

Agenda

Economy and Environment Overview and Scrutiny Panel

Friday, 15 September 2017, 10.00 am
County Hall, Worcester

All County Councillors are invited to attend and participate

This document can be provided in alternative formats such as Large Print, an audio recording or Braille; it can also be emailed as a Microsoft Word attachment. Please contact Democratic Services on telephone number 01905 844965 or by emailing democraticservices@worcestershire.gov.uk

DISCLOSING INTERESTS

There are now 2 types of interests:
'Disclosable pecuniary interests' and **'other disclosable interests'**

WHAT IS A 'DISCLOSABLE PECUNIARY INTEREST' (DPI)?

- Any **employment**, office, trade or vocation carried on for profit or gain
- **Sponsorship** by a 3rd party of your member or election expenses
- Any **contract** for goods, services or works between the Council and you, a firm where you are a partner/director, or company in which you hold shares
- Interests in **land** in Worcestershire (including licence to occupy for a month or longer)
- **Shares** etc (with either a total nominal value above £25,000 or 1% of the total issued share capital) in companies with a place of business or land in Worcestershire.

NB Your DPIs include the interests of your spouse/partner as well as you

WHAT MUST I DO WITH A DPI?

- **Register** it within 28 days and
- **Declare** it where you have a DPI in a matter at a particular meeting
 - you must **not participate** and you **must withdraw**.

NB It is a criminal offence to participate in matters in which you have a DPI

WHAT ABOUT 'OTHER DISCLOSABLE INTERESTS'?

- No need to register them but
- You must **declare** them at a particular meeting where:
You/your family/person or body with whom you are associated have a **pecuniary interest** in or **close connection** with the matter under discussion.

WHAT ABOUT MEMBERSHIP OF ANOTHER AUTHORITY OR PUBLIC BODY?

You will not normally even need to declare this as an interest. The only exception is where the conflict of interest is so significant it is seen as likely to prejudice your judgement of the public interest.

DO I HAVE TO WITHDRAW IF I HAVE A DISCLOSABLE INTEREST WHICH ISN'T A DPI?

Not normally. You must withdraw only if it:

- affects your **pecuniary interests OR** relates to a **planning or regulatory** matter
- **AND** it is seen as likely to **prejudice your judgement** of the public interest.

DON'T FORGET

- If you have a disclosable interest at a meeting you must **disclose both its existence and nature** – 'as noted/recorded' is insufficient
- **Declarations must relate to specific business** on the agenda
 - General scattergun declarations are not needed and achieve little
- Breaches of most of the **DPI provisions** are now **criminal offences** which may be referred to the police which can on conviction by a court lead to fines up to £5,000 and disqualification up to 5 years
- Formal **dispensation** in respect of interests can be sought in appropriate cases.

Economy and Environment Overview and Scrutiny Panel Friday, 15 September 2017, 10.00 am, County Hall, Worcester

Membership

Councillors:

Mr A A J Adams (Chairman), Mr P Denham (Vice Chairman), Mr G R Brookes, Mr B Clayton, Mr M E Jenkins, Mr A D Kent, Mr J A D O'Donnell, Ms C M Stalker and Ms R Vale

Agenda

Item No	Subject	Page No
1	Apologies and Welcome	
2	Declarations of Interest and of any Party Whip	
3	Public Participation Members of the public wishing to take part should notify the Head of Legal and Democratic Services in writing or by email indicating the nature and content of their proposed participation no later than 9.00am on the working day before the meeting (in this case 14 September 2017). Enquiries can be made through the telephone number/email address below.	
4	Confirmation of the Minutes of the previous meeting Previously circulated.	
5	Highways Development Management Processes - Section 278 and 106	1 - 12
6	Work Plan Current version enclosed for consideration	13 - 16

Agenda produced and published by the Head of Legal and Democratic Services, County Hall, Spetchley Road, Worcester WR5 2NP. To obtain further information or hard copies of this agenda, please contact Emma James or Jo Weston 01905 844965, email: scrutiny@worcestershire.gov.uk

All the above reports and supporting information can be accessed via the Council's website [websitehttp://www.worcestershire.gov.uk/info/20013/councillors_and_committees](http://www.worcestershire.gov.uk/info/20013/councillors_and_committees)

Date of Issue: Thursday, 7 September 2017

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ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL 15 September 2017

HIGHWAYS DEVELOPMENT MANAGEMENT PROCESSES – SECTION 278 AND 106

Summary

1. The Economy and Environment Overview and Scrutiny Panel will receive an update on improvements to the Council's highways development management processes, including the 10 Point Plan.
2. The Head of Strategic Infrastructure and Economy and the Cabinet Members for Highways, and for Economy, Skills and Infrastructure have been invited to the meeting.

Scrutiny to date

3. The Council's highways development management processes is an area of work carried forward from the Panel's 2016/17 work programme. Following county council elections, the new panel membership is keen to understand processes and the obstacles towards better joined up working with partners, for infrastructure development.
4. During scrutiny of highways development management processes by previous Panel members, on 1 July 2016, attention was drawn to a number of examples where developer funded highways infrastructure (for example, roundabouts, traffic lights, pedestrian crossings) were taking too long to be built.
5. Panel members recognised the challenges involved for the different agencies involved; some developers felt the County Council's processes to achieve technical approval were too slow, whereas the Council's development control team reported delays caused by some developers not providing the correct information with their designs.
6. In recognition of these problems, the Directorate was working on improvements to the process, which had involved several meetings with major developers where issues on both sides were openly discussed. As a result, a 10 Point Improvement Plan had been developed, with the aim of speeding up the process of building new highway infrastructures – progress over the past 12 months will be reported to the Panel during this meeting, including examples of previous timescales for infrastructure development and ambitions for the future. Progress against the 10 Point Plan is attached at appendix 1.

Background

7. The update will include:
 - explanation of the Council's role and statutory obligations under the relevant planning legislation
 - the sectional agreement process – including brief explanation of Section 278 and 106 processes and examples
 - the Council's highways development management processes relating to Section 106 – types of schemes and negotiation involved
 - involvement of councillors as schemes are developed
 - the new approach for emerging work
8. Appendix 2 provides an overview of Section 106 obligations.

Section 278 agreements

9. A section 278 agreement allows private developers to either fund or complete works to public highways outside or beyond the development site itself, such as traffic calming and capacity improvements, as part of the Highways Act 1980.

10. Following the issue of planning consent for a new development, either by the District Planning Committee or the Planning Inspector at a Planning Appeal, the junctions required to connect the development to the existing highway network, as well as other off-site alterations and improvements to the highway deemed necessary to ensure the efficient and safe operation of the highway network are pursued by the developer through their consultants and contractors.

11. As neither the developer nor their contractors have the right to work on public highway, they are required to enter into legal agreement through Section 278 of the Highways Act 1980 (Sec. 278) with Worcestershire County Council (the Council), which enables the developer and their contractors to undertake works on the highway.

12. The Council, in its role as Local highway Authority (LHA) check the detailed design and inspect the construction of these works on the existing highway. It is important that the design and construction complies with the appropriate national and local design standards to ensure safety, accessibility, minimal impact on the current highway network and durability.

13. The design is checked against current national and local standards as indicated in our Highway Design Guide, (N.B. this is currently being updated to ensure it is in line with the latest available guidance). Once the design is approved the legal agreement is pursued by legal together with a bond for the works. Construction on the public highway can be booked once this agreement is in place, whilst construction off the public highway can commence with inspections as soon as technical approval of the design is given. Construction is regularly inspected to ensure adherence to both the specification and the approved design drawings.

14. When the works are substantially complete a certificate is issued and the bond reduced. After 12 months the road is re-inspected and once any remedial work has been completed satisfactorily the road is adopted.

15. The scale of the Sec. 278 schemes can vary greatly; from relatively minor scheme which involve the creation of the site access junction, to complex scheme that involve the construction of new bridges, roundabout and traffic signals, with overall scheme value in excess of £5m.

16. In terms of issues affecting the Sec. 278 process, these can differ considerably, but some of the more common issues consist of:

- Although Sec. 278 schemes mainly involve works to the existing highway, there can be new areas of highway to be adopted as part of the process. The adoption process requires the owner of the land over which the new highway passes, to surrender their rights to this land. Obviously, if the developer doesn't control all of the land required to deliver the scheme, this represents a major barrier to the adoption of the scheme. This situation can occur when additional land is required to deliver satisfactory highway works which weren't considered at the planning stage when the preliminary design was agreed i.e. adequate visibility splays for the speed of traffic.
- The developer may be required to complete additional legal agreements with third parties, in order to be able complete the legal agreement with the Council. For example, the Council require that all highway drainage discharges into a drainage system which is controlled and maintained by a statutory body and in order to achieve this, the developer will need to enter into an agreement under Sec. 104 or 106 of the Water Industry Act 1991 with Severn Trent Water (STW) in order to get the drainage infrastructure for the scheme adopted. The time taken to complete this additional agreement often delays the overall Sec. 278 process.

Developer Contributions - Section 106 agreements

17. Section 106 agreements are drafted when it is considered that a development will have significant impacts on the local area that cannot be moderated by means of conditions attached to a planning decision. For example, a new residential development can place extra pressure on the social, physical and economic infrastructure which already exists in a certain area.

18. Section 106 agreements were introduced as part of the Town and Country Planning Act, 1990 and secure contributions to offset the impact of development. These agreements can be secured against any development type, although they are most frequently secured against housing development.

19. For the County Council, the majority of section 106 agreements include capital sums for transport and education; contributions for other matters are rarely requested. Districts, as Local Planning Authorities, may secure contributions for other matters such as open space, sport and recreation and affordable housing. They are legal agreement, which once signed can only be used in accordance with the matters stated on the agreement.

20. Prior to the post 2008 recession many housing developers were content to pay all reasonable section 106 requests, with the rising housing market ensuring that properties would sell, and that schemes were viable. Post 2008, section 106 contributions have been under greater scrutiny both from developers and from Government.

21. The Principle concerns are:

- Transparency; lack of clarity as to how and when contributions were being spent by local authorities.
- Use of tariff based contributions; difficult to relate to the direct impact of an individual site
- Relationship between the site and contributions requested unclear
- A more challenging economic environment resulting in developments becoming unviable and no longer able to support the level of section 106 contributions requested.

22. To address this, a new approach has been introduced, the Community Infrastructures Levy, and new rules introduced for section 106 contributions.

The Future of Section 106 Contribution

23. From 1 April 2015, the use of section 106 agreements was restricted and they are required to meet three statutory tests:

- Necessary (to the planning application)
- Directly related (to the development)
- Fairly and reasonably related in scale and kind (to the planning application)

24. The pooling rule will apply which means that a maximum of 5 obligations can be secured for one type / piece of infrastructure (backdated to 2010)¹

25. Section 106 contributions must, therefore be directly linked to the development. They cannot be used to address existing problems, although where a development exacerbates an existing problem, a section 106 contribution can be sought to address the additional impacts which arise from the development.

26. There are no such restrictions on s278 agreements.

Evidence Base

27. The adopted and emerging district local plans are all supported by Infrastructure Development Plans which set out the all the infrastructure required as a result of the development identified in the local plan. These form a part of the evidence base for contributions and identify the schemes which we will be bringing forward to offset the impact of development.

28. Districts are also working on Developer Contributions Supplementary Planning documents, to outline how and when developer contributions will be sought from developers.

Viability

¹ Paragraph: 099 Reference ID: 25-099-20140612 (nPPG)

29. In seeking section 106 agreements, Worcestershire County Council will consider its evidence bases, including the Infrastructure Development Plan, traffic modelling data, Local Transport Plan etc. This will form the basis for the section 106 request which subject to complying with the three tests outlined above will be submitted to developer and the districts with negotiations following.

30. Viability is paramount in these discussions, and the sums requested by the Council are frequently reduced as a result of individual sites restricted viability, and the combination of requests from WCC and the districts.

Purpose of the Meeting

31. Following the discussion, the Economy and Environment Overview and Scrutiny Panel is asked to:

- agree whether any further information or scrutiny work is required
- agree any comments to be forwarded to the relevant Cabinet Member/s

Supporting Information

Appendix 1 – Improvements to the Development Control Process (10 Point Plan)

Appendix 2 – Section 106 Obligations Overview

Contact Points

County Council Contact Points

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Nigel Hudson, Head of Strategic Infrastructure and Economy

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Background Information

In the opinion of the proper officer (in this case the Head of Legal and Democratic Services) the following are the background papers relating to the subject matter of this report:

- Agenda and Minutes of the Economy and Environment Panel on 1 July 2016 available on the website [here](#)

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Improvements to the Development Control Process

Item	When	Why	Aim	Progress Update Sept 2017
1. On a weekly basis all County Councillors are signposted to the relevant local planning authorities planning portal. They are urged to provide any relevant information back via their local highways liaison engineer.	Jan-17	To engage local members in the planning process at an early stage	To ensure any local issues are taken into consideration when responding to planning applications	All Members receive the weekly planning update email but also a list of key applications are provided to the Highways Liaison Engineers for bespoke cascade to the relevant Member.
2. Add a clear informative clause at planning stage indicating that consent does not cover the technical approval process.	Completed	To ensure developer understands limits of gaining planning permission	Realistic developer expectations	Completed March 2017
3. Introduce an early technical assessment process to evaluate the feasibility of developers proposals	Being trialled	To enable greater confidence for developer that highway proposals practical	Overcomes issues of impracticable developer proposals	Being embedded in our processes.
4. Produce a concise overview of requirements /process details to achieve technical approval to send out during the planning stage	Completed	A summary of key Design Guide elements to aid developer programming	Developer able to programme more accurately	Completed March 2017
5. Introduce a monitoring system to ensure design resubmissions cover all outstanding issues raised	Next Financial year	To encourage timely resubmission of updated design to cover all outstanding issues	Shortened design check process	Will come into effect once revised Design Guide adopted.
6. Invite the designer to a meeting to discuss outstanding issues. (Third submission will not be registered if no meetings have taken place.)	New Developer Schemes	To ensure full understanding of deficiencies in design	Shortened design check process	Will come into effect once revised Design Guide adopted.
7. Introduce unique number system to improve accounting process	Next Financial year	To aid financial reconciliation process throughout the year.	Easier financial oversight	Resources required to manage this process are coming on-stream and should be brought into effect before end of year.
8. Investigate overall electronic data transfer /storage system across all teams and authorities (e plan)	Next Financial year	To reduce mutiple-system entry requirements, provide monitoring and easy checking of previous comments.	Easy access to consultation	Ongoing
9. Update Design Guide	Next Financial year	To aid developers	Correct design submission reducing resubmissions	Revised Draft Design Guide currently with Cabinet Members before going out to Consultation.
10. If development proposes new signals or significant alterations to existing signals, written confirmation of the acceptability of the proposals must be received from ITS Manager (Sarah Gilmour)	Ongoing	To ensure practicality and future operation sufficiency	Shortened design check process	Now regularised part of the Highways planning process and response

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S106 Obligations Overview

(www.pas.gov.uk)

Legislation

Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as s106 agreements, are a mechanism which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development. S106 agreements are often referred to as 'developer contributions' along with highway contributions and the Community Infrastructure Levy.

<http://www.legislation.gov.uk/ukpga/1990/8/section/106>

The common uses of planning obligations are to secure affordable housing, and to specify the type and timing of this housing; and to secure financial contributions to provide infrastructure or affordable housing. However these are not the only uses for a s106 obligation. A s106 obligation can:

1. restrict the development or use of the land in any specified way
2. require specified operations or activities to be carried out in, on, under or over the land
3. require the land to be used in any specified way; or
4. require a sum or sums to be paid to the authority (or, to the Greater London Authority) on a specified date or dates or periodically.

A planning obligation can be subject to conditions, it can specify restrictions definitely or indefinitely, and in terms of payments the timing of these can be specified in the obligation.

If the s106 is not complied with, it is enforceable against the person that entered into the obligation and any subsequent owner. The s106 can be enforced by injunction.

In case of a breach of the obligation the authority can take direct action and recover expenses.

The planning obligation is a formal document, a deed, which states that it is an obligation for planning purposes, identifies the relevant land, the person entering the obligation and their interest and the relevant local authority that would enforce the obligation. The obligation can be a unitary obligation or multi party agreement.

The obligation becomes a land charge.

The legal tests for when you can use a s106 agreement are set out in regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 as amended. Click here to go to our [CIL legislation page](#).

The tests are:

1. necessary to make the development acceptable in planning terms
2. directly related to the development; and
3. fairly and reasonably related in scale and kind to the development.

National Planning Policy Framework (NPPF) – Policy Tests

As well as the legal tests, the policy tests are contained in the National Planning Policy Framework (NPPF):

"203. Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

204. Planning obligations should only be sought where they meet all of the following tests:

- *necessary to make the development acceptable in planning terms*
- *directly related to the development; and*
- *fairly and reasonably related in scale and kind to the development."*

National Planning Policy Framework (NPPF)- Local authorities' policy consideration

Over the last few years there has been growing concern about delivery of development and development viability. This is reflected in the NPPF:

"205. Where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled."

Planning Practice Guidance (PPG) - amended March 2015

The Government in response to its consultation on measures to speed up the negotiation and agreement of S106; and on affordable housing contributions and student accommodation has made significant changes to the Planning Policy Guidance (PPG) particularly the **S106 section** but also related areas including the **viability guidance**.

The PPG changes emphasise the S106 legal and policy tests and relationship with the development plan (including neighbourhood plans). In terms of the process- the changes focus on early engagement by the Local Planning Authority (LPA) with applicants and infrastructure providers and S106 being part of the pre-application process. There are also a number of suggested improvements to the way LPAs approach S106 e.g. standard templates, and working with other authorities to pool expertise, There is a greater emphasis on public access to information and the S106 being available as part of the planning register. Further guidance has been provided on the operation of the vacant building credit.

In addition, following the ministerial statement on **starter homes**, the guidance states that LPAs should not seek section 106 affordable housing contributions from developments of **starter homes** (but can still seek s106 that mitigates the development impacts).

S106 - Amendments and Modifications – changes

Under the Planning Act s106 (A) a person bound by the obligation can seek to have the obligation modified or discharged after five years.

The Town and Country Planning (Modification and Discharge of Planning Obligations) Regulations 1992 set out the procedure for making an application to amend planning obligations, including standard forms. The principles for modifying an obligation are that it *"no longer serve a useful purpose"* or *"continues to serve a useful purpose equally well"*

<http://www.legislation.gov.uk/ukSI/1992/2832/contents/made>

There has been an amendment (28th Feb 2013) to the 1992 regulation and it is now possible to apply to amend any planning obligations entered into between 28 March 2008 and before 6 April 2010. Therefore obligations that were entered into 3 years ago can now be appealed. This amendment will become irrelevant after 6 April 2015.

<http://www.legislation.gov.uk/ukSI/2013/147/contents/made>

Growth and Infrastructure Act (26 April 2013) – Affordable Housing Modification

<http://www.legislation.gov.uk/ukpga/2013/27/contents/enacted>

The Growth and Infrastructure Act (clause 7) inserts new clauses into s106 of the 1990 Town and Country Planning Act that introduces a new application and appeal procedure for the review of planning obligations on planning permissions which relate to the provision of affordable housing. The changes require a council to assess the viability arguments, to renegotiate previously agreed affordable housing levels in a S106, and change the affordable housing requirement or face an appeal.

An appeal can be made if the authority does not modify the planning obligation as requested, or fails to make a determination within a specified time. Obligations which include a "requirement relating to the provision of

housing that is, or is to be made available, for people whose needs are not adequately served by the commercial housing market" are within scope of this new procedure.

The application and appeal procedure will assess the viability of affordable housing requirements only. It will not reopen any other planning policy considerations or review the merits of the permitted scheme.

These new application and appeal procedures don't replace existing powers to renegotiate Section 106 agreements on a voluntary basis. In addition, this provision related to affordable housing does not replace the provisions to modify an obligation set out in the 1992 regulations and updated by the 2013 regulations (see above).

Section 106 affordable housing requirements - Review and appeal

DCLG have issued a guidance document to support the changes in the Growth and Infrastructure Act 2013 that provides more detailed information on what is required to modify, and assess requests to modify, the affordable housing provision in a section 106 obligations. This is guidance on the format of the application, appeal and evidence; particularly what viability evidence will be required and how it should be assessed:

<https://www.gov.uk/government/publications/section-106-affordable-housing-requirements-review-and-appeal>

S106 Agreements and CIL

The Government viewed S106 as providing only partial and variable response to capturing funding contributions for infrastructure. As such, provision for the Community Infrastructure Levy (CIL) is now in place in the 2008 Planning Act.

In terms of developer contributions, the Community Infrastructure Levy (CIL) has not replaced Section 106 agreements, the introduction of CIL resulted in a tightening up of the s 106 tests. S106 agreements, in terms of developer contributions, should be focused on addressing the specific mitigation required by a new development. CIL has been developed to address the broader impacts of development. There should be no circumstances where a developer is paying CIL and S106 for the same infrastructure in relation to the same development.

The balance between the use of S106 and CIL will be different depending on the nature of the area and the type of development being undertaken. There is further guidance on the balance between s106 and CIL set out in the CIL Guidance April 2014:

<https://www.gov.uk/government/publications/community-infrastructure-levy>

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**Worcestershire County Council
Economy and Environment Overview and Scrutiny Panel: Work Plan 2017 – 2018**

Topics in italics require further discussion and scoping

Meeting date	Topic and Objective	Date added	Approach	Who
15 September 2017	<p>Highways Development Control Department (Section 278s/106s)</p> <ul style="list-style-type: none"> • An update is to be given on the 10 point improvement plan of the Highways Development Control Processes on speeding up the technical approval of developer-funded Highways infrastructure. (Section 278s/106s) <p>The key points the committee is looking to understand are:-</p> <ul style="list-style-type: none"> • How to get developer-funded Highways Infrastructure built quicker for the benefit of residents and road users? • How can Network Control help ensure the planning conditions imposed on developers to build certain Highways infrastructure by certain key times (ie before the houses are occupied) are met?. • How will Highway Liaison Engineers help members be informed and involved with major developer-funded Highways infrastructure in their division at planning stage, and once planning has been approved? 	29/6/17	Public meeting Further work possible	Nigel Hudson, Head of Strategy and Infrastructure Cllr Alan Amos, Cabinet Member for Highways
3 October 2017 – (Extra meeting added in additional to existing programme)	<p>Footways</p> <ul style="list-style-type: none"> • update on implementation of recommendations agreed from the interim scrutiny report • £6million additional funding – allocation and councillor involvement 	29/6/17	Public meeting Further work possible	Ian Bamforth, Highways Operations Manager Cllr Alan Amos, Cabinet Member for Highways
	<p>Cycle paths</p> <ul style="list-style-type: none"> • how to improve getting around the county, especially to work and school • how Local Transport Plan 4 will help 	29/6/17	Public meeting	Andy Baker, Transport Planning and Commissioning Manager Cycle group representatives – Honeybourne and Evesham Vale Cabinet Member/s

Dates to be scheduled: Oct – Jan 2018?	Budget Scrutiny of the Directorate of Economy and Infrastructure's proposed budget	29/6/17	Mini review	Cllrs Brookes, O'Donnell and Clayton are interested John Hobbs, Director of Economy and Infrastructure Wendy Pickering/Alison Rainey, Finance Managers
21 November 2017	Envirecover Waste Site – panel members are requested to attend the councillor induction visit	29/6/17	Visit	Richard Woodward, Waste Services Manager
29 November 2017	Flooding Update including Annual Report	Annual update	Public meeting	Matt Maginnis, Floor Risk Manager Cllr Tony Miller, Cabinet Member for Environment
	Broadband Update	Annual update		Rachel Hill, Strategic Commissioner of Major Projects Ste Ashton, Senior Project Manager BT Cllr Ken Pollock, Cabinet Member for Economy and Infrastructure
	Envirecover Visit Feedback	27/7/17		Panel member feedback
Awaiting potential dates from Ian Bamforth	Cleaning programme and repair processes for gulleys and drains To see the operation and equipment used in keeping our roads clear of water at one of the Highway depots The key points the committee is looking to understand are:- <ul style="list-style-type: none"> • Why do many drains seem to get blocked so regularly leading to water on the road and causing unsafe conditions? • How can the public help in identifying blocked drains? • How can the systems be improved to reduce the number of blocked drains? 	29/6/17	Visit Newlands Lydiat Ash Further work possible	Ian Bamforth, Highways Operations Manager Nick Twaite, Infrastructure Asset Manager

To be scheduled in 2018	Annual review of the Worcestershire Local Economic Partnership (LEP) contribution to all sectors of Worcestershire's economy – what is working and what more is needed.	Carried forward from 2016/17	Public meeting	Nigel Hudson, Head of Strategy and Infrastructure Worcs LEP Chamber of Commerce Federation of Small Businesses Cllr Ken Pollock, Cabinet Member for Economy and Infrastructure
	<i>How to improve getting around the County – in particular to work and school</i> <ul style="list-style-type: none"> • Congestion • Cycling, footways, footpaths and bridle paths • Public transport • Working better together during highways works • Potential of speed camera technology • Use of 20mph speed limits 	Carried forward from 2016/17	<i>More scoping required</i>	Nigel Hudson, Head of Strategy and Infrastructure Cllr Ken Pollock, Cabinet Member for Economy and Infrastructure Cllr Alan Amos, Cabinet Member for Highways Cllr Tony Miller, Cabinet Member for Environment
To be scheduled in 2018	Local Transport Plan 4 <ul style="list-style-type: none"> • how plan proposals are implemented • aim to gain a better understanding of plans for short/medium/long-term 	29/6/17 panel meeting	Public meeting	Nigel Hudson, Head of Strategy and Infrastructure Cllr Ken Pollock, Cabinet Member for Economy and Infrastructure Cllr Alan Amos, Cabinet Member for Highways Cllr Tony Miller, Cabinet Member for Environment
	Asset Management (Including lessons learned from Evesham Abbey Bridge project delays)	29/6/17 panel meeting	Public meeting	Rachel Hill, Strategic Commissioner of Major Projects Nick Twait, Infrastructure Asset Manager
	<i>The Council's relationship with Highways England</i>	18/7/17 OSPB	Public meeting	Nigel Hudson, Head of Strategy and Infrastructure Highways England
	Transport and access to hospital – routes to rural hospitals and central hospitals	Continued from 2016/17	Public meeting	Paul Smith, Transport Commissioning Manager NHS

To be programmed:

Topic and objective	Date added
Residents zonal parking schemes and additional car parks	OSPB (18/7/17) – issue identified by previous year's budget scrutiny, which had generated income in other areas
<i>Buses</i> – Panel Chair will check Wychavon District Council work	Carried forward from 2016/17
<i>Works on Highways</i> - Improving joined-up working between the various Utilities' and WCC Highways' works; so newly laid tarmac is not dug up within weeks of being laid!	
Capacity of Highways Engineers (added by OSPB 18/7/17)	