

Agenda

Economy and Environment Overview and Scrutiny Panel

Tuesday, 3 October 2017, 9.30 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 Tuesday, 3 October 2017, 9.30 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 2 October 2017). Enquiries can be made through the telephone number/email address below.	
4	Confirmation of the Minutes of the Previous Meeting To follow.	
5	Delivering for Cycling	1 - 12
6	Footways	13 - 20
7	Work Plan Current version enclosed for consideration.	21 - 24

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: Monday, 25 September 2017

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ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL 3 OCTOBER 2017

DELIVERING FOR CYCLING

Summary

1. The Economy and Environment Overview and Scrutiny Panel will receive an update on County-wide proposals aimed at supporting and promoting cycling.
2. Officers from the Economy and Infrastructure Directorate, along with the relevant Cabinet Members have been invited to the meeting.

Scrutiny to Date

3. The draft Local Transport Plan, fourth edition (LTP4), has been subject to extensive internal consultation including a series of Member meetings and discussions. The external consultation drew a very large response from the public, partner organisations and other stakeholders. Amendments to the Plan that address issues raised in this response are in the process of being finalised; once complete, the amended Plan will be put forward for Cabinet approval in November 2017.

Background

4. The update will include:
 - details of schemes delivered in recent years
 - details of schemes scheduled for delivery
 - details of schemes in development
 - details of schemes proposed as a part of LTP4.
5. Direct central government funding for Cycling (sometimes combined with measures for walking) has been restricted in recent years, largely focusing, through repeat funding, on those locations that were successful in 2014's original "Cycle City Ambition" bidding process (namely Bristol, Birmingham, Cambridge, Leeds, Manchester, Newcastle, Norwich and Oxford). The Department for Transport's "Cycling and Walking Investment Strategy", announced in 2017, sets-out a welcome commitment to the long-term, sustained funding and delivery of measures for cycling and walking, but unfortunately does not allocate any new funding streams to which Worcestershire can apply.
6. Consequently delivery of measures for cycling in the County has of late largely focused on feasibility studies, route planning and what it has been possible to fund through relatively small developer contributions.

7. However, significant planned-for growth and the infrastructure to facilitate this growth have both provided opportunity to factor-in potentially game-changing infrastructure, and LTP4 sets out an ambition to build still further on this.

8. Worcestershire County Council has submitted two bids to the Department for Transport's National Productivity Investment Fund; "Worcester City Centre Network Efficiency", which would deliver a package of measures to improve efficiency for all road users in the centre of Worcester (including measures for walking and cycling), and; "Bromsgrove Town Centre Network", which would deliver nine walking and cycling routes within Bromsgrove. The bids are for £3.2M and £3.4M respectively (matched in turn by £1.4M and £1.5M from the County's Network Efficiency Programme). The outcome of both bids is expected to be known in December 2017.

9. Cycling 'events' are an excellent way of showcasing the County and of bringing-in many visitors, at the same time encouraging up-take of the activity within the County. At the time of writing "Velo Birmingham" is set to bring 15,000 people onto some of Worcestershire's most beautiful roads, not long after the Tour of Britain made another hugely successful visit to the County and with Redditch further cementing its place in the Nation's pre-eminent domestic road racing series by hosting this year's opening round. Worcestershire County Council staff have assisted in the delivery of all three events. Some figures from this year's event in Redditch, the sixth time the town has hosted the Tour Series:

15,000 attendees

58% said they were inspired to cycle more often

250,000 people watched the event on ITV4

There were 350,000 twitter impressions

The positive economic impact for Redditch was £198,803

The positive economic impact for the County beyond Redditch was £196,329

...giving a total positive economic impact to Worcestershire of £395,132

By increasing business sponsorship, Worcestershire County Council has been bringing down its own financial contribution to the event; from £70,500 in 2016 to £46,000 this year and with an intention to bring it down further in 2018. Sponsors included AT&T, the Chamber of Commerce, Worcestershire Local Enterprise Partnership, Kingfisher Shopping Centre and Gtech.

10. Representatives from County cycling groups have been invited to the meeting to participate in the discussion.

Purpose of the Meeting

11. 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 – Details of schemes scheduled for delivery and in development

Appendix 2 – Details of schemes proposed as a part of LTP4

Contact Points

County Council Contact Points

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Specific Contact Points for this report

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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 20 January 2017 available on the website [here](#)

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Appendix 1

Details of schemes scheduled for delivery and schemes in development

Table 1; Schemes scheduled for delivery

Scheme	Type	Cost (£000s)
Charlton Lane, Hartlebury; access ramp (NCN45 improvement)	Delivery	20
Church Road to Yates Hay Road, Malvern; 20 mph walking & cycling improvements linking to North Site development	Delivery	40
Evesham to Honeybourne route (NCN442) via A46 (but relies upon Highways England delivering an improved crossing of the A46)	Delivery	5
Navigation Road / Diglis area, Worcester; NCN 45 cycle link improvements, including new lighting	Delivery	45
Severn St area, Worcester; local link improvements between city centre & Diglis	Further scheme development/ possible delivery	54
Wadborough, near Pershore; local cycle route	Delivery	2
Droitwich NCN45 local links improvements	Delivery	9
NCN41 in Evesham route development	Delivery	10
Station Road, Wythall; cycle parking	Delivery	1
A4440 (Trotshill Way), Worcester; toucan development	Feasibility study	50
Newtown Road, Worcester; toucan development	Feasibility study	25
Total		261

The schemes in Table 1 are all S106 funded, to be delivered/ developed through the Small Works Package.

Table 2; Schemes in development

Active Travel Corridor/ Network scheme development	Cost (£000s)
Malvern; off-road walking/cycling corridor, from St Andrew's Road to Three Counties Showground; feasibility study	15
Evesham; walking and cycling network (including riverside loop, Hampton and Offenham bridges); feasibility study plus some delivery (riverside path between Abbey Bridge and proposed Hampton Bridge)	150
Bromsgrove; walking and cycling network (east-west, north-south). Linking railway station and town centre; feasibility study plus some delivery	45
Wyre Forest; multi user corridor; feasibility study	45
Stourport; town centre to Hartlebury Railway Station (Leapgate Line); walking and cycling corridor; feasibility study	45
Total	300

The schemes in Table 2 are all funded from the Integrated Transport Block.

Funding bids

Worcestershire County Council has submitted two bids to the Department for Transport's National Productivity Investment Fund:

Worcester City Centre Network Efficiency; a package of measures to improve network efficiency for all road users in the centre of Worcester that would include measures for walking and cycling. £3.2M requested (matched by £1.4M from the County's Network Efficiency Programme).

Bromsgrove Town Centre Network; a package of nine active travel routes within Bromsgrove. £3.4M requested (matched by £1.5M from the County's Network Efficiency Programme).

The outcome of both bids is expected to be known in December 2017.

The Major Scheme bid to the Department for Transport for phase four of the Southern Link Road, for £54m, will include significant walking and cycling infrastructure:

An underpass, located between the Ketch Roundabout and the rebuilt Carrington Bridge. This will allow vital links between Worcester and Kempsey/ the south-western part of the Worcester South Urban Extension to be created.

A shared-use footway on the city-side of the A4440. The existing footway is already well used; an improved path will be invaluable for those who wish to cycle, walk and jog between Powick Hams and the Ketch.

A bridge for walking and cycling over the Powick Hams roundabout. This will give pedestrians and cyclists a direct, convenient and safe route over the realigned roundabout, at the same time simplifying that realignment.

Infrastructure to be delivered alongside developments

There are significant improvements for walking and cycling planned in the County that will be delivered alongside other developments. Chief amongst these are:

To help unlock land for development, ostensibly for housing, three bridges over and one underpass beneath the A4440 are planned (one just south of the stopped-off end of Spetchley Road, one alongside the railway bridge, one just to the west of Norton Road roundabout and the last, the underpass, will cross beneath the rebuilt Carrington Bridge).

A further crossing of the A4440 is planned, over Powick Hams roundabout (this, and the underpass referred to above, will both be delivered as part of the Southern Link Road Major Scheme, as described above in the "Bids" section).

Again to help unlock land for housing, a bridge over the River Avon is planned for Evesham, to the west of Abbey Bridge.

Highways England (HE)

Worcestershire County Council is working with Highways England to seek the implementation of a number of measures that will offset the severance the Strategic Road Network imposes on the communities it passes through. These measures are:

An improved tow path on the Worcester and Birmingham Canal (to link Worcester and Tibberton) and improved access to and from the existing bridleway bridge over the M5 motorway, south of junction six. Both of these improvements, if delivered, will provide excellent means to cross the motorway either on foot or a bike, well-away from the motorway junction.

On the A46 on the outskirts of Evesham, one new refuge and an improvement to an existing refuge; the first will enable a National Cycle Network (NCN) route to link Worcester to Oxford to be completed; the second will provide a safer crossing for an existing NCN route.

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Appendix 2

Details of schemes proposed as a part of LTP4

Active Travel Corridors

Active Travel Corridors are proposed in all three of the Plan's geographical areas. These corridors seek to establish comprehensive, integrated links between residential areas and key trip attractors such as schools, railway stations, town centres and employment centres. Measures will include surfacing, signage, lighting and public realm improvements, to create attractive and coherent routes. The corridors are:

North East Worcestershire

- Dodford to Bromsgrove
- Bourneheath and Fairfield to Bromsgrove
- Rubery to Catshill to Bromsgrove
- Bromsgrove improvements
- South Bromsgrove links
- Bromsgrove Railway Station link
- Stourport-On-Severn to Bromsgrove
- Redditch to Bromsgrove

South Worcestershire

- Worcester to Malvern Wells
- Worcester to Droitwich Spa
- Worcester to Kempsey
- Worcester to Hallow (including possible extension to Top Barn Farm/ Lakeside Campus)
- Vale West
- Vale East
- Malvern to Upton-upon-Severn
- Malvern to Leigh Sinton
- Stourport to Hartlebury Station
- Pershore to Pinvin
- Worcester North East-North West (including a new River Severn bridge)
- Worcester River Severn (Sabrina Bridge to Kepax)
- Worcester canal tow path improvement (Diglis to Tibberton)
- Worcester-Parkway-Pershore

Wyre Forest

- Caunsall to Stourport
- Burlish Top link improvement
- Wyre Forest to Stourport-On-Severn improvement
- Kidderminster Railway Station link
- Stourport-On-Severn to Bromsgrove

Active Travel Networks

Over and above the Corridors listed above, six Active Travel Networks are proposed. These Networks will be guided by the same principles as the Corridors, but will apply them in a wider, urban context. The proposed Networks are:

- Redditch
- Bromsgrove
- Droitwich
- Evesham
- Malvern
- Kidderminster

Travel Choice Support Programme

A Travel Choice Support Programme is proposed in all three LTP4 areas. These Programmes could include bicycle hire, Bikeability training, travel training, travel planning, Smarter Choices schemes and other supporting measures.

Transport Strategies

Town-based Transport Strategies are proposed for seven locations. These Strategies will necessarily look at all aspects of transport, but certainly 'active travel' will be one of the central themes. The seven Strategies are proposed for:

- Redditch
- Bromsgrove
- Worcester City Centre
- Evesham
- Kidderminster
- Stourport-On-Severn
- Bewdley

Rural Traffic Management Programme

A programme of Rural Traffic Management scheme identification, assessment and delivery is proposed for all three LTP4 areas. These schemes will aim to suit local needs whilst serving wider, strategic purposes and as such could include provision for cycling.

Railway station improvement schemes

Railway station improvement schemes, which will include improved cycle access and parking, are proposed at:

- Wythall
- Hagley
- Alvechurch
- Redditch
- Honeybourne
- Rushwick
- Hartlebury
- Droitwich

Evesham
Persore (improved cycle parking)
Worcester Foregate Street
Worcester Shrub Hill
Blakedown
Kidderminster

Parking strategies

Parking strategies, which will include covered, secure parking for bicycles, are proposed for:

Redditch
Droitwich
Evesham
Malvern
Persore

Public Realm

Public Realm schemes, which could include improvements for cycling, are proposed for:

Rubery
Persore
Tenbury Wells

Consideration of the needs of cyclists

All of the schemes set-out in LTP4 will consider the needs of cyclists (and pedestrians), but perhaps the most notable example of a scheme that is aimed at motorised vehicles that could nonetheless bring enormous improvements to the infrastructure for active travel is the proposed Evesham-A46 Corridor Major upgrade.

Worcestershire County Council is working with Highways England, and other partners, to support a major study of the A46 corridor. The study could ultimately lead to improvements to the corridor that would separate strategic traffic from local traffic; this would deliver significantly better infrastructure for local journeys (which would include cycling).

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ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL 3 OCTOBER 2017

FOOTWAYS

Summary

1. The Economy and Environment Overview and Scrutiny Panel will receive an update on:
 - implementation of the recommendations made by the Interim Footways Scrutiny Task Group
 - the additional £6million funding – allocation and councillor involvement
2. The Council's Manager for Highways Operations and Public Rights of Way has been invited to the meeting, as well as one of the Council's Public Health Consultants.
3. The Cabinet Members with responsibility for Highways and also for Environment have also been invited, as well as any members of the original Footways Scrutiny Task Group who are not on this Panel.

Background

4. In a notice of motion agreed at Council in November 2014, Council recognised the importance of walking as part of a healthy lifestyle and that in addition safe footways were especially important for the elderly to access local shops and services. At the time, there were concerns that the County's footways revenue budget of £800,000 in 2014/15 and beyond would be inadequate to maintain footways and that the inspection criteria was insufficiently rigorous to identify where the surface was unsafe for less able walkers.
5. As a result of the concerns expressed by the Council and the Budget Scrutiny Task Group, a proposal for a Scrutiny Task Group to examine in detail the issue of Footways was approved on 8 June 2015.
6. Unfortunately, due to matters arising including staff resources and changes in task group membership, the Scrutiny Task Group failed to reach a consensus over the content of the final report and it was agreed that an interim report be published and reviewed. The interim report was considered and agreed by the Overview and Scrutiny Performance Board on 18 January 2017 and considered by Cabinet on 2 February 2017.
7. The County Council has invested £2.5m for core asset based maintenance of footways for 2017/18. In addition, the current administration has invested an additional £6m over a two year period for the improvement of footways. This additional funding is asset based and also leverages the experience and knowledge

from each local member to provide a tailored and focussed approach around areas of greatest need in each Division

8. A copy of the Footways Scrutiny Task Group Interim Report is attached at Appendix 1. The Council's Manager for Highways Operations and Public Rights of Way has prepared an update on work in response to the recommendations contained in the report, attached at Appendix 2.

Purpose of the Meeting

9. Following the discussion, the Scrutiny Panel is asked to:

- agree any further information or scrutiny work required at this stage
- agree any comments to be forwarded to the Cabinet Member/s whose remits are relevant to footways.

Supporting Information

Appendix 1 – Interim Report of the Footways Scrutiny Task Group (January 2017)

Appendix 2 – Update on the response to the Scrutiny Task Group's recommendations

Contact Points

County Council Contact Points

County Council: 01905 763763

Worcestershire Hub: 01905 765765

Specific Contact Points for this report

Emma James / Jo Weston, Overview and Scrutiny Officers, Tel: 01905 844964 / 844965

Email: scrutiny@worcestershire.gov.uk

Background Papers

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

- Council on 13 November 2014 and 14 January 2016
- Overview and Scrutiny Performance Board on 8 June 2015 and 18 January 2017
- Cabinet on 2 February 2017

All Agendas and Minutes can be found on the County Council's website:

<http://worcestershire.moderngov.co.uk/uucoverpage.aspx?bcr=1>

Overview & Scrutiny

Footways Review

Update Report of the Footways Scrutiny Task Group

In a notice of motion agreed at Council in November 2014, Council recognised the importance of walking as part of a healthy lifestyle and that in addition safe footways were especially important for the elderly to access local shops and services. At the time, there were concerns that the county's footways revenue budget of £800,000 in 2014/15 and beyond would be inadequate to maintain footways and that the inspection criteria was insufficiently rigorous to identify where the surface was unsafe for less able walkers.

As a result of the concerns expressed by Council and the Budget Scrutiny Task Group a Task group was created to examine in detail the issue of Footways.

The Scrutiny Task Group as part of its review started to look at existing policy, some best practice approaches and gathered some evidence through interview sessions with officers. In addition, the Task Group looked at a variety of footways in various conditions with officers from Worcestershire County Council.

Unfortunately due to matters arising the review has failed to reach a consensus over the content of the final report from the task group. It has therefore been agreed that the task group will present this update report to OSPB at the earliest opportunity.

The task group set out to review the following areas, but the task remains incomplete:

- The existing and predicted condition of Worcestershire's footways
- The criteria for intervention and whether it is sufficient to make footways safe for less able walkers
- Current spending on footways – how funding is prioritised and allocated
- are current spending plans sufficient to maintain or improve current condition across each category of footway
- Whether increased investment now might lead to savings in the future
- The potential impact of plans for increased integration of Public Rights of Way work with highways work

As a result of the findings of the review the task group wish to make the following recommendations for consideration:

Recommendation 1: The Cabinet should maintain a level of funding to ensure challenging targets to secure an ever reducing percentage of footways requiring treatment are below 25% ensuring continuous improvement.

Recommendation 2: Economy & Environment Scrutiny Panel should consider the Department for Transport Guidance on Well Managed Highways Infrastructure and make any subsequent recommendations to OSPB as soon as possible.

Recommendation 3: An annual indicative programme of footways to be treated should be provided to each local member.

Appendix 1

Recommendation 4: An element of budget spends should be piloted to be focused around category 3 'Quiet Urban' footways in discussion with the Local Member and the local Highways Liaison Officer.

Recommendation 5: The Council should exercise its existing policy to impose fines on Utility Companies at every opportunity when they do not repair footways as required within the set timescale.

Recommendation 6: OSPB to consider including Footways on its 2017/18 work programme with a specific purpose of reviewing ways to improve provision of preventative maintenance, increase the overall condition of footways, improve footways for less abled walkers and examine how new technology can be utilized to improve key rural footways identified as agreed with local members, how footways are identified for repair and how the County Council ensures quality assurance and value for money when repairing footways.

January 2017

Title: Overview & Scrutiny Footways Review - Response to Recommendations

Purpose

To provide an update in response to the recommendations made by the Scrutiny task group for footways.

Introduction

A Scrutiny task group was formed to examine in detail the issues of footways. By examining existing policies, best practice approaches and factual information, the group developed a number of recommendations as below for consideration:

- Recommendation 1: The Cabinet should maintain a level of funding to ensure challenging targets to secure an ever reducing percentage of footways requiring treatment are below 25% ensuring continuous improvement.
- Recommendation 2: Economy & Environment Scrutiny Panel should consider the Department for Transport Guidance on Well Managed Highways Infrastructure and make any subsequent recommendations to OSPB as soon as possible.
- Recommendation 3: An annual indicative programme of footways to be treated should be provided to each local member.
- Recommendation 4: An element of budget spends should be piloted to be focused around category 3 'Quiet Urban' footways in discussion with the Local Member and the local Highways Liaison Officer.
- Recommendation 5: The Council should exercise its existing policy to impose fines on Utility Companies at every opportunity when they do not repair footways as required within the set timescale.
- Recommendation 6: OSPB to consider including Footways on its 2017/18 work programme with a specific purpose of reviewing ways to improve provision of preventative maintenance, increase the overall condition of footways, improve footways for less abled walkers and examine how new technology can be utilized to improve key rural footways identified as agreed with local members, how footways are identified for repair and how the County Council ensures quality assurance and value for money when repairing footways.

Response to recommendations

1. **Recommendation 1: The Cabinet should maintain a level of funding to ensure challenging targets to secure an ever reducing percentage of footways requiring treatment are below 25% ensuring continuous improvement.**

Response:

The County Council has put in place £2.5m for core asset based maintenance of footways for 2017/18. It is hoped that this level of funding will be continued. In addition, the current administration has invested a further £6m over a two year period for the improvement of footways. This funding is both asset based and linked directly with all WCC Members, individually, to enable a focussed approach around areas of greatest need in each Division, in part, tailored by the experience and knowledge from local Members. For example, less abled walkers, older residents and key high use locations e.g. community centres etc. It is anticipated that the aforementioned funding will ensure that footways in Worcestershire over a three year period fall below 25% requiring treatment.

2. Recommendation 2: Economy & Environment Scrutiny Panel should consider the Department for Transport Guidance on Well Managed Highways Infrastructure and make any subsequent recommendations to OSPB as soon as possible.

Response:

WCC are already making significant inroads with the adoption of the new code of practice to meet the deadline of October 2018. Revisions to the new code of practice, in summary, are as follows:

- Highlights the improved provision for users that are elderly, with disabilities etc.
- Encouraging active travel such as walking to an alternative to the car.
- Rural footways being lost to grass ingress.
- Divorced footways and their management.
- Roadside trees and their impacts on footways regarding surface regularity and root damage.

The current core maintenance programme and increased investment programme for footways is focussed on the above priorities including key as follows:

- Liaison with Members to focus footway improvements in their Division where appropriate focussing on the needs of their communities including older people and people with disabilities etc.
- The annual programme of micro asphalt resurfacing contributes to the restoration of footways in a number of urban areas to help assist with active travel routes where appropriate.
- The annual programme of siding out works is mostly focussed around semi rural/rural footways identified in close liaison with local Members. Many of which, increase the opportunities for active travel where appropriate. In addition, this is significantly addressing grass ingress to increase the width of the footway where practicable.
- A programme of works on divorced footways and cycleways is underway and will continue for a number of years, which also take into account the issues identified in the new code of practice.
- The WCC tree policy is under review and will be brought forward in the coming months as part of this process of reviewing the new code of practice, taking account of roadside trees and their impact on footways.

- 3. Recommendation 3: An annual indicative programme of footways to be treated should be provided to each local member.**

Response:

An annual indicative programme for footways to be treated has been provided to each local Member in relation to their Division.

- 4. Recommendation 4: An element of budget spends should be piloted to be focused around category 3 'Quiet Urban' footways in discussion with the Local Member and the local Highways Liaison Officer.**

Response:

See response to recommendation 1. Many of the identified footways from an asset management perspective and by local Members are 'quiet urban' footways.

- 5. Recommendation 5: The Council should exercise its existing policy to impose fines on Utility Companies at every opportunity when they do not repair footways as required within the set timescale.**

Response:

Once utility companies have completed their works, WCC carry out a site inspection. If there are any defects to be raised in accordance with the SROH, (Specification for the Reinstatement of Openings in the Highway) they are sent via Exor to the utility company. It is then inspected every 10 days at a cost of £47.50 per visit and this process carries on until the defect is rectified. If there is a dangerous defect, the utility company has 2 hours to rectify.

- 6. Recommendation 6: OSPB to consider including Footways on its 2017/18 work programme with a specific purpose of reviewing ways to improve provision of preventative maintenance, increase the overall condition of footways, improve footways for less abled walkers and examine how new technology can be utilized to improve key rural footways identified as agreed with local members, how footways are identified for repair and how the County Council ensures quality assurance and value for money when repairing footways.**

Response:

WCC include the following measures in our 2017/18 footway programmes:

- Preventative maintenance – the additional investment identified above, will ensure that over a short/medium time frame, Worcestershire County Council will be providing for more preventative measures to improve the overall condition of footways, including for example, micro asphalt resurfacing.
- Overall condition of footways – please see response to recommendation 1.
- Improve footways less abled walkers – please see response to recommendation 2.

- New technologies – we are using efficient practices and new machinery for the majority of our siding out works in rural areas which have significantly increased the rate and speed of works being completed.
- How footways are identified for repair – WCC currently operates around the Department for Transport Well maintained Highways Code of Practice. In addition, WCC liaise closely with Local members to identify key areas where further maintenance can improve sections of footways for less abled walkers including older people etc. WCC will also be considering how to address this issue further as detailed in recommendation 2 above in light of the new Code of Practice.
- Quality assurance and value for money – WCC review works undertaken by Ringway in weekly contract management meetings to ensure KPIs are being met in relation to quality assurance and value for money. In addition, WCC include preventative maintenance such as micro asphalt linked to asset management of footways where appropriate to ensure value for money to improve the overall condition of footways.

**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>Cycling</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	Martin Rowe, Transport Policy and Development Officer 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 Panel meeting	Visit Newlands Lydiate 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 Twaiete, 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>	Carried forward from 2016/17 and raised at Panel (15/9/17)
<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)