
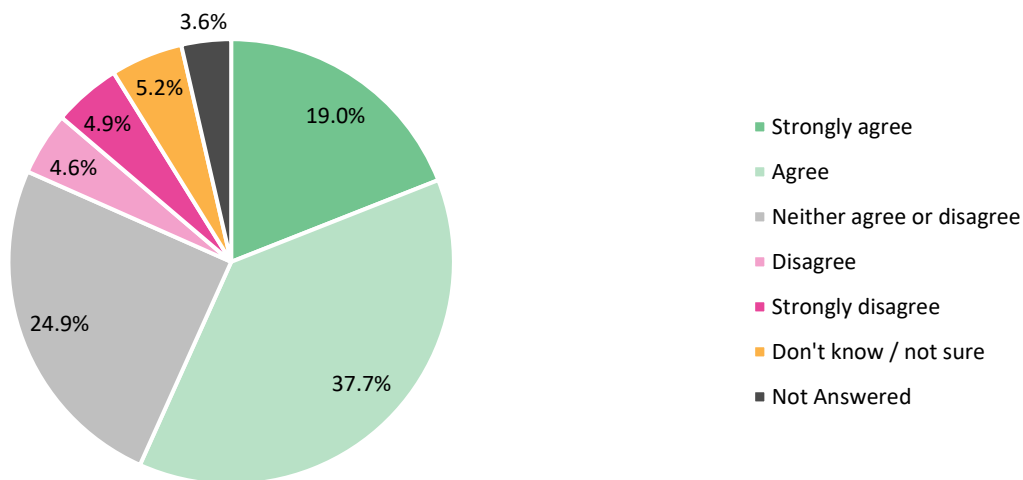
Further to this, respondents who answered this question were then asked to explain their response (or provide any further comments or recommendations they may have). Themes based on comments around the action plan approach are presented in Table 11 below. In total, 75 respondents gave a comment to this question. The most frequently mentioned theme regarding action plan approach was around monitoring progress – a third of all respondents (33.3%, n=25) who left a comment mentioned this in their answer. Other common themes

mentioned included engagement and consultation, and the importance of action plan(s) to ensure clear measurable aims/goals in order to implement strategy.

Table 11. To what extent do you agree with the approach outlined above? - Please use the space below to explain your choice or add any further comments or recommendations

Theme / description	Count (%)	Example quotation(s) for illustration
Monitoring progress (frequency, updates)	25 (33.3%)	"How will progress be monitored and reported?" "I agree that it gives a clear outline of proposals. It would be good to have an update occasionally on progress levels." "Regular progress updates would also be good, so as residents of the county can see what is being achieved, and where." "Needs to be updated more frequently than annually - say quarterly" "This will be good as long as it is properly monitored and updated with new initiatives. How with the desired outcomes be monitored and how much value management is being applied?"
Engagement / consultation (for transparency)	21 (28.0%)	"I think you need more local people who have lived in the towns for at least 25 years to get their opinions and voices on the transport infostructure and what's required" "Speak to the people of the area before making proposals" "Please continue engagement with stakeholders in developing the action plan." "There has… been no face-to-face consultation or meaningful discussion with affected residents in my area"
Action plan (not just words) with clear measurable aims/goals to implement strategy	20 (26.7%)	"Actions speak louder than words. Nice layout for a plan but I'd prefer to see a proper project management Gantt chart with SMART objectives. Even better - let's see real changes in the real world please" "Action plans are all very well but what we need is action!" "From words on paper to reality on the ground" "Most of the strategies outlined in this document will never come to fruition"
Funding/costs/budget	17 (22.7%)	"Funding will always be the main driver, whether you think so or not. Why waste your time on things you won't get funding for?" "Who's paying for this?" "There is no mention of the costs of all this and how prepared tax-payers are to fund it"

Concerns regarding information provided (too much information to process/understand, unable to view information)	10 (13.3%)	*"Too much info"* *"Too much to take in"*

LOCAL TRANSPORT PLAN (LTP) – PERFORMANCE MONITORING

The performance of the LTP will be monitored against the published Action Plan on an ongoing basis. This is likely to involve twice annual meetings chaired at a senior level within the County Council where actions will be measured against a set of agreed Performance Indicators, although this process is still subject to significant development and will be continuously reviewed.

In this context, respondents were asked to provide any comments or recommendations as to what they considered to be important when monitoring the performance of the LTP and action plan. Themes based on comments around performance monitoring are presented in Table 12 below. In total, 110 respondents gave a comment to this question. The most frequently mentioned theme regarding performance was methods for monitoring progress – 40.9% of all respondents (n=45) who left a comment mentioned this in their answer. Other common themes mentioned included the importance of action plan(s) to ensure clear measurable aims/goals in order to implement strategy, and continued consultation / engagement.

Table 12. Please provide your comments or recommendations as to what you consider to be important when monitoring the performance of the LTP and action plan?

Theme / description	Count (%)	Example quotation(s) for illustration
Methods for monitoring progress (measurement, frequency, updates)	45 (40.9%)	*"A timetable with milestones that drive improvements that can be measured and, more importantly, seen by local citizens"* *"Implementation schedule and plans for failure to maintain schedule. Outcomes in the key areas of the plan. Public awareness programme schedule"* *"Clarity on feedback loops and lessons learnt - monitoring of emerging risks and opportunities as well as performance and actions"* *"Schedules needed to see deadlines are met"* *"Due the strategic approach of the LTP the current plan does not detail any timescales against the delivery of suggested policy positions. While Action Plans will give specific delivery timescales against individual schemes this will not provide targets against the policy positions themselves. More detail on intended progress against the policy points, would provide a framework against which stakeholders could hold the WCC to account and also enable clearer demonstration of success"* *"Monitor actual delivery of schemes"*

Action plan (not just words) with clear measurable aims/goals to implement strategy	41 (37.3%)	"Action, not words!" "Achievement to plan and how any shortfall will be recovered" "Needs annual plan with actions broken down quarterly" "It is important to include what actions will be taken if the monitoring reveals that the targets will be missed" "Set SMART targets" "The Action Plan must be achievable within the published timeline"
(Continued) engagement / consultation processes	38 (34.5%)	"Engagement with Town / Parish, Community Groups and local businesses" "Ask the people who live in the areas, don't make decisions in your offices about our lives" "Should conduct more field investigations not just discussing and planning in the meeting" "Continuing Community Engagement" "Get views from as diverse a pool as possible" "Many people ignore your offer of input and are disillusioned concerning your real willingness to listen to the public"
Funding/costs/budget	26 (23.6%)	"Being transparent on how much money it wastes" "Budget, overspend recovery" "It will be interesting to see the spend against each policy both in comparison to each other and over time"
Data collection	21 (19.1%)	"Honesty, stats can be manipulated to show the desired results rather than measuring reality. Should include user surveys too." "Need to collect and publish real data" "Data to support any positive or negative outcomes against plans"
Comments relating to the environment	13 (11.8%)	"A look at the pollution levels at each stage to ensure what proposed/put in place is effective in what trying to achieve" "Air quality" "Travel choices that support a reduction in carbon to Net Zero Does this project result in a net reduction in carbon emissions? and can it be sustainably used with no carbon emissions?"
Comments relating to public transport / active travel	12 (10.9%)	"Are more people using the bus/trains? Are more people happy with the quality of the bus/train service?" "Improvements to active travel measured versus the baseline"
Comments relating to wellbeing	12 (10.9%)	"Safety, comfort and health for transport users and those it affects

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| | | *Does this project improve the wellbeing over the long term and in a zero-carbon sustainable way?"* |
| | | *"Health and wellbeing and wider determinants of health data/indicators e.g. road traffic accidents, active travel, public transport uptake, air quality, and continued engagement with partners."* |

LOCAL TRANSPORT PLAN (LTP) – INTEGRATED SUSTAINABILITY APPRAISAL

The Integrated Sustainability Appraisal (ISA) considers the impacts of the proposals on people and the environment. It then suggests ways to reduce and monitor these impacts. The ISA combines the following assessments:

- Strategic Environmental Assessment – assessing environmental impacts
- Health Impact Assessment – impacts on people's health
- Equalities Impact Assessment – whether the impacts are fair across groups of people

This section sought respondents' views to ensure the next Local Transport Plan is accessible to everyone and brings benefits to communities from all backgrounds and walks of life. Questions focused on whether respondents thought that the proposed LTP4 would create any impacts on people or the environment, and if so, what these might be and how they might affect the respondents, other people and the environment. Ideas on how to enhance the positive impacts and overcome or reduce the negative impacts of these proposals were also sought from respondents.

First, respondents were asked to what extent they agreed with the assessment outcomes of the Integrated Sustainability Appraisal Report. Figure 19 shows that just over two-fifths (41.0%, n=125) agreed (either agreed or strongly agreed) with the assessment outcomes, whilst just 7.2% (n=22) disagreed (either disagreed or strongly disagreed). A further 29.2% (n=89) neither agreed nor disagreed, and 14.8% (n=45) selected 'don't know/not sure' with the assessment outcomes of the Integrated Sustainability Appraisal Report. It should be noted here that 51.9% of respondents to this question selected 'neither agree nor disagree', 'don't know/not sure' or did not answer. This uncertainty or lack of response may be due to the Integrated Sustainability Appraisal Report being a long, dense and technical document (as suggested by respondents in several of the open text box questions).

Figure 19. To what extent do you agree with the assessment outcomes of the Integrated Sustainability Appraisal Report?
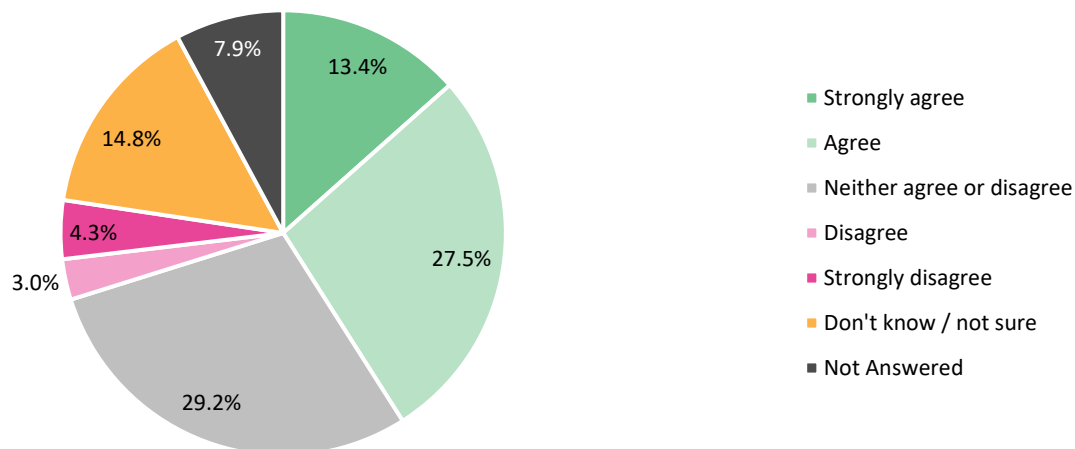
Legend: Strongly agree; Agree; Neither agree or disagree; Disagree; Strongly disagree; Don't know / not sure; Not Answered

Values: 13.4%, 27.5%, 29.2%, 3.0%, 4.3%, 14.8%, 7.9%

Respondents then had the option to provide additional detail in relation to each assessment outcome. The results of this are presented in Figure 20. Strategic Environmental Assessment (45.9%, n=140) and Health Impact Assessment (45.6%, n=139) received the highest level of agreement from respondents to this question (either agreed or strongly agreed with these assessment outcomes). In contrast, 33.8% (n=103) agreed (either agreed or strongly agreed) with the Equalities Impact Assessment. In fact, almost a third (28.9%, n=88) of respondents to this question stated that they neither agreed nor disagreed with the Equalities Impact Assessment outcome.

Figure 20. If you wish, please provide additional detail below in relation to each assessment outcome

Equalities Impact Assessment: 15.1%, 18.7%, 28.9%
Health Impact Assessment: 23.0%, 22.6%, 19.7%
Strategic Environmental Assessment: 20.0%, 25.9%, 21.3%

Legend: Strongly agree; Agree; Neither agree or disagree; Disagree; Strongly disagree; Don't know / not sure

Further to this, respondents could utilise the open text box to explain why they had answered this way. In total, just 37 respondents gave a comment to this question. The main themes mentioned and example quotations to illustrate the themes are presented below:

• Action plan (not just words) with clear measurable aims/goals to implement strategy:

- o *"I would want to see actual Impact Reports of actual measures and actions actually taken"*
- o *"It is impossible to know exactly what actions will be taken therefore impossible to assess the impact of them"*
- o *"Most of the strategies are wishful thinking and will never be implemented"*
- o *"So much pie in the sky. There are too many areas of the plan that can't be accurately defined or measured"*
- Length of documentation:
  - o *"Do you think anyone answering this questionnaire actually went through the 298 pages?"*
  - o *"An executive summary of that 298-page document would have been useful"*
  - o *"I don't think that I have time to read 298 pages before giving an opinion on this. I wish that I did as it is very important. I scanned as far as page 52 and was still not sure if I had got to the bit where the 'assessment outcomes' are given! There is way too much to absorb, evaluate and then distil down into 'strongly agree' etc"*
- Comments relating to specific aspects in the documentation:
  - o *"ISA report clearly concludes that the motor vehicle and freight strategies will have a detrimental effect and will not achieve climate emergency CO2 reduction targets. These strategies should be amended to rectify this"*
  - o *"It is good to see that climate and Covid-19 are now key elements of the strategy and a recognition that the previous was unfit for purpose. The recognition that there is an equality issue with public transport and the risk of covid transmission is also welcome"*
  - o *"There needs to be greater emphasis on access to public transport for those with health issues, disability and the needs of the elderly too"*

Next, respondents were asked to what extent they thought the proposed measures are sufficient to address the outcomes in the Integrated Sustainability Appraisal. As Figure 21 shows, almost a quarter of all respondents (23.9%, n=73) agreed (either agreed or strongly agreed) with this statement whilst 13.1% (n=40) disagreed (either disagreed or strongly disagreed). In total, over a third of all respondents (34.3%, n=105) stated they neither agreed nor disagreed that the proposed measures are sufficient to address the outcomes in the Integrated Sustainability Appraisal, with a further 16.7% (n=51) stated they 'don't know/not sure'. Again, the level of uncertainty or lack of response may reflect the Integrated Sustainability Appraisal Report being a long, dense and technical document (as suggested by respondents in several of the open text box questions).

Figure 21. Do you think the proposed measures are sufficient to address the outcomes in the Integrated Sustainability Appraisal?

businessintelligence@warwickshire.gov.uk
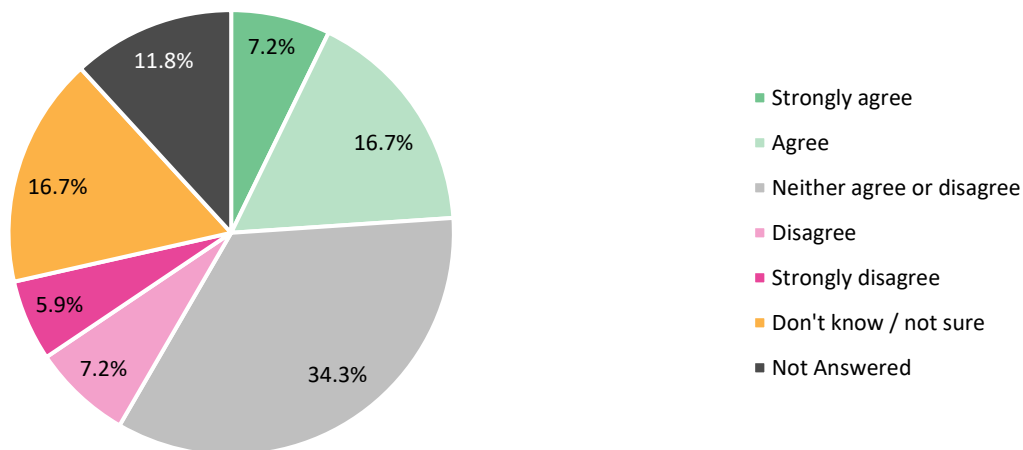
Further to this, respondents could utilise the open text box to explain why they had answered this way. In total, 36 respondents gave a comment to this question. The main themes mentioned and example quotations to illustrate the themes are presented below. Several themes and comments were repeated from previous questions:

- Length of documentation:
    - *"I'm not entirely sure it is reasonable to expect people to read this document given it is 298 pages long. A summary of the findings would be much more useful with the option to read the entire document if required/desired"*
    - *"The whole document seems way to complicated and almost impossible for the general public to understand let alone use the outcomes to hold the WCC to account. Keep it simple!"*
- Action plan (not just words) with clear measurable aims/goals to implement strategy:
    - *"Too few firm actions, not going nearly far enough"*
    - *"I'm not sure I can judge that until action is taken"*
- Comments relating to specific aspects in the documentation:
    - *"WCC have declared a Climate Emergency. Surely the LTP should support addressing it. The ISA report says it doesn't"*
    - *"I think it's challenging to improve congestion and continue to provide for increasing motor vehicle use while reducing pollution and CO2 emissions. I think there needs to be more honesty and clarity in what is top priority. I fear the private car always wins over-active travel and hence don't believe these benefits will be delivered"*
- Funding/costs/budget:
    - *"Will you have the funding to carry this out properly"*
    - *"You don't have the money, do you?"*

Respondents were then asked if there were any other impacts that need to be taken into consideration in the Integrated Sustainability Appraisal or when developing the proposals. In total, 25 respondents gave a comment to this question. The main themes mentioned and example quotations to illustrate the themes are presented below:

- Environmental factors:
    - *"Impacts on flood management"*
    - *"Climate change will be one of the most important challenges facing us, hence the relevance in it being prominent in Sustainability Appraisals"*
    - *"It is vital that important habitats are completely protected"*
- Population/demographic factors:
    - *"The changing demographic to include more and more people unable to drive or have access to cars in locations and communities away from the main population centres of the County is a very specific one that should be considered alongside the move away from cars etc"*
    - *"Impacts on those who are not among the "more digitally connected""*
    - *"I may have missed it but haven't seen anything specific about the impact of recent events on our town centres. What is the plan to draw people into the Centres and create a good experience throughout the year? Do you see an opportunity to create more living space within the towns to offset the loss of businesses?"*
- Inequality factors:
    - *"There are the impacts for people facing health and disability issues as to how you run better services for public transport. I feel that those of us that are not in a wheelchair are overlooked. It's hard to see my disability other than my walking stick. Public transport needs to be reliable, not so expensive and easier to access"*

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- o *"When considering inequalities also consider deprivation and impact of schemes on the more deprived cohorts in Warwickshire"*

The final question in this section asked respondents to share any ideas on how to enhance the positive impacts and overcome or reduce the negative impacts of these proposals. In total, 34 respondents left a comment to this question. The main themes mentioned and example quotations to illustrate the themes are presented below:

- Consultation and engagement:
  - o *"A set of focus groups would do this for you"*
  - o *"Keeping the public up to date with objectives, why there is disruption and the overall benefits after time might help people be a bit more patient when having the daily routine disrupted"*
  - o *"Key is to keep residents informed and meet and discuss issues with residents who demonstrate experience and knowledge"*
  - o *"Need to improve communication of your plans and particularly the achievement of these plans"*
- Active travel / public transport:
  - o *"Accelerate active travel and particularly cycling provision delivery. Compared with most other measures in the action plan many of the cycle infrastructure schemes have very long delivery times and often not even a specific planned delivery"*
  - o *"There isn't much in the plan about ensuring "connectivity" between bus and rail travel. I am very keen to see the integration of public transport as it is so varied"*
- Environmental factors:
  - o *"Protection of environmental and health are very important to"*
  - o *"In terms of climate, current practice must be scrutinised for where it needs to change. Every action now needs to have net zero as a goal and that includes routine actions taken by the local authorities (such as cutting vegetation)"*
- Housing developments:
  - o *"New developments are putting a massive strain on all services and causing negative impacts all round"*
  - o *"Avoid undue influence by developers"*

LOCAL TRANSPORT PLAN (LTP) – AWARENESS

Respondents were then asked if they had any suggestions as to how awareness of LTP4 could be raised in Warwickshire. Themes based on comments around awareness are presented in Table 13 below. In total, 108 respondents gave a comment to this question. The most frequently mentioned theme regarding suggestions to raise awareness was communication/engagement via community methods – 35.2% of all respondents (n=38) who left a comment mentioned this in their answer. Other common themes mentioned included: leafleting, use of social media/internet, and physical advertisements (posters, billboards, copies of plan(s)).

Table 13. Do you have any suggestions as to how we could raise awareness of LTP4 in Warwickshire?

Theme / description	Count (%)	Example quotation(s) for illustration
Communication/engagement via community methods (Council emails, community groups etc)	38 (35.2%)	*"Adding the link to all emails and correspondence sent out by the Councils, highlighting it through local Parish Councils"*

		"Engage with people in public spaces - supermarkets, public squares, village community centres. Engage with District, Town & parish councils" "Attendance at parish councils" "Community interest groups often have regular meetings where a presentation could be given" "Local Community newsletters" "Hold drop-in sessions at various times of day in community venues" "Get out door to door and on the streets and get the message across"
Leafleting	29 (26.8%)	"Leaflet to relevant households" "Leaflets, if the cost is not too great" "Door to door leafleting throughout the Borough" "Leaflets delivered to houses"
Use of social media / internet	28 (25.9%)	"Make as much use as possible of social media" "Posts on social media" "Judicious use of Facebook community groups" "Internet link with summary sent via email/text to subscribers" "YouTube videos. Everyone loves a YouTube"
Physical advertisements (e.g. posters, billboards, copies of plan(s))	25 (23.1%)	"Advertise it on the back of buses and at bus stations and railways stations" "Advertise the plan, or access to the plan, on buses and trains" "Billboards in key locations/radio adverts" "Display in libraries" "Having it on… local parish notice boards, local shops, schools as it impacts them directly"
Local press (newspapers, radio, local MP)	22 (20.4%)	"Publish results online and in the local press" "Advertise on local radio" "Place adverts in local newspapers" "Direct mailing by MPs"
Availability of a shorter/executive summary version	18 (16.7%)	"Make it quicker to read and comment on. Most people will give up" "Make it shorter, simpler"

		"Not include 298 pages to read" "Summarise it - reading through all this information took far too long - I got very bored and skipped most of it"
Comments relating to being unaware about the LTP4 Consultation	14 (13.0%)	"I only found out about LTP4 due to being on Nextdoor" "I received this invitation by email via my local community. Many people would not have the opportunity to see this survey or be aware of the LTP4" "I'm in the industry and didn't know about this consultation…!!!" "I found out from a WhatsApp group but thought I was on the Ask Warwickshire mailing list - perhaps I missed a mailing. Encourage sharing"
Action plan (not just words) with clear measurable aims/goals to implement strategy	11 (10.2%)	"Actually implement it, not just talk about it" "Actually using the initial suggestions to drive change" "Save money and get on with it"

LOCAL TRANSPORT PLAN (LTP) – ANY OTHER COMMENTS

The final section offered respondents the chance to discuss any other comments they wished to raise. Having read LTP4 and having considered the previous work to develop the Key Themes, respondents were asked how confident they felt that the County Council has listened to Warwickshire residents' and other stakeholders' ideas and concerns and produced a plan which reflects them and wider transport issues. Figure 22 shows that 38.7% of all respondents (n=118) agreed (either agreed or strongly agreed) with this statement. In contrast, almost a quarter of all respondents (24.3%, n=74) disagreed (either disagreed or strongly disagreed), with a further 23.6% (n=72) neither agreeing nor disagreeing.

Figure 22. Having now read LTP4, and considering the previous work to develop our Key Themes around transport, how confident are you that the County Council has listened to Warwickshire residents' and other stakeholders' ideas and concerns and produced a plan which reflects them and wider transport issues?
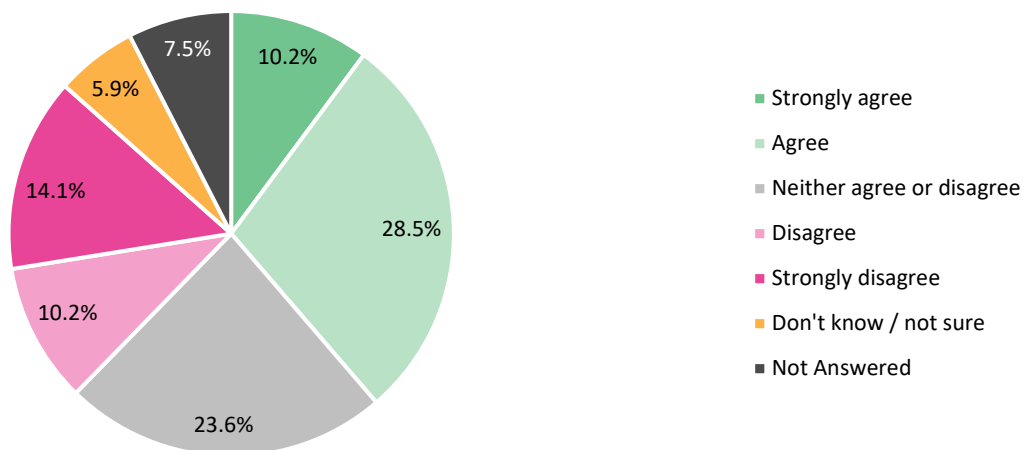
In total, 80 respondents chose to leave a comment in the open text box to explain their choice to this question. Themes based on comments around listening to respondents are presented in Table 14 below. The most frequently mentioned theme regarding any other comments was around respondents awaiting the implementation/results of the consultation – 38.8% of all respondents (n=31) who left a comment mentioned this in their answer. Other common themes mentioned included concerns other stakeholders/factors will influence LTP4 progress, and respondents not feeling listened to/engaged with.

Table 14. Comments on response to question on confidence that the County Council has listened to Warwickshire residents and other stakeholders

Theme / description	Count (%)	Example quotation(s) for illustration
Awaiting implementation / results	31 (38.8%)	"Have seen many consultations from WCC, but so far have failed to see any tangible improvements or benefit. I await the outcome of this one with anticipation!" "History shows that these sort of strategies are never fully implemented" "Delivery is what is needed" "I see very little here that makes me think travelling in Warwickshire is going to be significantly different in 5 years to how it is now" "It's all very strategic and therefore hard to disagree with anything. The issues will come at the next stage on what this means on the ground." "So far it's just words. I'm interested to see what actually gets built (roads, pavements, cycleways, bus ticketing, etc)."
Concerns other stakeholders/factors will influence LTP4 progress	21 (26.2%)	"I feel sure the finance implications will win out whatever residents" "I do worry that the vested interests of the motor vehicle lobby, freight industries and developers might have a greater say in how things develop when it comes down to it" "The residents have not been listened too, its mainly stakeholders and developers who have the biggest say in all transport measures" "You have already listened to the small group of lobbyists with their own agenda" "You seem to have only listened to the same old self interest groups as usual. Not the residents likely to be affected by them"
Respondents not feeling listened to/not engaged with	19 (23.8%)	"The public's views, opinions and ideas are very rarely seriously considered"

		"Council in the end just do what they want to do regardless of what the people want" *"Levels of public engagement in this by WCC have not been good enough"* *"Most people I know hadn't even heard about this so 'what consultation'?"* *"You don't listen, never have. Come up with a plan, waste money on a consultation and then just do the plan anyway"*
Respondents feeling listened to/engaged with	15 (18.8%)	*"Generally stakeholders are listened to"* *"I think they have listened and the plan is very comprehensive"* *"I think you have listened to people's views"* *"I think you've listened, and included views of the stakeholders in LTP4 and its a fairly well balanced document aiming in the right directions"* *"This feels very positive"*
Comments on the survey/consultation process	14 (17.5%)	*"If you want the public to respond, this is a very long survey which I find taxing… Could they be shorter and slightly less detailed?"* *"Too long a survey"* *"This is purely an exercise that shows total disregard for public views and is full of pre determined outcomes"*

Other themes mentioned by a smaller number of respondents included: specific aspects/key priorities (n=8), Climate Emergency (n=6), HS2 (n=3).

The final question gave respondents the opportunity to raise anything else regarding the proposed LTP4. In total, 39 respondents left a comment to this question. The main themes mentioned and example quotations to illustrate the themes are presented below:

- Communication, engagement, consultation:
  - *"Continue to listen to residents and stakeholders throughout the implementation of the plan to ensure you get it right"*
  - *"Could you send all homes a newsletter in the post"*
- Action plans:
  - *"It needs to be followed up with clear plans and action"*
  - *"Need actions, not words. No-one would disagree with the ideas in the LTP, but they are all words until they actually get implemented"*
- Environmental considerations
  - *"Create 'green corridors' wherever major transport routes run"*
  - *"There is little mention of soft landscaping. The plan needs a professional horticultural perspective, for example: selection and use of trees to reduce pollution, use of soft landscaping to calm traffic, increased use of shrubs (which don't grow as large as trees) to reduce, noise and pollution"*
- Comments relating to improving public transport/active travel options:

- o *"Need to do more better to promote sustainable travel end to end from strategy, building integrated network, signage and wide promotion more miles of footpath cycle path than roads links to bus and rail for longer journeys"*
  - o *"Please just do something now to sort out the terrible uncoordinated buses"*
- Further (financial) information required:
  - o *"You have failed to mention the costs"*
  - o *"You have failed to show any projected costing or timescales"*

ADDITIONAL COMMENTS & FEEDBACK

In addition to the survey responses, direct responses were also received from a range of different stakeholders, as shown in Table 15.

Table 15. Respondent groups who provided direct responses

Group type	Respondent(s)
County Councils / District/Borough Councils	Coventry City Council Gloucestershire County Council North Warwickshire Borough Council Stratford District Council Warwick District Council
Town / Parish Councils	Kenilworth Town Council Leamington Town Council Warwick Town Council
Working groups	Stratford Town Centre Partnership
Transport-specific groups	Stratford Rail Transport Group Stratford-on-Avon Town Transport Group
Local resident/community groups	Three local residents, Fiets.uk (Bicycle blog)
Other stakeholders/groups	WSP (on behalf of Hodgetts Estates – developer of residential and commercial property)

The overriding sentiment of correspondence was broadly supportive towards the proposed Core Strategy, four key themes and six key priorities presented in the consultation. However, the following concerns and issues were raised (most of which were also key themes raised by respondents in the online survey):

- Concerns were raised regarding decisions on/prioritisation of the transport hierarchy where there are potential tensions or policy choices (for example, the consideration of active travel and/or public transport provision first, ahead of motor vehicles)
- Perception that the LTP remains predominately focused on road transport as a priority (with the inclusion of the Motor Vehicle Strategy), with not enough emphasis/prioritisation on the environment (climate change, sustainability, the Council's Climate Change Emergency)
- Perception that there needs to be improvement and investment in the (public) transport infrastructure (including connecting people to employment sites/urban areas, access for vulnerable groups / those in rural locations, timetables responding to demand, reliable/affordable fares)
- General support for new and improved active transport routes - methods for increasing safety and encouraging increase in both walking and cycling were suggested as clear priorities (including safe cycle parking/storage at relevant locations)
- Perception that new road construction will encourage additional car/motor vehicle journeys

- Perceived need for electric vehicle (EV) charging infrastructure across Warwickshire
- Specific comments around the impact(s) of large HGVs using inappropriate routes
- Specific comments around the environmental impact of school runs
- Specific comments around connecting employment sites and residential developments to a sustainable public transport/active travel network
- Importance of regional connectivity with partner authorities
- Belief that language used in documentation should be, stronger, simplified and to the point to ensure commitments and meaningful policies
- Some concerns that the anticipated pace of change will be too slow and underestimates what will be needed to deliver the scale of change required in the time available. Comments and suggestions that LTP4 is just a continuation of previous (limited success) approach
- Perception that LTP4 is a high-level document and therefore further detail, and substance should follow on from this. Belief that this plan should contain quantifiable objectives and targets that its success should be prioritised and/or performance measured
- Concerns around how key strategies will be (financially) resourced
- Collaborative flexible working and joint-/cross-partnerships with key stakeholders and authorities is required (with feedback, engagement, consultation and communication throughout the process.

EQUALITY AND DIVERSITY MONITORING

The online survey asked respondents to complete information regarding equality and diversity. The results are set out in Table 16 below. To summarise, there was an over-representation of those aged 65 and over (37.9% of respondents to the survey stated they were aged 65 and over compared to the equivalent figure for Warwickshire of 20.2%). It is important to consider the specific profile of respondents to this survey when considering the feedback.

Table 16. Overall online respondent profile

Equality & Diversity	Category	Survey Responses	Warwickshire Census 2021 Profile (aged 16 and over, if applicable)
Gender	Female (including trans female)	91 / 29.8%	250,708 / 51.1%
	Male (including trans male)	130 / 42.6%	239,861 / 48.9%
	Non-binary / agender / gender-fluid	1 / 0.3%	
	Prefer to self-describe	3 / 1.0%	
	Prefer not to say	37 / 12.1%	
	Not answered	43 / 14.1%	
Identify as trans/transgender	Yes	2 / 0.7%	
	No	252 / 82.6%	
	Prefer not to say	33 / 10.8%	
	Not answered	18 / 5.9%	
Age in years	Under 18	0 / 0.0%	13,129 / 2.7%

	18-24	2 / 0.7%	44,206 / 9.0%
	25-39	35 / 11.5%	114,249 / 23.3%
	40-49	34 / 11.1%	75,162 / 15.3%
	50-59	53 / 17.4%	85,351 / 17.4%
	60-64	29 / 9.5%	35,849 / 7.3%
	65-74	88 / 28.9%	63,593 / 13.0%
	75+	28 / 9.2%	59,022 / 12.0%
	Prefer not to say	22 / 7.2%	
	Not answered	14 / 4.6%	
Long standing illness or disability	Yes	49 / 16.1%	
	No	210 / 68.9%	
	Prefer not to answer	29 / 9.5%	
	Not answered	17 / 5.6%	
Ethnicity	White - English/Welsh/Scottish/Northern Irish/ British	213 / 69.8%	490,070 / 82.1%
	White - Irish	6 / 2.0%	5,540 / 0.9%
	White - Gypsy or Irish Traveller	1 / 0.3%	388 / 0.1%
	Other White background	12 / 3.9%	35,025 / 5.9%
	Black or Black British - African	0 / 0.0%	4,974 / 0.8%
	Black or Black British - Caribbean	0 / 0.0%	2,104 / 0.4%
	Other Black background	0 / 0.0%	1,038 / 0.2%
	Asian or Asian British – Bangladeshi	0 / 0.0%	601 / 0.1%
	Asian or Asian British – Indian	2 / 0.7%	24,290 / 4.1%
	Asian or Asian British - Pakistani	0 / 0.0%	3,156 / 0.5%
	Chinese	0 / 0.0%	3,114 / 0.5%
	Other Asian Background	1 / 0.3%	6,160 / 1.0%
	Mixed – White and Asian	1 / 0.3%	4,616 / 0.8%
	Mixed – White and Black African	1 / 0.3%	1,474 / 0.2%
	Mixed – White and Black Caribbean	0 / 0.0%	4,530 / 0.8%
	Other Mixed background	1 / 0.3%	2,913 / 0.5%
	Arab	0 / 0.0%	780 / 0.1%
	Other Ethnic background	0 / 0.0%	5,449 / 0.9%
	Prefer not to say	43 / 14.1%	
	Prefer to self-describe	2 / 0.7%	
	Not answered	22 / 7.2%	
Religion	Buddhist	3 / 1.0%	
	Christian	126 / 41.3%	
	Jewish	1 / 0.3%	
	Muslim	0 / 0.0%	
	Hindu	0 / 0.0%	
	Sikh	2 / 0.7%	
	Spiritual	2 / 0.7%	
	Any other religion or belief	3 / 1.0%	
	No religion	100 / 32.8%	
	Prefer not to say	49 / 16.1%	
	Not answered	19 / 6.2%	
Sexual orientation	Heterosexual or straight	200 / 65.6%	

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	Asexual	10 / 3.3%	
	Gay man	9 / 3.0%	
	Gay woman / lesbian	1 / 0.3%	
	Bi / bisexual	7 / 2.3%	
	Other	1 / 0.3%	
	Prefer not to say	58 / 19.0%	
	Not answered	19 / 6.2%	

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Individual respondents anonymised for privacy reasons. Local Authorities anonymised as a result of being in pre-election period at time of OSC consideration

Respondent	Comments
Private resident	- Insufficient public transport links. Specifically in Kingsbury - Frequency of services should be greater to Coleshill, Minworth and Fazeley
Local authority	- WCC/LA already have a good working relationship - Several joint schemes in progress. Essential that this continues - LA Transport Strategy currently in development - Close alignment of LA's proposed strategic objectives with WCC's Key Themes - No cross boundary schemes on the indicative action plan. Scope to do so. Four schemes suggested for addition to the final Action Plan - LA supports the proposed LTP
Private sector business	- LTP4 important to respondent as a major employer in Warks - Owns some key sites in the county - Generates lots of commuter trips heavily dependent on cars - Seeking to implement demand management interventions - Strategic roads in Warks important for logistics - lists important policies for respondent; KP1 (support), KP3 (respondent also decarbonising), AT1 (support), AT2 (support, would like to be involved in working groups), PT1 (support), PT4 (support in principle, mindful of viability concerns); MV1 (support), MV2 (support, would like access to any data used/generated), MV4 (support in principle, will consider most appropriate HGV routing), MS1 (support), MS2 (agrees), MS3 support, especially re autonomous vehicles and EV charging), MS4 (supports, welcome further detailed consultation), MS6 (support in principle), F1 (support in principle, notes concerning viability), F2 (support in principle, not clear how this will be achieved), F4 (support and welcome, want more detail), F6 (support in principle, want detail),

	F7 (will review more detailed guidance), ST5 (support in principle, would welcome further consultation on detail) • Areas where LTP could be strengthened – Not clear how the documents integrate together, could be considered generic, needs more of a focus on business as well as communities, needs further explanation of maximising developer contributions (MV3), Needs more on action plan development and scheme prioritisation/consultation, More focus on delivery ("Active travel infrastructure between Gaydon and Leamington Spa not delivered by WCC", More detail on Park and Ride, More on suitable locations for DRT, Should emphasis modelling software used for TA at pre application, significant development should be defined.
Local authority	• Right goals and aspirations • Concerned about pace of change (too slow) • Not brave or radical • Continuation of existing approach that has achieved little • Active travel top of hierarchy is good. Think it may be symbolic • Infrastructure is slow to implement (K2L) • Comms around active travel should target motorists as well as cyclists/pedestrians • Should focus on improving active travel options within towns and improving active travel options between towns • Public transport strat lacks substance • Would like a policy of subsidising bus fares (more) • Car is important. EV wont solve all car related problems • Support proposals to promote non car dependent development. Want to understand how this relates to planning • Would like more 20 limits and ULEZs • Proposed LTP is a missed opportunity • Not radical enough • Needs targets.

Local authority	- A network of new cycle routes should be developed, in addition to making existing routes safer. - Safe cycling routes are welcomed but must be supported by safe and secure cycle parking / storage at relevant locations. - Public transport access between Leamington and Stratford is poor. - While the strategy identifies key strategies and objectives, it is unclear how these will be prioritised and resourced. It risks being something of a 'wish list'. - Freight strategy - should seek to minimise damage to communities caused by the movement of freight vehicles.
Not-for-profit organisation	**Overall broad support** - PT1 - Want reference to supporting delivery of WM Rail Investment Strategy - PT2 - "new **and improved**" services, stations and interchanges - PT3 – Add something on "**simpler fare structures**" as these are a key regional ambition - Would like additional policy PT6 specifically supporting rail network enhancements to provide more freight capacity and improve rail connectivity - Freight strategy – not just WC main line that matters! Suggest change West coast mainline to "**core main line rail network through Warwickshire**" - Page 3 should mention the rail connected logistics terminals at Hams Hall and Birch Coppice. - Be more explicit about supporting **rail** infrastructure in F1
Private sector company	**Overall supportive** - Strong agreement with four key themes and overall transport vision - Key policies should reference importance of co-locating employment and residential development - Overall, keen to see more emphasis on working with **developers** as well as other partner organisations, and explicitly to **support**

	developer led proposals for sustainable travel infrastructure and development • Freight – be aware of developing govt policy • Freight - more emphasis on a shift to rail needed
Local Town Trust	• Request for Integrated Transport Plan for Stratford which LTP4 doesn't deliver as too high level and not detailed enough • Want a town that is easy to move about in for all • Pedestrianised core • Multi-modal transport solutions, including public and private travel, active travel and "last mile" solutions
Local Authority	• Support for travel hierarchy and that carbon reduction underpins policy choices • Community engagement is key • Core strategy does not clarify which, if any, of the key themes takes priority. WDC wants carbon reduction to do so. • WDC considers that a successful LTP4 needs to deliver the development strategy in SWLP. • AT – more detail, reference to design standards and link between infrastructure and behaviour change needed • PT – generally supportive esp. working with partners but stronger emphasis on value of PT in carbon reduction and reducing car dependency • MV – Low Traffic Neighbourhoods should be included here, benefit of network management on climate change, design guides should promote sustainable travel options • MS – welcome recognition of link between transport and place, improving places should be at the heart of transport decisions, 20 minute neighbourhoods need emphasising, promote active travel through improved town centres • ST – general support for this approach, design can be too car-focussed, people need to feel safe when travelling

	• F – support; WCC needs to do more to facilitate the switch to alternative fuel vehicles and provide associated infrastructure • Dev Control framework – questions timing of RSAs and requests they occur after planning permission eg by condition; supportive of school travel plans and increased walking/pedestrian provision • Action and Monitoring Plans – more detail needed • Overall – not confident that net zero carbon will be achieved through these policies which don't have enough detail for them to be measurable
Private individual	• Very supportive of plan in general • Environment should come first • Language should be stronger ie enable not encourage • Concept of modal shift and policies to enable it need to be stronger • Reduce motor-centric thought and focus on measures to reduce car dependency
Local authority	• **Supports objectives** of all strategies • We should focus on cross-boundary routes on all modes, by collaborating with respondent • Cotswold AONB – could PT5 be amended to acknowledge the Gloucestershire Community Rail Partnership due to our focus on Moreton-in-Marsh as key rail head for North Cotswold Line? • North Cotswold Line Task Force – we could use them to promote NCL rail and Moreton-in-Marsh improvements • Want more ambition on green infrastructure – saying we will be proactive. • Carbon emissions – want to work with us for our shared goals. • Supports Freight Strategy • Need to focus on collaboration on key routes such as A46, A429, A44 and rail, plus local routes, for cross-border issues around development and modelling. (Specific point – they think A429 shouldn't be in MRN)

Private individual	• Children being driven to school is a major problem that we have 'completely missed and ignored' • Causes congestion, danger, emissions. Suggests parking fees for school drop-offs, and higher 'car tax' and other solutions outside our remit.

Private individual	• Doesn't clearly say supportive or not – most of the critical comments are to say we're not doing things we have in fact included, but where the perception is they're not being followed through on. Only one or two specific criticisms of policies/lack of.
	• Multiple (20+) comments suggesting minor wording changes to individual policies where we haven't shown enough 'commitment'. E.g. where we've said 'we will seek to promote' something, a comment says this should be 'we will promote'.
	    ○ Also, various comments where we have said measures 'may' include (because we will choose the most appropriate and not be able to use all), respondent says this must say 'will' include.
	• Core Strategy – 'Warwickshire is not alone' page is a 'get out clause'. WCC should strive to lead. Car sharing, Car clubs and taxis should be mentioned, EVs don't reduce congestion.
	• Active Travel – must keep promoting cycling as travel, not just sport. Believes signage is key to getting people cycling.
	    ○ Suggests our tweets re: Road Safety can be 'victim-blaming' and excuse poor cycling.
	• Public Transport – environment should always be first listed priority (I think at one point we mention 'economy' first in PT strategy). Cross boundary ticketing needed, developments must have safe active travel routes to stations, Warwickshire should join TfWM. Pricing of rail not consistent – cheaper from Stratford to Bhm than from Nuneaton. Bus shelters are important.

	• Motor Vehicles – there **should not** be a Motor Vehicle strategy. Could all fit into Managing Space.
	    o Need to talk more about induced demand from road building. Mention car clubs, car sharing, the waste of public space that parked cars take up.
	• Managing Space – same comments as under Motor Vehicles, broadly. We should make environment impact the first point always – page 6.
	    o Doesn't support move to non-polluting private vehicles, says these references should be removed, as doesn't reduce car dependency.
	    o Transport assessments are inadequate – WCC not robust enough with developers.
	• Safer Travel – actions needed, not just words in a strategy document
	    o Replace VAS to make travel safer
	    o Zero KSIs by 2050 not ambitious enough
	    o We prioritise motor vehicle movements too often, e.g. new junction designs.
	    o Education needs to be appropriate – focus on lights, not cycle helmets (Not quite clear what this point is getting at)
	• Freight – off road parking and charging facilities for freight needed, laybys not appropriate.

Local Transport Group	• **Not supportive** • LTP says good things but too abstract, nothing of substance included, so will not achieve anything • Critical of: lack of Stratford specific plans; WCC not directly informing them; WCC not directly referring to Stratford documents. • Claims WCC still focused on road vehicle based investment.

	- PT4 – developer funding for bus for Long Marston was not secured, despite what this policy says. - Generally this whole response is pro the Stratford-Honeybourne line reinstatement.
Local authority	**Specific criticisms of a few individual policies** - Quick wins are needed, e.g. extending bus routes. - Core Strategy: - Bus understated throughout; development patterns (out of town shopping) hurts our plans; Action Plans clarity needed – when are they coming? - Active Travel - Walk/cycle not suitable for shopping trips or the less mobile - E-scooters need licences - PROWs need work [not for LTP?] - Public Transport - WCC need strategic, early work to promote buses, plus infrastructure, shelters, signs. - Motor Vehicles - Safety of P&R, park and stride sites – lighting etc - Charging points for EVs/hydrogen need a focus - Managing Space - Disappointed with statement – EVs most likely to be biggest significant change for rural locations – thinks we should focus on bus. - Freight Strategy - Generally supports our strategy actually – key focus on HGVs using appropriate routes - Safer Travel - Says safety of women and children on public transport should be specifically covered.

| Local transport group | **Critical** of LTP because: very high level; consists mainly of policies, not detail; no long-term plan; not geographically specific to the needs of Warwickshire/Stratford. Does not support needs of Stratford town. Reactionary approach to transport Suggests we do what York City Council have done. (They have then supplied two documents explaining their approach to transport and how we could do things – but these aren't a response to the LTP consultation – pre-existing local documents. They also broadly suggest ideas that we agree with and suggest in the LTP) |

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Warwickshire County Council | Citizen Engagement on LTP4

Stage 2 report | July 2022

Contents

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1. Introduction

Methodology

Stage 1

Residents were introduced to the strategy papers and asked to provide their initial feedback via focus groups, digital learning platform and deliberative discussion session.

Stage 2

1. Launch event and induction groups

30-minute plenary launch event with all residents

- Updated residents on activity and explained how their previous feedback had been used.

3x 20-minute interviews with 'hard-to-reach' residents, who find it difficult to take part in research online or need accommodations to take part

2. Digital learning platform

1-week digital learning platform involving all residents

- Shared updated strategy papers and new action plan with residents to gather their views

'Hard-to-reach' residents sent information packs reflecting content of the digital learning platform

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Key findings

Residents support the updated papers, with the majority feeling they have improved. Papers are rated better when positive impacts on residents' day-to-day lives are easy to identify, which leads to more excitement about their implementation (e.g. Active Travel).

Changes have improved comprehension and helped clarify the benefits residents will feel when the LTP is implemented. However, some concerns remain about the impact of the LTP on car drivers and how feasible some of the plans feel (e.g., public transport improvements, uptake of active travel).

The look and feel of the core strategy design is well-liked, and residents want to see it carried across to the other strategy papers. Diagrams, images and quotes are particularly supported, helping communicate complex ideas through simple, easily understood visuals.

Much of the remaining scepticism and concerns can be addressed simply through clear signposting to policies in the different strategy papers and action plan to highlight the integrated nature of the LTP and show evidence of the emerging plans.

Residents find the action plan reassuring, adding weight to the vision for transport in Warwickshire shared across the strategy papers. Residents are particularly keen to see planned improvements for their local area and for forms of transport they use/ want to use in future (e.g., specific roads, active travel infrastructure).

To enable accountability, residents expect to see the Council publish plans, share timescales for improvements, and outline how the success of implementation will be measured.

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2. Overarching response

Residents feel the strategy papers have improved, and continue to express high levels of support

- They feel the vision presented to them in the strategy papers is ambitious and will have positive impacts on Warwickshire and their own lives if implemented.

  - This is both in terms of their own transport access, local environment, safety, and health.

- There continues to be some scepticism as to whether the plan will be effectively and equally implemented across the county over the next 5-10 years, with some concern North Warwickshire and rural areas will benefit less.

  - The action plan goes some way in overcoming these concerns but needs to be fully comprehensive in order to overcome residents' concerns that not all areas will benefit.

- Despite these concerns, residents do not want to see the ambition diluted. They support the overarching aims and want to be kept updated on actions, even when there are delays.

> *"Our county is famous for one England's greatest social observers and writers, and perhaps that too can be inspiration for this transport plan? How would they wish to be presented in a Shakespeare play of our time? Bold, bright, brilliant...or painted as no more than caricatures. I have belief that it would be the former."*

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Residents support the papers, and hope that they will see the plans brought to life in the county

"I think the Council has gone away and really thought about the feedback and priorities given by the focus group. The papers are all clear and readable to all."

"I definitely support the ambition that Warwickshire Council has in this regard. I don't know if you are pioneers or whether other local authorities are pushing ahead at the same pace. The real proof will be how this plan translates into tangible action and how that is communicated throughout society."

"I feel that this plan has been well thought through and there has been a lot of consideration given to the general public, who will ultimately be the ones who benefit. Providing all promises are kept within this plan, then it will change lives for the better. I fully support the plan for the safety aspects especially."

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Papers perform best when they are see to have tangible benefits for residents' and their families' day-to-day lives

Paper	Mean score *(out of 5)*
Active Travel	4.2
Freight	4
Core Strategy	3.9
Safer Travel *(previously Road Safety)*	3.8
Public Transport	3.6
Managing Space	3.2
Motor Vehicles	3.2

These papers have visions and policies that are easily applied by residents to their lives and local areas. As such, they express more excitement at the prospect of the implementation of the Council's vision, resulting in a higher score.

The visions of these papers are supported, but residents express more neutrality about their implementation. Benefits help the county (e.g., cleaner air, better transport options), but feel less direct to their own day-to-day lives.

Britain**thinks**
Insight & Strategy

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3. Response to updated papers and Freight paper

Core Strategy

There is still strong support for the strategy, particularly the centrality of environmental protection and improved wellbeing

Overall views

✓ The strategy highlights how the different strategy papers interlink and compliment each other, providing a coherent overview of the Council's vision for transport. This is particularly felt to have improved in the new version.

✓ It recognises the complexity of the issues at hand and acknowledges the importance of delivering on improvements for the strategy to be a success (e.g., the delivery of good public transport).

✓ Complex information is presented in plain English and is easy to understand.

✓ The Council's priorities are felt to be clear, with an obvious rationale behind them (e.g., the importance of active travel and public transport).

✓ The new version incorporates residents' feedback.

✓ References to timelines and the action plan make the strategy feel more concrete and likely to be implemented.

Overall score

3.9
out of 5

23/29 say the strategy has improved
6/29 say it stayed the same

Are the Council's aims clear from the strategy paper?

26 agree	1 neutral	2 disagree
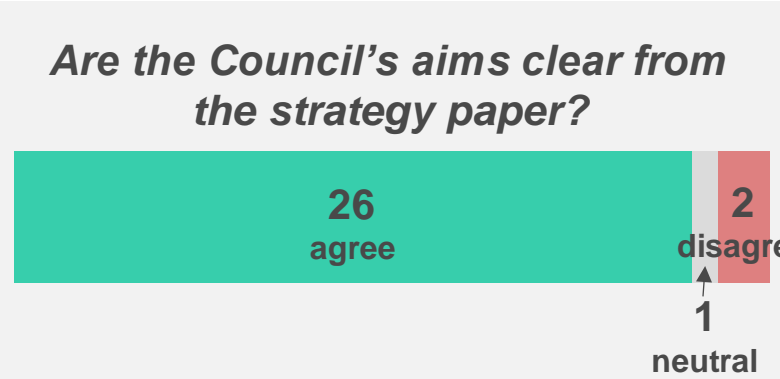
"[What stands out is] The way the different strands of the strategy have been intertwined. In the original paper they did not appear sympathetic toward one another and seemed to be pulling in different directions, it is definitely better now!"

Britain**thinks**
Insight & Strategy

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Residents can identify tangible positive impacts they would see in their daily life if the core strategy were implemented

Positives from updated paper

Page 581

Impact of paper
✓ It will enable residents to make travel choices that are healthier, greener and cheaper in the long term, thus improving their quality of life.   ✓ The strategy will improve residents' health and protect the local environment by reducing pollution through the reduction of private cars.   ✓ It will boost the economies of towns by making them more attractive to both residents and visitors due to traffic reduction and the ability to access them through active travel and public transport provision.   ✓ Use of electric cars will increase, again reducing emissions in Warwickshire to improve the environment.   ✓ The strategy will put Warwickshire on the map and lead to surrounding counties improving their own transport systems.   ✓ Roads will be safer to travel on.   ✓ Communities will be better connected, with the option to travel between them in a range of safe ways.

"I would like to think that Warwickshire would be cleaner, safer, greener and prosper via improved travel links. If we can be a trailblazer with this paper, how exciting would that be!"

"I have an an image of a quieter Warwickshire with people out and about publicly in different guises, happily using their bikes, scooters, electric vehicles, nice buses and trains, able to get to their health appointments or work/training as well as socialise"

"I think this plan will have a very positive impact on the county and surrounding areas, the economy will be boosted by a more pleasant and accessible place overall."

"This will make Warwickshire an even better place to live and travel around in. We will have a system that works and saves people time and money. This will improve people's wellbeing."

"I think that the plan will lead to a less congested Warwickshire, and a Warwickshire in which public transport starts to be used more widely. I feel that this would be a good change, as it will help in the fight against climate change."

Britain**thinks**
Insight & Strategy

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Signpost to the different strategy papers and action plan to allay scepticism and concerns about missing content

Further improvements needed

Remaining concerns	Suggested changes
The coming increase in electric cars does not feel fully addressed in the strategy. As this is likely to impact many people's lives in the near future, residents would like plans for their provision outlined.	Signpost to where in the strategy papers information can be found on the Council's strategy for electric vehicles.
Key details for accountability, including timescales, responsibilities, and groups the Council are collaborating with, are not felt to be clear.	Explain throughout that these details can be found in the action plan, and signpost to its existence throughout.
Daily lives will be disrupted when car journeys become more difficult, and in the short-term when improvements are being implemented, causing congestion.	Whenever talking about reducing car use, acknowledge that sustainable modes will also be made more attractive, and make clear how disruption during action implementation will be mitigated.
There remains deep scepticism as to whether the strategy will be successfully implemented due to its ambitious nature.	Signpost throughout to the existence of the action plan, and processes through which the Council will be monitoring the implementation and success of plans.
There are minor errors and some phrasing that reduce comprehension (e.g., quote on P6, safer travel box on P19).	Address all spelling and grammatical errors for greater clarity.

hinks

Insight & Strategy

18

The designed-up core strategy is overall felt to be visually appealing and clearer to read than the previous version

Positive look and feel

✓ The images, diagrams, colours, quotes, spacing, and use of headings break up the text and make the document very easy to navigate.

✓ The colour scheme is praised as 'bold' and 'bright' but without being 'garish', which was a criticism some had levelled at the previous PPT version. Some residents call out the blue and green on the title page as being particularly visually pleasing.

✓ The use of images, diagrams and graphs are help bring the content of the plan to life and demonstrate the key themes in the text.

Many comment that they would like the design of the core strategy to be carried across to the other strategy papers, to help with comprehension.

"A key positive, for myself, is the clear way in which the paper is set out. I think that it has a simple layout, is clear and uses spacing well and a good colour scheme, so that it is not just a block of text. In addition, the use of images breaks the pages which allows for an easier flow."

"These 'sub strategy' papers would benefit from being in a similar visual style to the core strategy paper. I think that would make the position, plan, how to implement and timescales much more easily digestible."

Britainthinks
Insight & Strategy

19

Some tweaks could be made to improve the clarity and comprehension of the graphs and diagrams

- A few comment that there are too many graphs in quick succession and it may help to spread these out and / or only pull out key stats.
- Several other minor graph tweaks are suggested by residents to improve clarity:
  - Ensure the order of the legend matches the order lines appear (from top to bottom) in the chart (e.g., on pages 6 and 8).
  - Ensure colours on graphs are distinct from each other.
- The diagram on page 12 also causes confusion for a handful of residents, who did not understand what it was trying to convey.
  - Walking, cycling, etc is described as 'less suitable' in urban areas. This is assumed to be a typo and should change to 'more suitable'.
  - Ensure language is concise.
  - Use colour and icons to visually communicate key information (e.g., the more/less suitable arrows).
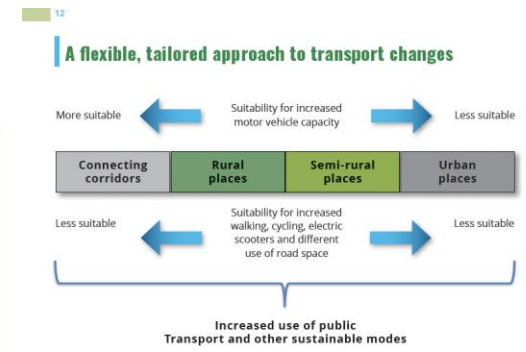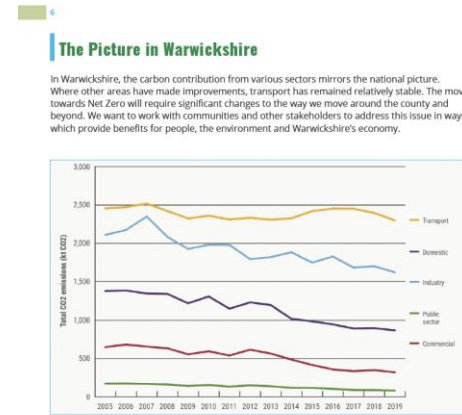
"There is an over reliance on graphs. Convert them to hard numbers that have more impact on affecting change."

"The diagram has 'less suitable' at both ends of the line. Active travel should be more suitable in urban settings."

Britain**thinks**
Insight & Strategy

20

Active Travel

The overall aim of the paper is still strongly supported, and it is felt to be clearly explained

Overall views

✓ The premise of the paper is well-supported, and residents feel the policies could have significant positive impacts on their health and wellbeing if implemented successfully.

✓ The aims of the paper feel clear, and the plans well-explained.

✓ For some, extra detail about additional active travel infrastructure would increase credibility.

✓ No one flags concerns specific concerns about those with restricted mobility, such as disabled people, being forgotten in the plans.

"I think that this is well set out, and a good explanation of the things they intend to implement and how they intend to monitor them. Making that shift over from using cars to walking, cycling etc. is so exciting and I really hope it works."

Overall score

4.2
out of 5

4/4 say the strategy has improved

Are the Council's aims clear from the strategy paper?

3 agree	1 neutral

Britain**thinks**
Insight & Strategy
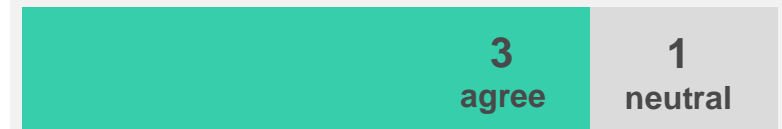
The potential impact of the plans feels exciting to residents, who anticipate benefits to their health and wellbeing

Page 587

Impact of paper

- Overall, if the plan is implemented successfully, residents feel it will lead to a better quality of life for Warwickshire's residents.

- With an increase in active travel, residents expect positive impacts on their own and others' health and wellbeing.

- Some also expect positive impacts on air quality and the environment, due to a decrease in pollution from motor vehicles.

- With improvements to infrastructure, they also anticipate improvements in safety, especially for children and older people.

- Some feel this would also help them save money by reducing fuel bills.

"This is a wonderful plan and the way forward for the new generation – a better standard of life."

"I am a daily walker that suffers from asthma brought on by traffic fumes, so if these are reduced my health will improve and I will be less restricted as to where I can walk without being suffocated!"

"With the cost of petrol and diesel going up, I think this will be a cost-saving exercise for me. This will also be a change of life for myself to actually be more healthy. I do cycle and encourage my daughter to cycle too. After reading the plan I believe it will encourage other people to do this and feel safe."

Britain**thinks**
Insight & Strategy

24

The paper needs to reassure residents that infrastructure will be high quality, well funded and accessible

Further improvements needed

Remaining concerns		Suggested changes
Some are **concerned that the standard of current walking and cycling infrastructure is poor**. To reassure them on the impact of the plans, they **seek confirmation that new, high-standard active travel infrastructure will be put in place**, as opposed to simply creating new signposted routes on existing infrastructure.	→	Indicate clearly if new active travel infrastructure will be built and give details about the standards these routes will be adhere to. Alternatively, signpost to where this information will be available.
Concerns about the impact of the plans on those with additional mobility needs, such as disabled people, have not been entirely allayed in the updated paper.	→	Acknowledge that people with restricted mobility will likely have different needs, and include information on how they will be supported if possible.
Little detail on funding undermines the credibility of the plans, especially as some consider active travel to currently be underfunded.	→	Include extra details and reassurance about funding, or signpost where this information will be available.

Britainthinks
Insight & Strategy

Safer travel

Residents still strongly support the aims of the revised paper, especially the focus on collaboration with other organisations

Overall views

✓ The aim and proposed methods are well supported.

✓ The plans are communicated clearly and in detail, and are easily understood by residents

✓ Residents particularly welcome the focus on collaboration between WCC and other organisations.

✓ However, the paper would benefit from clarification about what initiatives are new and how the plans would be resourced.

"I am not sure what is new, or just a continuation of business as usual activity, is it the formation of the WRSP? I think this could be made clearer - the the document is not just detailing what happens now. What happened before and what lessons have been learned?"

Overall score

3.8
out of 5

2/5 say the strategy has improved
3/5 say it stayed the same

Are the Council's aims clear from the strategy paper?

**5
agree**

Britain**thinks**
Insight & Strategy
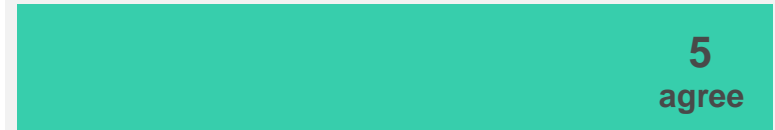
Residents are confident that successfully implementing the plans would increase safety when travelling

Impact of paper
✓ If the plans go ahead, residents are confident that serious incidents will decrease.
✓ Residents would feel safer travelling themselves, and the plans would also 'put their minds at rest' about their children or families travelling in Warwickshire.
✓ Some say this would encourage them to use public transport.
✓ Successful implementation would restore some residents' faith in WCC, and make them feel proud of their local area.

"Hopefully it will improve on previous success and make Warwickshire and even safer place to be. I would be proud to live in an area that had gone beyond the norm when reducing accidents and death."

"This will ultimately put my mind at rest for my children's safety in the future. I will feel safer and so will my family."

"I think it will assure people that public transport is not so much of a pain and is the better choice. Less cars on the road is definitely a good thing and it will restore faith in our Council."

Britainthinks
Insight & Strategy

Highlight how initiatives will be funded and implemented and how plans differ from previous strategy

Further improvements needed

Remaining concerns		Suggested changes
A lack of clarity on what is a new initiative, and how this differs from the current strategy. Credibility is reduced without clarity on what is changing.	→	Highlight new initiatives and clearly indicate any changes from current policy or action.
It is **unclear from the paper how the WRSP and other initiatives will be resourced**, leading some to question the credibility of this proposal.	→	Include details about where funding comes from. If relevant, clarify if more staff will be recruited.
There is **concern that actions under road engineering design will happen all at once**, leading to widespread disruption (i.e. from roadworks).	→	Reassure that road engineering interventions will not happen all at once, and disruption will be minimised.
Although the plans overall feel credible, **the specific aim for zero road casualties feels unrealistic to some** residents, like it is setting WCC up for failure.	→	Consider making the target feel more realistic, e.g., drastically reducing casualties rather than aiming for zero.

Britain**thinks**
Insight & Strategy

30

Public Transport

Residents feel the new paper has improved, but there's still a bit more to do to boost credibility of the plans

Overall views

- ✓ Residents feel their feedback has been implemented and their priorities reflected in the plans.
- ✓ They see a clear commitment by the Council to make travel by public transport easier.
- ✓ Outlining funding and monitoring processes goes some way to reassure residents that private companies will be held accountable.
- • Despite this, there remains scepticism as to how successful the implementation of this strategy will be.

"I know not all of this is set in stone but even to improve the existing services is just as reassuring."

Overall score

3.6
out of 5

3/5 say the strategy has improved
2/5 say it stayed the same

Are the Council's aims clear from the strategy paper?

3 agree	1 neutral	1 disagree
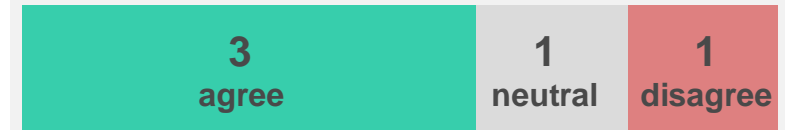
The 1 disagree was based on the visual layout of the slides, rather than the content.

Britain**thinks**
Insight & Strategy

33

The plans feel like they will improve the environment and residents' wellbeing, though may leave rural areas behind

Positives from updated paper

Impact of paper

- If implemented, it will improve public transport services, making travel safer and accessible to more people (assuming it is kept affordable).

- It will reduce residents' reliance on private vehicles, reducing congestion and emissions to improve the environment.

- It will attract visitors to Warwickshire, who contribute to the local economy.

- However, some feel those living in urban areas will benefit more from this increased connectivity by public transport compared to rural areas, which will be left behind.

"It could be a refreshing change for communities to utilise public transport which meets their needs."

"Tourists visiting to Warwickshire more and using the great connection links we have to offer."

"Time will tell if rural communities become an inclusive parf of the plan but historically they are the 2st to feel cuts in budgets which result in a reduction in provision."

Britain**thinks**
Insight & Strategy

34

Residents continue to be sceptical about how improvements will be monitored and distributed fairly across the county

Further improvements needed

Remaining concerns	Suggested changes
Continued scepticism for some on funding and monitoring processes. Generic statements on this do not completely overcome sentiment that private companies will be held accountable effectively.	State how the Council will be held accountable for monitoring processes, and signpost to further information on the Council's expectations and measures when working with third parties.
Certain areas in the county will be overlooked, particularly rural communities and those in north Warwickshire.	Explicitly outline an approach for rural areas, and signpost to the action plan to evidence public transport improvements across the county.
Public transport use will not increase as ticket costs will mean private vehicles remain the more attractive option.	If possible, provide reassurances that tickets will be affordable for residents.

Britain**thinks**
Insight & Strategy

35

Managing Space

The new paper is easier to understand, and feels clear on the Council's intentions, but concerns over feasibility remain

Overall views

- ✓ Content is easier to understand, concise, and feels more relatable to residents' lives.
- ✓ It gives residents confidence that the Council are looking to make the transport system both fit for purpose and sustainable.
- ✓ It makes the most out of Warwickshire's existing transport system to provide value for money.

"I think it's more concise and less corporate. The first paper was boring and I felt no connection to it, I couldn't align it with any personal impact. This felt a bit more relatable."

Overall score

3.2*
out of 5

3/5 say the strategy has improved
2/5 say it stayed the same

Are the Council's aims clear from the strategy paper?
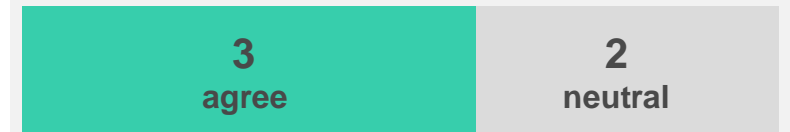
3 agree	2 neutral

*neutrality towards this paper appears to be driven by a lack of perceived tangible benefits to their day-to-day lives and travel routes when compared to the other strategy papers.

Residents expect the strategy will make the local area more attractive and easier to access if successfully implemented

Positives from updated paper

Impact of paper

- It will improve public space in towns, making it more appealing to visitors.
- Rural areas will have better travel options.
- Strategy will reduce pollution and traffic, therefore improving the environment and people's health.
- It will influence developers and construction in the years to come, but little is likely to be seen in the short-term.

"I feel like the biggest impact may be slightly invisible and come without huge amounts of fanfare."

"If done properly it should hopefully make our town Centre's nicer places to be and our rural areas easy to access."

"It should have an impact but perhaps in 10 years, not 5. These are big changes and working with external partners always leads to delays. It would be great to commit to a timeliness that is measured and share with the wider community to celebrate success or advise of delays."

Britain**thinks**
Insight & Strategy

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However, they remain sceptical about its implementation, particularly due to the need to work with external partners

Further improvements needed

Remaining concerns	Suggested changes
Continued scepticism as to when and how these plans will be implemented, as well as how costly they will be.	Provide rough timescales for policy areas, funding opportunities, and signpost to other strategy papers and the action plan to demonstrate policy implementation.
Working with many external partners and groups are feared to cause delays, which may hinder the impact of this strategy.	Outline how residents will be communicated with to demonstrate transparency and accountability.
Concerns that disabled people will be overlooked when plans are implemented.	Explicitly mention this group to reassure residents they have been considered and catered for within the strategy.
Some continue to find the policies long-winded with confusing terminology.	Ensure policies are written succinctly and in plain English by providing clear definitions that a non-expert audience can understand.

Britain**thinks**
Insight & Strategy

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Motor Vehicles

Residents understand the paper and like commitments to environmentally friendly travel options

Key take-outs from updated paper

Overall views

- ✓ There is a more neutral response, though nothing stands out as missing or concerning for the majority of residents.
- ✓ Residents feel the strategy is easy to understand.
- ✓ It evidences the reasons behind the need to reduce car use, which resonates with residents.
- ✓ Residents like commitments to more environmentally friendly travel options.

"It really stands out to me how much the use of cars has increased so quickly."

Overall score

3.2*
out of 5

3/5 say the strategy has improved
2/5 say it stayed the same

Are the Council's aims clear from the strategy paper?

3 agree	2 neutral

*neutrality towards this paper appears to be driven by a lack of perceived tangible benefits to their day-to-day lives and travel routes when compared to the other strategy papers.

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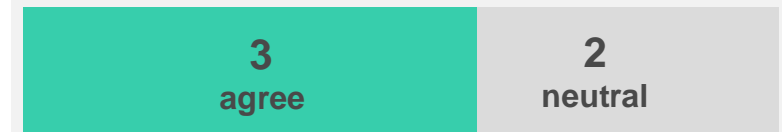
The Motor Vehicle strategy is felt to improve the environment, but few residents identify positive impacts on their own lives

Positives from updated paper

Impact of paper

- It will improve air quality, the environment and people's health through an increase in ZEV use and an overall decrease in private vehicles to reduce traffic and pollution.
- It will make Warwickshire attractive to visitors by improving transport links within and across the county.
- However, those who do not drive struggle to identify how their own lives would be impacted.

"Warwickshire will be a county that other places will aspire to be like. Clean, popular, and with good transport links and environmentally friendly travel options."

"I think it will improve the relationship with other areas."

"Cleaner air and environment and less traffic will make places more pleasant for me to be with my grandson."

"I think it'd encourage less motor vehicles. I don't drive so won't affect me."

Britain**thinks**
Insight & Strategy

Car reliance in Warwickshire remains a barrier to residents believing the goals of this strategy could be achieved

Further improvements needed

Remaining concerns		Suggested changes
Residents feel unclear on how public and active travel will be improved, and are concerned there will be no viable alternatives to car journeys.	→	Clearly signpost to the other strategies to demonstrate the Council are thinking about and addressing this.
There is scepticism about implementation due to long-standing issues with road infrastructure (e.g. delayed road repairs, potholes) that have not been addressed in previous LTPs	→	If possible, speak to improvements made since the previous LTP and signpost to the action plan to evidence immediate improvements taking place.
Working with multiple partners to implement the strategy is considered a major challenge that will hinder its implementation.	→	Signpost to further information on the Council's expectations and measures when working with third parties to provide reassurance on implementation.
There are still very few references to electric vehicles and how the Council is planning for this upcoming change	→	Provide more information on plans relating to EVs, and the Council's plans to accommodate them (e.g., the demand for charging points).

Britain**thinks**
Insight & Strategy

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Freight

Residents support the creation of a separate freight strategy, which broadly feels clear, impactful, and credible

Reassurance on impact

Clear upfront information makes it easy to understand the importance of a freight plan, especially for reducing congestion. However, residents are still seeking some extra detail on the policies to reassure them that these are evidence-based and have been thought through.

Clarity

The paper broadly feels clear. Where questions remain, residents are generally seeking extra detail rather than questioning the clarity of the current text. The maps are clear and support comprehension well, though residents would like care to be taken that they are accessible to all.

Credibility

Multiple references to co-operating with other local and national organisations, such as the Department for Transport, show a proactive approach that residents feel is important for success.
However, a minority are sceptical that plans will go ahead, as they feel little has changed in the past.

Britain**thinks**
Insight & Strategy

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Residents are seeking more detail on new modes for transporting freight, to give reassurance

Further improvements needed

Concerns	Suggested changes
Mentions of last mile deliveries are felt to lack detail, leaving residents unsure what this would involve and how feasible it would be.	Repeat the definition of last mile deliveries when mentioned in this paper and give extra detail about what this might look like for freight.
To ensure credibility, residents would **like more detail about what support and incentives** WCC are offering to help the freight industry transition.	Provide more detail about what support is being provided
Without more background information, **residents are concerned about the impact on rail passengers** of using the existing rail network for freight.	Provide more background information on railway network use and assurances about the impact on rail passengers.

Britainthinks
Insight & Strategy

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4. Response to Action Plan

Residents respond positively to the action plan overall, and would use it to search for improvements in their local area

- Residents feel the strategies are brought to life through the action plan, which shares improvements that will tangibly achieve the Council's vision for transport, and, in some cases, have a direct impact on their own lives.

- Residents are most interested in using the action plan to look for:

Improvements in their local area

Such as searching for villages/towns and regions within the county.

Improvements to key transport links they currently or want to use

Such as searching for 'cycle path', 'bus improvements', or specific roads they often use.

How actions that correspond to Key Themes

Such as searching for 'Environment' or 'Wellbeing' to see how the Council plans to achieve this (e.g., 'Wellbeing' could include education around road safety).

Dates for when plans will be achieved

In order to see when they can expect improvements to start being implemented and completed.

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Residents feel the action plan is clear and are excited by the actions outlined

✓ Residents are excited by several specific actions in the action plan (e.g., cycle paths, road safety and education) which align with commitments they read in the strategy papers.

✓ A range of plans happening across the county.

✓ Actions that are already being (or soon to be) implemented.

✓ Signposts to how the actions relate to the key themes to evidence how the Council are working towards these.

✓ It's felt to enable citizens to hold the Council accountable for the delivery of these plans, particularly with the inclusion of timescales.

✓ Funding is acknowledged, which:

- Highlights the variety of opportunities the Council can draw on.
- Explains why action timescales may vary due to the need to secure funding from different pots.
- Makes implementation of actions feel more concrete.

"It makes the strategy become real and visible on the ground. It helps to see and understand what the strategy is proposing."

"Having it there makes it easy to see progress (or lack of) next steps etc."

"I think the amount of actions that are already live is very encouraging, and good to see that some of them are happening imminently is also great to see."

Britainthinks
Insight & Strategy

However, they felt the action plan was currently distinct from the strategy papers

- The action plan feels very separate to the strategy papers. Without a clear connection to the relevant strategy, residents feel existing plans have been shoehorned to fit the LTP, rather than the LTP informing new, more ambitious, plans.
- Citizens read the strategy papers from a highly localised lens, so become more sceptical of the Council's commitments if they do not see improvements in their local area outlined in the action plan, and are concerned they have been overlooked.
- Areas they deem particularly important are limited in the current action plan (e.g. walking routes, cycling routes).
- A small minority feel the plans are too basic, and need more detail on:
  - Who the Council will collaborate with
  - When this aims to be achieved
  - How success will be measured
- Acronyms and some terms are not understood (e.g., Capital Casualty Reduction, Capital Investment Fund)

"The 2 documents seem somewhat separate at present - almost as though someone has tried to link existing planned actions to the new strategy by trying to fit them under the strategy headings."

"[It needs] more detailed plans as to when projects are to start and time scale as to when they are to be finished, and are there to be any penalties if they are not met."

Britainthinks
Insight & Strategy

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The action plan needs to be comprehensive, navigable, well signposted and detailed to fulfil residents' expectations

Comprehensive

The final version will need to cover all current planned action to evidence that the Council are acting according to the commitments made in the strategy papers, and applying this vision across the entire county. Some want the action plan regularly updated with status updates.

"I would like to see an action plan for all towns in the county on the back of the strategy with rural areas being connected."

Navigable

A public-facing action plan needs to be accessible and easily understood. Residents suggest adding filters by strategy paper, key theme or location, or overlaying actions onto a colour-coded map to show where and what actions are planned.

"Maybe in places using words or diagrams to make it more understandable."

Clear signposting

Both the strategy papers and the action plan need to clearly and consistently reference each other to demonstrate how actions have been informed by the updated LTP.

"I would filter under the strategy that was important to me and then search under it to find the action points and progress."

Detailed

Any columns with missing information need to be completed before the action plan is published, and acronyms spelled out in full. Links to additional information (e.g., consultations, funding streams) should also be made available.

"Possible a little more information on some as they just say things like 'roundabout'."

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5. Holding the Council accountable

Residents would like the plans to be monitored, though feel the best measure of success is seeing change for themselves

Communications from WCC could help to draw attention to progress and successes along the way:

Measuring success	**Personally seeing positive changes in their local environment is residents' key measure of success.** • This could include seeing better or more affordable public transport services, or new infrastructure built in their area. • Other more specific targets could be measured, such as the percentage of objectives or plans completed, or an increased share of journeys made by public transport.	*"Seeing some visible achievements in their overall goal– if there is a detailed plan of their proposals, you should be able to see it happening."*
Monitoring success	**It is important to residents that an independent body monitors success to ensure the Council follows through with their actions.** However, this does not necessarily need to be done by residents themselves. Suggestions for this included: • Consider a governing body to oversee the plans. • Independent monitors, to hold the Council to account. • Additional public consultations if plans change.	*"The same type of consultation process could be used in monitoring the plan as it is enacted, with a random choice of residents."*

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In order to meaningfully monitor success, residents expect clear targets and simple updates against these

Target-oriented	Objectives should be set. These should be: • Unambiguous. • Measurable. • Realistic.
Time-sensitive	Timescales should be provided alongside the plans, which should be: • Realistic. • Not too far ahead in the future. • Updated honestly if delays or problems occur.
Accessible to the public	• Plans should be clearly publicised, and be available in a variety of digital, paper-based, and in-person formats. • Publish planned actions in an upfront and timely manner, and regularly update them. • Share successes regularly to evidence the Council's commitment to implementation.

"The citizens of Warwickshire will need to be kept informed of changes or delays, and have the option to express opinions if things are not going as planned."

"I'd like to see some accountability. There should be a detailed timescale on when they plan to do it, to make them accountable rather than seeing nothing happen in 5 or 6 years time."

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Residents say they have enjoyed the consultation process, feeling that they have been listened to and their views valued

"I have really enjoyed being involved, I feel all residents have had chance to have their say and be listened to and there was a great mix of people and areas."

"I think the process of involving citizens was a success, it felt great to be involved and the process was well planned. We felt listened to and the process was not dumbed down. Doing it via Zoom is fantastic as means it isn't an overly time consuming process."

"I think it has been fantastic to be involved. The process has been really well thought out and I feel we have been listened to."

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Thank you

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Communities Overview and Scrutiny Committee

Wednesday 12 April 2023

Minutes

Attendance

Committee Members
Councillor Jeff Clarke (Chair)
Councillor Jonathan Chilvers (Vice-Chair)
Councillor Jenny Fradgley
Councillor Dave Humphreys
Councillor Bhagwant Singh Pandher
Councillor Andrew Wright
Councillor Marian Humphreys
Councillor Penny-Anne O'Donnell

Portfolio Holders
Councillor Andy Crump, Portfolio Holder for Fire & Rescue and Community Safety
Councillor Kam Kaur, Portfolio Holder for Education
Councillor Wallace Redford, Portfolio Holder for Transport & Planning

Officers
David Ayton-Hill, Assistant Director - Communities
Shail Chohan, Service Manager (County Highways)
Kim Fraser-Bell, Strategy and Commissioning Manager (Economy & Skills)
Caroline Gutteridge, Delivery Lead Commercial & Regulatory
Jagjit Mahal, Delivery Lead Flood Risk Management
Isabelle Moorhouse, Democratic Services Officer
Christina Osbourne, Technical Specialist Development and Performance
Jon Rollinson, Lead Commissioner – Strategy & Policy
Mark Ryder, Strategic Director for Communities
Sarah Tregaskis, Strategy and Commissioning Manager

External Speakers
Matt Lewis, Network and Operations Lead – Severn Trent Water
Rob Lunt, Partnership & Strategic Overview Team Leader – Flood and Costal Risk Management – Environmental Agency
Tim Smith, Flooding and Partnerships Manager – Severn Trent Water

1. **General**
   (1) Apologies
   Councillor Tim Sinclair was substituted by Councillor Penny-Anne O'Donnell
   Councillor Mejar Singh was substituted by Councillor Marian Humphreys
   Councillor Richard Baxter-Payne
   Councillor Martin Watson (Portfolio Holder for Economy)
   Councillor Heather Timms (Portfolio Holder for Environment, Climate and Culture)

   (2) Disclosures of Pecuniary and Non-Pecuniary Interests
   None.

   (3) Chair's Announcements
   None.

   (4) Minutes of Previous Meeting
   The minutes were approved as a correct record.

2. **Public Speaking**
None.

3. **Questions to Portfolio Holder**
In response to Councillor Jenny Fradgley, Councillor Wallace Redford (Portfolio Holder for Transport & Planning) confirmed that progress was going well for clearing the backlog of fixing potholes with delegated budgets. He agreed to chase up any that were being delayed.
Mark Ryder (Strategic Director for Communities) informed the committee that Warwickshire had been allocated an extra £2 million by central government to fix potholes. This had been added to the list of schemes to be prioritised.
Shail Chohan (Service Manager (County Highways) added that winter had created more potholes which added to the backlog and the bad weather meant more money had to be spent on temporary fixes for other defects on the highways. £1.8 million had been spent on delegated budgets in the last year compared to just over £1 million in 2021. Every scheme planned to be delivered in year will be.

In response to Councillor Dave Humphreys, Shail Chohan said that potholes that needed to be filled in for safety reasons would not use delegated budgets. Delegated budgets could be used to accelerate the road works WCC were doing.

Councillor Redford agreed to chase up the puffin crossing scheme on Coventry Road in Exhall for Councillor Bhagwant Pandher as it had been delayed for three years.
He also agreed to chase up a crossing in Birchwood in Polesworth on behalf of Councillor Marian Humphreys which had been delayed for four years.

   (1) Economic Development Update
   Kim Fraser-Bell (Strategy and Commissioning Manager (Economy & Skills) summarised the following points:
   - The Warwickshire Support Employment Service was launched in February 2023 and it supports adults with autism and learning difficulties get into sustainable employment

- The launch event was held in Nuneaton with 50 attendees and 98 people have signed up for it in the first few weeks. The target was 400 people this year
- WCC's Digital Creative Grants scheme received 11 applications requesting £280,000 in total. Six applications requesting £350,000 in total were granted £160,000 after an evaluation process
- The Property and Infrastructure Fund (PIF) is the third strand of the WRIF and will be fully launched at UK REEF in May 2023. It will provide £10 million in loans to support and facilitate the development of employment land in the county or to help bring forward the necessary site infrastructure to bring a site to market. CPRE will be leading this
- WCC's Skills Hub celebrated its third birthday. Over 1000 businesses have engaged with it and received 5000 hours of help. There are currently 18 members of staff
- £1.1 million had been provided to small/medium businesses through the Apprenticeship Levy Fund, which covers mainly training costs for young people which has led on to 120 apprenticeships and 66 businesses making inclusive jobs
- WCC's business branding team had been working with Coventry City Council's team to develop new branding ahead of key development

Councillor M Humphreys congratulated the work with people with autism and requested that transport be possible for residents to attend events in Nuneaton from North Warwickshire. Kim Fraser-Bell agreed to look into and added that there was a new job portal that mapped people to different job opportunities.

Councillor Penny-Anne O'Donnell concurred with Councillor M Humphreys. In response to Councillor O'Donnell, Kim Fraser-Bell stated that people who were awaiting a diagnosis could self-refer themselves to the service or in the past people had been referred by DWP or Adult Social Care. Education providers were worked with too regarding apprenticeships for young people with autism but this could be improved.

Councillor Kam Kaur (Portfolio Holder for Education) added that a lot of work was done between the education teams and Skills Hub to get this scheme going. There was a lot of ground to cover with employment support and she congratulated the team on their work.

4. Q & A with Severn Trent Water and the Environment Agency
<u>Environmental Agency</u>
Rob Lunt (Partnership & Strategic Overview Team Leader – Flood and Costal Risk Management) presented a PowerPoint and summarised the following points:
- The Environment Agency (EA) was started in 1996 to protect and improve the environment and have 10,500 staff members
- EA covers regulating major industry and wastes treatment of contaminated land, water quality, water resources and across to fisheries, inland navigation, conservation and ecology and flood risk management (managing flood risk from main rivers, reservoirs, estuaries, and the sea)
- The current six-year programme will protect 336,000 properties compared to 300,000 properties in the previous six-year programme. There will also be 2000 new flood risk of flood defence schemes funded in this programme

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- The £5.2 billion of funding is split nationally and Warwickshire get £12 million to protect up to 10,500 properties. 4618 residential properties in Warwickshire are at flood risk
- With the new six-year programme they looked more at the benefits then what could be achieved
- All issues are geographically linked so the relevant departments from across the EA were brought together to deal with issues. Warwickshire would involve fisheries, biodiversity, geomorphology, and water quality
- There were five sperate catchment issues across Warwickshire and Coventry (four in Warwickshire)
- In Leamington 227 properties were at flood risk and climate change could cause these number to rise by 10%
- The data model they use was being improved for the River Leam project
- Flood storage and flood defences were planned for Leamington's vulnerable locations
- Natural flood risk management is also possible for flood defences e.g. tree planting, scrapes etc. to stop water backing up and reaching water peak levels
- A whole-scale review was being undertaken of the River Avon with the new model

In response to Councillor Fradgley, Rob Lunt said that the River Avon review should start in 2023 but it was unknown what scale it could be so no end date was available.

Councillor Redford said that his area needed to know what the flood peak was in his area so they could be prepared for flooding. Rob Lunt stated that there had been discussions around the weir in Eathorpe.

In response to Councillor Jonathon Chilvers, Rob Lunt noted that they were still looking at the best way for funding opportunities for schemes as well as benefits and risks. All schemes should improve the environment and include natural flood prevention methods. A lot of variables need to be considered like soil texture, but WCC can try its own methods of natural flood prevention as it would always benefit the environment.

Councillor Dave Humphreys noted that houses were being built in Birch Coppice which was often flooded so those houses then get flooded. Warehouses have also been built on flood plains which makes the flooding worse. He added that the EA rarely seem to have objections to planning applications. Rob Lunt confirmed that EA were a statutory consultee on all planning applications. Sustainable development was encouraged, and they would flag up flooding risks when seen; they could not disagree with applications if they did not affect water courses. Their comments could be ignored by the planning authorities though. He agreed to investigate the Birch Coppice development.
Councillor Andy Wright added that Peddimore Brook that ran through Birch Coppice was 'ripped out' annually by the EA despite the biodiversity. Other officers from the EA said this should be happening and the Brook itself never floods. Rob Lunt agreed to investigate this and it was likely linked to asset performance.

Councillor O'Donnell requested that elected members be kept up to date with works going on in their area.

<u>Severn Trent Water</u>
Matt Lewis (Network and Operations Lead) Tim Smith (Flooding and Partnerships Manager) presented a PowerPoint and summarised the following points:

- Severn Trent Water (STW) have 4.6 million customers nationally and are the only major water company with no coastline. Therefore, none of their water waste is discharged to coastal waters
- Water is taken from the environment, processed and supplied to customers. Then wastewater is taken away, treated and discharged back into the environment
- STW responsible for managing flood risk from sewers when water comes out of it. 80% of this flooding is caused by modern products being flushed e.g. wet wipes, nappies and cooking oils. The UK's sewage system is too old to manage these
- Foul (wastewater) water flooding happens with excess rainwater
- Sewer contents at any time was always at least 5% raw sewage. Climate change rain will increase flooding
- There were approximately 700 incidents of sewage getting into houses annually
- Look after some natural flood risk areas
- Extensions/conservatories that will cover manholes should be moved when these additions happen but not a lot of people do this as it costs money
- STW have approximately 2400 storm overflows. These overflows on the sewer network help protect properties from sewer flooding in wet weather. They are consented by the EA and checked regularly
- Over £20m was invested in improving Leamington's sewerage sewer in 2011 / 2012
- Millions of pounds were spent on individual houses to protect them from flooding
- STW planned to implement 40,000 civil monitors to monitor water levels in sewers and whether there were any blockages causing the flooding
- The monitors were put in data led areas but there is a team that looks at river catchments where flooding can happen. Some will also be put into places where developers had misused the sewer system before
- STW are not a statutory consultee in the planning process on drainage, but builders have a right to connect to their system. STW have requested developers to involve them earlier on in building developments
- Sustainable urban drainage scheme (SUDs) guidance was given to new developers
- STW was leading a £76 million water separation scheme in Mansfield that will become the UK's blueprint for SUDS and STW will look at getting funding for the next asset management planning period and several of these schemes could benefit from it and reduce the flooding impact
- 27% of reasons for rivers in England not achieving good ecological status is caused by the water industry according to EA data so STW were working to improve this and have reduced this to 16% in their operating area. They were working with the other 85% to improve river quality
- They had five river pledges (ensure storm overflows and sewage treatment does not harm rivers, create more opportunities for everyone to enjoy rivers, improve river care, enhance rivers to improve wildlife and be transparent with performance plans)
- STW were working to achieve bathing quality river quality on a stretch of the River Leam
- Central government was pushing for water companies to have storm overflow plans which STW had already invested in, and they were ahead of government targets
- There is a 25-year plan in place until 2050 setting out STW's plans
- Other initiatives that STW were doing included decarbonising the water supply, helping customers save water and faster environmental improvements to rivers. These initiatives are part of an additional £566m investment which were approved by OFWAT as part of post-COVID 'Green Recovery

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Councillor Fradgley informed the committee that they collected surface water and separated it from becoming foul water. After STW tested it, they got a reduction in their water bills. Matt Lewis stated that they did work with some developers to put water swales in so they would save costs on their usage, but nothing was mandatory for new builds.

In response to Councillor Wright, Matt Lewis said they do not use the pitch fibre pipe anymore. They had 95,000 kilometres of pipe to replace so they would replace and prioritise repair work on a risk basis. He agreed to see where it was on the list.

In response to Councillor Chilvers, Matt Lewis stated that in a full sewage pipe, 95% of it is formed of rainwater. In heavy rainfall, wastewater is diverted into rivers instead of homes/businesses, but this water waste is very diluted. Ammonia samples taken from the river can show little impact to the environment; STW were trying to prevent any impact. STW are regulated by the EA so when there is an overspill in dry weather, they talk to each other. To stop this the infrastructure would need to be increased which would cost billions of pounds. Overspills in dry weather are caused by blockages and STW would receive an alarm when this happens and seek to respond to prevent issues before they cause flooding or pollution.
Following a supplementary from Councillor Chilvers, Matt Lewis stated that they would be responsible for clearing up any impact they make in a river. Rob Lunt added that any other clean up in a river would be the responsibility of the landowner where the river flows through. The Chair noted that rivers were often land boundaries so landowners would dispute whose responsibility it would be to clean. Tim Smith said that EA stated that agricultural waste was the biggest cause of rivers got getting good river status. Matt Lewis noted that everyone had a responsibility to not dump in rivers otherwise the water quality will not improve.

In response to Councillor M Humphreys, Matt Lewis said that all works have permanent reference numbers that can be used to see when work was being done. He agreed to investigate any specific issues.

Tim Smith informed the committee that more information was available on their website.
Leamington-Sewerage-Strategy-2011.pdf (waterprojectsonline.com)
65-23-Get-River-Positive-Annual-Report-March-2023.pdf (stwater.co.uk)
Drainage and wastewater management plan | Our plans | About us | Severn Trent Plc
green-recovery-report-2022.pdf (severntrent.com)

5. Local Transport Plan Consultation Review and Recommendation for Adoption
Jon Rollinson (Lead Commissioner – Strategy & Policy) summarised the following points:
- The LTP consultation ran from September to November 2022
- A citizens panel was set up to provide feedback through the LTP process too
- The feedback from the panel and consultation were good and constructive
- The LTP will go to Cabinet in June and hopefully approved by Full Council in July 2023
- There were 300 responses which was good compared to some neighbouring authority's when they did their LTP consultation

In response to the Chair, Jon Rollinson confirmed the strategy was 67 pages long. The LTP should run for 10 years but it will be refreshed when needed. Its purpose is to be a living document.

In response to Councillor M Humphreys, Jon Rollinson said that the purpose of the LTP was to address different areas separately. WCC worked closely with bus companies but as they were private companies they could not be forced to improve or add new bus routes. In the past bus routes were subsidised by WCC but public transport funds were limited nationally.

Following a point from the Chair, Jon Rollinson stated that WCC was working on improving buses through the BSIP (bus service improvement plan) and maximum funding opportunities like S106 funding. Mark Ryder added that WCC were looking more at demand response services to fill in for bus routes.

6. Adult and Community Learning (ACL) Progress and Performance Report 2021/22

Sarah Tregaskis (Service Manager, Education Services) summarised the following points:

- This is an annual report that the committee receives on the performance of the council's adult education service (Adult and Community Learning service). This report relates to academic year 2021-2022
- The service operates out of over 30 venues across the county including community venues, children centres and Council buildings
- The number of residents aged 19 and over accessing the service and taking courses had increased from the previous academic year but learner numbers were still not back to pre-Covid levels
- The service maintained its 'Good' Ofsted judgement when it was inspected in October 2022
- 80% of learners were female and 20.3% were male. Nationally 25% of adult learners were male
  After a more targeted recruitment drive, 4 out of 7 curriculum areas gained more male learners. This was mainly in ICT and maths and there was an increase in male students on courses with learning difficulties and disabilities
- The highest proportion of learners were aged 30-39
- Attendance had increased to 84% compared to the previous year at 82%, the service has a target to increase attendance to 90%
- The service retained the Matrix Standard accreditation, which demonstrates how well the service provides impartial advice and guidance
- This service is funded by a grant from the Education and Skills Funding Agency. The service only achieved 92.6% of its funding allocation last year which led to a clawback
- Grant funding was provided by the Department for Education to WCC for a maths programme called Multiply to support numeracy and financial literacy cross-county. The service was successful in obtaining a portion of this funding and delivery has started

In response to the Chair, Sarah Tregaskis stated that despite the clawback in funding, the service has still been allocated the same amount of grant funding this academic year.
Councillor Kaur said that the clawback was caused by not having enough adult learners joining the programmes available. Targeting marketing is taking place to encourage residents to use the services provided.

In response to Councillor M Humphreys, Sarah Tregaskis said that they operated in 30 venues across the county and some courses were available online e.g. GCSE Maths.

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Following a question from Councillor O'Donnell, Sarah Tregaskis noted that the Covid pandemic created more competition from providers offering free courses online. WCC's courses are reviewed to ensure they are still relevant and meet resident's needs.

7. Q3 Integrated Performance Report
Mark Ryder highlighted that:
- More people with educational needs were engaging with the employment support team
- More secondary schools were engaging with the violence prevention programme
- More incidents of domestic abuse were being reported last year

In response to the Chair, Mark Ryder said that the schemes listed in the report were complex infrastructure ones. Programme boards covered all the transport infrastructure projects and monitored their progress.
David Ayton-Hill (Assistant Director – Communities) added that there is a risk of schemes going off course because of inflation. This has led to schemes being reprioritised.

Following a question from Councillor Fradgley, David Ayton-Hill said that Birmingham Road in Stratford was labelled at risk because it had not started yet, instead of financial constraints. WCC could fund the first two stages but needed to check whether they could still fund the final stage.
The Chair concurred with this and requested that a report be added onto the work programme to investigate these project delays and how they will be addressed. Councillor Fradgley noted it would be good if members knew what was causing the delays.

8. Communities OSC Work Programme
The following item was added to the work programme:
Transport infrastructure delays and action to be taken

9. Urgent Items
None.

The meeting rose at 15:59

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Chair

Warwickshire County Council

Local Transport Plan Integrated Sustainability Appraisal

Interim ISA Report – Appendix C Equalities Impact Assessment

Warwickshire County CouncilLocal Transport Plan Integrated Sustainability Appraisal

Interim ISA Report – Appendix C Equalities Impact Assessment

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project number

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Quality control

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft for Client Review	Updated following Client Review	Updated by Client	
Date	July 2022	July 2022	April 2023	
Prepared by	Emily Bonnet	Emily Bonnett	Marc Williams	
Signature				
Checked by	Correne Murray	Jerome Kreule	Jon Rollinson	
Report number	1.0	1.1	1.2	

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1 INTRODUCTION

1.1 Overview

1.1.1. Warwickshire is a county in the West Midlands, England. It is located south-east of Birmingham and includes the towns of Atherstone, Nuneaton, Bedworth, Rugby, Kenilworth, Royal Leamington Spa, Stratford-Upon-Avon and Warwick.

1.1.2. Warwickshire County Council (WCC) is in the process of updating the current Local Transport Plan (LTP), LTP3[1], which came into effect in 2011 and covers the period 2011-2026. The updated LTP will come into effect in 2023 and then be reviewed after a maximum of five years.

1.1.3. LTP4 is being developed to allow WCC to address new and emerging transport needs. LTP4 will identify transport policies and strategies needed to manage and maintain Warwickshire's transport network in a safe, sustainable and integrated way. The proposed main themes for LTP4 are environment, economy, place and wellbeing.

1.2 Integrated Sustainability Appraisal

1.2.1. An Integrated Sustainability Appraisal (ISA) has been undertaken to ensure that sustainability aspects are incorporated into the LTP. The ISA enables synergies and cross-cutting impacts to be identified and avoids the need to undertake and report on separate assessments and seeks to reduce any duplication of assessment work. This process also helps to simplify outcomes and recommendations for policymakers.

1.2.2. As part of the ISA, an Equalities Impact Assessment (EIA) has been undertaken to assess from an equality perspective the impacts and likely effects of policies in the LTP on different groups protected by equalities legislation, notably the Equalities Act 2010. It will also seek to identify whether such policy categories might have an adverse impact on equality of opportunity.

1.2.3. The outcomes of the EIA have informed the ISA.

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[1] Warwickshire County Council, Warwickshire Local Transport Plan (LTP3) 2011 [online] available at: https://www.warwickshire.gov.uk/directory-record/2149/local-transport-plan-2011-2026.

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2 LEGISLATION

2.1.5. The Equality Act 2010[2] provides a legal framework to protect the rights of individuals that share defined "protected characteristics" from discrimination (being treated worse than someone else because of who they are). The Equality Act 2010 also introduced the Public Sector Equality Duty (PSED) on all public authorities. In fulfilling this duty, the County Council in all its activities must have 'due regard' to the need to:

eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.

advance equality of opportunity between people who share a protected characteristic and those who do not.

foster good relations between people who share a protected characteristic and those who do not.

2.1.6. In addition, the Act states that, when making decisions, an authority must consider methods to reduce any inequalities which may arise for those from a disadvantaged socio-economic background.

2.1.7. The "protected characteristics" which identify the groups who may be disproportionately impacted upon or discriminated against are outlined in **Table 2-1.** Protection extends to those who are perceived to have these characteristics or who suffer discrimination because they are associated with someone who has that characteristic, e.g. cares for someone with a disability.

Table 2-1 – Protected groups listed under the Equality Act 2010

Protected Characteristic	People and Aspects Included
Sex	Men and women; parenting, caring, flexible working and equal pay concerns.
Religion or belief	Religion refers to any religion, including a lack of religion. Belief refers to any religious or philosophical belief and includes a lack of belief. Generally, a belief should affect your life choices or the way you live for it to be included in the definition.
Age	Children (0-16), young people (17-25), working age people (15-64) and elderly people (65 and over).
Disability	People who have a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to

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2   The Stationary Office, Equality Act 2010. Available at: http://www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga_20100015_en.pdf (Accessed: 17 January 2022)

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Protected Characteristic	People and Aspects Included
	carry out normal day-to-day activities. This includes sensory, visible or hidden impairments (e.g. cancer, HIV, dyslexia).
Race	Refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins. The Census categories can be used for reference, e.g. White British, Chinese, British Asians, Travellers, Gypsies, Roma, those who are of Caribbean origin, people of mixed heritage, White Irish communities, and people of other nationalities who reside in Britain.
Sexual orientation	Includes a wide range of sexual orientations, including but not limited to; heterosexual/straight, gay, lesbian, bisexual, asexual, pansexual
Gender reassignment (Transgender)	Anyone who is proposing to undergo, are undergoing or have undergone a process for the purpose of reassigning their sex, this includes non-binary people as well.
Pregnancy and maternity	People who are pregnant – protection against maternity discrimination (including as a result of breast feeding).
Marriage and civil partnership	People who are married or are in civil partnerships
Deprivation *	People at risk of socio-economic disadvantage.

* Although it is not included as a protected characteristic within the Equality Act 2010, deprivation has been included in the assessment as the Act also requires due regard to reducing the inequalities of outcome which result from socio-economic disadvantage.

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3   EQUALITY IMPACT ASSESSMENT (EIA)

3.1   What is an EIA?

3.1.1.   An EIA considers the impact of your proposed activity on persons or groups of persons who share characteristics which are protected under section 4 of the Equality Act 2010 ("protected characteristics") and might also include others considered to be vulnerable within society such as low-income groups. It is an information gathering tool which enables decision makers within public bodies to implement their equality duty under the Equality Act 2010.

3.1.2.   An EIA guides decision makers and designers to:

- Consider the effects of existing and proposed activity on people who share a "protected characteristic"; and
- Identify opportunities to improve equality of opportunity and eliminate discrimination.

3.1.3.   An EIA should be carried out before making decisions, to inform and shape the outcomes. They should be updated throughout the decision-making process as necessary, as the proposed activity is developed.

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4 SOCIAL PROFILE

4.1 Introduction

4.1.1. A social profile for Warwickshire has been compiled from publicly available data to provide context for the assessment. This comprises information on the following:

- Protected characteristic groups (PCGs);
- Local communities; and
- Sensitive receptors, local community facilities and public transport.

4.2 Local Community and Facilities

Warwickshire Community and Character

4.2.1. Warwickshire is a county situated in the West Midlands, South-East of Birmingham and consists of Atherstone, Nuneaton, Bedworth, Rugby, Kenilworth, Royal Leamington Spa, Stratford-Upon-Avon and Warwick. Warwickshire is best known for being the birthplace of William Shakespeare as well as Victorian novelist George Eliot, making it a cultural landmark for British literature.

4.2.2. The county is a site of significant medieval history, being home to Warwick Castle, and Kenilworth Castle. Both of these showcase important architectural progress in the middle ages from the 10th to 12th century and are the best surviving examples to display and understand royalty through the medieval era. Warwickshire is also an area of great scenic value, with 23 local nature reserves, including 10 country parks.

4.2.3. Warwickshire town has a variety of places to shop including Warwickshire shopping park, Hatton shopping village, Leamington shopping park and Arena shopping park. As well as these, Warwick district holds regular markets, where seasonal producers, artisan traders and antique vendors are all on offer.

4.2.4. Warwickshire offers a range of transport facilities to serve its residents. These include an extensive bus network and timetable with over five different operators running, 19 train stations countywide with major station Warwick having bus connections to nearby big towns such as Coventry, Kenilworth and Leamington Spa, and both a park and ride and parkway in Stratford with over 700 parking spaces, allowing users to take connecting buses or trains onwards to their destination. There are cycle routes mapped in each of the five major districts of the county, as well as numerous walkways to enhance active travel in the area. Finally, a community car share initiative exists within the county, particularly in Birch Coppice.

4.2.5. All new developments should drive up the quality of design, constructed to the highest safety standards and improve the county's built environment and liveability.

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Further information on the county and sensitive receptors:

Home:

- The median house price in Warwickshire is 8.9 times the median income level in the local authority[3].The Office for National Statistics (ONS) reports that the median price paid for homes at the end of September 2021 was £226,995 in the West Midlands.[4]

Businesses:

- Over 27,695 businesses operate in Warwickshire, split across sectors such as agriculture, construction, retail, property, and administration services. The largest portion at 19% are involved in professional, scientific and technical activities.[5]

Social infrastructure:

- Warwickshire has 7 NHS hospitals;
- There are 61 sixth form colleges, 77 secondary schools and 248 primary schools[6]; and
- Warwickshire also holds the major UK University of Warwick, as well as the smaller WCG with campuses across the county.

4.3   Protected characteristics profile

4.3.1.   Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act 2010:

- Sex;
- Religion;
- Age;
- Disability;
- Race;
- Sexual orientation;
- Pregnancy and maternity;
- Marriage and civil partnership; and
- Gender reassignment.

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[3]   ONS (2022) House price to workplace-based earnings ratio [online] Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoworkplacebasedearningslowerquartileandmedian (Accessed 06/07/2022).

[4]   ONS (2022) Median house prices for administrative geographies: HPSSA dataset 9 [online] Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/medianhousepricefornationalandsubnationalgeographiesquarterlyrollingyearhpssadataset09 (Accessed 06/07/2022).

[5]   ONS (2022) UK business: activity, size and location [online] Available at: https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/datasets/ukbusinessactivitysizeandlocation (Accessed 06/07/2022).

[6]   GOV.UK (20190 All Schools and Colleges in Warwickshire [online] Available at: https://www.compare-school-performance.service.gov.uk/schools-by-type?step=default&table=schools&region=937&geographic=la&datasetFilter=final&for=16to18 (Accessed 06/07/2022).

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4.3.2. Certain protected characteristics, including sexual orientation, gender reassignment, pregnancy and maternity, and marriage and civil partnerships have not been included in the baseline due to a lack of publicly available data at the time of writing. Although not a protected characteristic under the Equality Act 2010, the social profile also includes data on deprivation as it provides a measure of a combination of social-economic metrics.

4.3.3. It should be noted that the most recent Census taken in 2021 and has been used to provide population data where possible. However, as this data is still emerging the 2011 Census has been used where data has not yet been published and substituted with more recent information where possible. Percentages may not add up to 100% with rounding.

4.4 Sex and gender

4.4.1. The total population in Warwickshire was recorded in 2021 as 596,800 people. Within the county approximately 49.4% of the population were recorded as male and 50.6% as female, which is comparable with the male and female percentage for the West Midlands of 49.6% and 50.4%[7]. The gender profile in the Warwickshire area is largely representative of the national average, as shown in **Table 4-1.**

Table 4-1 – Sex and Gender Profile

Sex	Warwickshire	West Midlands	England
All people (total no)	596,800	5,950,800	56,489,800
Male (%)	49.3%	49.2%	49.0%
Female (%)	50.7%	50.8%	51.0%

4.5 Religion

4.5.1. As stated in the 2011 Census, of those in Warwickshire who identify with a religion, the majority identify as Christian (64.5%), which is in line with the national trend[8]. There proportion of Muslims in Warwickshire is smaller than the national average by 3.9%. The second largest proportion of the population identify as having no religion (24.1%) as shown in

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[7] Population and household estimates, England and Wales: Census 2021 [online] Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationandhouseholdestimatesenglandandwalescensus2021 (Accessed: 25/07/2022).

[8] NOMIS (2011) QS210EW - Religion [online] Available at: https://www.nomisweb.co.uk/census/2011/qs210ew (Accessed: 06/07/2022)

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Table 4-2.

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Table 4-2 – Religion Profile

Religion	Warwickshire		England %
	Number in 2011	% Total pop in 2011	
Christian	351,891	64.5%	59.4%
Buddhist	1,733	0.3%	0.5%
Hindu	5,699	1%	1.5%
Jewish	505	0.1%	0.5%
Muslim	5,820	1.1%	5%
Sikh	9,434	1.7%	0.8%
Other Religion	2,008	0.4%	0.4%
No religion	131,408	24.1%	24.7%
Religion not stated	36,976	6.8%	7.2%

4.6 Population and age

4.6.1. The total population of the Warwickshire area was recorded in in 2021 as 596,800 people[7]. According to the 2021 Census, Warwickshire has an older age structure to England and the West Midlands, with 20.8% of the population aged 65+ compared to 18.7% in the West Midlands and 18.5% England. The age category with the greatest percentage of the population in the Warwickshire area is 16-64 years at 61%%. This is lower than both the West Midlands average and England average, due to these locations having a greater percentage of people aged 0-15 than Warwickshire at 19.6% and 19.2% respectively compared to Warwickshire's smaller 18.3%. (

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Table 4-3)[9].

Figure 4-1[9] shows the population pyramid of Warwickshire population in 2019.

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[9]   WCC Population – Warwickshire [online] Available at: https://data.warwickshire.gov.uk/population/reports/#/viewreport/ 63aeddf1d7fc44b8b4dffcd868e84eac/E10000031/G3 (Accessed: 25/07/2022).

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Table 4-3 –Age Profile[9]

Age	Warwickshire		West Midlands %	England %
	Number in 2021	% Total pop in 2021		
0-15 years old	106,704	18.3%	19.6%	19.2%
16-64 years old	355,847	61%	61.7%	62.3%
65+ years old	121,235	20.8%	18.7%	18.5%
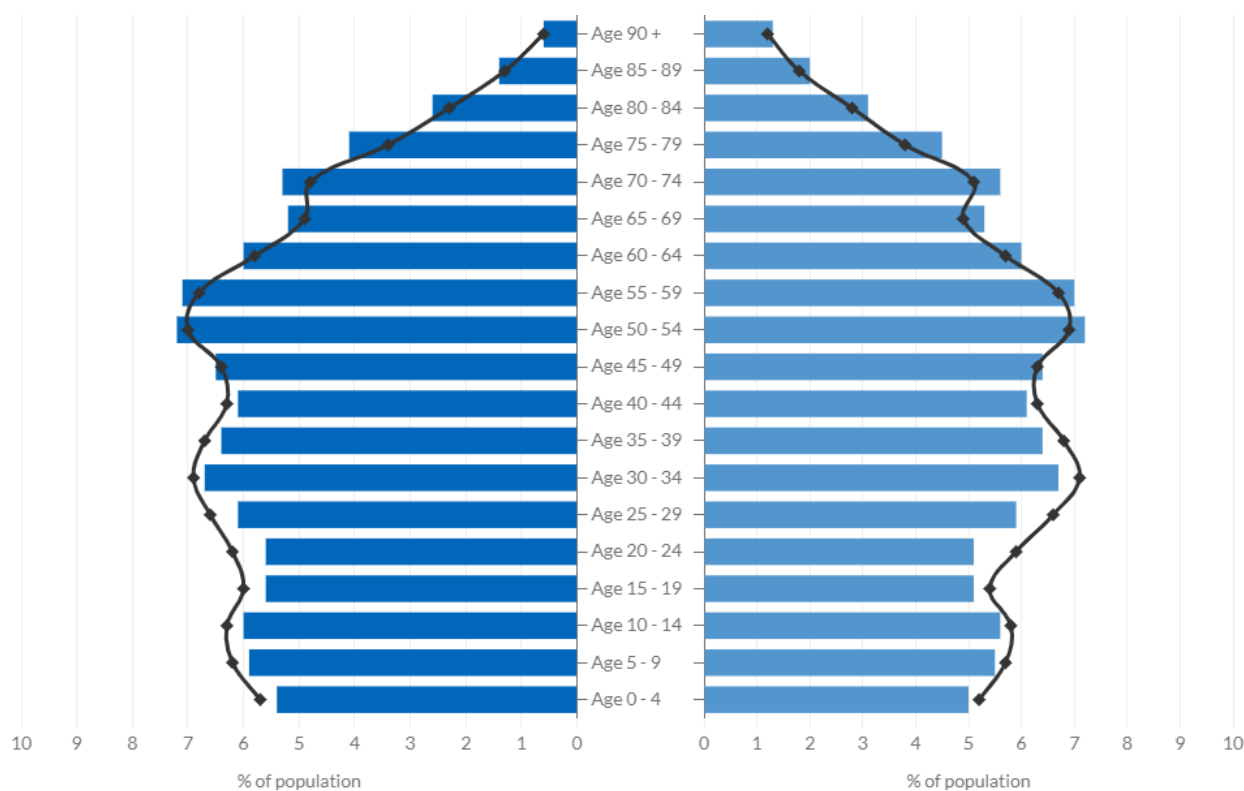
Figure 4-1 – Population age profile of Warwickshire in 2021[9]

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Projected Population

4.6.4. The total population between 2018 and 2043 in Warwickshire is set to increase by 19.8%, which is well above the national projected population increase, of 10.3%, and 6.2% above the West Midlands projected population increase, which is 13.8%. There are no projected decreases in population over any of the age categories, with the greatest increase being seen in the over 75's, indicating an aging population (**Table 4-4**)[10].

Table 4-4 – Population Projections 2018-2043

Age Group	2018	2043	% Increase
0-4	31,584	37,200	17.8
5-9	33,742	37,627	11.5
10-14	32,335	37,832	17.0
15-19	30,358	35,478	16.9
20-24	33,010	35,465	7.4
25-29	36,024	40,171	11.5
30-34	33,303	42,456	27.5
35-39	34,726	41,552	19.7
40-44	33,804	40,294	19.2
45-49	40,334	43,562	8.0
50-54	42,186	44,948	6.5
55-59	38,597	41,274	6.9
60-64	32,763	39,045	19.2
65-69	31,715	34,672	9.3
70-74	32,468	37,699	16.1
75-79	21,973	35,507	61.6
80-84	16,284	28,091	72.5

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[10] ONS (2018) 2018-Based Subnational Population Projections for Local Authorities and Higher Administrative Areas in England. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2 (Accessed 06/07/2022)

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Age Group	2018	2043	% Increase
85-89	9,845	18,014	83.0
90+	5,959	13,427	125.3
All ages	571,010	684,310	19.8

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4.7 Disability

4.7.1. Disability can be assessed in terms of ability to undertake an activity. **Table 4-5** shows the proportion of the population whose day-to-day activities are limited a lot, limited a little or not limited by a long-term health problem or disability[11]. As shown, Warwickshire has a slightly higher percentage of the population than the national average who experience some form of limitation, and a lower percentage of the population who experience greater levels of limitation.

Table 4-5 – Proportion of those living with limiting health problems or disability (2011)

Day to Day activities	Warwickshire		England %
	Number in 2011	**% Total pop in 2011**	
Limited a Lot	41,946	7.7%	8.3%
Limited a little	51,227	9.4%	9.3%
Not limited	452,301	82.9%	82.4%

4.7.2. In Warwickshire, there is an estimated 21,200 people living with sight loss, including around 18,300 people living with partial sight and 2,850 people living with blindness[12]. By 2030, people living with sight loss is expected to increase by 21%. These figures include people whose vision is better than the levels that qualify for registration, but that still has a significant impact on their daily life (for example, not being able to drive).

4.7.3. The estimated prevalence of sight loss is higher in Warwickshire compared to the average for England, with 3.6% of the population living with sight loss, compared to 3.2% nationally. The age profile of those living with sight loss in Warwickshire is however in line with the national averages as shown in **Table 4-6** overleaf.

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[11] Nomis (2011). *QS303EW - Long-term health problem or disability*. Available at: https://www.nomisweb.co.uk/census/2011/qs303ew (Accessed 06/07/2022).

[12] RNIB (2021) Sight Loss Data Tool [online]. Local Authority Reports: Warwickshire. Available at: https://www.rnib.org.uk/professionals/knowledge-and-research-hub/key-information-and-statistics/sight-loss-data-tool (Accessed 06/07/2022).

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Table 4-6 – Age profile of those living with sight loss (2021)

Age	Warwickshire		England %
	Number in 2021 living with sight loss	**% of Total in 2021 living with sight loss**	**England %**
Under 18	250	1.2	1.0
18 to 64 years old	3,670	17.3	19.2
65 to 74 years old	4,080	19.2	19.9
75 to 84 years old	6,170	29.1	27.8
85 years and over	7,030	33.2	32.1

4.7.4.   In Warwickshire, it is estimated that 1,600 people (0.3%) are living with severe dual sensory loss, which is lower compared to the average for England of 10.5%. 4,050 people (0.7%) are estimated to be living with some degree of dual sensory loss, which is in line with the national average of 0.6%. Of the 21,200 people living with sight loss for the period 2019/2020 in Warwickshire, 265 are registered with a vision impairment and deaf or hard of hearing. This is lower than average for England, where 1.4% registered blind and partially sighted are also deaf or hard of hearing[12].

4.8   Race

4.8.1.   The 2011 Census data indicates that the majority of the population in Warwickshire identifies as white (92.7%). This is 7.4% higher than the national average[13]. All other ethnicities are recorded as lower or equal to the national average, as outlined in **Table 4-7**.

Table 4-7 – Ethnicity Profile

Ethnic Group	Warwickshire		England %
	Number in 2011	**% Total pop in 2011**	**England %**
White	505,688	92.7%	85.3%
Mixed/multiple ethnic groups	7,949	1.5%	2.3%
Asian/Asian British	25,096	4.6%	7.7%

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13   NOMIS (2011) QS201EW - Ethnic group [online] Available at: https://www.nomisweb.co.uk/census/2011/qs201ew (Accessed 06/07/2022)

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| Ethnic Group | Warwickshire | | England % |
	Number in 2011	% Total pop in 2011	
Black/African/Caribbean/Black British	4,443	0.8%	0.8%
Other ethnic group	2,298	0.4%	1%

4.9 Sexual orientation

4.9.1. The sexual orientation estimates used here reports on data from a survey question designed to capture self-perceived sexual identity. The estimates are Experimental Statistics that provide 2020 estimates of the UK household population aged 16 years and over broken down into heterosexual or straight, gay or lesbian, bisexual, or other. Robust data for Warwickshire was not available so the estimates for the West Midlands and England are presented.

4.9.2. In the West Midlands the majority of the population aged 16 years and over identify as heterosexual or straight (94.6%). This is 1.3% higher than the national average, whilst those who identify as gay or lesbian is 0.3% below the national average. In addition, the percentage of people in the West Midlands who identify with the 'Don't know or refuse' category is slightly lower (0.8%) than the national average **Table 4-8**.[14]

Table 4-8 – Sexual Orientation Profile of the West Midlands and England.

| Sexual Orientation | West Midlands Estimate | | England Estimate | |
	Number in 2020	% in 2020	Number in 2020	% in 2020
Heterosexual or straight	4,442	94.6%	41,990	93.3%
Gay or lesbian	70**	1.5%	825	1.8%
Bisexual	59**	1.6%	598	1.3%
Other	29**	0.6%	286*	0.6%
Don't know or refuse	98*	2.1%	1,295	2.9%

Estimates are considered reasonably precise, (*) Estimates are considered acceptable (**)

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[14] ONS (2021) Sexual orientation, UK: 2020 [online] Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/datasets/sexualidentityuk (Accessed 06/07/2022)

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4.10 Pregnancy and maternity

4.10.1. A maternity is a pregnancy resulting in the birth of one or more children, including stillbirths. In 2016 the maternity rate in Warwickshire was 60.2 (maternities per 1,000 women aged 15 to 44), which was significantly lower than the maternity rates for the West Midlands at 67.3.[15] The greatest number of live births in Warwickshire are from women in the age category 30-34, which is in line with the West Midlands and England. The percentage of births outside of marriage or civil partnership is slightly lower in Warwickshire than nationally, by 0.6%.

4.10.2. **Table 4-9** shows that the highest number of births across Warwickshire, the West Midlands and England come from mothers aged 30-34[16]. Births in the 45 and over category in Warwickshire are also representative of regional and national totals. Warwickshire has fewer births by mothers aged 20-24 and 25-29 than the regional totals, at 3.3% and 4.6% less respectively.

Table 4-9 – Average age of Mother's at Birth[16]

	Warwickshire			
Age of Mother at Birth	Number in 2020	% of Total live births in 2020	West Midlands %	England %
20 to 24	691	12.3%	15.6%	13.1%
25 to 29	1,455	25.9%	30.5%	27.4%
30 to 34	2,082	37.1%	32.7%	34.4%
35 to 39	1,145	20.4%	16.9%	19.9%
40 to 44	218	3.8%	3.7%	4.5%
45 and over	32	0.2%	0.3%	0.3%
Total Live Births (Number in 2016)	5,951		71,041	663,157
Total Fertility Rate (2016)	1.83		1.91	1.81

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[15] ONS (2021) Births in England and Wales: 2016 summary [online] Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/datasets/birthsummarytables (Accessed 06/07/2022).

[16] ONS (2020) Births by parents' characteristics [online] Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/datasets/birthsbyparentscharacteristics (Accessed: 04/08/2022)

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	Warwickshire			
Age of Mother at Birth	**Number in 2020**	**% of Total live births in 2020**	**West Midlands %**	**England %**
Percentage outside marriage or civil partnership (2016)	46.5%		49.7%	47.1%

4.11 Marriage and civil partnership

4.11.1. The percentage of the population which is married or in a civil partnership in Warwickshire is 3.9% higher than the national average, and the number of single people is 4% lower than the national average (**Table 4-10**). All other marriage and civil partnership categories are similar to the national averages[17].

Table 4-10 – Marriage and Civil Partnership Profile

	Warwickshire		
Marriage / Civil Partnership	**Number in 2011**	**% Total pop in 2011**	**England %**
Single (never married or never registered a same-sex civil partnership)	136,687	30.6%	34.6%
Married	225,821	50.5%	46.6%
In a registered same-sex civil partnership	732	0.2%	0.2%
Separated (but still legally married or still legally in a same-sex civil partnership)	10,643	2.4%	2.7%
Divorced or formerly in a same-sex civil partnership which is now legally dissolved	40,801	9.1%	9%
Widowed or surviving partner from a same-sex civil partnership	32,391	7.2%	6.9%

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[17] NOMIS (2011). KS103EW - Marital and Civil Partnership Status [online] available at: https://www.nomisweb.co.uk/census/2011/ks103ew (accessed 05/07/2022).

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4.12 Unemployment and deprivation

4.12.1. The proportion of unemployment in Warwickshire is lower than the national average for the UK by 2%, but the average gross weekly pay is higher than the UK national average by £28.50/week (**Table 4-11**)[18].

Table 4-11 – Economic Profile (January 2021-December 2021)

Unemployment and Deprivation	Economically inactive: Unemployment (%)	Economically active (%)	Average Gross Weekly Pay of Full Time workers (£)
Warwickshire	2.4%	82.1%	£641.6
West Midlands	5%	77.6%	£581.8
Great Britain	4.4%	78.4%	£613.1

4.12.2. The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation for small neighbourhoods in England. IMD is used by local governments to focus programmes in the most deprived areas and develop strategies, such as the NLPR.

4.12.3. In Warwickshire, there are 339 Lower Super Output Areas (LSOAs). In 2019 of the 339 LSOAs[19]:

- 6 LSOAs are within the top 10% most deprived neighbourhoods;
- 42 LSOAs are within the 20-30% most deprived neighbourhoods;
- 61 LSOA's are within the 40-50% of most deprived neighbourhoods;
- 90 LSOA's are within the 40-50% least deprived neighbourhoods;
- 98 LSOA's are within the 30-20% least deprived neighbourhoods; and
- 42 LSOA's are within the 10% least deprived neighbourhoods.

4.12.4. The most deprived LSOAs in Warwickshire are located to the north of the Borough, in the local authority of Nuneaton and Bedworth in the wards of Bar Pool, Kingswood and Camp Hill.

4.12.5. The least deprived LSOAs in Warwickshire are largely located in the wards of Harbury, Manor House and Glass House & Windy Arbour.

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18   NOMIS (2021) Labour Market Profile – Warwickshire [online] available at:https://www.nomisweb.co.uk/reports/lmp/la/1941962817/report.aspx#tabrespop

19   Indices of Deprivation (2019) Indices of Deprivation: 2015 and 2019- Open Data Blog [online] Available at: http://dclgapps.communities.gov.uk/imd/iod_index.html (accessed 05/07/2022).

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4.13 Gender Reassignment

4.13.1. Trans is a general term for people whose gender is different from the gender assigned to them at birth. Currently no robust data on the UK trans population, and subsequently local authority data, exists. The Government Equalities Office tentatively estimates that there are approximately 200,000-500,000 trans people in the UK[20]. The Office for National Statistics is researching whether and how to develop a population estimate.

4.14 Baseline summary

4.14.1. The Warwickshire gender and age profiles are both largely representative of England overall; however, there is on the whole less diversity in race and religion. The proportion of the population who would state that their day-to-day activities are limited a lot by a long-term health problem or disability is slightly lower than the national average, as well as the proportion of the population who are deaf or hard of hearing and living with vision impairment.

4.14.2. Households within Warwickshire have higher levels of income when compared to the national average England overall, and unemployment rates are slightly lower. There are pockets of deprivation concentrated in the central and northern area of Warwickshire, such as Bar Pool, Kingswood and Camp Hill. As detailed schemes and interventions come forward framed by the Local Transport Plan, these should be assessed in more detail to understand the potential impacts on specific local populations and vulnerable groups.

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[20] Government Equalities Office (2018) Trans People in the UK [online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/721642/GEO-LGBT-factsheet.pdf (Accessed 06/07/2022).

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5   IMPACT ASSESSMENT

5.1   Introduction

5.1.1.   The Local Transport Plan for Warwickshire County Council is in the process of being updated. The plan came into effect in 2011 and covers the period 2011-2016. The updated LTP4 will be adopted in 2023 and be reviewed after a maximum of five years.

5.1.2.   The LTP4 is being developed to allow WCC to address new and emerging transport needs. The LTP4 will identify transport policies and strategies needed to manage and maintain Warwickshire's transport network in a safe, sustainable and integrated way. The proposed main themes for the LTP4 are environment, economy, place and wellbeing.

5.2   Vision

5.2.1.   Warwickshire has local plans for various areas within the county. Local plans are prepared by the Local Planning Authority and provide a vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities.

5.3   Policies

5.3.1.   The strategies each contain a number of policies which have been assessed from an equality perspective.

5.3.2.   Policies have been split by their themes under the following categories:

- Core Strategy (KP1-5);
- Active Travel (AT1-3);
- Managing Space Strategy (MS1-6);
- Motor Vehicles (MV1-4);
- Public Transport Strategy (PT1-5);
- Safer Travel Strategy (ST1-5); and
- Freight Strategy (F1-7).

5.4   Assessment Methodology

5.4.1.   The impact assessment will assess the proposed policies, based on their potential to directly or indirectly cause likely disproportionate impacts on people with the protected characteristics outlined previously. Deprivation has also been assessed as an indicator.

5.4.2.   Certain equality groups are unlikely to be impacted specifically as a result of the LTP and have been scoped out of this assessment. These include:

- Sexual orientation;
- Gender re-assignment; and
- Marriage and civil partnership.

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5.4.3.   Impacts on protected characteristic groups in particular will be identified as positive, neutral or negative. Mitigation or recommendations will be provided for each policy where this is applicable. Where the impact is deemed positive or neutral, any recommendations will outline how to ensure there is no negative impact or opportunities to further advance equality and inclusivity.

5.4.4.   Table 5-1 below provides the assessment key to the assessment Table 5-2 below.

Table 5-1 – Assessment Key

Symbol	Impact
+	Positive
0	Neutral
-	Negative
+/-	Potential for positive and negative

5.5   Assessment Summary

5.5.1.   In summary, the majority of policies are likely to be beneficial to all or the majority of users of the transport network, including those falling under protected characteristic groups. A large number of actions will bring about benefits to air quality and active travel, which will subsequently result in improved physical and mental health of users of the transport networks along with other associated benefits, for which users in protected user groups will be particularly sensitive to.

5.5.2.   The main protected characteristic groups that will particularly benefit include:

- Age – older people who have reduced mobility and require access to health and other services. Also children who are likely to benefit from air quality improvements that numerous policies look to achieve;
- Disability – people with a variety of disabilities will benefit from a more accessible environment; and
- Deprivation – people from low-incomes who require access to employment, education and housing and people with underlying health issues.

5.5.3.   Key areas where further consideration of protected characteristic groups may be needed include:

- Parking provision;
- Implementation of digital services and technology;
- Development and implementation of active travel schemes, including walking and cycling infrastructure and implementation of schemes such as electric bikes and e-scooters; and

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- Development and improvement to public transport provision, including the bus and rail network.

A large number of actions will benefit from input from relevant, representative stakeholders during development and implementation of interventions. It is recommended that proportionate, meaningful and inclusive consultation is undertaken to identify potential impacts and maximise opportunities where there is potential for disproportionate impacts that are not understood.

Throughout the production of LTP4 and the various consultation exercises that have accompanied its development, Warwickshire County Council has strived to reach out to all communities. However, it is recognised that there is some under-representation from some ethnic groups. To address this issue, and to comply with WCC's Public Sector Equality Duty, this Equality Impact Assessment has been reviewed and updated and in response to this under-representation it is further intended to strengthen our engagement processes in the delivery phase of LTP4, working with colleagues in Communications and Equalities and, where feasible, with external organisations, to ensure as broad a reach as possible.

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Table 5-2 – Equality Impact Assessment

Strategy	Policy/ Action	Sex/ gender	Religion	Age	Disability	Race	Pregnancy and maternity	Deprivation	Potential impacts	Mitigation measures / Recommendations
Core Strategy	**KP1** Engaging with communities to provide transport options which recognise the unique travel needs of Warwickshire's different places	+	+	+	+	+	+	+	<u>All Protected Characteristic Groups (PCG)</u> + This policy aims to provide and develop a sustainable transport network with tailored interventions to suit local requirements.	Inclusive stakeholder engagement should be undertaken with relevant groups when appropriate to ensure services are suitable for users in all protected characteristic groups.
	KP2 Transport interventions which align with our Council Vision, government policy and as many of our four key strategy themes as possible	+	+	+	+	+	+	+	<u>All PCGs</u> + Where implemented, this policy should help to eliminate deprivation by providing better accessibility to employment opportunities, increase opportunities for active travel (beneficial for health, wellbeing and deprivation) and better integrated alternatives to private vehicles, and reduce opportunity for crime.	
	KP3 Decarbonising transport and transport related infrastructure	+	+	+ -	+ -	+	+	+	<u>All PCGs</u> Encouraging more sustainable travel choices could provide health benefits for all (but particularly those with respiratory issues, the young, old and those in deprived and urban areas), in terms of physical fitness, mental wellbeing and through better environments and improved air quality. <u>Deprivation</u>	Additional consideration must be taken for those with different mobility needs, including those experiencing disability, older people, and families with younger children, and of those with levels of deprivation so as to not create barriers to participation. Interventions should consist of a range of solutions, with consideration of affordability, to be inclusive of different needs. In implementing interventions for reducing car dependency, provision should be maintained for those for those with limited mobility, such as retention or provision of new designated blue badge parking.

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Strategy	Policy/ Action	Sex/ gender	Religion	Age	Disability	Race	Pregnancy and maternity	Deprivation	Potential impacts	Mitigation measures / Recommendations
									+ Discouraging car use in favour of public transport may result in cheaper tickets to make this mode more attractive, therefore becoming more accessible for lower income groups. Disability, Age - Implementing measures that encourage reduced car dependency could impact on the ability of those with limited mobility to access services.	
	KP4 A flexible approach to policy development in response to a changing Warwickshire	+	+	+	+	+	+	+	All PCGs + A more flexible approach able to adapt to a changing demographic stands to benefit all groups.	None.
	KP5 Data and evidence-led monitoring and evaluation of our transport interventions	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	Data collection should be mindful of under or over represented groups and fill data gaps by other means where necessary. Inclusive stakeholder engagement should be undertaken with relevant groups when appropriate to ensure data is representative and considerate of users in all protected characteristic groups.
Active Travel	**AT1** Improving accessibility and attractiveness of active travel options	+	+	+	+	+	+	+	Age, Disability, Pregnancy and Maternity and Deprivation	Accessible surfacing should be considered for mobility aid users and people with mobility restrictions. Parking and access will require new spaces within developments to be equipped with electric charging points. Ensure that improvements are considerate of appropriate lighting schemes and security measures. There should be considerate placement of

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Strategy	Policy/ Action	Sex/ gender	Religion	Age	Disability	Race	Pregnancy and maternity	Deprivation	Potential impacts	Mitigation measures / Recommendations
									+ These groups will benefit from improved accessibility infrastructure including step-free accesses, provision of seats and benches in public spaces and e-bike parking. +Affordable active transport options will benefit those without private vehicles. <u>Sex/gender, Disability, Race, Religion</u> +Improving attractiveness at transport interchanges should help to eliminate crime and improve perceptions of safety for those who may be more vulnerable to attack or hate crimes, particularly during the hours of darkness.	infrastructure such as cycle parking, to ensure visibility of users to discourage criminal activity (both to property and people). Reviews of charges to end users should be undertaken periodically to ensure financial barriers are not unnecessarily placed on those with levels of deprivation. Where financial barriers are found to exist, opportunities should be sought to reduce these. Solutions to be considered could include subsidies to charges, educational schemes (for example for bike skills)
	AT2 Better, safer routes for walking and cycling	+	+	+	+	+	+	+	<u>Sex/gender, Disability, Race, Religion</u> +Improving walking and cycling routes should help to eliminate crime and improve perceptions of safety for those who may be more vulnerable to attack or hate crimes, particularly during the hours of darkness. <u>Age, Disability</u> + Older people and those with limited mobility could particularly benefit from less strenuous forms or accessible active travel, due to associated health benefits. <u>Deprivation</u> + Better connectivity between footways/ cycleways and	Cycleways should provide enough space for adapted cycles that may benefit groups affected (particularly the disabled, older people with limited mobility and those with small children). Active travel infrastructure should be accessible and inclusive. Inclusive stakeholder engagement should be undertaken with relevant groups when appropriate to ensure services are suitable for users in all protected characteristic groups. Consideration should be made for removing other barriers towards active travel for disabled people, such as affordability. The council should work with charities and other representative groups to help lower the cost of adapted cycles.

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Strategy	Policy/ Action	Sex/ gender	Religion	Age	Disability	Race	Pregnancy and maternity	Deprivation	Potential impacts	Mitigation measures / Recommendations
									public transport will particularly benefit people from low-income families.	
	AT3 Information and promotion	+	+	+/-	+	+/-	+	+/-	<u>All PCGs</u> + Extensive up-to-date information easily available to all users to promote active travel. <u>Age, Race, Deprivation</u> - The results of surveys and audits have the potential to be over or under represented by different user groups, particularly where there are barriers to participation for reasons such as lower literacy (including digital) and language.	Implementation of scheme should be mindful of cultural sensitivities and lower socio-economic households, which could cause participation to be limited. Where cultural or financial barriers are found to exist, opportunities should be sought to reduce these. Promotion should be considerate of the demographic in the locality and cater for different languages and cultural practices as appropriate. Sensory limitations and literacy (including of digital resources) should also be considered.
Managing Space	**MS1** Increasing sustainable development and travel	+	+	+	+	+	+	+	<u>All PCGs</u> + Better provision of sustainable forms of transport and active travel will help negate air quality issues and provide health benefits for the whole community.	Active travel infrastructure should be accessible and inclusive. Evidence collection to inform decision making should be mindful of under or over represented groups and fill data gaps by other means where necessary.
	MS2 Travel options which are accessible to all	0	0	+	+	0	+	+	<u>Age, Disability, Pregnancy and Maternity, and Deprivation</u> + These groups will likely suffer the greatest relating to accessibility whether it is physical accessibility or financial. More accessible travel options can lead to lower levels of social isolation amongst other benefits.	Inclusive stakeholder engagement should be undertaken with relevant groups when appropriate to ensure services are suitable for users in all protected characteristic groups.

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Strategy	Policy/ Action	Sex/ gender	Religion	Age	Disability	Race	Pregnancy and maternity	Deprivation	Potential impacts	Mitigation measures / Recommendations
	MS3 Prioritising use of space to promote sustainable travel options	+	+	+ -	+ -	+	+	+	<u>All PCGs</u> + This policy aims to change the way car usage dominates Warwickshire's towns and villages, helping to negate air quality issues and provide health benefits for the whole community. <u>Deprivation</u> + Discouraging car use in favour of public transport may result in cheaper tickets to make this mode more attractive, therefore becoming more accessible for lower income groups. <u>Disability, Age</u> - Implementing measures that encourage reduced car dependency could impact on the ability of those with limited mobility to access services.	Consultation with relevant stakeholder groups should be undertaken to inform design and planning decisions when reallocating space. In implementing interventions for reducing car dependency, provision should be maintained for those for those with limited mobility, such as retention or provision of new designated blue badge parking.
	MS4 Robust data-led decision making in assessing new developments	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	Data collection should be mindful of under or over represented groups and fill data gaps by other means where necessary.
	MS5 Construction to best available standards	+	+	+	+	+	+	+	<u>All PCGs</u> + Carbon reduction embedded into design will help negate air quality issues and improve overall health.	None.
	MS6 Influencing Planning Authorities and Developers	+	+	+	+	+	+	+	<u>All PCGs</u>	Accessible surfacing should be encouraged in design for the benefit of mobility aid users and people with mobility restrictions.

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Strategy	Policy/ Action	Sex/ gender	Religion	Age	Disability	Race	Pregnancy and maternity	Deprivation	Potential impacts	Mitigation measures / Recommendations
									+ Travel and transport improvements including road safety audits have the potential to reduce road traffic accidents and increase overall safety for all groups. Age + Safer routes to school will benefit children and parents/care givers. Disability + Planned disabled access improvements are likely to benefit disabled people.	
Motor Vehicles	**MV1** Using our influence with partners to provide a modern fit-for-purpose route network	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None.
	MV2 Increased use of technology in network monitoring	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None.
	MV3 Maximising funding opportunities	0	0	0	0	0	0	+	Deprivation + In maximising funding opportunities for providing alternative transport, those without access to motor vehicles will benefit.	Cheaper / more sustainable alternatives could be provided which will grant all income levels access to travel.
	MV4 Making our towns and villages and the routes that connect them better places to be	+	+	+	+	+	+	+	All PCGs + Less traffic in town centres will help improve air quality and create more attractive places to visit. Disability	

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Strategy	Policy/ Action	Sex/ gender	Religion	Age	Disability	Race	Pregnancy and maternity	Deprivation	Potential impacts	Mitigation measures / Recommendations
									+ Reducing traffic in town centres but retaining disabled access would prevent issues for individuals who rely on this.	
Public Transport	**PT1** Working with partner organisations to improve public transport	0	0	0	0	0	0	+	Deprivation + Working with partner organisations to improve public transport could provide funding opportunities for alternative transport.	A comprehensive public transport network with a variety of services should consider people from low-income families. In monitoring value for money, affordability for low-income households should be considered.
	PT2 Making our towns and villages and the routes that connect them better Improved accessibility and attractiveness of public transport as a travel choice	0	0	+	+	0	+	+	All PCGs + Improved accessibility and attractiveness of public transport with the intention of creating a Warwickshire Bus Passenger Charter is likely to provide benefits for these groups, particularly for those who may feel vulnerable to criminal activity	Work with partnering organisations to ensure all facilities are to the highest standard for each demographic. Operators could consider improvements to their services and schedules to support the night time economy, ensuring reliability and safety for users during this time. Ensure that improvements are considerate of appropriate lighting schemes and security measures. There should be considerate placement of infrastructure such as cycle parking, to ensure visibility of users to discourage criminal activity (both to property and people).

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Strategy	Policy/ Action	Sex/ gender	Religion	Age	Disability	Race	Pregnancy and maternity	Deprivation	Potential impacts	Mitigation measures / Recommendations
	PT3 Information and ticketing	0	0	+/-	-	-	0	+/-	<u>Deprivation</u> + Producing a Countywide multi-operator bus ticket as way of simpler, more flexible ticketing options will benefit those from low-income families. <u>Age</u> +Younger people without access to private vehicles would benefit from digitally connected transport which offers wider levels of participation. <u>Age, Disability, Race and Deprivation</u> - Elderly people, those with certain disabilities, those with lower levels of fluency in the English language and those most deprived may not have access to certain advanced technologies and therefore may be excluded through use of digital applications.	Review and develop new and simpler means of obtaining and paying for journeys will benefit those on lower incomes. Access through digital technology to any such information or ticketing schemes (via the use of apps for example) should be inclusive of those with disabilities (sensory and learning), those with language barriers and those with limited understanding or access to smart phones and other technology (such as the elderly, more deprived and non-native English speakers).
	PT4 New developments and connectivity to public transport services	0	0	+	+	0	+	+	<u>Age, Disability, Pregnancy and maternity and Deprivation</u> + Maximising opportunities to provide access to public transport will particularly benefit these groups.	A comprehensive public transport network with a variety of services should consider younger and older people, pregnant woman and those on maternity, people using mobility aids or with restricted mobility and people from low-income families.
	PT5 Community Rail Partnership	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None.

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Strategy	Policy/ Action	Sex/ gender	Religion	Age	Disability	Race	Pregnancy and maternity	Deprivation	Potential impacts	Mitigation measures / Recommendations
Safer Travel	**ST1** Working with Partners to deliver road safety improvements	+	+	+	+	+	+	+	<u>All PCGs</u> + Implementation of a Safe Systems approach to road safety has the potential to reduce road traffic accidents and increase overall safety for all groups.	None.
	ST2 Evidence-led road safety engineering interventions	+	+	+	+	+	+	+	<u>All PCGs</u> + Fewer collision hotspots and less network congestion will reduce road traffic accidents and all groups will benefit.	None.
	ST3 - Wide-ranging community engagement to improve road safety	0	0	+	0	0	0	0	<u>Age</u> + All ages will benefit from this policy, education for school children and courses/campaigns for mature drivers.	Inclusive stakeholder engagement should be undertaken with relevant groups when appropriate to ensure services are suitable for users in all protected characteristic groups. Engagement should be considerate of the demographic in the locality and cater for different languages and cultural practices as appropriate.
	ST4 Road engineering design to align with appropriate quality standards	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None
	ST5 Promoting safety in all travel choices	+	+	+	+	0	0	+	<u>Age / Disability / Sex/Gender</u> + Improved road safety and better lighting may positively benefit older and younger people, women and those who are physically disabled or have impaired mobility. <u>Deprivation</u> + Convenience and cost are large factors in influencing	Cheaper / more sustainable alternatives could be provided which will grant all income levels access to travel.

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Strategy	Policy/ Action	Sex/ gender	Religion	Age	Disability	Race	Pregnancy and maternity	Deprivation	Potential impacts	Mitigation measures / Recommendations
									travel options, ensuring these modes are secure will increase accessibility. Sex/gender, Disability, Race, Religion + Improving safety at transport interchanges should help to eliminate crime and improve perceptions of safety for those who may be more vulnerable to attack or hate crimes, particularly during the hours of darkness.	Ensure that improvements are considerate of appropriate lighting schemes and security measures. There should be considerate placement of infrastructure such as cycle parking, to ensure visibility of users to discourage criminal activity (both to property and people).
	F1 Promote shift from road to rail and active travel modes	+	+	+	+	+	+	+	All PCGs + Reduction in road freight travel can provide benefits to all groups via lower emissions, lower congestion and lower noise pollution.	None.
	F2 Facilitate the transition to alternative fuels for freight vehicles	+	+	+	+	+	+	+	All PCGs + Intended policy outcomes of reduced emissions and improved air quality will benefit all groups.	None.
	F3 Support efforts to deliver a better network of lorry parking in the county	+	0	0	0	0	0	+	Sex/gender and Deprivation + Improved driver well-being may have a greater benefit on men, as there are likely to be a greater number of male HGV drivers in the county. + Enhancing HGV driving as a career could provide employment opportunities for people from low-income families.	None.

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Strategy	Policy/ Action	Sex/ gender	Religion	Age	Disability	Race	Pregnancy and maternity	Deprivation	Potential impacts	Mitigation measures / Recommendations
	F4 Support and deliver initiatives that improve journey time reliability for freight movements	0	0	0	0	0	0	0	No protected groups are identified as specifically impacted.	None.
	F5 Reduce the impact of 'last mile' deliveries	+	+	+	+	+	+	+	<u>All PCGs</u> + Promoting active travel for goods deliveries will improve the air quality and overall health of all groups.	Active travel infrastructure should be accessible and inclusive.
	F6 Reduce incidents involving freight vehicles	+	+	+	+	+	+	+	<u>All PCGs</u> + Work to reduce the likelihood of road collisions will benefit all groups.	None.
	F7 Encourage freight vehicles to use appropriate routes	+	+	+	+	+	+	+	<u>All PCGs</u> + Reducing instances of HGVs using small local roads will enhance the environment and wellbeing of those in the area, benefitting all groups.	Opportunities for training/job opportunities for individuals with barriers to work.

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Cabinet

15 June 2023

Sustainable Futures Strategy

Recommendations

That Cabinet:

1) Acknowledges the progress made since the approval for engagement of the draft Sustainable Futures Strategy in October 2022 and the stakeholder feedback summarised in Section 2 and Appendix 1;

2) Supports the establishment of theme based expert panels drawn from industry and Warwickshire communities to enable production of a final strategy and action plan; and

3) Requests that the draft strategy be considered by Overview and Scrutiny Committees in September, and the Members' Climate Emergency Group on 20th September for comment and any recommendations before consideration of the final Sustainable Futures Strategy and supporting action plan by Cabinet.

1.   Executive Summary

1.1   This report summarises the stakeholder feedback gathered as part of our commitment to engage widely on the draft Sustainable Futures Strategy. The report contains recommendations for approval, provides updates on progress in meeting the stated goals of the strategy and sets out the proposed steps towards producing a final draft Strategy for Cabinet approval in Autumn 2023.

Work continues in developing the draft Sustainable Futures Strategy and action plan, presented to Cabinet on 13th October 2022, as part of our climate change commitments in the Council Plan. The Council has engaged widely on the draft Sustainable Futures Strategy between November 2022 and February 2023 through a combination of public surveys, independently facilitated focus groups, and written submissions which have contributed to our stakeholder feedback. The key messages arising from that feedback are to be found in Section 2 with further detail in **Appendix 1** to this report.

1.2   There is strong interest and engagement in the Strategy across Warwickshire, which has led to a substantial amount of feedback. Work is ongoing to take account, agree a position on, and respond to all levels of feedback. This includes engaging with the Council's service areas to disseminate the findings, establish an expert view and promote awareness.

1.3   Multiple offers to support the Council were made by experts, practitioners, academics and community volunteers. This creates an opportunity for a more joined up and ambitious approach, and to deepen partnership and engagement around the Council's Sustainable Futures priorities. It provides an opportunity to establish several theme-based expert panels (e.g. transport, energy, biodiversity) with the specific aim of deriving shared solutions, understanding barriers and initiating collaboration. Taking advantage of these offers would also have the benefit of resulting in a strategy with improved stakeholder buy-in to the strategic aims and partnership actions and a strategy that has been subject to external scrutiny.

1.4   The input of expert panels and an extended focused stakeholder campaign between June and September 2023, will deliver a robust strategy and an action plan that will inform the final draft strategy, which we aim to present to Cabinet in Autumn 2023. The timeframe will also enable the ongoing alignment of strategies and collective actions between the County Council and the Borough and District Councils.

1.5   Further engagement will continue to seek representation from all of Warwickshire's diverse communities. These will feed into the Equality Impact Assessment for the overall Sustainable Futures Programme.

1.6   Delivering the Sustainable Futures Strategy action plan, when approved, will require significant investment. The initial requirement will be to secure seed funding to advance actions across a range of themes and to support various sectors. Progress so far has identified a range of schemes with costs estimated at around £482k. It is anticipated that a proportion of this (potentially circa £265k) could be sourced though applications to the Council's Revenue Investment Fund to be spent over the next two years. The balance is expected to be sourced by applying for a combination of external funding and capital funding The currently anticipated schemes are at various stages of design and fully costed proposals and business cases will be brought to Cabinet for approval in due course as necessary or to be noted by Cabinet if approved by the Chief Executive under delegated authority where the cost is less than £100k.

2.   Engagement Feedback

2.1   This section summarises the key messages from stakeholder feedback. Further detail on feedback and our response is contained in **Appendices 1, 2 and 3**.

i.   The strategy, vision and ambitions for each theme were accepted by most stakeholders with some refinements suggested.

ii.   There is strong willingness to work with the Council to share expertise, knowledge and project experience and ultimately support the Council on the journey of the Strategy. We have an established working relationship with District & Borough Councils, and this should be built on to form greater links to industry, business and communities to progress our influencing role.

iii. There was widespread comment on the lack of an action plan to achieve our objectives for Warwickshire including our 2050 target. Actions to deliver our 2050 net zero carbon emissions commitment for Warwickshire has been produced and we are in the final stages of developing a public-facing version to be published alongside the strategy. Plan development would benefit from further stakeholder engagement.

iv. Distinct from the vision and theme-based ambitions, the ambition for decarbonisation was criticised by some, linked to the degree of offsetting projected, and in addition, the lack of targets and timelines, a clear focus and proper resourcing.

v. Stakeholders voiced concerns over the lack of detail on financial arrangements to fund the activity.

vi. Governance and monitoring needed to be more clearly explained in the Strategy. We are currently reviewing the need for revisions to the governance section of the strategy.

vii. Feedback on the themes was generally positive but we will need to incorporate climate change adaptation, and following feedback, consider how we can best communicate the theme 'sustainable communities and green economy'.

viii. There is work to be done to improve awareness of the Strategy and engage with the seldom heard groups such as young people, those with young families, students and those early in their careers. A priority within our climate change communications plan in 2023/24 is to increase the focus in using our partner and community networks and be present at events or spaces managed by other groups. This is considered to be the most effective route to reaching young people, the seldom heard and those who are less engaged.

ix. There are some considerations we need to make to address points in tone and language and also recent policy developments such as the Mission Zero report, UN Biodiversity Conference, and the March 2023 International Panel on Climate Change report.

3. Progress Update

3.1 In the November 2022 Sustainability West Midlands Local Authority Benchmark report, the Council ranked 7th out of 21 participating authorities, improving on the prior year's overall score. Of 10 themes, resource efficiency, natural environment, social equity and health were ranked 2nd, 4th, and 5th respectively.

3.2 With regards to progress towards achieving our 2030 net zero target, the period to 2021/22 has seen an 8% reduction in carbon emissions expressed as tonnes of carbon dioxide equivalence (CO_2e) against our 2019/20 baseline. A reduced mileage from vehicles used by staff for business purposes and reductions in emissions associated with electricity for streetlighting and powering buildings have delivered the greatest reductions. This performance is in line with the trajectory required to meet our 2030 target. This has been aided by the impact of Covid-19 and it should be noted that reductions will become increasingly challenging over time. The largest

single source of emissions is from the use of gas for heating buildings. Lower carbon technologies to either displace gas or improve efficiencies where gas is continued to be used will need large-scale capital investment and may present operational challenges. Solutions will need to begin to be rolled out over the next two years to meet an interim target of a 29% reduction in emissions against our 2019/20 baseline by 2026. The Council is developing a pipeline of projects designed to maintain progress against this target. It is proposed to publish progress against the Strategy and action plan on the Council's climate emergency website.

3.3 Actions to meet the Council's climate change commitment for net zero carbon emissions by 2030 has been published. Actions associated with delivering on our 2030 net zero commitment, alongside further actions to deliver on the Council's 2050 commitment and those in support of the delivery of the six strategy themes have been embedded into the Council's 2023-2025 Integrated Delivery Plan, agreed at Cabinet in May 2023. Direct staffing resourcing has also increased to support delivery.

3.4 **Transport.** Our work on the proposed New Local Transport Plan for Warwickshire (LTP4) (also on this Cabinet agenda) has reached final draft stage. With environment as a central theme, LTP4 is intended to provide travel options that will reduce reliance on private car usage and increase take-up of active travel, safe and convenient public transport and encourage a switch to electric vehicles. In addition to the health and air quality benefits this will bring, this plan will be critically important in setting Warwickshire on the path to net zero carbon.

3.5 **Electric vehicle charging.** The Council has been allocated £3.295m capital to deliver electric vehicle charge points primarily for residents who do not have off-street parking. A dedicated strategy is in place and a policy officer has now been recruited to fully secure the grant. Subject to securing the grant, tranche 1 of the award will allow the Council to proceed to procurement in 2023/24 and delivery early in 2024/25. Numbers will depend on several factors with the current expectation being 300-350 charge points funded through the grant.

3.6 **Energy and renewables.** Work on developing a new Council energy strategy is well underway and will be presented to Cabinet for approval later this year. This is detailed in paragraph 4.3 (i). A part grant funded large scale solar installation at Eliot Park Innovation Centre started generating solar power in December 2021. When averaged over a year, 23% of the building's electricity demand is now from roof mounted solar which will continue to contribute to reductions in the Council's carbon footprint. A total of 42.8 tCO_2e from the date of installation to May 2023 has now been saved.

3.7 **Green shoots phase 2**: 38 projects were allocated funding in November 2022 bringing the total to 107 funded projects across two phases utilising £1m fund after operating costs. There is a roughly even distribution of funding across all Districts and Boroughs in the County per head of population for Phase 1 & 2 combined (£1.50 - £1.60) except in Stratford which received a

considerable amount in Phase 1. As of May 2023, there are 27 case studies on the Council's Climate Emergency website designed to inspire and engage.

3.8 **Tree planting**. More than 2,000 trees have been planted using the Local Authority Treescape Fund. These supplement the trees planted by community groups using the Green Shoots grant, not least the Leasowe Farm Children's Forest project which has planted 2,600 trees on 4 ha of land. During 2023/24 the target is to plant 60,000 trees (30 ha) as part of the Council's commitment to plant one tree for every Warwickshire resident by 2030. Support will be provided by two newly recruited officers until March 2025 using a grant secured from the Woodland Creation Acceleration Fund.

3.9 **Tree nursery**. 20,000 acorns have been collected from trees on the nearby highway and planted at the recently established tree nursery demonstrating minimal carbon impact. The project will provide the trees at a sustainable cost and availability with a reduced carbon footprint and expand on the genetic stock to support the tree planting project and provide climate resilient trees for the future. Over time, the nursery will be self-sustaining with income from tree sales.

3.10 **Waste and recycling.** The recycling rate for 2022/23 was 36.7%, rising to 45.6% when confidential waste is included. This exceeds the corporate target set in March 2020 to reduce residual waste by 30% by March 2023. A new waste target for 2023 onwards is currently being developed.

3.11 **Climate change adaptation**. Work has completed on two major reports which are published on the Council's Climate Emergency website. Warwickshire Fire and Rescue Service, Flood Risk Management, and Public Health have all now benefited from a process to assess climate change risk, establish new risk registers and develop action plans to better prepare these sensitive service areas to the impacts of climate change. This process will be rolled out to further service areas in 2023/24. Officers are engaging locally and regionally to discuss our priorities and to determine ways in which partners could help in accelerating adaptation.

3.12 **Marketing and Communications**. Since January 2023, the Council has produced a series of Sustainable Warwickshire podcasts to bring together an internal offer and external expert to discuss a topic related to the Sustainable Futures Strategy. Four have been produced and published to date.

3.13 **Climate Action Group.** Work continues to increase in-house engagement in sustainability. An established group of officers drawn from all parts and levels of the organisation meet and collaborate to help drive the Council to meet the Council and County net-zero targets. We are developing a proposal to take this to the next level by implementing carbon literacy training as detailed in paragraph 4.1 (vii).

4.   Projects in development

4.1   A first phase of projects has been identified and it is planned to make applications to the Revenue Investment Fund in 2023/24 as follows;

i.   **Low carbon fuel.** A phased 5-year rollout of a certified waste derived low carbon biofuel across our vehicle fleet. A small-scale trial has been successfully completed in the fire service. This provides the basis for moving forward with a larger trial on a range of core fleet vehicle types, initially costing £37k of project support over two years and £58k of revenue and £30k of capital costs in 2024/25. Early estimates suggest this fuel could be applied to 160 of our 200 vehicle core fleet. When fully adopted, this initiative alone could allow us to deliver a third of our estate carbon target ahead of 2030. Officers are in discussions with District and Borough counterparts to establish how a collaboration of this type will support them to meet their targets.

ii.   It is acknowledged that biofuels present only a temporary solution. Additional work is ongoing to define, cost and establish a time-bound **plan to fully decarbonise our vehicle fleet** and funding of around £50k will be needed to develop a strategy and action plan to move our Council fleet to sustainable energy for delivery during 2023/24.

iii.   **Detailed building retrofit surveys**. An application for revenue grant funding of £187k with a focus on decarbonising high consuming buildings with boilers over 10 years old has been made. Grants will be awarded in June 2023 with work to be completed by March 2024.

iv.   Some project management support, costing an estimated £20k, for developing a **plan to remove inefficient, high consuming boilers** from our building stock and replacing with cleaner alternatives.

v.   **Support for schools to participate in eco-schools**: To further school engagement in climate change we are planning to fund 200 schools at the rate of 50 per year for them to participate in eco-schools and in parallel leverage a free first year subscription to take up a platform to score and act on sustainability. The tailored offer would seek to ensure even distribution of take-up across the County in support of our Countywide Approach to Levelling Up. This is estimated to cost in the region of £30k.

vi.   **An offer to local SMEs** to take up a platform to score and act on sustainability. Sustainability actions are scored providing the potential for SME's to demonstrate performance and engagement to customers and clients. As per the schools offer, tailoring would seek to ensure even distribution of take-up across the County. Our first-year cost is £25k which covers 100 subscriptions, with an additional 100 added by each of the supplier and the sponsor taking the total to 300. Should this prove successful we propose to invest a further £20k in year 2.

vii.   We have now introduced an introductory **carbon literacy** e-learning module which is being promoted for existing staff and all new starters. We are

reviewing in person training. A range of options are being considered, one of which is an accredited offer to 250 officers and members costing circa £25k. We are also reviewing more substantive options which would involve employing a small team to deliver across the organisation at pace and provide training for our communities and as a traded service to businesses requiring an investment of an estimated £250k in year one.

4.2   The next phase of projects due for development in 2023/24 are;

i.   **Renewable energy plan**. To invest in exploring the installation of further renewables/energy technologies within buildings and land across the County estate.

ii.   **Offsetting and insetting plan**. A review of options, viability and costs to close the gap between decarbonised emissions and residual emissions to reach net zero. Example options include insetting initiatives which take place within the boundaries of Warwickshire, a prime example being the tree planting project. The plan will also review offsetting options, initiatives outside of Warwickshire, which need to be considered within an overall plan.

iii.   **A review of hydrogen for transport** to assess market opportunities, applications, barriers, costs and time horizons. This would link with the Council's fleet decarbonisation plan as well as delivering insight for Warwickshire-wide development opportunities.

4.3   Additional work planned or being delivered using internal resource is as follows;

i.   We are in the final stages of developing an **Energy Strategy** using existing internal resource. The strategy will establish a clear direction and action plan for sustainable energy management, how we plan to reduce, use, measure, and generate energy to support the council's net zero targets and ensure we meet all applicable energy legislation requirements. We intend the strategy will be brought forward for approval at Cabinet in July 2023.

ii.   We plan to explore opportunities to **target private domestic properties for energy efficiency improvements,** initially through a data driven work package delivered by Business Intelligence to determine clusters of poor energy performing properties and homeowners to work with.

iii.   **Greenshoots phase 3 or similar scheme**. Following on from the success of prior rounds of Greenshoots, we are considering options to run a further round in a financially sustainable way. One option to explore is the potential to leverage external funding and partner with a suitable organisation to assist in delivery and engagement.

5.   Financial Implications

5.1   At the start of 2023/24 the Council's Revenue Investment Fund contains over £10 million revenue funding which will be topped up during the five-year period as our finances allow. The allocation of this funding is deliberately flexible and may be varied as bids emerge and are prioritised. The February 2023 budget resolution states that it is expected a minimum of £2 million will be allocated against each of the Best Lives, Sustainable Futures and Thriving Economy and Places blocks. In addition, the Capital Investment Fund currently has £90 million to invest in the Council's assets/infrastructure over the next five years. The revenue and capital funding for the delivery of the Sustainable Futures strategy will need to be sourced from these Funds or from accessing external third party funding.

5.2   The initial actions set out in paragraph 4.1 (Phase 1 projects in development) have an estimated revenue cost of £265k over the next two years plus £30k capital investment and £187k revenue from third party funding. Applications to the Revenue Investment Fund totalling £265k are expected to come forward for approval during Q2 once the work on the costs and expected benefits have been finalised. This demand will grow as new opportunities arise. In addition, several further schemes have been identified and it is expected that business cases for these will be prepared and brought forward for approval over the course of this financial year.

5.3   There will be significant capital and revenue implications in delivering the full action plan when it is brought forward for approval, which will inevitably and significantly exceed the Council's resources. There will also be savings which in the long term may outweigh the initial costs. A variety of internal, public, and private funding sources are expected to be required to finance these actions and seeking external funding will always be prioritised where it makes sense to do so minimising as far as possible the direct financial impact on the Council resources. We have created a Sustainable Futures Finance officer role from within existing resources with a specific remit to identify live and upcoming funding streams and assist in applications including co-ordinating joint partner funding bids. Potential funding sources have been established and mapped within the draft Strategy, but the full cost and likelihood of receiving that funding is not known. This will be understood progressively as the Strategy actions are developed in detail.

6.   Environmental Implications

6.1   This Strategy and associated action plan will define our strategic direction in meeting the aims of our sustainable futures strategic priorities and establish what actions need to take place to accelerate progress towards our linked targets.

6.2   Delivering the associated actions to meet our 2030 net zero carbon estate target would result in emission reductions of 46% totalling 8,430 tCO_2e and additionally require the removal of 9,816 tCO_2e from the atmosphere through insetting and offsetting measures from 2030 and beyond calculated from our

2019 baseline. Refer paragraph 4.2 (ii) (Projects in development) for an example of the difference between insetting and offsetting.

6.3   Delivering our net zero Warwickshire target in partnership with the public sector, residents, communities, and business, will result in emission reductions of close to 5,509,000 tCO_2e in 2050 from our 2019 baseline following adoption of the fully inclusive greenhouse gas approach. Current national policy measures and technological assumptions project a gap of approximately 3,000,000 tCO2e. Closing this gap is reliant on large scale behavioural change, partnering, technological developments, and change in all sectors accelerated by government, regional and local policy and significant additional funding. The need for a joined-up approach is illustrated by the 18% contribution that emissions from motorway travel has to Warwickshire's carbon footprint (2019 figures), a network that is the responsibility of National Highways. The need to deliver insetting and offsetting measures may also play a part as full decarbonisation will not be realised in all sectors.

7.   Timescales associated with the decision and next steps

7.1   We propose to proceed with further stakeholder engagement work through theme-based panels with experts drawn from industry and Warwickshire communities' panels over the period June to September 2023.

7.2   We will also continue to identify and detail investment cases in support of the Sustainable Futures action plan. We expect to be in the position to submit applications totalling £265k and above to the Revenue Investment Fund during Q2 once the work on the costs and expected benefits have been finalised. At the same time, we will support and deliver those actions linked to sustainability within the 2023 – 2025 Integrated Delivery Plan.

7.3   It is proposed that the draft final Sustainable Futures Strategy and 2030/2050 action plan will be presented to the Overview and Scrutiny Committee's and the Members' Climate Emergency Group in September 2023.

7.4   The timeframe envisages that a final draft of the Sustainable Futures Strategy and 2030/2050 action plan be brought back to Cabinet for approval in Autumn 2023

Appendices

1. **Appendix 1**: Summary feedback and reasoning - May 2023.
2. **Appendix 2**: Focus Group Qualitative Research Conclusions and recommendations - 10 March 2023
3. **Appendix 3:** Sustainable Futures Strategy Engagement - Executive Summary

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

Local Member(s): not applicable as this is a county wide report

Other members: Members of the Cross-Party Climate Emergency members group: Councillors Birdi, Chilvers, Falp, Fradgley, Humphreys, Millar, Redford, Sinclair.

Chairs of the Overview and Scrutiny Committees. Councillors: Clarke, Warwick, Humphreys, Barker.

Partnership, engagement and collaboration

Feedback summary: A strong willingness in working with the Council to share expertise, knowledge and project experience and ultimately support the Council on the journey of the Strategy. This is across a range of sectors and organisations including subject specialists and business, the public sector, VCS and special interest groups. There was some disappointment that engagement on the strategy had not begun earlier, and some have asked if there an opportunity to provide further comment on the draft Strategy. The development and sharing of the strategy has created an opportunity for a more joined up and ambitious approach for WCC to work in partnership with others.

Officer comment: The initial draft was informed by working with, and taking on-board stakeholder views and expertise, but not all organisations could be approached. The focus group and public survey sought to gather further feedback in order to produce a final draft strategy. We have established there is benefit in extending our stakeholder engagement work prior to bringing the draft final strategy back to Cabinet. Engagement and collaboration is a fundamental part of delivering the Strategy and this will need to continue once the Strategy in published.

Action plan for Warwickshire encompassing our 2050 target

Feedback summary: There was an overwhelming response from the focus groups, individual responses, and several in the Councillor session relating to the absence of an area based action plan to meet the ambitions for each of the six themes across Warwickshire. Comments suggested this left the strategy 'partial', 'generally vague', lacking 'a pathway to achieving the goals', with 'a lack of tangible targets and proper resourcing' and giving concern as to 'how we're actually going to achieve it'.

Officer comment: The Strategy as drafted contains objectives for each theme, which are designed to provide headline categories for actions. Actions have been developed, shared with service areas. Many have been rolled up into the deliverables within the 2023-2025 Integrated Delivery Plan, whist more detailed actions are contained in service area plans. A comprehensive list is maintained in the Portfolio Management Office. We are in the final stages of developing a public version for publication. Plan development would benefit from further stakeholder engagement.

Ambition and offsetting

Feedback summary: Whilst not raised by many, it is a significant point in our net zero strategy. *"there is too much reliance on offsetting which is inadequate"*. *"We're missing something that's an ambition to mitigate and minimize the offsetting when you enter the endpoint"*. With an individual written response stating *'WCC's strategy for dealing with remaining emissions seems to rely heavily on offsetting by tree planting and natural sequestration in plants and soil. Such levels of offsetting are completely unrealistic'*.

Officer comment: We have based our decarbonisation trajectory on what's known as the Science Based Targets. This widely used methodology puts us on a path towards achieving the Paris Agreement of limiting global warming to well-below 2°C above pre-industrial levels and pursuing efforts to limit warming to 1.5°C. The gap between our decarbonised estate and zero are emissions

we need to remove from the atmosphere through insetting or offsetting measures, hence net zero. Insetting (our preferred approach) relates to delivering initiatives within the boundaries of Warwickshire, a prime example being the tree planting project which removes carbon from the atmosphere. Projects outside of Warwickshire are known as offsetting. The scientific consensus is that while carbon insetting and offsetting can be a useful tool in the fight against climate change, it shouldn't be seen as a substitute for decarbonisation and we will decarbonise as much as possible before turning to carbon offsetting, whilst at least meeting our science-based target. There are valid points here and we have committed to reviewing the options, quantifying and developing a strategy for insetting and offsetting during 2023/24.

Progress on decarbonisation targets

Progress update: It's been necessary to make an adjustment downwards to the baseline figure due to a change in the way grey fleet emissions have been calculated. Using a standard calculation there was an exceptional annual reduction in 2020 against our 2019 baseline due to impact of COVID-19 which then partially bounced back in 2021/22 leaving an 8% reduction against baseline in 2019. This is in line with our trajectory. We have a published interim target of a 29% reduction of carbon emissions against our 2019/20 baseline to be achieved by 2026, with our 2030 decarbonisation target representing at 46% reduction from baseline. We will need some large-scale capital schemes and operational measures to deliver these targets. Work will continue to communicate and disseminate progress on our climate emergency website.

2050 net zero target

Feedback summary: Provide more granular breakdown of Warwickshire emissions to allow improved targeting.

Officer comment: The data source (BEIS) does allow us to readily breakdown emissions on a Tier 2 Local Authority and sector basis. This would then put us in a position to be able to establish emission targets for the County by sector where this is useful. This is a sensible suggestion. In addition, there have been some technical recommendations that we intend to adopt.

Feedback summary: Not enough interim and long-term targets; The Council should set a 'high ambition' emissions target for Warwickshire for 2030.

Officer comment: We recognise the urgent need to reduce emissions and recognise the Climate Change Committee's advice to the Government on stepping stones to meet the national 2050 target. Achieving targets for Warwickshire is dependent on partner actions and we propose that over the period June to September, this point is reviewed.

Feedback summary: Include a metric for air quality.

Officer comment: We do not monitor air quality. It is the role of the Districts and Boroughs to monitor air quality, publish and delivery air quality improvements.

Funding

Feedback summary: The overwhelming feedback recognises that access to finance will restrict our ability to meet our ambitions and goals. The majority in our public survey expect that funding would be provided by Central Government. Some in the focus group fed back that bidding for grant money is complex, resource intensive and competitive (a point also made in the recent Mission Zero independent report for HM Government). Some suggested banks and industry have a role to play. Others recommended we bid jointly with others. There was useful comment on developing an

investment stream from renewables and positively, there is interest from some survey respondents helping fund through mechanisms including green bonds, community investment, shared ownership.

Officer comment: Pages 22-23 of the draft Strategy recognises this challenge and identifies several specific sources and categories including loans, grants, commercial sources, bonds, possible funding through a devolution deal and an innovative natural capital investment approach. As projects are developed, we will prioritise external funding where it makes sense to do so and avoid direct Council spend. However, currently the cost of many actions is unknown and indeed many are in themselves activities to build up a cost estimate or put the Council in a position to apply for funding internally or externally. Our degree of preparedness to secure funding varies across the organisation and pipeline reviews are ongoing. In addition, we are advertising for a finance manager for Sustainable Futures with the specific remit of horizon scanning, improving preparedness and aggregating projects.

Governance and reporting

Feedback summary: There are calls for the strategy to be clearer on accountability, leadership and authority and a commitment to deliver. On reporting, feedback calls for relevant targets and an explicit explanation of how we will repeatedly act, measure, report, learn and revise our actions to stay on track against our targets. The inclusion of KPI's for each theme objective was praised.

Officer summary: Programme governance is strong and there are clear lines of reporting. This needs to be brought out in a re-draft of the Strategy. Specifically, programme accountability and reporting lines. The existing Climate Emergency members groups, and auditing processes. On reporting, detail needs to be included on how we will report progress and links to the corporate performance portal. To include significant risks with issues along with the mitigating measures and actions taken. Ongoing is work to align all affected service areas with the priorities of this Strategy through a continuous improvement approach which needs to be apparent through actions taken.

Strategy themes

Feedback summary: Overall support although a need for relevant targets and frameworks to demonstrate how the goals can be delivered. We identified there may be challenges communicating the joint aims of the sustainable communities and green economy theme to our audience. Food was cited as a major omission and should be considered as a stand-alone theme. Others that climate change adaptation should be included. Also, that a seventh cross-cutting theme could be introduced to capture human capital, pooling knowledge, and bringing experts together.

Officer comment: We will review linkages within the sustainable communities and green economy theme and how we can best communicate the aims and objectives to our audience. We have made major steps in identifying how we work on climate change adaptation and have published action plans on our Climate Emergency website. We are now in the position to integrate adaptation in the strategy but time is needed to consider how best to do this for maximum effect. There is already a Council strategy for food and it is not proposed we create a theme for this, although we can bring this more to the fore in final drafting. There is a chart showing the interaction of the Strategy with other Council strategies, however this is at the very end of the document. We would lift this and place it earlier in the document. We will consider integrating human capital into the delivery principles.

Communications

Feedback summary: It was clear from breakdown of respondents in the survey and the focus group recruitment resulted in disproportionate representation despite best efforts to gather views from

all. It was fed back to us that there is work to be done to improve awareness of the strategy. Some members of the focus groups recognise the difficulty of appealing to some groups. These particularly include young people, students, people early in their careers and those with young families. We were also able to gather feedback on preferred communication methods.

Officer comment: The majority of the Warwickshire population shows no or little interest in climate change, possibly because many of our residents are faced with more immediate challenges in their lives. Climate change can feel too big and, because they don't see a direct impact on them personally, it is easy to ignore. We have small pockets of very interested and invested individuals and groups, who want access to our detailed plans and the opportunity to give feedback and challenge .

We use a variety of channels and work to improve awareness and encourage behaviour change across a range of themes. A priority in our climate change comms plan in 2023/24 is to increase the focus in using our partner and community networks and be present at events or spaces managed by other groups. This is the route to reaching young people, the seldom heard and the generally disengaged. This is currently in the approval stage.

Tone and language

One of delivery principles as drafted is 'emphasise prosperity as a focus for sustainable growth'. This didn't sit well with some. Additionally, there were reoccurring comments of this nature around the 'deliver a strategy that is value for money' principle. In these and similar instances, we will be reviewing how we communicate our approach to delivery.

The Strategy foreword states we are 'committed to acting decisively to tackle climate change and the biodiversity crisis'. This was written prior to the new March 2023 International Panel on Climate Change report which delivered a "final warning" on the climate crisis stating that only swift and drastic action can avert irrevocable damage to world. In addition, COP15, the UN Biodiversity Conference resulted in a range of clear targets and expressed the need for urgent action. There were some comments relating to the latter and we will consider both when in working up a final draft.

Sustainable Futures Strategy: Warwickshire County Council

Focus Group Qualitative Research

Conclusions and Recommendations

Conclusions

Just over half of the people attending the focus group meetings were aware of the Sustainable Futures Strategy, via a personal interest in climate change and sustainability issues or through their employment, voluntary or Council related work. Some practitioners across the groups expressed disappointment that they hadn't been contacted for their views before the focus group meetings and were pleased to be able to contribute to the Strategy and strengthen the document in their particular field. Some attendees had completed the online survey.

There was widespread acknowledgement in the groups of the difficulty bringing young people into the discussion, particularly students, people early in their careers and those with young families who may be juggling multiple demands on their time. Participants discussed WCC using social media platforms to engage with their audience, newsletters and 'in-person' events. Attendees thought the latter is particularly important for those who are seldom heard where WCC representatives need to go into the community, to venues at a time that is convenient to their audience to talk about the Strategy.

Participants also agreed that engagement needs to start early and thought that WCC should be going into schools and talking to children and students about the importance of living sustainable lives, suggesting young people would take the messages home and educate their siblings, parents and grandparents using 'pester power'.

Attendees across the groups were keen to continue the discussions initiated by the focus groups which the Council can progress, to develop and cement their communication channels in communities across the County.

The discussions across the focus groups highlighted areas where there is broad consensus across the stakeholder groups on WCC's Sustainable Futures Strategy. Participants agreed that the six core themes, the priority areas WCC has highlighted where changes can be made to meet net zero carbon emissions are correct, confirming the Council is focussing on the right themes. There was discussion in the community, subject specialists and residents' groups that 'food' should be a stand-alone theme looking at the production of locally grown produce. Reference was made to several organisations (cited in the report) that WCC should engage with on this issue. Some respondents thought there were some omissions in the Strategy with participants in the community, subject specialist and business groups commenting that an Adaptation Strategy is missing from the document and strongly advised that the document be updated to include this.

Whilst participants felt that the themes are correct participants did not believe the Strategy is sufficiently ambitions to deal with the scale of the challenges ahead. All of the groups agreed that the Strategy is very high level and said the document should include key milestones and dates to measure and monitor WCC's success in achieving net zero carbon emissions by 2050. Participants also agreed that WCC cannot deliver the ambitions on their own and need to work in partnership with other Councils and organisations in the public and private sectors to be achieve the goals set out.

This was particularly true in relation to the design and construction of new buildings. Schools and new housing were talked about and several residents and practitioners considered new buildings a long way from being net zero carbon emissions. Participants talked about low carbon and energy saving designs being a prerequisite for planning permission, to avoid the expense of retrofitting at a later date.

All of the groups expressed an interest in working with WCC and were keen to support the Council on their journey, sharing expertise, knowledge and project experience. When asked about the challenges to deliver the ambitions, participants talked about a lack of funding hampering their efforts and said

that funding if is secured it can be short-term meaning that long term strategies are challenging. Collaborative working was a very clear message emanating from the discussion. A reoccurring theme was that Councils across Warwickshire each have conflicting priorities, dictated by the current cost of living crisis, and have different levels of resource in terms of finance and personnel. It should be noted that there is some confusion surrounding the core functions of differing layers of Councils with examples including District and Borough Councils having the responsibility for waste collection and therefore refuse collection vehicles, and the majority of planning matters, Participants generally agreed there needs to be more collaborative working between all Councils in Warwickshire and across Council boundaries including with Coventry City Council or the West Midlands Combined Authority for example. Town and Parish Councils also have significant local knowledge of projects and programmes that are underway, such as bottle recycling projects in schools and can share this experience with the County Council so that it can be used elsewhere.

Attendees also talked about the need for behaviour change if WCC and society more generally are to make a difference. Change comes from the top, led by the Council and its Councillors who can play a role in encouraging the public to embrace change and lead by example. This could include approving planning applications that represent change, such as for bio-digesters, solar and wind farms for example – projects that have been unpopular in Warwickshire to date.

Participants in the subject specialist group thought that some areas of the Strategy were weak including on biodiversity and expressed disappointment that stakeholders' views were not sought on the Strategy before the draft was published. It was agreed that the draft could potentially have been a lot stronger, and more evidence based if stakeholders had been invited to feed into the Strategy a little earlier in the process. Participants in all of the focus groups offered advice on how WCC should be engaging with different stakeholder groups and several people in the public sector group specifically mentioned WCC going into schools to talk to children about climate change, including about the provenance of food, so they learn about the challenges and how to lead a sustainable life at a young age and take that learning home. Groups also talked about setting up advisory groups by subject area to include participants who attended the focus groups or representatives of their organisations to discuss collaborative working and share invitations to significant events such as the launch of other Councils' or organisations' sustainability plans.

Significantly there was a clear interest in all groups for ongoing engagement with WCC before the final Strategy is approved by Cabinet later this year. WCC will be writing to all of the participants thanking them for their contributions during the focus group meetings and inviting them to get in touch for further engagement activities. Further meetings are already planned to take place.

Key conclusions include:

- The Sustainable Futures Strategy is very high level. Further detail is required to understand the direction of travel and how the ambitions will be delivered. That includes targets and timelines.

- The challenges around sustainability are enormous and there needs to be an honest debate about the difficult decisions and challenges ahead, including about the cost of delivering the ambitions.

- There is strong willingness across all sectors in working with the Council to share expertise, knowledge and project experience and ultimately support the County Council on the journey set out in the Strategy for Warwickshire to be net zero carbon emissions by 2050.

- The Strategy should be aligned with those of other Councils across Warwickshire recognising each tier has differing core responsibilities. The discussions have created an opportunity for a more joined up and ambitious approach for WCC to work in partnership with others.

- WCC should look at best practice within and outside of Warwickshire, drawing on the experience of other Councils to strengthen the ambitions in the document and set out exactly how net zero carbon emissions can be achieved.

- Sustainability should become part of our everyday language and should be accessible and affordable to all.

Recommendations:

- Be more ambitious in the vision and change all reference to low carbon to zero carbon.

- Consider including key milestones and dates into the Strategy, to measure and monitor WCC's success in achieving net zero carbon emissions by 2050.

- Integrate actions from WCC's detailed adaptation work, in line with comments made by participants in several of the focus groups, that adaptation is missing from the Strategy.

- Work with developers and planners across the County to ensure low carbon and energy saving designs are standard in all applications for new buildings, including housing, work places and public buildings, and become a prerequisite for planning permissions.

- Look to other Councils to identify best practice and strengthen the Strategy, specifically Cambridgeshire, Leicestershire, Bath and North East Somerset Councils, and the West Midlands Combined Authority, which was mentioned with regard to public transport.

- WCC to consider follow up engagement activities at the earliest opportunity with participants in the focus groups, or representatives of the organisations present to discuss comments made and establish areas of collaboration and partnership working. Multiple offers to support WCC were made by experts, practitioners, academics and community volunteers across the groups and their experience should be seized upon.

- Set up a series of advisory groups connected to specific themes that include researchers with expertise in that area to advise WCC on what is required to drive things forward. Include participants from the focus groups.

- The draft Strategy talks about emphasising prosperity where the focus should be on improving quality of life, at a time when people are struggling financially. This should be considered in a future draft and the word prosperity replaced with commentary around improving peoples' quality of life.

- Appoint a Sustainability Tsar at WCC who will drive the Strategy forward.

- Some of the delivery principles have caused confusion and are misunderstood. Consider rewording these so the intention is clear.

- Generate energy in Warwickshire through onshore wind and solar energy.

- With regard to Council vehicles – a full business case should be signed off by a Cabinet member if a vehicle in the Council's fleet cannot be zero emission.

- Consider implementing a workplace parking levy as a form of investment and to deter single car usage.

- Identify where and from which sectors emissions are coming from to be able to target actions better, and establish emission targets for the County by sector.

- Align the Strategy with those of other Councils across Warwickshire. The focus groups have created an opportunity for a more joined up and ambitious approach for WCC to work in partnership with others.

SUSTAINABLE FUTURES STRATEGY

SURVEY ANALYSIS REPORT

Date published: February 2023

Report produced by Business Intelligence, Commissioning Support Unit

EXECUTIVE SUMMARY

RESPONDENTS

- There were 221 responses to the online survey. Of these 82.8% were responding as members of the general public, 5% as Warwickshire County Council employees, 4.5% as representatives of a local community or voluntary sector organisation and 3.2% as an employee of another public sector organisation.

- A large proportion of respondents who were members of the general public or WCC employees lived in Warwick District (43.4%). Respondents who live in North Warwickshire Borough, Nuneaton & Bedworth Borough and Rugby Borough were under-represented when compared to the Warwickshire population.

- The majority of respondents (73.5%) who were members of the general public or WCC employees rated their knowledge and understanding of climate and sustainability as either 'excellent' or 'good'.

DELIVERY THEMES AND PRINCIPLES

- Of the six key delivery themes proposed in the strategy Energy (65.4%, n=138), Transport (60.7%, n=128) and 'Wildlife, our Natural Environment and Biodiversity' (57.8%, n=122) were the options most likely to feature in respondents' Top 3 priorities.

- The 'Sustainable Communities and Green Economy' theme was ranked in either 5th or 6th position as a priority out of the six themes by more than half of respondents (53.6%).
- The delivery principles selected as the most important by the highest number of respondents were 'address climate change and biodiversity justly and equitably', 'be innovative in our thinking and lead others on the journey' and 'not accept the status quo; we will challenge and inspire'. Each were selected by at least half of respondents. The delivery principle chosen by the least number of respondents as important was 'share our success and learnings'.

Wildlife, our Natural Environment and Biodiversity

- 'Improve the richness and diversity of Warwickshire's habitats, wildlife and landscapes' was the highest rated objective within this delivery theme (rated by 90.0% as very important or important).
- When asked about the main supporter for each of the objectives, district and borough councils were selected by the highest proportion of respondents for five of the seven objectives. For 'support district & borough councils to become leading local planning authorities in embedding habitat regeneration into decision-making', central government was selected the highest proportion of respondents, and for the objective 'support people to better understand the value of the natural environment', community and voluntary groups were selected as the main supporter by the highest proportion of respondents.
- When asked what else respondents would like to see WCC do in relation to natural capital and biodiversity the most frequently mentioned theme was around implementing /enforcing controls (e.g., house building planning policies) that ensure protection/development of the natural environment. Other common themes included supporting environmental education, learning, knowledge and opportunities; and specific examples of biodiversity/natural capital projects and ideas.
- When asked what would be likely to stop respondents from taking a number of listed actions relating to this delivery theme, in terms of 'make use of Warwickshire's country parks and green spaces' and 'switch from using products that contain chemicals that harm the natural environment', the results suggest that over 70% of respondents already do this. However, 38.5% respondents suggested that they have not had the opportunity to 'take part in conservation volunteering work'.
- When asked what would help or encourage respondents to take action to support and maintain natural capital and biodiversity the most frequently mentioned theme was the role taken by central/local government. Other common themes mentioned included: keeping people (better) informed – clear information/advice, public engagement etc.; and grants and funding availability.

Transport

- 'Provide low emission public transport options to serve Warwickshire's communities' was the highest rated objective within this delivery theme (rated by 86.4% as very important or important).

- When asked about the main supporter for each of the objectives, the most common answer for four of the objectives was community and voluntary groups, with district and borough being the most common suggestion for 'reduce carbon emissions from Council business travel' and 'reduce carbon emissions from Council fleet'. Central government was the most popular option for 'increase charging points across the County'.

- When asked what else respondents would like to see WCC do in relation to transport emissions, the most frequently mentioned theme was developing a sustainable (active) travel plan (walking, cycling, investing in the transport system). Other common themes mentioned included focus on improving air quality, and the role/impact of new housing developments on the transport network.

- When asked what would be likely to stop respondents from taking a number of listed actions relating to this delivery theme, in terms of 'walking to get around more' and 'reducing car use' the majority of respondents already do this. However, respondents were more likely to say opportunity would stop them using public transport' or 'switching to low or zero emissions vehicles (e.g. electric vehicles, e-cargo bikes, push bikes)'. For 'cycling to get around more' – capability, opportunity and motivation were all listed equally as barriers.

- When asked what would help or encourage respondents to take action to reduce transport emissions the most frequently mentioned theme was around investment in/improvement of public transport system. Other common themes mentioned included importance of electrification /'greener' methods and developing a sustainable (active) travel plan – walking/cycling, investment in public transport system.

Built environment

- 'Work in partnership with Warwickshire's district and boroughs to minimise carbon emissions in existing housing to make sure new housing has net zero emissions' was the highest rated objective within this delivery theme (rated by 85.5% as very important or important). This was closely followed by 'Minimise carbon emissions from any new Council buildings that we either build, acquire or lease' (83.7%).

- When asked about the main supporter for each of the objectives, respondents suggested that district & borough councils should be the main supporter for the implementation of six out of seven of the listed objectives. For 'support local private businesses to become net zero',

businesses were selected by the highest number of respondents followed by district and borough council. Almost a third of respondents also suggested property developers/industry should be the main supporters of 'Work in partnership with Warwickshire's district & boroughs to minimise carbon emissions in existing housing and make sure new housing has net zero emissions'

- When asked what else respondents would like to see WCC do in relation to the built environment, the most common theme was new homes/housing developments to meet environmental standards and regulations. Other frequently mentioned themes included schemes / grants to improve energy efficiency in current homes and buildings; and improving energy efficiency in public buildings/ spaces.

- When asked what would be likely to stop respondents from taking a number of listed actions relating to this delivery theme, across all seven actions, the results suggest that the majority of respondents have already taken action. For 'improve the energy efficiency in any building I'm responsible for through using energy responsibly' and 'improve the energy efficiency in my home through fitting more efficient heating systems', around a third of respondents stated the lack of opportunity has stopped them taking these actions.

- When asked what would help or encourage respondents to take action to reduce emissions from the built environment, the most frequently mentioned theme was (easy) access to grants/funding opportunities. Other common themes included advice/information/reputable installers for energy efficiency schemes (for home improvements), and specific interest in solar panel installation.

Energy

- 'Facilitate the take-up of low carbon energy solutions for residents and communities' was the highest rated objective within this delivery theme (rated by 80.1% as very important or important).

- When asked about the main supporter for each of the objectives, respondents most frequently suggested district and borough councils or the energy industry/organisations.

- When asked what else respondents would like to see WCC do in relation to energy, the most common theme was increasing energy efficiency in the built environment. Other common themes mentioned included specific green energy options / energy alternatives (e.g. solar panels, wind turbines, air source etc), and community based energy schemes/ hubs.

- When asked what would be likely to stop respondents from taking a number of listed actions relating to this delivery theme for the actions 'reducing the amount of energy you use', 'install additional insulation in your home or other buildings' and 'purchase energy from renewable sources' the most common response was this had already been actioned. Opportunity was the barrier mentioned most frequently with regards to installing technologies such as solar power

and installing a heat pump, opportunity was also the second most frequent option mentioned for purchasing energy from renewable sources and installing additional insulation.

- When asked what would help or encourage respondents to take action on energy efficiency and/or move to low carbon energy sources the most frequently mentioned theme was (government) grants/funding for energy related changes. Other common themes mentioned included advice/information/reputable installers for energy efficiency schemes (for home improvements), and responsibility of government to lead.

Resources, waste and circular economy

- Both 'reduce amount of waste per head going to landfill to near zero by 2050' and 'reduce waste from Council buildings' were the highest rated objectives within this delivery theme (rated by 82.8% % as very important or important).
- When asked about the main supporter for each of the objectives, respondents most frequently selected district & borough councils as being the main supporter for the implementation of five out of seven of the listed objectives. For 'support businesses to adopt circular economy principles', businesses were the most frequently selected option and for 'minimise emissions associated with building materials for any construction project', property developers/industry were the most frequently selected option.
- When asked what else respondents would like to see WCC do in relation to resources, waste and circular economy, the most frequently mentioned theme was emphasis on / support for recycling. Other common themes mentioned included issues regarding packaging / single-use plastics, and the role of businesses / commercial waste.
- When asked what would be likely to stop them from taking the listed actions relating to this delivery theme the majority of respondents said they had already taken action relating to reducing consumption, buying locally, reducing the use of single use plastic, reducing food waste and eating more seasonal/locally produced food.
- When asked what would help or encourage respondents to take action to minimise waste and pollution, keep products and materials in use for as long as possible, and support the regeneration and protection of natural resources, the most frequently mentioned theme was around reducing plastic/utilising plastic (packaging alternatives). Other common themes mentioned included support for repairing/reusing, and local/community-led action.

Sustainable communities and green economy

- 'Lead by example by procuring sustainably and supporting the development of a localised green economy' was the highest rated objective within this delivery theme (rated by 81.4% as very important or important).

- When asked about the main supporter for each of the objectives, respondents suggested that district & borough councils should be the main supporter for the implementation of three out of six of the listed objectives. For 'partner and collaborate with community, voluntary and other organisations to progress with our sustainability action plan and to deliver mutual benefits', community and voluntary groups were the most frequently selected option. For both the 'Encourage the business sector to support local development that has low carbon buildings and infrastructure' and 'Encourage an increase in sustainable food production to enable people greater access to local sustainable food sources' central government and businesses were suggested more frequently.

- When asked what else respondents would like to see WCC do in relation to sustainable communities and green economy, the most common theme was 'information/education/promotion'. Other common themes mentioned included comments relating to agriculture/food/farming; and grants/funds/subsidies.

- When asked what would be likely to stop them from taking the listed actions relating to this delivery theme the majority of respondents said they were already taking action. The largest barrier for not taking action was opportunity i.e., not having the resources to action or limited infrastructure to be able to action.

- When asked what would help or encourage respondents to take action to develop new green jobs and technology the most frequently mentioned theme was around government-related actions and policies; and more information and education. Other themes mentioned were support for the green industry and businesses locally, and accessible goods/resources

SIZE AND SCOPE OF THE PROPOSED SUSTAINABLE FUTURES STRATEGY

- 47.6% of 208 respondents thought that the scope of the Sustainable Futures Strategy was 'about right', with just over a third (36.5%, n=76) saying that it was 'not ambitious enough' and a further 15.9% saying the strategy was too ambitious.

- 57.8% of 206 respondents felt that the number of objectives included in the strategy was 'about right', with just over a quarter (27.7%) saying there were too many objectives and a further 14.6% saying that there were 'not enough' objectives.

- When asked 'What else should we be doing?'. The most frequently mentioned theme was 'refocus efforts, be more specific'. Other common themes mentioned included support green infrastructures, buildings, and transport; protect biodiversity/ limit waste; and increase collaboration.

- When asked 'What should we stop doing or scale back?'. The most frequently mentioned theme was to shift focus on short-term goals and quick wins. Other themes mentioned included do not remove any objectives; and specific areas to focus on or not focus on.

CHANGING BEHAVIOURS

- Respondents were asked how they believe people might be persuaded to live in a more sustainable way. Providing honest information and advice was the main theme that emerged. This was followed by respondents stating that legislation and policy including fines and penalties could influence people to change their behaviour and suggesting that financial incentives could be effective.

- When asked to suggest ways to persuade individuals to operate in a more sustainable way the main theme was around introducing legislation and policies. This was followed by calls for more education and advice, and financial support and incentives.

COMMUNICATIONS AND PARTNERSHIPS

- The most popular methods selected for keeping respondents up to date on progress with the delivery of the strategy was newsletters sent via email followed by updates via the Warwickshire County Council website.

- Fifty-four respondents suggested organisations to work in partnership to deliver the Sustainable Futures Strategy. The most common types of organisations mentioned were climate, environmental and sustainability-related organisations followed by wildlife and nature related organisations and energy-related organisations.

- Twenty-three respondents mentioned programmes, projects or actions related to the Sustainable Futures Strategy that they thought it would be useful to know about. These were commonly relating to Environmental/Sustainability/Climate-related organisations/programmes, or Wildlife and Nature related organisations or programmes but also energy, and food-related projects were referenced.

FUNDING

- Respondents were asked where the funding shortfall should come from in order to deliver on each of the six themes. The results show that, for all six themes, respondents felt that the shortfall in funding should come from central government. Businesses, Warwickshire County Council and district and borough councils was also frequently selected as a key funder.

- Respondents were asked if they would be interested in investing in sustainability in Warwickshire and, if so, through any of the listed methods. 12.7% of all respondents would be interested in investing via buying bonds and 12.2% would be interested in investing in community projects to offset carbon emissions produced elsewhere. Of those respondents who said they would be willing to invest via other methods, options mentioned included community investment and shared ownership schemes around green energy/net zero, and volunteering/time banking.

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