

Agenda

Economy and Environment Overview and Scrutiny Panel

Monday, 9 November 2020, 10.00 am

Due to the current COVID-19 pandemic, Worcestershire County Council will be holding this meeting in accordance with the relevant legislative arrangements for remote meetings of a local authority. For more information please refer to: Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

Please note that this is a public meeting, conducting remotely by videoconferencing between invited participants and live streamed for general access via a link on the Council's website to the Council's [YouTube Channel](#)

The Agenda papers and background papers can be accessed electronically on the Council's website. Members of the public and press are permitted to report on the proceedings.

All County Councillors are invited to attend and participate

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 Monday, 9 November 2020, 10.00 am, Online only

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 R J Morris, Mr J A D O'Donnell and Mrs 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 Assistant Director for Legal and Governance 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 6 November 2020). Enquiries can be made through the telephone number/email address below.	
4	Confirmation of the Minutes of the previous meeting Previously circulated.	
5	Performance, In-Year Budget Monitoring and 2021/22 Budget Scrutiny	1 - 36
6	Identification and Review of Diversionary Routes	37 - 46
7	Update on Active Travel in Worcestershire	To Follow
8	Work Programme	47 - 50

Agenda produced and published by the Assistant Director for Legal and Governance, 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: Friday 30 October 2020

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ENVIRONMENT AND ECONOMY OVERVIEW AND SCRUTINY PANEL 9 NOVEMBER 2020

PERFORMANCE, IN-YEAR BUDGET MONITORING AND 2021/22 BUDGET SCRUTINY

Summary

1. The Panel will be updated on current performance and financial information for services relating to Economy and Environmental Services.
2. In addition, as part of the Budget Scrutiny process for 2021/22, the Panel will receive details of the emerging pressures and challenges for services, as identified by the Directorates, for the 2021/22 Budget. Discussion about emerging pressures and challenges will then help to inform the Overview and Scrutiny Panels' scrutiny of the draft 2021/22 Budget at meetings in January 2021.
3. The Cabinet Members with Responsibility, the Director of Economy and Infrastructure and the Head of Finance have been invited to attend the meeting to respond to any queries from Panel Members.

Performance Information

4. Performance information provides a further tool for the Scrutiny Panels in maintaining members' understanding of services provided to the public, the effectiveness of current policies, and early knowledge of any issues or areas for further scrutiny.
5. In addition, the Corporate Balanced Scorecard provides a means of understanding progress against the Council's Corporate Plan and has a range of indicators linked to key priorities and themes for each Directorate. This is reported to Cabinet and is also available on the Council's [website](#).
6. Attached at Appendix 1 is a dashboard of performance information relating to Quarter 2 (July to September 2020). It covers the indicators from the Directorate level scorecard and those from the corporate scorecard and other management information (as appropriate) which relate to services relevant to this Scrutiny Panel's remit.

Financial Information

7. In addition to regular performance information, the Panel also receives in-year budget information. The information provided is for Period 6 and is attached in the form of presentation slides at Appendix 2.

Budget Scrutiny 2021/22

8. As part of the Budget Scrutiny process for 2021/22, Directorates have been asked to identify the emerging pressures and challenges for services, and these are also set out in Appendix 3.

9. In the case of the Economy and Environment Overview and Scrutiny Panel, additional scrutiny will be carried out by a Budget Scrutiny Task Group, made up of a small group of Panel members.

10. The Panel's discussions on these issues will be reported to OSPB on 9 December 2020.

Purpose of the Meeting

11. Following discussion of the information provided, the Scrutiny Panel is asked to determine:

- any comments it would wish to highlight to the CMR or OSPB (at its meeting on 19 November 2020) relating to the in-year budget and performance information
- any comments to report back as part of the budget scrutiny process on the emerging pressures and challenges for services, to the OSPB at its meeting on 9 December 2020.
- whether any further information or scrutiny on a particular topic is required.

Supporting Information

Appendix 1 – Economy and Environment Performance Information Dashboard
Appendix 2 - In-year Budget Information (Presentation Slides) incorporating budget scrutiny information of emerging pressures and challenges for 2021/22
Appendix 3 – 2021/22 emerging pressures and challenges for services

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 Assistant Director Legal and Governance) the following are the background papers relating to the subject matter of this report:

Agenda and minutes of the Overview and Scrutiny Performance Board on 29 January and 22 July 2020.

Agenda and minutes of the Economy and Environment Overview and Scrutiny Panel on 11 September, 4 August and 23 January 2020, 21 November, 11 September, 5 July, 5 March and 18 January 2019

[All agendas and minutes are available on the Council's website here](#)

[The Council's Budget Books are available on the website here](#)

Economy and Environment Overview and Scrutiny Panel

Economy and Infrastructure Directorate - Areas of Success and Challenge

Areas of Success

1) Major Projects - Worcester Southern Link Road Improvements Phase 4

Work on the scheme resumed in early-summer in line with defined guidance. Covid-19 marshals are on site to ensure everyone entering is aware of the additional measures and to ensure rigid compliance. Over the weekend of 12th/13th September, the new walking and cycling bridge was lifted into place over Hams Way. Further work is required to make the bridge fully operational. The bridge is one of four new crossings to be installed as part of the scheme to dual the A4440 Southern Link Road from the M5 to the Powick roundabout. The previously-installed Crookbarrow Way bridge opened in December 2019. In the July-to-September Quarter, the installation of the linking ramps and steps to the bridge was completed, ensuring full access from the St Peter's side of the A4440.

2) Traffic Regulation Orders (TROs)

Completions fell from 10 in March to 6 in April, 4 in May, and 0 in June due to the impact of Covid-19 regulations on working practices and response-times of other public bodies and organisations. However, working in accordance with the amended Traffic Orders Procedure regulations that came into force in late-May, completions in Quarter 2 rose month-on-month to 9 in September. Although the number of new requests also increased during the Quarter, the rate of implementations means the outstanding list at the end of September was 68, down from 92 on 30th September last year.

3) Adapting Working Practices and Monitoring Processes

Teams have continued to maintain cohesion and effectiveness working remotely, adapting to altered legislation and corporate directives affecting working practices. Monitoring and approval of requests for staff to access County Council premises has been undertaken in accordance with Corporate Human Resources requirements. Business support has continued to ensure all teams receive scanned post, including key documents, often ones that are legally-required to ensure compliance with planning and contract regulations. Twice-weekly Directorate Leadership Team (DLT) catch-ups have ensured swift identification of outstanding actions, specific items for escalation or decision, and staff availability for work.

Areas of Challenge

1) Further Reduction of Waste Collected

A marginal increase in kg collected per resident from 458.35 in 2017/2018 to 459.15 in 2018/ 2019 is most likely related to improved local economic conditions and meteorological factors. The next update (due in Quarter 3) will be for 2019/2020. It is the figure for 2020/2021 that will be affected by an increase in waste collected in lockdown. This will, in part, be due to a higher number of house and garden clear-outs. Maintaining regular dialogue with the Waste Collection Authorities in Worcestershire and helping residents cut the amount of food waste they produce (thereby reducing their food bill and Council spend on disposing of their waste food) remain vital. However, we also need to plan for mandatory countywide weekly food-waste collections by the end of 2023, assuming the Environment Bill passes into law.

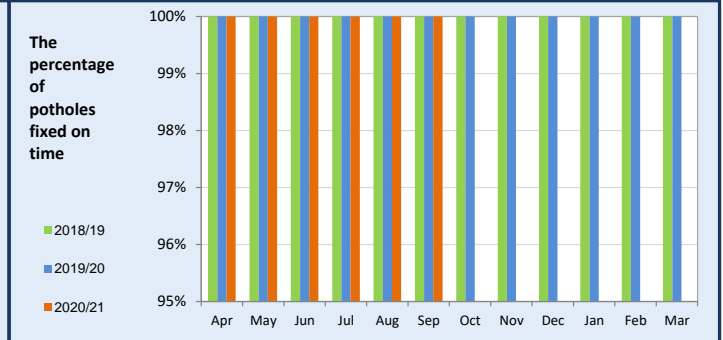
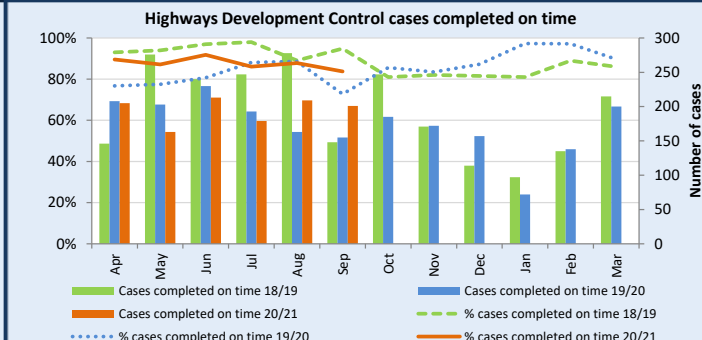
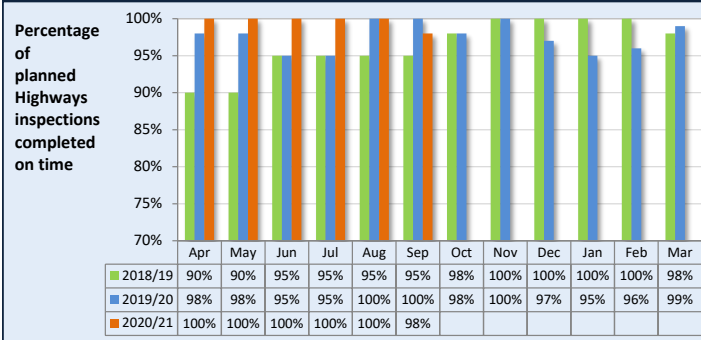
2) Condition of Highways

We continue to strive to ensure the condition of Worcestershire's roads remains above the national average and in the Upper or Top Quartiles nationally. This is challenging, however, especially during and after periods of severe adverse weather such as February's and the exceptional circumstances that applied throughout the April-to-June Quarter.

3) Public Enquiries (PEMs) Completed in 28 days

The latest full calendar-month figure for PEMs completed in 28 days is August's 78%, the lowest percentage since February's (also 78%). Although the percentage is within seasonal norms (August 2019's figure was 76%), monthly Quarter 2 percentages deteriorated as the number of PEMs increased post-lockdown. The challenge is presented by the fact that we should expect an increase in PEMs as we move into Quarter 3 and the winter season and we need to ensure working procedures accord with regulations concerning social distancing, solo working, and any further changes in local/national guidance. Reporting to DLT and Scrutiny Panel of the relevant monthly data will continue.

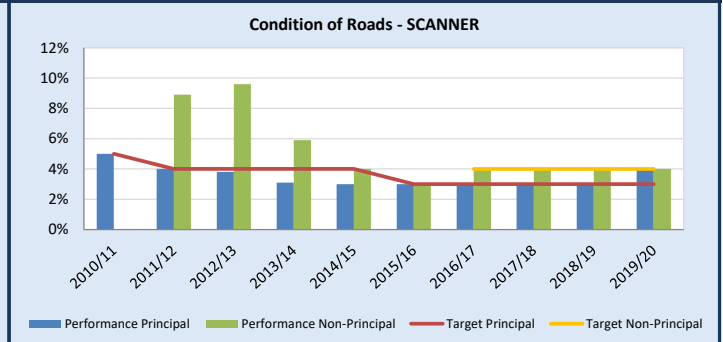
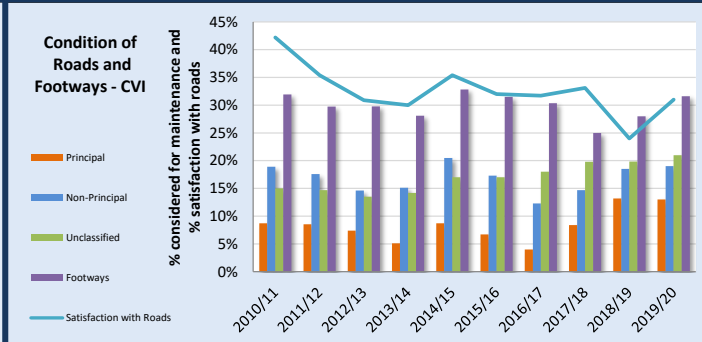
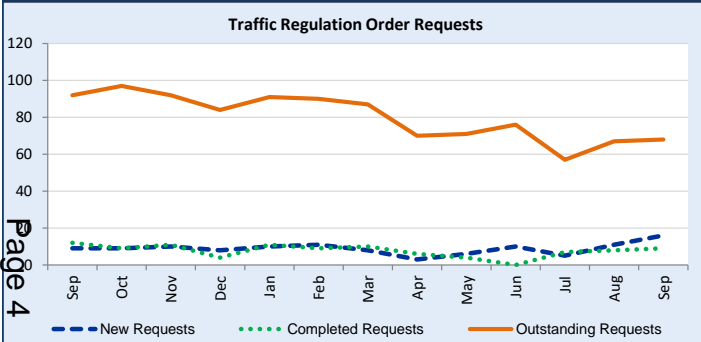
Economy & Infrastructure Dashboard for DLT and Overview & Scrutiny



Percentage of inspections meeting national guidelines in Code of Practice for Maintenance Management "Well Maintained Highways".

The number of Highways Development Control planning applications received each month and the percentage responded to within the required 21 days. This relates only to us providing our recommendation to the planning authority on the application and is not linked to Highways Act section 278 and section 38 agreements.

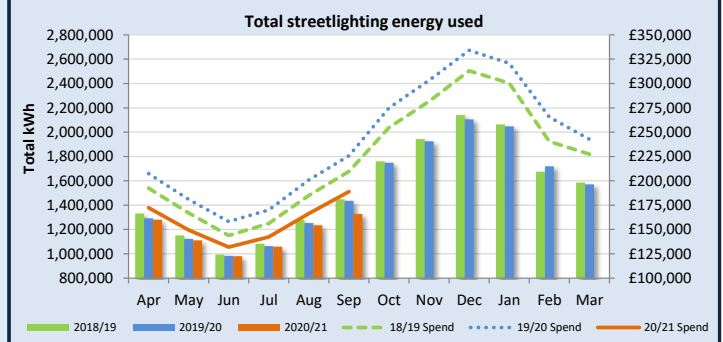
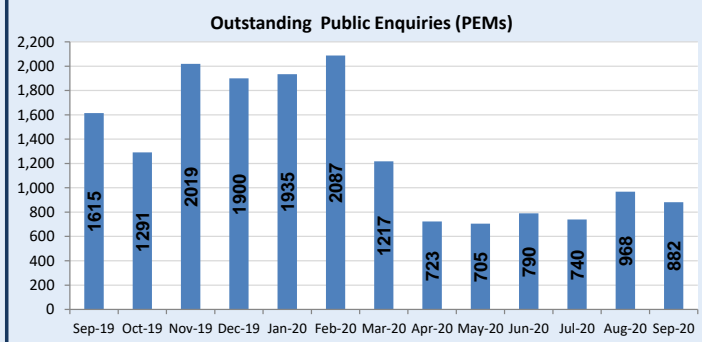
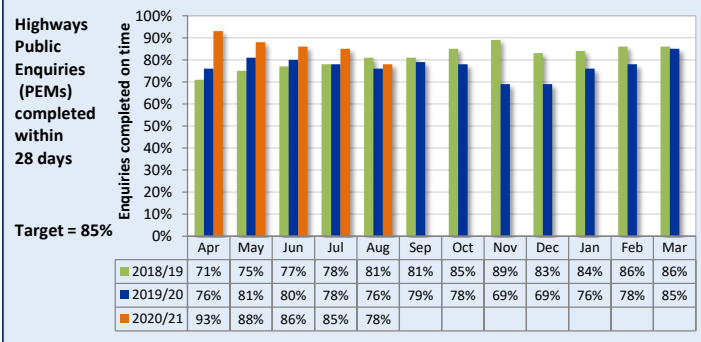
The percentage of instructed highway defects that have been completed on time. For a pothole to be defined and fixed, it is usually deeper than 20mm and wider in diameter than 200mm for a footway and deeper than 40mm and wider in diameter than 200mm for a carriageway.



The average time it takes for standard Traffic Regulation Orders from initiation to implementation, not including those in association with Development Control planning issues and Internal Generated Schemes. This can be a consultation process that involves external bodies such as West Mercia Police and District Councils. Whilst there are agreed timescales for their responses, they do not always meet these. The process can also involve Legal Services when there are formal objections which can delay the process. Additionally, construction issues can cause considerable delays. The average number of weeks to implement an order in the 2019/2020 financial year was 32; the equivalent 2018/2019 figure was 33.

This graph shows the percentage of footways and roads (Principal, Non-Principal and Unclassified) considered for maintenance after completion of the annual Coarse Visual Inspection (CVI) survey of the network. This is carried out from a slow-moving vehicle. A large part of a highways authority's road network is assessed each year. To produce the report, two years' data is combined, half the data being carried over from the previous year. Each year, 50% of Unclassified roads are the subject of a CVI. This exceeds the Department for Transport requirement of 25% inspection-coverage per annum. 'Major maintenance' is repairs to the edging, surface or structure of the carriageway. These involve at least one of edge patching or strengthening, carriageway strengthening (overlay, partial re-construction or full depth re-construction) or carriageway re-surfacing (inlay or overlay). Technical indices for edging, surface, and structure condition determine the point at which works are deemed necessary.

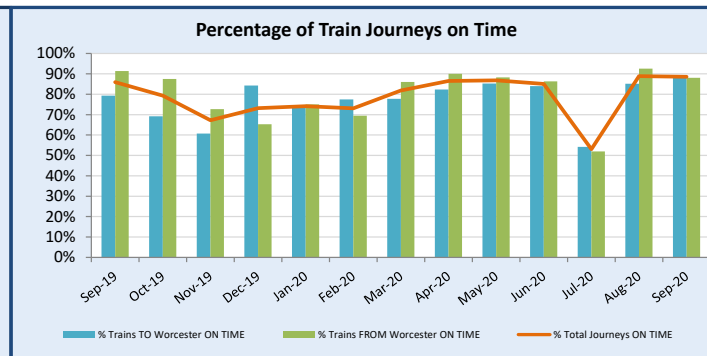
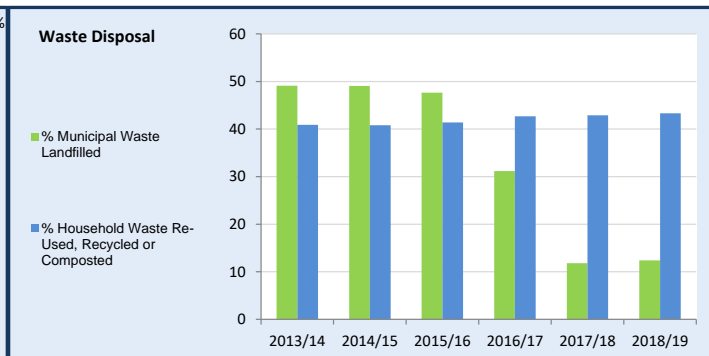
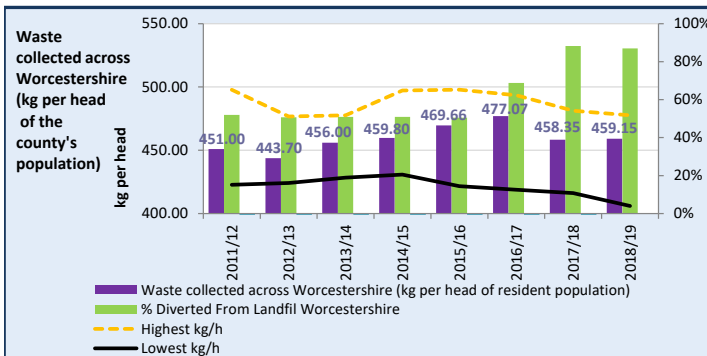
The percentage of principal (A roads) and non-principle roads (B & C roads) that are deemed to require major maintenance following the annual Surface Condition Assessment of the National Network of Roads (SCANNER) survey.



The percentage of PEMs (customer enquiries) completed on time within the last month period, in accordance with the 28-day Service Level Agreement. September's percentage will be available in early November.

The number of Highways PEMs outstanding as at the last day of the month.

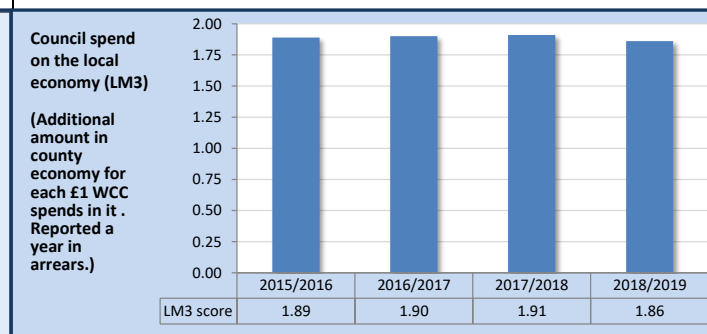
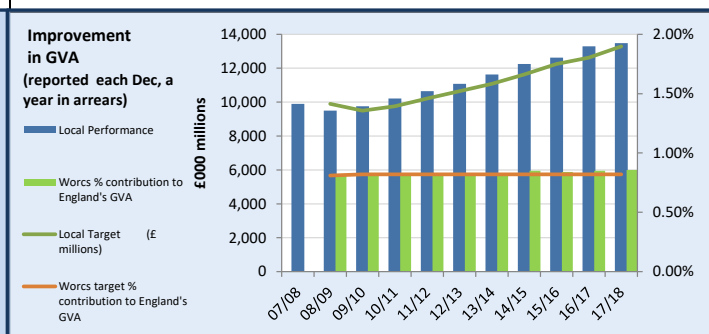
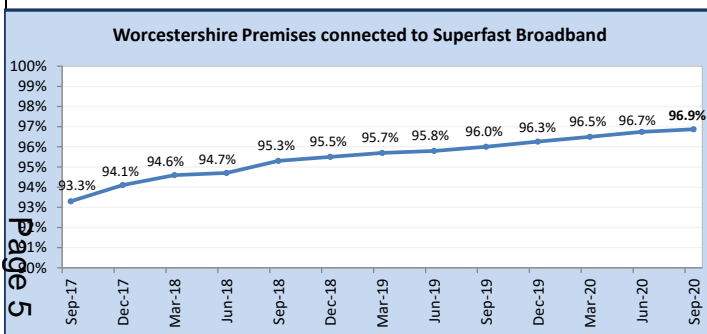
The columns show the total energy used for lighting County Council-owned street lights, whilst the lines indicate the amount spent on streetlighting per month.



Kilograms of Household Waste (HHW) per resident of Worcestershire. The figure is from the verified tonnage data for HHW and population data from the Waste Data Flow system. The HHW definition is stipulated in the Waste Data Flow system. The local authority with the highest figure in both 2017/2018 and 2018/2019 is Cumbria. In each year from 2015/2016 onwards, Hertfordshire has recorded the lowest figure.

This indicator measures the percentage of municipal waste sent to landfill and applies only to Disposal authorities. It also monitors the amount of waste sent for reuse, recycling or composting. The next data release by Department for Environment, Food and Rural Affairs will be in November/December 2020 and will relate to 2019/2020.

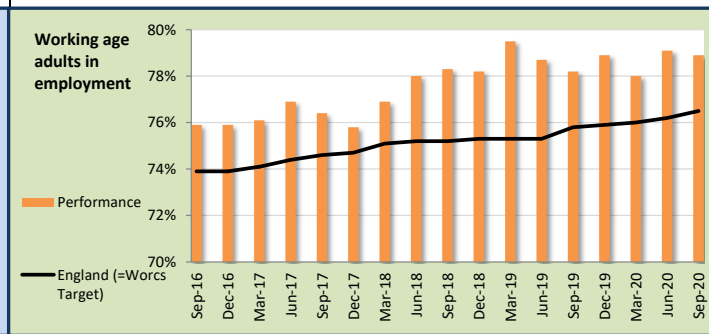
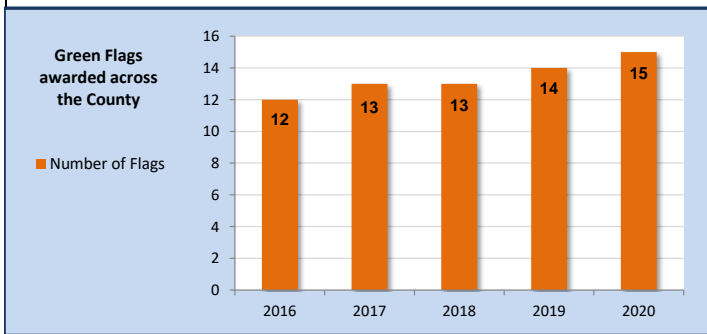
The percentage of train journeys in and out of Worcester at morning and evening peak times. Morning peak-time trains are those arriving at their destination between 6am and 10am; evening peak-time trains arrive at their destination between 4pm and 8pm. Train journeys are included to and from four major cities: Birmingham; Bristol; London; Oxford.



Percentage of all Worcestershire homes and business premises connect to Superfast broadband (24 Megabits per second).

Worcestershire Gross Value Added - GVA measures the contribution to the economy of each individual producer, industry or sector in the United Kingdom (Office for National Statistics). This figure is the monetary value of goods and services produced in Worcestershire, less the cost of all inputs and raw materials directly attributable to their production. Office for National Statistics (ONS) released 2017/2018's data in December 2019.

The County Council. The LM3 analysis helps assess how money spent by WCC flows through the local economy and what the impact on the local economy would be of more Worcestershire-based staff and (allowing for procurement rules) a higher proportion of WCC spend going to companies in Worcestershire. It is proposed that, each year when LM3 is calculated, available information on social value is used to assess whether assumptions need to change to reflect the extent to which suppliers spend locally in different service types and the extent to which suppliers have changed their local spending. The figure for each financial year is usually available in Quarter 2 of the following financial year.



Green Flags awarded across Worcestershire each summer (2020 awards made mid-October). Worcestershire County Council's St. Wulstan's Local Nature Reserve, Waseley Hills Country Park, and Worcester Woods Country Park have all retained Green Flag status. Other Award-holding parks in Worcestershire: Cripplegate; Fort Royal; Ghetuvelt; Riverside; Abbey Park Evesham; Droitwich Community Woods (new award for 2020); Abbey Park Pershore; Lido and St Peters Fields; Vines; Workman Gardens; Brinton; Queen Elizabeth II Silver Jubilee Gardens.

The percentage of Worcestershire's population aged 16-64 in employment compared to England's equivalent percentage for the same period. The next update will be published by Office for National Statistics in mid-January 2021

Planned Highways Inspections

Percentage completed on time

Year	Month	%	Year	Month	%	Year	Month	%	Year	Month	%	Year	Month	%	Year	Month	%
2015/16	Apr	99%	2016/17	Apr	95%	2017/18	Apr	96%	2018/19	Apr	90%	2019/20	Apr	98%	2019/20	Apr	100%
	May	99%		May	93%		May	98%		May	90%		May	98%		May	100%
	Jun	99%		Jun	95%		Jun	98%		Jun	95%		Jun	95%		Jun	100%
	Jul	98%		Jul	95%		Jul	98%		Jul	95%		Jul	95%		Jul	100%
	Aug	99%		Aug	95%		Aug	99%		Aug	95%		Aug	100%		Aug	100%
	Sep	99%		Sep	99%		Sep	99%		Sep	95%		Sep	100%		Sep	98%
	Oct	98%		Oct	99%		Oct	99%		Oct	98%		Oct	98%		Oct	
	Nov	98%		Nov	99%		Nov	99%		Nov	100%		Nov	100%		Nov	
	Dec	98%		Dec	99%		Dec	98%		Dec	100%		Dec	97%		Dec	
	Jan	99%		Jan	99%		Jan	97%		Jan	100%		Jan	95%		Jan	
	Feb	95%		Feb	98%		Feb	96%		Feb	100%		Feb	96%		Feb	
	Mar	100%		Mar	98%		Mar	96%		Mar	98%		Mar	99%		Mar	

Highways Development Control Cases Dealt With On Time

Monthly figures in respect of cases completed and cases dealt with on time

Year	Month	Total on time	% of cases completed on time	Total cases completed	Year	Month	Total on time	% of cases completed on time	Total cases completed	Year	Month	Total on time	% of cases completed on time	Total cases completed	Year	Month	Total on time	% of cases completed on time	Total cases completed
2017/18	Apr	189	96%	197	2018/19	Apr	146	93%	157	2019/20	Apr	208	77%	271	2020/21	Apr	205	90%	229
	May	202	97%	208		May	276	94%	293		May	203	78%	258		May	163	87%	187
	Jun	241	98%	246		Jun	240	97%	247		Jun	230	81%	285		Jun	213	92%	232
	Jul	225	91%	246		Jul	247	98%	252		Jul	193	88%	219		Jul	179	86%	208
	Aug	246	91%	269		Aug	278	89%	312		Aug	163	89%	184		Aug	209	88%	238
	Sep	199	77%	258		Sep	148	95%	156		Sep	155	73%	213		Sep	201	84%	240
	Oct	212	88%	242		Oct	247	81%	305		Oct	185	86%	216		Oct			
	Nov	215	89%	242		Nov	171	82%	140		Nov	172	83%	206		Nov			
	Dec	137	72%	191		Dec	114	82%	93		Dec	157	87%	180		Dec			
	Jan	133	92%	145		Jan	97	81%	120		Jan	72	97%	74		Jan			
	Feb	174	91%	192		Feb	135	89%	152		Feb	138	97%	142		Feb			
	Mar	211	93%	228		Mar	215	86%	250		Mar	200	90%	223		Mar			

Percentage of Potholes Fixed On Time

Year	Month	%	Year	Month	%	Year	Month	%	Year	Month	%	Year	Month	%
2016/17	Apr	100%	2017/18	Apr	100%	2018/19	Apr	100%	2019/20	Apr	100%	2020/21	Apr	100%
	May	100%		May	100%		May	100%		May	100%		May	100%
	Jun	100%		Jun	100%		Jun	100%		Jun	100%		Jun	100%
	Jul	100%		Jul	100%		Jul	100%		Jul	100%		Jul	100%
	Aug	100%		Aug	100%		Aug	100%		Aug	100%		Aug	100%
	Sep	100%		Sep	100%		Sep	100%		Sep	100%		Sep	100%
	Oct	100%		Oct	100%		Oct	100%		Oct	100%		Oct	100%
	Nov	100%		Nov	100%		Nov	100%		Nov	100%		Nov	100%
	Dec	100%		Dec	100%		Dec	100%		Dec	100%		Dec	100%
	Jan	100%		Jan	100%		Jan	100%		Jan	100%		Jan	100%
	Feb	100%		Feb	100%		Feb	100%		Feb	100%		Feb	100%
	Mar	100%		Mar	100%		Mar	100%		Mar	100%		Mar	100%

Traffic Regulation Orders

The average time it takes for standard Traffic Regulation Orders from initiation to implementation, not including those in association with Development Control planning issues and Internal Generated Schemes.

Year	Month	Average Weeks To Complete	Number Completed	Outstanding List Of Requests	New Requests	Year	Month	Average Weeks To Complete	Number Completed	Outstanding List Of Requests	New Requests	Year	Month	Average Weeks To Complete	Number Completed	Outstanding List Of Requests	New Requests
2018	Jan	33	8	91	9	2019	Jan	34	11	85	8	2020	Jan	26	11	91	10
	Feb	34	6	102	16		Feb	38	9	87	14		Feb	39	9	90	11
	Mar	33	10	112	13		Mar	29	10	84	13		Mar	31	10	87	8
	Apr	37	16	109	5		Apr	31	11	82	8		Apr	42	6	70	3
	May	32	18	95	5		May	27	14	81	10		May	27	4	71	6
	Jun	41	12	93	13		Jun	30	9	87	12		Jun	0	0	76	10
	Jul	29	10	90	18		Jul	37	9	94	16		Jul	34	7	57	5
	Aug	34	13	80	9		Aug	33	13	86	11		Aug	30	8	67	11
	Sep	36	10	90	17		Sep	28	12	92	9		Sep	40	9	68	16
	Oct	25	11	90	6		Oct	35	9	97	9		Oct				
	Nov	27	14	89	7		Nov	31	11	92	10		Nov				
	Dec	33	6	82	11		Dec	41	4	84	8		Dec				

Condition of Roads & Footways (1)

Percentage of footways and roads considered for maintenance after the annual Coarse Visual Inspection (CVI) survey*

Year	Principal	Non-Principal	Unclassified	Footways	Satisfaction with Roads**
2010/11	8.7%	18.9%	15.0%	31.9%	42.2%
2011/12	8.5%	17.6%	14.7%	29.7%	35.4%
2012/13	7.4%	14.6%	13.5%	29.8%	30.9%
2013/14	5.1%	15.1%	14.2%	28.1%	30.0%
2014/15	8.7%	20.5%	17.0%	32.8%	35.4%
2015/16	6.7%	17.3%	17.0%	31.5%	32.0%
2016/17	4.0%	12.3%	18.0%	30.4%	31.7%
2017/18	8.4%	14.7%	19.8%	25.0%	33.1%
2018/19	13.2%	18.5%	19.9%	28.0%	24.0%
2019/20	13.0%	19.0%	21.0%	31.6%	31.0%

* The lower the percentage, the better, as it indicates that less of the network is judged to require major maintenance.

** Each year's performance figure is the percentage of Worcestershire Viewpoint panel members whose response is that they are satisfied or very satisfied with the condition of the county's roads.

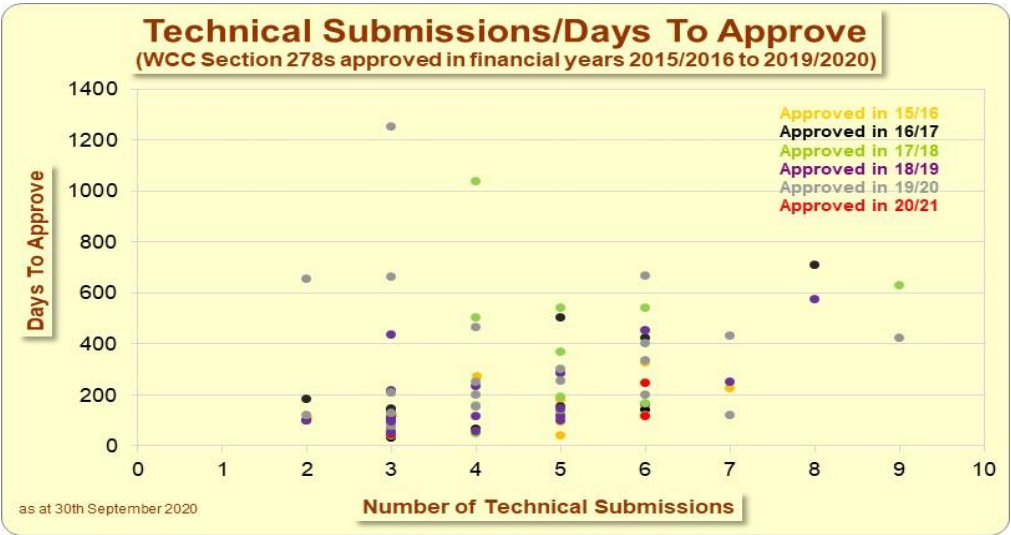
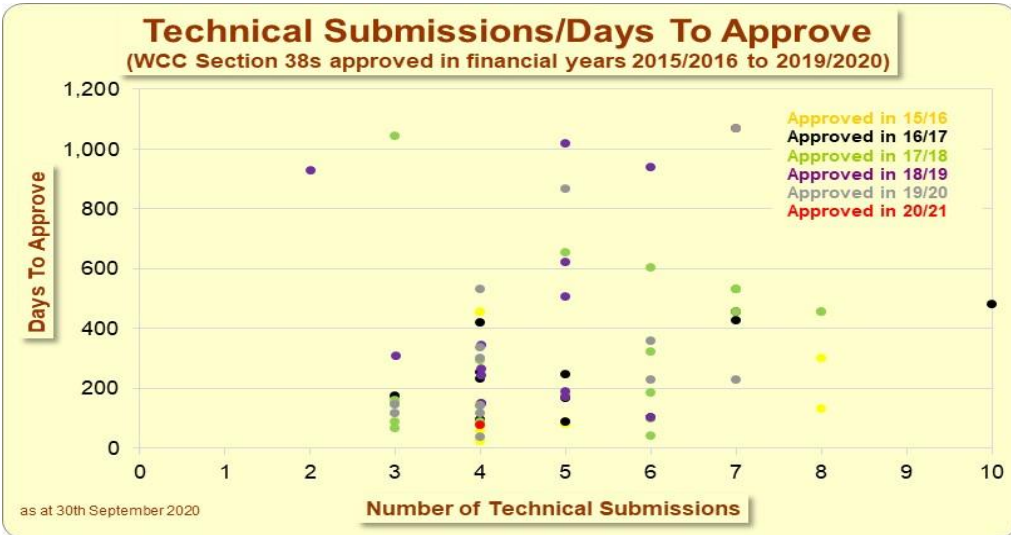
Condition of Roads & Footways (2)

Percentage of roads deemed to require major maintenance after the SCANNER* Survey

Year	SCANNER*				Coarse Visual Inspection		
	Performance Principal	Target Principal	Performance Non-	Target Non-Principal	A	B and C	Footways
2010/11	5.0%	5.0%			8.7%	18.9%	31.9%
2011/12	4.0%	4.0%	8.9%		8.5%	17.6%	29.7%
2012/13	3.8%	4.0%	9.6%		7.4%	14.6%	29.7%
2013/14	3.1%	4.0%	5.9%		5.1%	15.1%	28.1%
2014/15	3.0%	4.0%	4.0%		8.7%	20.5%	32.8%
2015/16	3.0%	3.0%	3.0%		6.7%	17.3%	31.5%
2016/17	3.0%	3.0%	4.0%	4.0%	4.0%	12.3%	30.4%
2017/18	3.0%	3.0%	4.0%	4.0%	8.4%	14.7%	25.0%
2018/19	3.0%	3.0%	4.0%	4.0%	13.2%	18.5%	28.0%
2019/20	4.0%	3.0%	4.0%	4.0%	13.0%	19.0%	31.6%

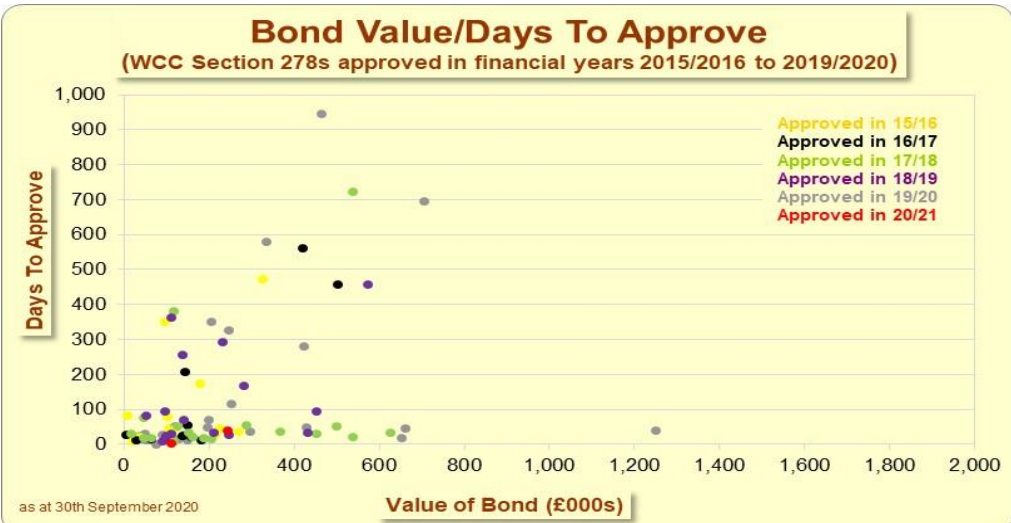
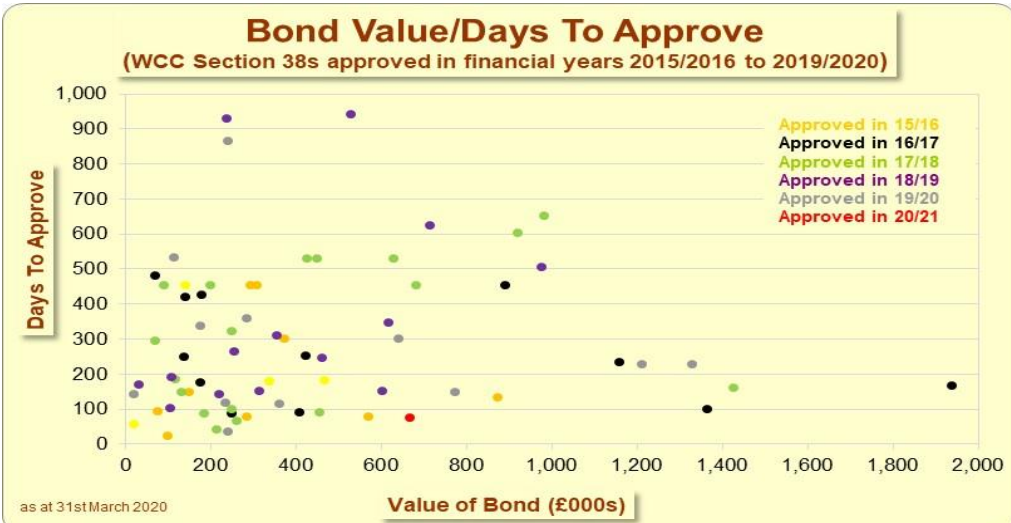
* Surface Condition Assessment of the National Network of Roads. The lower the percentage, the better, as it means less of the network is deemed to be in need of major maintenance.

Development Control Technical Submissions/Days To Approve Graphs



- The average number of days to approve 38s in 2020/2021 is 75. The 2019/2020 average figure was 479; that for 2018/2019 was 370.
- The 63 schemes approved in the financial years from 2016/2017 to 2020/2021 have on average involved 5 technical submissions, taking on average 393 days to approve. The average for the 22 schemes involving more than 5 submissions is 439 days.
- The scheme taking the most days to reach approval (1,650) remains Taylor Wimpey's at Old Worcester Road, Hartlebury: submitted May 2014, approved after 5 submissions in May 2019.

- The average number of days to approve 278s in 2020/2021 to date is 180 days; approvals in 2019/2020 took an average of 325 days; 2018/2019's equivalent figure was 213 days.
- The average number of technical submissions for 278s approved in 2020/2021 is currently 6, up from 4 in 2019/2020 and 5 in 2018/2019.
- Of 2020/2021's approved schemes, Piper Homes' Droitwich Road, Fernhill Heath scheme took the longest to each approval, 246 days and 6 submissions after its initial submission on 27th September last year.



- 33 of the 63 38s reaching technical approval from 2016/2017 onwards are designated as incomplete, no legal agreement having been signed. WCC is the auditor for all but two of those schemes
- Jacobs' entries to the 'Incomplete' list are in respect of Persimmon Homes' Bransford Road, Rushwick (Phase 1) scheme and Bellway Homes's Lower Howsell Road scheme
- The scheme with the highest bond (Redrow, £1.94m, Yew Tree Farm, Droitwich) took 165 days and 5 Technical submissions to reach approval, 738 days until agreement signing on 30th January 2019.

- Of the 77 278s that have reached technical approval from 2016/2017 onwards, 10 are incomplete in that no legal agreement has been signed. WCC is the auditor for five of those ten schemes
- The overall bond value of the 10 278s awaiting legal approval is £1,529,000.
- Persimmon Homes' Swinesherd Way, Whittington scheme has the largest bond (£1,850,000) of any of the 278s approved in the period 1st April 2016 to 30th September 2020. It reached approval in September 2019 after 666 days, 6 technical submissions. The agreement was signed 11 days later.

Public Enquiries (PEMs)

Percentage completed within 28 days

2015/2016	Apr	89%
	May	89%
	Jun	90%
	Jul	90%
	Aug	87%
	Sep	87%
	Oct	86%
	Nov	90%
	Dec	83%
	Jan	85%
	Feb	85%
	Mar	82%
2016/2017	Apr	76%
	May	45%
	Jun	63%
	Jul	77%
	Aug	73%
	Sep	72%
	Oct	83%
	Nov	82%
	Dec	77%
	Jan	83%
	Feb	83%
	Mar	81%

2017/2018	Apr	87%
	May	83%
	Jun	82%
	Jul	82%
	Aug	78%
	Sep	78%
	Oct	84%
	Nov	81%
	Dec	84%
	Jan	79%
	Feb	78%
	Mar	78%
2018/2019	Apr	71%
	May	75%
	Jun	77%
	Jul	78%
	Aug	81%
	Sep	81%
	Oct	85%
	Nov	89%
	Dec	83%
	Jan	84%
	Feb	86%
	Mar	86%

2019/2020	Apr	76%
	May	81%
	Jun	80%
	Jul	78%
	Aug	76%
	Sep	79%
	Oct	78%
	Nov	69%
	Dec	69%
	Jan	76%
	Feb	78%
	Mar	85%
2020/2021	Apr	93%
	May	88%
	Jun	86%
	Jul	85%
	Aug	78%
	Sep	
	Oct	
	Nov	
	Dec	
	Jan	
	Feb	
	Mar	

Public Enquiries (PEMs)

Totals received in each calendar month and the number outstanding at the end of each month

2017/2018			2018/2019			2019/2020			2020/2021			Outstanding at Month-End*			
Month	Received	Average Received per Day	Month	Received	Average Received per Day	Month	Received	Average Received per Day	Month	Received	Average Received per Day	2017/2018	2018/2019	2019/2020	2020/2021
Apr	983	33	Apr	2,154	72	Apr	1,501	50	Apr	596	20	1,114	1,967	1,104	723
May	1,604	52	May	2,098	68	May	1,614	52	May	925	30	830	1,866	1,206	705
Jun	1,817	61	Jun	2,113	70	Jun	2,160	72	Jun	1,638	55	885	1,739	1,475	790
Jul	1,638	53	Jul	1,983	64	Jul	2,112	68	Jul	1,572	51	1,423	1,423	1,600	740
Aug	1,525	49	Aug	1,821	59	Aug	1,801	58	Aug	1,808	58	1,503	1,503	1,399	968
Sep	1,503	50	Sep	1,497	50	Sep	1,991	66	Sep	1,652	55	1,019	1,285	1,615	882
Oct	1,453	47	Oct	1,553	50	Oct	2,188	71	Oct			904	965	1,291	
Nov	1,242	41	Nov	1,482	49	Nov	2,506	84	Nov			708	999	2,019	
Dec	2,469	80	Dec	1,323	43	Dec	1,892	61	Dec			1,139	985	1,900	
Jan	2,677	86	Jan	1,419	46	Jan	2,605	84	Jan			1,491	1,028	1,935	
Feb	1,931	69	Feb	1,464	47	Feb	3,185	110	Feb			1,312	1,080	2,087	
Mar	2,840	92	Mar	1,767	57	Mar	1,509	49	Mar			1,859	1,138	1,217	
Totals	21,682	59	Totals	20,674	57	Totals	25,064	68	Totals	8,191	45				

Quarter	Received	Average Received per Day	Quarter	Received	Average Received per Day	Quarter	Received	Average Received per Day	Quarter	Received	Average Received per Day	Outstanding at Quarter-End 17/18	Outstanding at Quarter-End 18/19	Outstanding at Quarter-End 19/20	Outstanding at Quarter-End 20/21
1	4,404	48	1	6,365	70	1	5,275	58	1	3,159	35	885	1,739	1,475	790
2	4,666	51	2	5,301	58	2	5,904	64	2	5,032	55	1,019	1,285	1,615	882
3	5,164	56	3	4,358	47	3	6,586	72	3			1,139	985	1,900	
4	7,448	83	4	4,650	52	4	7,299	80	4			1,859	1,138	1,217	
Totals	21,682	59	Totals	20,674	57	Totals	25,064	68	Totals	8,191	45				

* irrespective of date PEM received

G.D.P.

Public Enquiries (PEMs)
Subject and Number of Enquiries Received

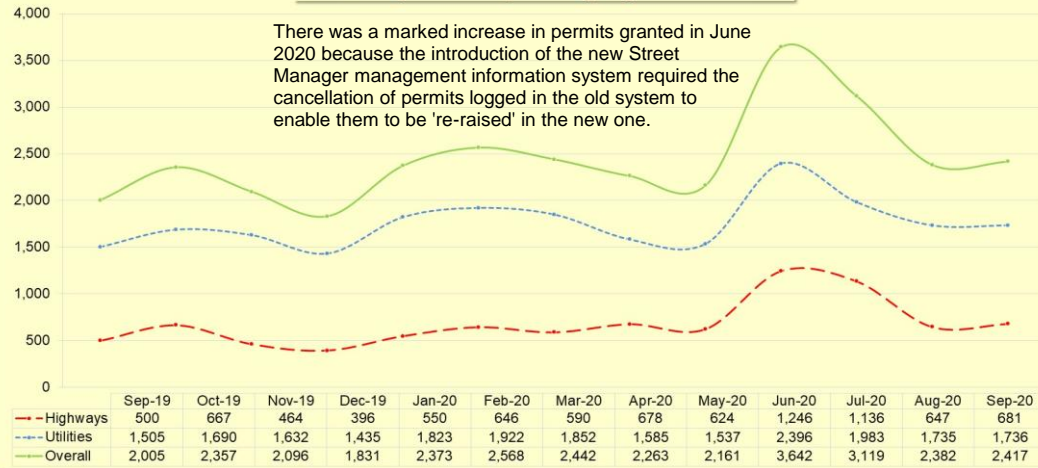
Subject of Enquiry	July		August		September		2020/2021 Quarter 2		2019/2020 Quarter 2	
	Total	%	Total	%	Total	%	Total	%	Total	%
Bridgeworks	11	0.7	14	0.8	11	0.7	36	0.7	60	1.0
Drainage	154	9.8	366	20.2	147	8.9	667	13.3	833	14.1
Existing Signs - Unlit	4	0.3	7	0.4	8	0.5	19	0.4	13	0.2
Flooding	6	0.4	15	0.8	2	0.1	23	0.5	7	0.1
Fences and Furniture	10	0.6	11	0.6	21	1.3	42	0.8	30	0.5
Grass Cutting / Verges	255	16.2	244	13.5	269	16.3	768	15.3	1,104	18.7
Grit Bin Service request	0	0.0	0	0.0	2	0.1	2	0.0	0	0.0
Hedge & Trees	108	6.9	87	4.8	75	4.5	270	5.4	156	2.6
Highways Search / Adopted	2	0.1	1	0.1	1	0.1	4	0.1	3	0.1
Ice Snow and Gritting Requests	0	0.0	2	0.1	7	0.4	9	0.2	9	0.2
Major Highway Projects	0	0.0	0	0.0	0	0.0	0	0.0	13	0.2
Mud / Hazard on Highway	53	3.4	125	6.9	79	4.8	257	5.1	217	3.7
New Dropped Kerb	0	0.0	1	0.1	0	0.0	1	0.0	0	0.0
New Signs and Road Markings	14	0.9	12	0.7	7	0.4	33	0.7	16	0.3
Potholes	134	8.5	124	6.9	119	7.2	377	7.5	483	8.2
Road Works Enquiry	34	2.2	20	1.1	17	1.0	71	1.4	69	1.2
Roads Footpaths and Cycle Tracks	735	46.8	731	40.4	809	49.0	2,275	45.2	2,630	44.5
Scaffold / Skip Permits / Temporary Road or Lane Closure / Building Materials	0	0.0	0	0.0	2	0.1	2	0.0	2	0.0
Section 38 / 278 - Development Control	1	0.1	3	0.2	3	0.2	7	0.1	10	0.2
Speed Limits	5	0.3	2	0.1	1	0.1	8	0.2	8	0.1
Traffic Calming	0	0.0	0	0.0	1	0.1	1	0.0	1	0.0
Traffic Regulation Orders	8	0.5	16	0.9	27	1.6	51	1.0	42	0.7
Traffic Signals - Permanent	13	0.8	8	0.4	14	0.8	35	0.7	105	1.8
Traffic Signals - Temporary	12	0.8	14	0.8	24	1.5	50	1.0	75	1.3
Utility Company Apparatus / Works	13	0.8	5	0.3	6	0.4	24	0.5	18	0.3
Totals	1,572	100.0	1,808	100.0	1,652	100.0	5,032	100.0	5,904	100.0

Enquiries Received on Each Day of the Week	July		August		September		2020/2021 Quarter 2		2019/2020 Quarter 2	
	Total	%	Total	%	Total	%	Total	%	Total	%
Sunday	73	4.6	105	5.8	85	5.1	263	5.2	298	5.0
Monday	292	18.6	343	19.0	275	16.6	910	18.1	1,252	21.2
Tuesday	257	16.3	380	21.0	318	19.2	955	19.0	1,198	20.3
Wednesday	307	19.5	294	16.3	344	20.8	945	18.8	989	16.8
Thursday	307	19.5	320	17.7	280	16.9	907	18.0	997	16.9
Friday	280	17.8	288	15.9	273	16.5	841	16.7	921	15.6
Saturday	56	3.6	78	4.3	77	4.7	211	4.2	249	4.2
Totals	1,572	100.0	1,808	100.0	1,652	100.0	5,032	100.0	5,904	100.0

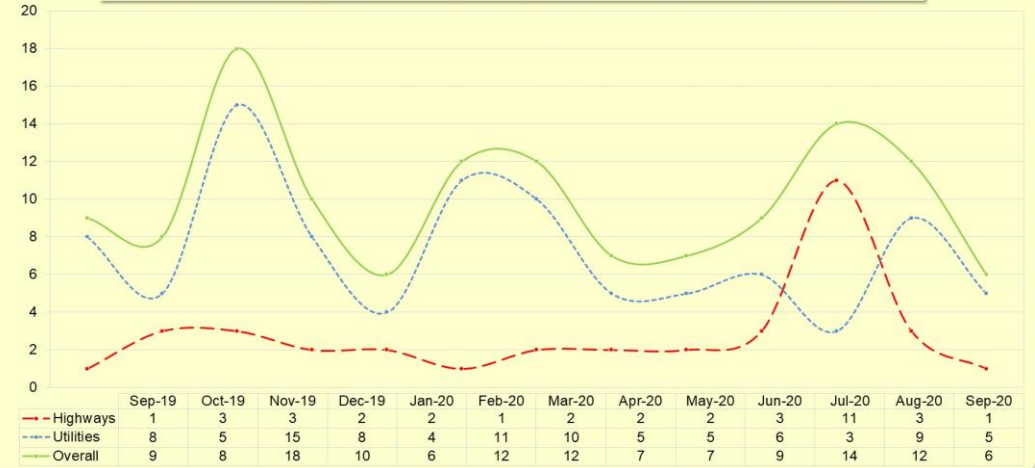
Streetworks Licences and Permits

Highways and Utilities Permits granted and deemed and summary of inspections

Highways Licences and Permits: Number Granted
Monthly totals in respect of Highways and Utilities



Highways Licences and Permits: Number Deemed
Permit applications not responded to within given response times and so deemed to have been granted



Inspections Summary - 20/21 Q1	Total Category As	Total Category Bs	Total Category Cs	Total Category Ds	Total Permits	Total Defects	Total Inspections
Inspector 1	10	0	0	10	8	0	28
Inspector 2	155	109	185	120	51	67	687
Inspector 3	262	27	25	62	209	3	588
Inspector 4	42	78	153	2	31	95	401
Inspector 5	11	0	0	0	0	0	11
Inspector 6	5	0	0	1	3	0	9
Inspector 7	168	143	138	49	164	82	744
Inspector 8	192	131	252	17	108	163	863
Inspector 9	344	45	39	34	212	20	694
Total	1,189	533	792	295	786	430	4,025

Inspections Summary - Sep 2020	Total Category As	Total Category Bs	Total Category Cs	Total Category Ds	Total Permits	Total Defects	Total Inspections
Inspector 1	195	0	0	127	142	0	464
Inspector 2	2	328	321	2	2	54	709
Inspector 3	126	38	7	46	106	17	340
Inspector 4	0	107	96	1	0	20	224
Inspector 5	114	0	0	0	0	0	114
Inspector 6	77	8	6	38	65	0	194
Inspector 7	0	198	159	0	1	87	445
Inspector 8	0	63	32	0	0	152	247
Inspector 9	93	0	2	36	72	6	209
Total	607	742	623	250	388	336	2,946

A full inspections summary for the June-to-September quarter will be available once the July and August information in the new management information system has been added to the reports database

Street Lighting

Calendar-month totals of energy used by County Council-owned street lights and street lighting energy costs

Year	Customer	Units	Total (Annual)	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
2012/13	Customer total	kWh	22,092,112	1,616,050	1,414,056	1,224,429	1,325,052	1,544,212	1,754,119	2,099,387	2,283,098	2,501,979	2,426,921	1,985,936	1,916,874
2013/14	Customer total	kWh	22,074,495	1,598,089	1,397,565	1,215,750	1,319,907	1,542,914	1,766,583	2,124,409	2,293,261	2,494,577	2,427,819	1,984,869	1,908,753
2014/15	Customer total	kWh	21,323,429	1,579,957	1,377,198	1,184,729	1,276,190	1,505,677	1,703,392	2,051,200	2,228,522	2,409,414	2,326,843	1,886,775	1,793,533
2015/16	Customer total	kWh	20,056,063	1,453,173	1,265,786	1,085,762	1,181,794	1,395,073	1,598,872	1,937,053	2,122,625	2,137,472	2,243,437	1,891,674	1,743,341
2016/17	Customer total	kWh	19,563,517	1,405,973	1,217,648	1,057,199	1,141,479	1,348,397	1,537,805	1,875,060	2,060,268	2,264,689	2,193,015	1,773,953	1,688,031
2017/18	Customer total	kWh	19,052,069	1,365,933	1,189,413	1,037,269	1,130,145	1,333,283	1,529,746	1,853,163	2,006,613	2,177,150	2,098,502	1,697,195	1,633,657
2018/19	Customer total	kWh	18,457,931	1,331,816	1,151,340	993,727	1,082,584	1,281,116	1,448,438	1,760,351	1,942,887	2,141,210	2,063,869	1,674,834	1,585,759
2019/20	Customer total	kWh	18,269,388	1,292,581	1,123,235	983,411	1,063,770	1,252,667	1,436,531	1,749,274	1,924,699	2,105,215	2,047,659	1,719,621	1,570,726
2020/21	Customer total	kWh	6,994,369	1,280,336	1,110,931	980,406	1,058,243	1,235,707	1,328,746						
2016/17	Spend	£	2,209,301	158,488	137,303	119,887	128,167	151,887	173,450	211,570	233,115	259,175	249,768	198,168	188,323
2017/18	Spend	£	2,479,439	179,003	155,878	135,773	147,204	173,898	197,159	238,615	259,312	284,576	276,772	219,691	211,558
2018/19	Spend	£	2,671,459	192,447	166,948	143,841	156,155	184,884	209,593	254,683	281,659	313,081	300,332	240,357	227,479
2019/20	Spend	£	2,884,348	207,374	180,855	158,180	170,150	200,794	225,817	274,910	303,184	334,093	320,764	265,568	242,659
2020/21	Spend	£	951,353	172,289	149,496	131,934	142,407	166,351	188,876						

Power Data
ASSOCIATES

Household Waste

Waste collected across Worcestershire (kg per head of resident population)

	kg/h Worcestershire	Highest kg/h	Lowest kg/h	% Diverted From Landfil	Highest	Lowest
2011/12	451.00	497.80	422.70	51.95%	Cumbria	Oxfordshire
2012/13	443.70	476.70	424.10	50.73%	Cumbria	Oxfordshire
2013/14	456.00	477.70	428.40	50.88%	Devon	Oxfordshire
2014/15	459.80	497.20	430.80	50.95%	North Yorkshire	Oxfordshire
2015/16	469.66	497.79	421.65	50.55%	Cumbria	Hertfordshire
2016/17	477.07	493.40	418.80	68.80%	North Yorkshire	Hertfordshire
2017/18	458.35	481.20	416.13	88.20%	Cumbria	Hertfordshire
2018/19	459.15	477.70	406.00	86.98%	Cumbria	Hertfordshire

Worcestershire's local figure for 2018/2019 was confirmed in mid-November 2019. The national figures for 2018/2019 were published by DEFRA at the end of that month. The data did not include any revisions to previous years' figures.

Waste Disposal

Municipal waste sent to landfill and waste sent for re-use, recycling or composting

Year	% Municipal Waste Landfilled	% Household Waste Re-Used, Recycled or Composted
2013/14	49.1	40.9
2014/15	49.1	40.8
2015/16	47.6	41.4
2016/17	31.2	42.7
2017/18	11.8	42.9
2018/19	12.4	43.3

Countryside Access

2020/2021 Reports Received and Resolutions Summary

	April	May	June	July	August	September	October	November	December	January	February	March
Outstanding Public Rights of Way (PROW) reports	5,992 (includes 4,964 defects & 628 obstructions)	5,726 (includes 5,068 defects & 658 obstructions)	5,905 (includes 5,249 defects & 656 obstructions)	5,968 (includes 5,306 defects & 662 obstructions)	6,017 (includes 5,355 defects & 662 obstructions)	6,073 (includes 5,388 defects & 685 obstructions)						
New reports received in month	176 (includes 110 defects & 66 obstructions)	290 (includes 228 defects and 62 obstructions)	359 (includes 314 defects & 45 obstructions)	293 (includes 253 defects & 40 obstructions)	197 (includes 166 defects & 31 obstructions)	231 (includes 185 defects & 46 obstructions)						
Reports resolved in month	45 (34 defects & 11 obstructions)	119 (includes 93 defects & 26 obstructions)	227 (includes 188 defects & 39 obstructions)	194 (includes 163 defects & 31 obstructions)	139 (includes 110 defects & 29 obstructions)	157 (includes 137 defects & 20 obstructions)						
Reports resolved by volunteers (Cumulative, for this Financial year)	10	26	34	42	46	59						
Reports resolved in month by Volunteers (Number and %)	10 22%	16 13%	8 4%	8 4%	4 3%	13 8%						
New Definitive Map Modification Orders (DMMOs) submitted in month	0	0	1	0	1	0						
DMMOs completed in month	0	0	1	0	0	0						
DMMOs outstanding on the register	68	68	67	68	68	68						

Countryside Access

2019/2020 Reports Received and Resolutions Summary

	April	May	June	July	August	September	October	November	December	January	February	March
Outstanding Public Rights of Way (PROW) reports	5,107 (includes 4,624 defects & 483 obstructions)	5,133 (includes 4,650 defects & 483 obstructions)	5,223 (includes 4,733 defects & 490 obstructions)	5,341 (includes 4,844 defects & 497 obstructions)	5,403 (includes 4,894 defects & 509 obstructions)	5,436 (includes 4,911 defects & 525 obstructions)	5,416 (includes 4,888 defects & 528 obstructions)	5,307 (includes 4,778 defects & 529 obstructions)	5,288 (includes 4,761 defects & 527 obstructions)	5,215 (includes 4,775 defects & 540 obstructions)	5,390 (includes 4,840 defects & 550 obstructions)	5,446 (includes 4,875 defects & 571 obstructions)
New reports received in month	253 (includes 220 defects & 33 obstructions)	153 (includes 138 defects and 15 obstructions)	202 (includes 190 defects & 12 obstructions)	332 (includes 299 defects & 33 obstructions)	240 (includes 212 defects & 18 obstructions)	193 (includes 165 defects & 28 obstructions)	199 (includes 178 defects & 21 obstructions)	123 (includes 107 defects & 16 obstructions)	119 (includes 111 defects & 8 obstructions)	169 (includes 150 defects & 19 obstructions)	165 (includes 151 defects & 14 obstructions)	143 (includes 117 defects & 26 obstructions)
Reports resolved in month	123 (113 defects & 10 obstructions)	143 (includes 125 defects & 18 obstructions)	120 (includes 112 defects & 8 obstructions)	188 (includes 170 defects & 18 obstructions)	173 (includes 164 defects & 9 obstructions)	166 (includes 153 defects & 13 obstructions)	233 (includes 216 defects & 17 obstructions)	224 (includes 211 defects & 13 obstructions)	147 (includes 134 defects & 13 obstructions)	152 (includes 141 defects & 11 obstructions)	94 (includes 90 defects & 4 obstructions)	84 (includes 79 defects & 5 obstructions)
Reports resolved by volunteers (Cumulative, for this Financial year)	36	53	99	136	161	186	211	234	275	286	312	319
Reports resolved in month by Volunteers (Number and %)	36 29%	17 12%	46 38%	37 20%	25 14%	25 15%	25 11%	23 10%	41 28%	11 7%	26 28%	7 8%

- **Outstanding Public Rights of Way (PROW) reports:** This figure at the end of September 2020 was 6,073, an increase of 11.7% compared with the total on 30th September last year. Compared with twelve months previously, on 30th September 2020, outstanding defects reports (5,388) were up by 9.7%; those for obstructions (685) were up by 30.5%.
- **New reports received each month:** Reports received in the April-to-September Quarter totalled 721, down 5.8% compared with the total for the same period last year (765). The number of new reports is very seasonal, with the bulk of new reports being in early- and mid-summer. During the Covid-19 full-lockdown period and the period of gradual relaxation since, usage of the network has been high, especially in urban fringe areas. Other normal increases in reports received are due to submission of surveys from ramblers groups. The number of reported issues was lower in November and December 2019 due to the wet weather, which also meant many sites could not be accessed by contractors to do the work.
- **Reports resolved each month:** The number of reports resolved is more consistent throughout the year. Variations tend to be due to the completion of large programmes of planned work such as signage programmes (as in October and November 2019) or issues with site accessibility due to the weather. The total resolved in Quarter 2 of this financial year was 490 (2019/2020 Quarter 2's total was 527, that for 2020/2021 Quarter 1 was 391).
- **Reports resolved by Volunteers (Cumulative, for this Financial year):** Defects resolved by volunteers, both individuals and groups, in the first six months of this financial year totalled 59, down 68.3% compared with the total in the same period last year (186). The true resolutions figure is often higher, as much volunteer work is not recorded, but the Covid-19 lockdown period saw a large reduction in volunteer availability and the suspension of the Community Service Gang.
- **New Volunteer Groups:** There are **16 groups** across the County. This figure remains largely static (the most recent volunteer group started in May 2018) and doesn't indicate how active the groups are (some do work several times a month, some only very occasionally). We consider a measure of resolutions achieved by volunteers to be a better gauge of the success of our volunteer scheme.
- **Definitive Map Modification Orders (DMMOs):** new, complete, and outstanding Orders information has been added to the summary.

Rail Journeys Running On Time

	To Worcester			From Worcester			Total Journeys			Morning Peak Times			Evening Peak Times		
	Total Number of Trains TO Worcester	Total Number of Trains TO Worcester ON TIME	% Trains TO Worcester ON TIME	Total Number of Trains FROM Worcester	Total Number of Trains FROM Worcester ON TIME	% Trains FROM Worcester ON TIME	Total number of train journeys	Total number of train journeys ON TIME	% Total Journeys ON TIME	Total Number AM Journeys	Total Number AM Journeys ON TIME	% AM Journeys ON TIME	Total Number PM Journeys	Total Number PM Journeys ON TIME	% PM Journeys ON TIME
Jan-18	29	22	75.9%	37	21	56.8%	66	43	65.2%	31	23	74.2%	35	20	57.1%
Feb-18	28	19	67.9%	31	19	61.3%	59	38	64.4%	27	23	85.2%	32	15	46.9%
Mar-18	37	24	64.9%	40	22	55.0%	77	46	59.7%	33	23	69.7%	44	23	52.3%
Apr-18	35	29	82.9%	41	31	75.6%	76	60	78.9%	33	29	87.9%	43	31	72.1%
May-18	53	23	43.4%	54	28	51.9%	107	51	47.7%	50	32	64.0%	57	19	33.3%
Jun-18	29	17	58.6%	37	18	48.6%	66	35	53.0%	31	23	74.2%	35	12	34.3%
Jul-18	26	14	53.8%	39	17	43.6%	65	31	47.7%	35	23	65.7%	30	8	26.7%
Aug-18	27	20	74.1%	38	27	71.1%	65	47	72.3%	31	25	80.6%	34	22	64.7%
Sep-18	27	19	70.4%	32	26	81.3%	59	45	76.3%	28	25	89.3%	31	20	64.5%
Oct-18	27	12	44.4%	36	26	72.2%	63	38	60.3%	31	17	54.8%	32	21	65.6%
Nov-18	27	18	66.7%	37	24	64.9%	64	42	65.6%	30	21	70.0%	34	21	61.8%
Dec-18	45	22	48.9%	58	41	70.7%	103	63	61.2%	51	28	54.9%	52	35	67.3%
Jan-19	39	23	59.0%	44	36	81.8%	83	59	71.1%	34	25	73.5%	49	34	69.4%
Feb-19	27	17	63.0%	32	29	90.6%	59	46	78.0%	28	21	75.0%	31	25	80.6%
Mar-19	27	17	63.0%	32	29	90.6%	59	46	78.0%	28	21	75.0%	31	25	80.6%
Apr-19	33	24	72.7%	36	31	86.1%	69	55	79.7%	32	27	84.4%	37	28	75.7%
May-19	47	38	80.9%	55	50	90.9%	102	88	86.3%	48	44	91.7%	54	44	81.5%
Jun-19	28	22	78.6%	34	28	82.4%	62	50	80.6%	28	24	85.7%	34	26	76.5%
Jul-19	30	21	70.0%	35	30	85.7%	65	51	78.5%	29	26	89.7%	36	25	69.4%
Aug-19	32	26	81.3%	41	35	85.4%	73	61	83.6%	33	29	87.9%	40	32	80.0%
Sep-19	29	23	79.3%	35	32	91.4%	64	55	85.9%	30	28	93.3%	34	27	79.4%
Oct-19	26	18	69.2%	32	28	87.5%	58	46	79.3%	27	22	81.5%	31	24	77.4%
Nov-19	28	17	60.7%	33	24	72.7%	61	41	67.2%	28	21	75.0%	33	20	60.6%
Dec-19	51	43	84.3%	72	47	65.3%	123	90	73.2%	59	43	72.9%	64	47	73.4%
Jan-20	45	33	73.3%	40	30	75.0%	85	63	74.1%	34	25	73.5%	51	38	74.5%
Feb-20	31	24	77.4%	36	25	69.4%	67	49	73.1%	32	24	75.0%	35	25	71.4%
Mar-20	45	35	77.8%	43	37	86.0%	88	72	81.8%	39	36	92.3%	49	36	73.5%
Apr-20	17	14	82.4%	20	18	90.0%	37	32	86.5%	17	14	82.4%	20	18	90.0%
May-20	34	29	85.3%	34	30	88.2%	68	59	86.8%	29	27	93.1%	39	32	82.1%
Jun-20	25	21	84.0%	22	19	86.4%	47	40	85.1%	18	16	88.9%	29	24	82.8%
Jul-20	24	13	54.2%	25	13	52.0%	49	26	53.1%	21	13	61.9%	28	13	46.4%
Aug-20	27	23	85.2%	27	25	92.6%	54	48	88.9%	24	22	91.7%	30	28	93.3%
Sep-20	37	33	89.2%	42	37	88.1%	79	70	88.6%	34	29	85.3%	45	41	91.1%

Economic Growth - Gross Value Added (GVA)

The value of goods and services produced in Worcestershire, less the cost of all inputs and raw materials directly attributable to their production

Year	Actual Figure (£s)	Actual Target (£s)	Performance (£000 millions)	Target (£000 millions)
2007/2008	9,900,000,000		9,900	
2008/2009	9,496,000,000	9,900,000,000	9,496	9,900
2009/2010	9,758,000,000	9,496,000,000	9,758	9,496
2010/2011	10,214,000,000	9,758,000,000	10,214	9,758
2011/2012	10,649,000,000	10,214,000,000	10,649	10,214
2012/2013	11,085,000,000	10,649,000,000	11,085	10,649
2013/2014	11,628,000,000	11,085,000,000	11,628	11,085
2014/2015	12,256,000,000	11,628,000,000	12,256	11,628
2015/2016	12,623,000,000	12,256,000,000	12,623	12,256
2016/2017	13,288,000,000	12,623,000,000	13,288	12,623
2017/2018	13,480,000,000	13,288,000,000	13,480	13,288

Performance	Target
0.81%	0.81%
0.81%	0.82%
0.82%	0.82%
0.83%	0.82%
0.83%	0.82%
0.83%	0.82%
0.85%	0.82%
0.84%	0.82%
0.85%	0.82%
0.86%	0.82%

Working Age Adults (16 to 64) In Employment

		Performance	Target
14/15	Jun	77.60%	71.90%
	Sep	77.20%	72.50%
	Dec	77.30%	72.50%
	Mar	78.30%	71.70%
15/16	Jun	78.20%	72.90%
	Sep	78.20%	73.30%
	Dec	77.60%	73.60%
	Mar	76.10%	73.90%
16/17	Jun	75.40%	73.90%
	Sep	75.90%	73.90%
	Dec	75.90%	73.90%
	Mar	76.10%	74.10%
17/18	Jun	76.90%	74.40%
	Sep	76.40%	74.60%
	Dec	75.80%	74.70%
	Mar	76.90%	75.10%
18/19	Jun	78.00%	75.20%
	Sep	78.30%	75.20%
	Dec	78.20%	75.30%
	Mar	79.50%	75.30%
19/20	Jun	78.70%	75.30%
	Sep	78.20%	75.80%
	Dec	78.90%	75.90%
	Mar	78.00%	76.00%
20/21	Jun	79.10%	76.20%
	Sep	78.90%	76.50%
	Dec		
	Mar		

Superfast Broadband

Month	%
Sep-16	90.50%
Dec-16	91.50%
Mar-17	92.50%
Jun-17	92.90%
Sep-17	93.30%
Dec-17	94.10%
Mar-18	94.60%
Jun-18	94.70%
Sep-18	95.30%
Dec-18	95.50%
Mar-19	95.70%
Jun-19	95.80%
Sep-19	96.00%
Dec-19	96.26%
Mar-20	96.50%
Jun-20	96.74%
Sep-20	96.87%

Worcestershire homes and business premises connected to Superfast broadband (24 Megabits per second).

Updates available from:-

<https://labs.thinkbroadband.com/local/worcestershire,E10000034>

Green Flags Awarded Across Worcestershire

Year	Number of Flags
2016	12
2017	13
2018	13
2019	14
2020	15

Awards for District Council and County Council sites, which meet the eight assessment criteria: a welcoming place; healthy, safe and secure; clean and well maintained; run sustainably; conservation and heritage; community involvement; marketing; management planning.

Return On County Council Spending On The Local Economy

The additional amount in Worcestershire's economy as a result of spending in it by Worcestershire County Council. This is monitored using the Local Multiplier (LM3) score, normally updated in Quarter 3 of the following financial year. The multiplier takes into account three elements (or 'rounds'): money available to WCC to spend; where and with whom that money is spent; where and how suppliers and their staff re-spend their incomes.

Year	LM3 score
2015/2016	1.89
2016/2017	1.90
2017/2018	1.91
2018/2019	1.86

Local Multiplier 3 (LM3) 2018/2019

Round 1

The proportion of spending on employees and capital has decreased slightly and the share of revenue spending has risen compared with 2017/2018.

	Expenditure (£m)	2018/2019 %	2017/2018 %	2016/2017 %	2015/2016 %
Employees	262	26%	30%	28%	32%
Revenue	597	60%	56%	58%	52%
Capital	139	14%	15%	14%	16%
Total	998				

Round 2

There has been a very slight reduction in the proportion of employee spend estimated to be local from 48.3% to 48.0%, with the proportion of supplier spending estimated to be local falling compared with 2017/2018. Analysis of the largest payments to suppliers suggests that this change is due to several payments in 2018/2019 to real estate investment companies and is thus likely to reflect changes in the council's investment approach rather than changes in spending for services from local to non-local suppliers.

	Local Spend (£m)	2018/2019 Local %	2017/2018 Local %	2016/2017 Local %	2015/2016 Local %
Employees	126	48%	48%	49%	49%
Suppliers	295	41%	46%	46%	46%
Total	421				

Round 3

The assumptions used to estimate local re-spend by staff are the same as those used in previous years. Information on supplier spend by service type has been updated to reflect 2018/2019 spend. A slightly lower proportion of supplier spending is estimated to be re-spent locally than in 2017/2018. The changes in spending contributing most to this are a fall in the proportion of spending on Adult's Social Care, for which 60% is assumed to be spent locally, and a rise in the proportion of spending on Environmental Services, for which only 30% is assumed to be spent locally.

	Local Spend (£m)	2018/2019 Local %	2017/2018 Local %	2016/2017 Local %
Local staff	67	53%	53%	53%
Non-local staff	7	26%	26%	26%
Local Suppliers	147	50%	51%	49%
Non-local suppliers	219	50%	51%	49%
Total	440			

LM3 2018/2019 Calculation

Round 1	998
Round 2	421
Round 3	440
Total	1,859
Round 1	998
LM3 indicator (Total ÷ Round 1)	1.86

Summary

The 2018/2019 figure of 1.86 is slightly lower than the equivalent estimate for 2017/2018 of 1.91 (revised from 1.92 to reflect updated information on supplier spending). This is due to higher spending with non-local suppliers, which appears to be due to several payments to real estate investment companies. Changes in the proportion of spending on different services has also resulted in a slightly lower proportion of supplier spending estimated to be re-spent locally in Round 3.

Appendix 1 - Glossary of Abbreviations and Technical Definitions

Term	Abbreviation	Description
Category A inspection		Inspections undertaken during street works, carried out against the Department for Transport publication Safety at Street Works and Road Works. Compliance with the document is statutory for street works and became statutory for Works for Road Purposes as of 1 st October 2014.
Category B inspection		Inspections undertaken between the date the street work finishes to any time up to six months later.
Category C inspection		Check of street works at the end of 2-year guarantee period.
Category D inspection		Undertaken either at the point defective street works are identified, during remedial works, or once the remedial works have been completed.
Coarse Visual Inspection	CVI	Coarse Visual Inspection (CVI): A CVI Survey provides a visual condition assessment of the highway. It is a simple and efficient survey, providing a reliable method of assessing the 'coarse' condition of a network. Undertaken from a slow-moving vehicle, the survey team use a laptop computer linked to a digital trip meter. As each defect is observed it is recorded for distance, position and extent using a Condition Index (CI) score. There are 4 categories within a CVI, covering surface properties, wearing, structural condition, edging. Each category has a numerical range, which, when combined, gives the overall Condition Index. A higher Index indicates more extensive remedial work is required.
Deemed		A street works permit authority should reply to permit applications within the given response times. If it fails to do so, however, under the terms of the Traffic Management Act 2004, a permit is deemed to be granted in the terms of the application.
Fixed-Penalty Notice	FPN	In this context, this refers to penalties imposed on street works contractors in relation to permissions, timeliness, and quality of work, as set out in the New Road and Street Works Act 1991
Footways - Prestige Walking Zones		Areas with a high proportion of public space with high footfall, often in large retail areas or approaching a transport hub.
Footways - Primary Walking Routes		Busy urban shopping and business areas and main pedestrian routes.
Footways - Secondary Walking Routes		Medium-usage routes through local areas that feed into primary walking routes, local shopping centres, etc.
Footways - Link Footways		In urban areas, these provide connections between local-access urban routes; in rural areas, any busy route.
Footways - Local Access Footways		Low-usage routes, short estate-road pathways, and cul-de-sac walkways.
Footways - Minor Footways		Little-used rural footways serving a very limited number of properties.
Green Flag		Green Flag status indicates a publicly-accessible park/green space meets the United Kingdom's laid-down standards for cleanliness, safety, conservation, and management.
Gross Value Added	GVA	Gross Value Added is the measure of the value of goods and services produced in an area, industry or sector of an economy. It is calculated by Office for National Statistics on an annual basis as follows:- Gross Domestic Product + subsidies – taxes (direct, sales)
Household Waste	HHW	
Household Waste Recycling Centre	HWRC	County Council administers the rubbish tips / household recycling centres provided for residents to recycle and dispose of their household waste. Sites are located in Bromsgrove, Droitwich, Kidderminster, Malvern, Pershore, Redditch, Stourport, Tenbury, Upton, and Worcester (Bilford Road and Hallow Road).
Kilowatt hour	KWh	The kilowatt hour is commonly used as a billing unit for energy delivered by electric utilities. The total energy in kilowatt hours is equal to the power in kilowatts multiplied by the time in hours.
Licences and Permits		Required when undertaking street works on the highway in Worcestershire. Only registered companies can apply for licences and permits on the highway. Applications are required for road closures, footpath closures, speed restrictions, temporary traffic signals, lane closures, diversionary routes, cranes, fencing, hoardings, Mobile Elevated Working Platforms (MEWPs), scaffolding, skips, welfare cabins.
Megabits per second	Mbps	A standard unit of measure of internet connection speeds
Mobile Elevating Work Platform	MEWP	Mobile Elevating Work Platforms provide safe and quick access to trees and a secure working platform.
New Road and Street Works Act 1991	NRSWA	An Act relating to provision of new roads (including Development Control) and to make provisions with respect to street works
Office for National Statistics	ONS	The executive office of the UK Statistics Authority, a non-ministerial department which reports directly to the UK Parliament. Population and economic data used in the performance indicators is taken from ONS data-sets.
Public Enquiries Management System	PEM	Members of the public are able to use our website to report highways issues on-line via our Public Enquiry Management (PEM) system. This has a tracking facility and allows our Highways and Transport Control Centre to review all requests received each day and determine the most appropriate action. The PEM system allows members of the public to be updated about the progress of their reported issue. As a result of using the system to log and track enquiries, 'PEMs' has become the generally-used term for the enquiries themselves.

Term	Abbreviation	Description
Permits		Please see 'Licences'
Roads - 'A' Class		These can be trunk or principal roads. They are often described as 'main' roads and tend to have heavy traffic flows, though generally not as high as motorways. Many of the long distance rural 'A' roads are trunk roads, for which responsibility for maintenance in England lies with Highways England (formerly the Highways Agency). 'A' roads for which local highway authorities are responsible are non-trunk routes of regional and urban strategic importance.
Roads - 'B' Class		These roads are maintained by the local highway authority. In urban areas, such roads are not regarded as being as significant as 'A' roads, though in some cases they may have similarly high flows. They are useful distributor roads, often between towns or villages. 'B' roads in rural areas often have markedly low traffic flows compared with their 'A' road counterparts.
Roads - 'C' Class		The local highway authority maintains these roads, which are regarded as of lesser importance than either 'B' or 'A' roads and generally have only one carriageway of two lanes and carry less traffic. They can have low traffic flows in rural areas.
Roads - Unclassified		Maintained by the local highway authority, these are residential roads in both urban and rural locations and also rural lanes, the latter normally having very low traffic flows. Most 'Unclassified' roads will have only two lanes and in rural areas may only have one lane with 'passing bays' at intervals to allow for two-way traffic flow.
Surface Condition Assessment of the National Network of Roads	SCANNER	SCANNER Surveys measure the texture, depth and roughness of the road surface and are attached to vehicles that usually travel at approximately 30 miles per hour.
Section 38	S38	A legal Development Control agreement made pursuant to Section 38 of the Highways Act (1980) that provides for dedication of a road or other way as a highway, and an agreement to adopt the highway at a specified point in time. Section 38 Agreements will often be combined with a Section 278 Agreement (please see below) if works to the existing highway are involved. Section 278 Agreements may also include a Section 38 Agreement element if land is required to be adopted.
Section 50	S50	A street works licence required in line with Section 50 of the New Road and Street Works Act 1991 to enable breaking open, boring or tunnelling under any street; lacing or adjusting apparatus under any street; repairing, altering or renewing any apparatus under any street.
Section 72	S72	This section of the New Roads and Street Works Act (NRWSA) 1991 stipulates that local authorities have a statutory duty to inspect and monitor live works and subsequent reinstatements on the highway. Where an inspection finds a reinstatement to be non-compliant, a defect notification is raised and sent to the company advising them to come back and repair the reinstatement to the statutory standard. Subsequent inspections will then take place to make sure it's completed to the required standard. The local authority can levy charges for all follow-up inspections
Section 74	S74	The New Road and Street Works Act 1991 Section 74 requires those carrying out work to pay a daily charge for occupation of the highway. This is called 'Lane Rental'. Section 74 of NRSWA also allows highway authorities to charge if street works are unreasonably prolonged and take longer than previously agreed.
Section 75	S75	The New Road and Street Works Act 1991 Section 75 stipulates that contractors shall pay to the highways authority the prescribed fee in respect of each inspection of the works carried out by the authority. Different fees may be prescribed according to the nature or extent of the excavation or other works and the place where they are executed
Section 171	S171	The Highways Act 1980 Section 171 decrees that investigatory works that include breaking open, boring or tunnelling under any street maintained at public expense must seek consent from the Highway Authority responsible for that street. This Licence only allows the holder of the Licence to carry out such works as set out in the Description of Works within the application. Any additional works must be agreed by the Highway Authority prior to their commencement. The conditions of the Licence must be adhered to for the duration of the Licence. All works will be undertaken.
Section 278	S278	A Development Control agreement made according to Section 278 of the Highways Act (1980), which enables a local Highway Authority, where it is satisfied that it will be of benefit to the public, to carry out works on the Adopted Highway, in accordance with the terms of the agreement entered into with the developer.
Superfast Broadband		Internet speeds faster than 24 Megabits per second (Mbps). This threshold was chosen by the Government as it is the theoretical maximum broadband speed that can be delivered via a copper telephone line using certain types of technology. The Government's target is that 95% of homes and businesses should be able to access superfast broadband.
Technical Approval		In Development Control, Technical Approval is required for all new and existing structures with potential highway implications, irrespective of whether or not they are eventually intended to be adopted by the County Council. The process relates to design, construction, assessment, alteration, strengthening, and repair to ensure all structures are safe, durable, and (in the case of structures proposed for adoption) are designed to require minimal maintenance. Structures subject to the Approval process include bridges, tunnels, subways, culverts, retaining walls, reinforced earth structures, gantries, pipe bridges, and buried structures. The County Council as the Technical Approval Authority (TAA) should be consulted to determine applicability.
Technical Approval Authority	TAA	The local authority responsible for assessing submissions from developers relating to Section 38/Section 278 schemes.

Term	Abbreviation	Description
Traffic Regulation Order	TRO	<p>Legal orders made by Worcestershire County Council (the Local Highway Authority) to apply loading and parking restrictions to the highway to ensure the expeditious movement of traffic and protect public safety. The introduction of an order supports a range of measures, which govern or restrict the use of public roads, including waiting and loading, one-way streets, speed limits, weight and width restrictions, access and turning restrictions, permanent and temporary road and pavement closures, double yellow lines, turning restrictions/bans. TROs are used to improve road safety or to protect the needs of all users of the highway and can be used to balance the demands to park, load/unload, walk, cycle, and gather in a given area. Orders cannot be made before the statutory period for objections has ended or after a period of two years from the making of the initial notice.</p>

Appendix 2 - Traffic Management Act 2004: Application and Response Times

Activity Type	Minimum application periods ahead of proposed start date		Minimum period before permit expires for application for variation (including extension)	Response Times for issuing a permit or seeking further information or discussion		Response times to applications for permit variations
	Application for provisional advance authorisation	Application for permit	2 days or 20% of the original duration whichever is longest	Application for provisional advance authorisation	Application for permit	2 days
Major	3 months	10 days		1 calendar month	5 days	
Standard	n/a	10 days		n/a	5 days	
Minor	n/a	3 days		n/a	2 days	
Immediate	n/a	2 hours after		n/a	2 days	

Appendix 3 - Highways Inspections: Categories and Frequencies of Inspections

Asset Type	Category	Frequency
Carriageways	Strategic Routes	Once a month
	Main Distributors	Once a month
	Link Roads	Every three months
	Local Access Roads	Once a year
Footways	Prestige Walking Zones	Once a month
	Primary Walking Routes	Once a month
	Secondary Walking Routes	Every three months
	Link Footways	Every six months
	Local Access Footways	Once a year
Cycleways	Part of carriageway	(as part of carriageway)
	Remote from carriageway	Every six months
	Cycle Trails	Once a year

These inspections accord with the Code of Practice for Well Maintained Highways. This is being reviewed in line with the new Code of Practice ("Well Managed Highway Infrastructure"), implemented October 2018. For more-detailed definitions of footway categories, please see 'Footways' section of Appendix 1 (Glossary).

Economy and Environment Overview and Scrutiny Panel

9 November 2020

Quarter 2 2020/21
Financial Update

Q2 Forecasted Position – Economy and Environment

Service	2020/21 Gross Budget	2020/21 Net Budget	2020/21 Forecast	20/21 Draft Variance Before Adj's	Transfer to Capital	Proposed Additional Use of Reserves / Cfwd Grants	2020/21 Forecast Incl one off adj	Variance After Adj's	Variance After Adj's	Change Since Q1
Business, Administration & Systems	458	(375)	(382)	(7)	0	0	(382)	(7)	-1.9%	(7)
Strategic Land & Economy	4,428	1,116	2,362	1,246	10	(1,142)	1,230	114	10.2%	88
Waste management	47,169	27,947	31,789	3,843	0	(3,843)	27,947	0	0.0%	0
Infrastructure & Assets	6,250	6,146	5,896	(250)	0	0	5,896	(250)	-4.1%	(157)
Winter Maintenance	1,179	1,179	1,179	0	0	0	1,179	0	0.0%	0
Project Delivery	3,103	359	271	(88)	128	16	414	55	15.4%	9
Sustainable Schemes	527	13	(37)	(50)	0	0	(37)	(50)	-392.1%	(46)
Operations, Highways and PROW	8,420	6,951	7,201	250	(103)	0	7,098	147	2.1%	152
Transport Operations	16,390	11,114	10,735	(379)	60	0	10,795	(319)	-2.9%	(209)
Planning & Regulation	1,877	908	1,545	637	140	(471)	1,215	307	33.8%	238
Network Control	3,185	567	529	(37)	18	0	547	(20)	-3.5%	(8)
Total	92,986	55,924	61,191	5,164	253	(5,440)	55,901	(23)	-0.04%	61

Key Headlines – Economy and Environment

Overall the current forecast position is an underspend of £23k.

Key variances are:

- Strategic Land and Economy - Reduction of income achievable in County Enterprises
- Infrastructure & Assets - Underspend due to staffing vacancies
- Operations Highways and PROW – relating to additional agency costs within highways maintenance
- Transport Operations - Surplus of income over expenditure relating to the Driver Training Service
- Planning & Regulation – Mainly due to the need to cover vacant posts with consultants within transport planning

Key Headlines – Economy and Environment

Use of reserves include

- Expected use of Waste Reserve
- Funding from Open for Business Reserve
- Funding of Sub-Regional Minerals Plan

Impact of COVID-19

The forecast position shown in this document excludes the impact of COVID-19, as it is assumed to be funded from the following external funding sources

- COVID-19 grant - £29m
- Test and Trace - £2.75m
- Infection Control - £7.45m
- Transport - £1.3m
- Community Hardship - £0.6m
- Support for loss in sales, fees and charges
- CCG grant relating to hospital discharges and avoiding admission to hospital

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Areas where COVID related spend / loss of income has occurred relevant to this panel include

- Additional transport costs relating to social distancing
- Loss of income from trading activities
- Additional costs associated with social distancing and traffic management within Household Recycling Centres
- Delay in implementation of change programmes

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Economy and Environment Overview and Scrutiny Panel

9 November 2020

2021/22 Emerging Pressures and
Challenges

Key areas which are being reviewed by the Directorate

- Waste Management
 - Review of the waste management service
 - Demand relating to housing growth
 - Development of revised waste strategy
- Development of the mineral strategy
- Issues relating to winter pressures including flooding, high winds, highways maintenance
- Delivering the 2020/21 savings relating to organisational redesign and lean review which have been delayed due to COVID
- Maintaining the quality of our road network

Key areas which are being reviewed by the Directorate

- Market availability and ability to provide services
- Implementing a single “front door” for access to Council services
- Development of a strong digital offer for our customers and staff

Key areas which are being reviewed by the Directorate

- Medium to long term impact of COVID-19
 - Impact on provider sustainability
 - Demand on the services and sector
 - Economy
 - Transport
 - Infrastructure development
 - Funding availability
 - Social distancing
 - Engagement and communications
 - Here to Help Development
 - Ability to regenerate our income collection and trading activities

Key areas which are being reviewed by the Directorate

- Impact of Brexit
 - Contracts
 - Supply chain
 - Funding availability
 - Staffing availability

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ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL 9 NOVEMBER 2020

IDENTIFICATION AND REVIEW OF DIVERSIONARY ROUTES

Summary

1. As part of its work programme, the Economy and Environment Overview and Scrutiny Panel has requested information on diversionary routes, including how they are identified and reviewed, and how the public are kept informed.
2. Senior Officers from the Economy and Infrastructure Directorate have been invited to attend, along with the Cabinet Member with Responsibility for Highways.
3. The Panel is keen to understand more about diversionary routes. Suggested lines of enquiry include the strategy of Worcestershire County Council (the Council) and Highways England to deal with traffic flow on local roads and pinch points arising from emergency closures of motorways from incidents and accidents. Other areas relate to routes affected by major roadworks, controlling traffic at pinch points, notification to residents on roads affected, use of social media and electronic signage.

Background Information

Permanent Signed Motorway Diversions

4. The Motorway and Trunk Road Network (the M5, M42, M50 and A46) is managed by Highways England. The motorways have permanent diversion routes which are used when the motorway is closed for emergencies (e.g. a fatality on the network) or for planned works (e.g. complicated works at night time).
5. Highways England has to obtain permission from the Council Streetworks team for the use of Worcestershire County Council roads as part of a diversion when there is a planned closure of the Highways England network.
6. The Motorway diversion routes are signed on permanent signs with symbols. Different symbols are used varying from junction to junction and the direction of travel (e.g. Northbound J7 to J6, Southbound J6 to J7). These diversion routes are strategically the most suitable routes for traffic to divert onto. These permanent diversion routes are reviewed by the Council and Highways England.

Temporary Diversion Routes

7. Temporary diversion routes are typically proposed by the Works or Event Promoter and checked and endorsed by the Council Streetworks team. Typically, a closure of an A Road will result in a diversion on to other A roads to satisfy the

classification of traffic using that part of the network. This can involve long diversions. Temporary diversion routes are marked with black on yellow signs and larger variable message signs (VMS).

Planned Road Closures

8. The Council Streetworks team grants road space permission for planned works and events and emergencies on WCC roads. WCC grants such permits with a view to safety (in line with the 'Safety at Street Works and Road Works') as well as minimising disruption to the Worcestershire County Council network. Planned road closures can often be disruptive and emergency works can often be very disruptive.

9. Public events that require road closures are often processed via the Town Police Clauses Act which are administered by the District Councils. The Council Streetworks checks that the road space is available for such events before the legal order is sealed for such an event.

Public Notification of Planned Road Closures

10. Public notices are provided for planned road closures and these are laminated and displayed on site. The road closure (if made by way of order) is also advertised in a local newspaper in advance of the road closure taking place. Closures can also take place by affixing a notice on site but this is limited to 5 days for works or 21 days where there is a danger to the public. In both cases the closure information is also cascaded digitally to the local County Councillor, emergency services and others by the Council's Legal Services.

11. Immediately affected local frontages also receive a letter from the Works / Event Promoter relating to the road closure and any access restrictions.

12. Advanced warning signs (black on yellow temporary signs) and are located on the road to be closed two weeks before the planned closure. On the largest schemes, supplementary digital Variable Message Signs (VMS) are also used.

13. Current and future road closure information can also be viewed on the One Network portal at <http://one.network>. This was previously known as www.roadworks.org and is accessible to the general public through a one-off register/ log-in.

Emergency Closures of Roads

14. The emergency closure of a road often creates the greatest levels of disruption, often more than that for planned road closures. Utility companies often need to close roads when it is the only safe way to restore a loss of service.

15. With emergency work, the Works Promoter (e.g. utility, Council maintenance) will often close the road and erect its intended diversion. For emergency works, the road space application must be received within two hours (or by 10am on a Monday morning if at the weekend) of the works commencing. There are occasions where the initial diversion that is set up by the Works Promoter on an emergency is not acceptable to the Council and this needs to be modified. Temporary diversion routes for planned and emergency works are reviewed and granted/ altered on a case by case basis.

case basis by the Council's Streetworks team using the above classification principles and local knowledge.

16. The police have separate powers for the closure of roads when responding to incidents.

17. Recent flood events forced numerous roads to be closed and as a result, numerous planned road works were either cancelled or rescheduled so as to maintain a viable network. There is often little forewarning of emergency road closures and the Council Streetworks often acts in a reactionary capacity to these.

18. When a road is closed in an emergency then the Council Streetworks review the network position using software that shows live queue lengths from Tom-Tom sat-nav data. The Streetworks team will consider both the removal of planned works whilst also inspecting the most disruptive locations to satisfy that this is in line with the 'Safety at Street Works and Road Works'.

Information to the Highway User

19. The Council also plots the most disruptive incidents and accidents on to One Network so as to inform sat-nav users, radio, newspaper etc..

20. The Council Streetworks review routes affected by major roadworks, and check that the permit conditions that have been put on such works are being adhered to e.g. controlling traffic with manual control of temporary traffic signals.

21. The Council also uses social media (WCC Highways Twitter) and conditions Works Promoter's to use electronic Variable Message Sign (VMS) to highlight the most major and disruptive works to the highway user.

Purpose of the Meeting

22. The Scrutiny Panel is asked to consider the information provided on diversionary routes and:

- agree any further information or scrutiny work required
- agree any comments to submit to the Cabinet Member with Responsibility for Highways

Supporting Information

Appendix 1 - Presentation Slides

Contact Points

Specific Contact Points for this report

Emma James / Jo Weston, Overview and Scrutiny Officers, Tel: 01905 844964 / 844965
Email: scrutiny@worcestershire.gov.uk

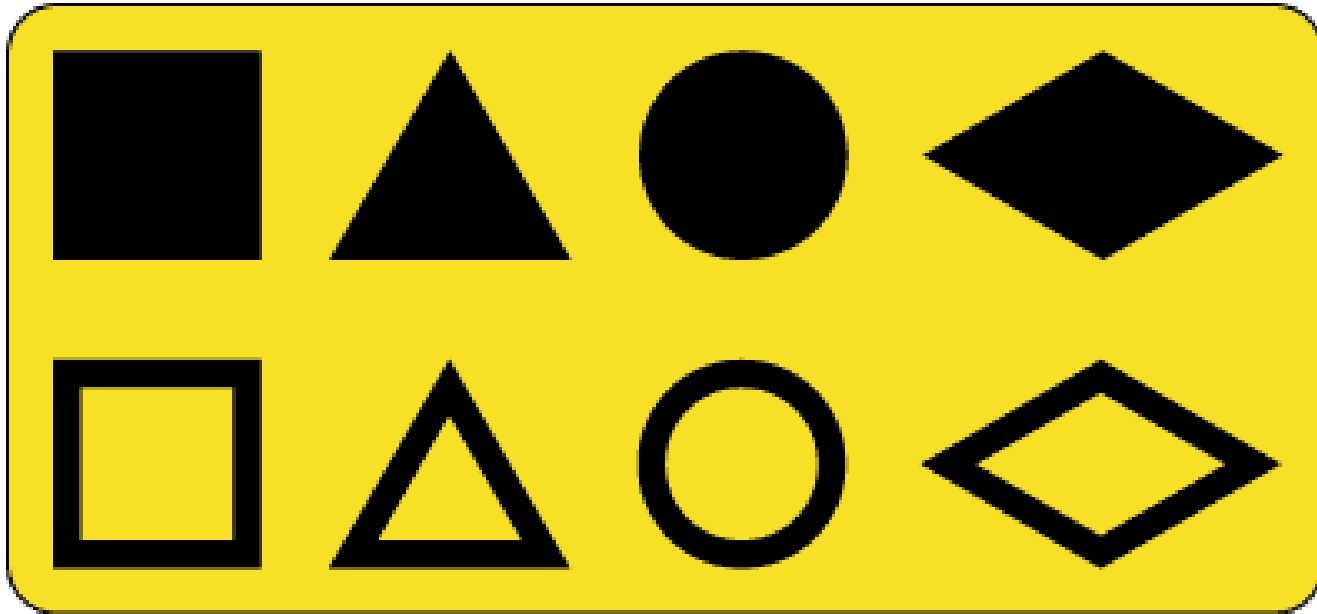
Sarah Gilmour, Highways Network Control Manager, Email:
SGilmour@worcestershire.gov.uk

Background Papers

In the opinion of the proper officer (in this case the Assistant Director for Legal and Governance), the following are the background papers relating to the subject matter of this report:

- Agenda and Minutes of the Economy and Environment Overview and Scrutiny Committee on 23 January 2020 and 7 March 2018 – available on the website here:

<https://worcestershire.moderngov.co.uk/ieListMeetings.aspx?Committeeld=388>



Permanent Signed Motorway Diversions

Diversion routes are carefully chosen to follow roads of a suitable standard and width to carry all motorway traffic, so they tend to follow A-roads and will avoid restrictions to traffic flow.

Each diversion route will lead traffic to the next motorway junction, to rejoin the motorway.

AREA 9 MAC- E MERGENCY DIVERSION ROUTES

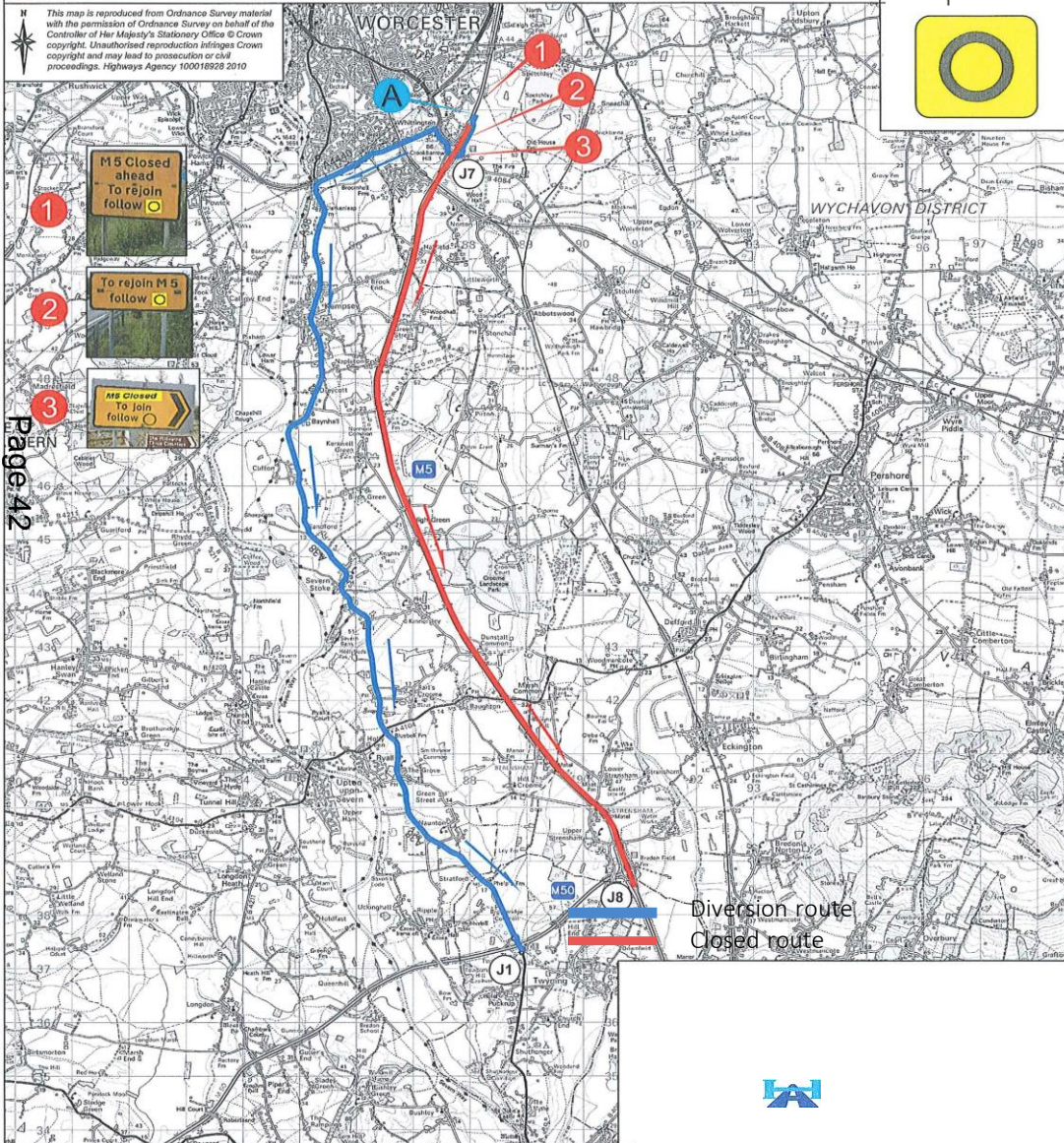
M5 Motorway Southbound Closure Junctions 7 to 8
(for M50 Southbound Traffic)

36

Route Identification Number

EDR No. M037-M5-S-24-05242-TM197

ROUTE CARD No.



Highways England Local Diversion Routes

M5 – (J3 to J9): A456, A491 A38, A4440, A44, A46T

M42 – (J3 to M5): A435, A441, A38

M50 – (J2 to M5): A417, A38
(diversion route in Glos)

A46T – (Glos / Worcs / Warks):
B4077, B4632, A44, A422

A49T – (Shrops / Hereford): A442,
A4117, A456

Temporary Diversion Routes for Planned Works and Events

Login to one.network for live information on all current and planned roadworks and events across the UK. Register and sign in for additional features

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Highways Analyst - ... 4Projects extranet™ : Log in - CA Traffic Log in - CA Traffic Drakewell C2-Cloud...

Reset X

Next two weeks Worcester

one.n One platform to communicate disruption

Route More

Map data ©2020 200 m Terms of Use Report a map error

Communication of Planned Closure



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one.network



Standard advance notice signs



Worcester News

WORCESTERSHIRE COUNTY COUNCIL PUBLICNOTICE

Road Traffic Regulation Act 1984

(A450 Worcester Road, Hagley) (Temporary Closure)

Order2020

Proposed Order: to close that part of A450 Worcester Road from its junction with A456 Kidderminster Road South to its junction with A448 Mustow Green.

Reason: Carriageway patching by WCC.

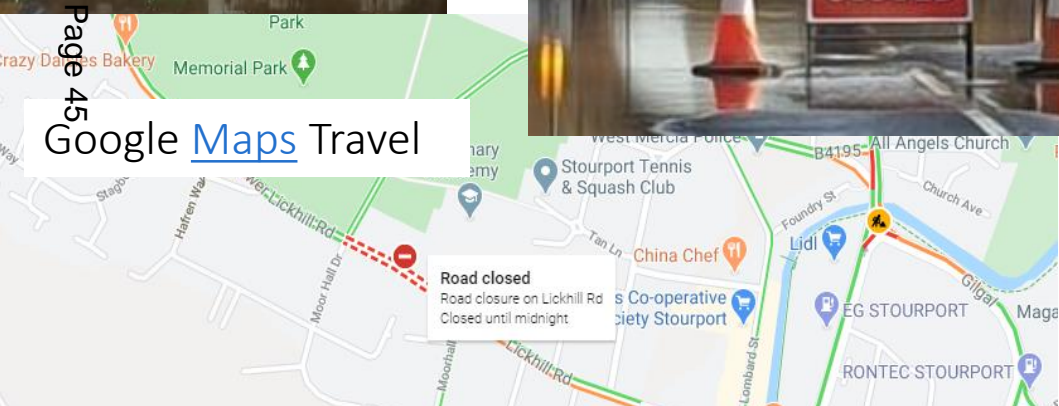
Exemptions: to permit access to any land or premises fronting the highway affected where there is no other form of access; and to allow the works to be undertaken. **Alternative route:** A448 Bromsgrove Road, A448 Stone Hill, A448 Comberton Road, A449 Chester Road North, A456 Birmingham Road, A456 Kidderminster Road South and vice versa.

Maximum duration: 18 Months. Anticipated duration: **19 nights (19:00 - 6:00)** Commencing: **6 April 2020.**

Thomas Pollock ,Head of Commercial Law (Legal and Governance) Services, County Hall, Spetchley Road, Worcester WR5 2NP 12 March 2020

Communication of Emergency & Live Road Closures

BBC
HEREFORD &
WORCESTER



one.network Traffic Management

Today (00:00 - 15:59)

Search location

Emergency services incident.

Name: Emergency services incident.

Plan ID: 116742219

Created by: Allister Burd

Status: Published

Home Edit

Step 1 Step 2 Step 3

Disruption details

Name: Emergency services incident.

Category: Incident

Impact: Delays likely

Works responsibility: Worcestershire County Council

Description: Police incident. No access to any vehicles.

Location: B4550, Worcester, Worcestershire

New Street - Worcester News

Incident details

Last updated at 2 minutes

New Street Upton Upon Severn

New Street both ways closed due to flooding between A4104 Old Street and Clives Fruit Farm.

Last updated 2 minutes ago

Key

- High severity incident
- Medium severity incident
- Low severity incident
- Engineering works
- Road works

Worcs Highways & Travel @WorcsTravel · 23h

Lickhill Road #Stourport closed between Park Avenue & Moorhall Lane due to gas leak

DO NOT try to drive through this closure for safety reasons

@worcssc @WyreForestDC #WorcestershireHour

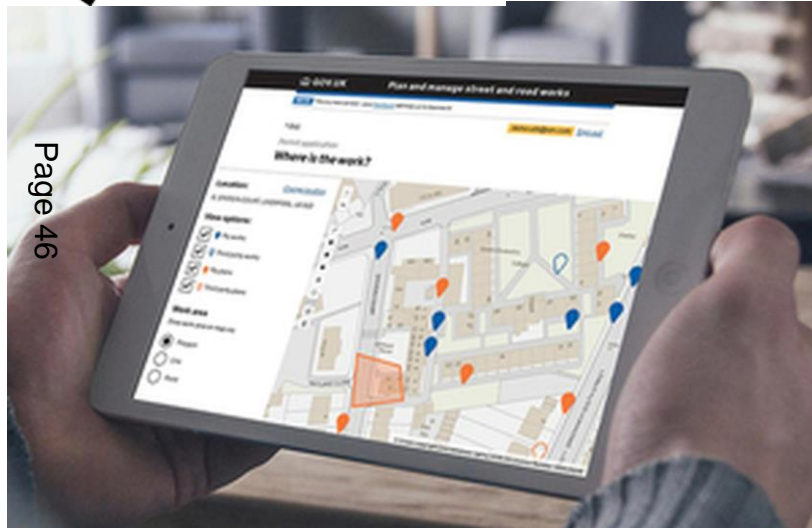
4 2

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Future ICT Improvements for Street

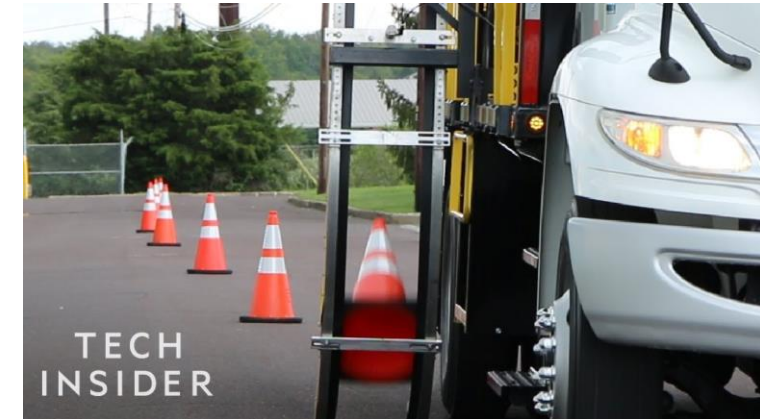


DfT £10m investment to provide road works in real time throughout England



System free to companies and app developers

Mobile technology provides live automated system updates from site - first cone put down to last cone taken up



Integrate information to Sat Navs, route planners, connected vehicles

ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL 9 NOVEMBER 2020

WORK PROGRAMME 2020/21

Summary

1. From time to time the Economy and Environment Overview and Scrutiny Panel will review its work programme and consider which issues should be investigated as a priority.

Background

2. Worcestershire County Council has a rolling annual Work Programme for Overview and Scrutiny. The suggested 2020/21 Work Programme has been developed by taking into account issues still to be completed from 2019/20, the views of Overview and Scrutiny Panel Members and the findings of the budget scrutiny process.
3. Suggested issues have been prioritised using scrutiny feasibility criteria in order to ensure that topics are selected subjectively and the 'added value' of a review is considered right from the beginning.
4. The Economy and Environment Overview and Scrutiny Panel is responsible for scrutiny of:
 - Economy
 - Environment
 - Highways
 - Infrastructure
5. The current Work Programme was agreed by OSPB on 22 July and by Council on 10 September 2020.

Dates of Future Meetings

- 1 February 2021, 2pm
- 12 March, 2pm
- 19 July, 2pm
- 10 September, 10am
- 9 November, 2pm

Purpose of the Meeting

6. The Panel is asked to consider the 2020/21 Work Programme and agree whether it would like to make any amendments. The Panel will wish to retain the flexibility to take into account any urgent issues which may arise.

Supporting Information

- Appendix 1 – Economy and Environment Overview and Scrutiny Panel Work Programme 2020/21

Contact Points

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 Assistant Director for Legal and Governance), the following are the background papers relating to the subject matter of this report:

- Agenda and Minutes for Council on 10 September 2020
- Agenda and Minutes of OSPB on 22 July 2020

[All agendas and minutes are available on the Council's website here.](#)

2020/21 SCRUTINY WORK PROGRAMME: Economy and Environment Overview and Scrutiny Panel

Date of Meeting	Issue for Scrutiny	Date of Last Report	Notes/Follow-up Action
28 September 2020	Briefing on Ringway contract	23 January 2020	Original date cancelled due to COVID-19
11 November 2020	Performance (Q2) and In-Year Finance Monitoring and 2021/22 Budget Scrutiny	11 September 2020	
	Identification and review of diversionary routes (including routes affected by major roadworks i.e. Southern Link Road). This could include notification to residents on roads affected through social media, electronic signage, controlling traffic at pinch points		Original date cancelled due to COVID-19
	Update on Cycling	8 May 2019	
1 February 2021	Draft 2021/22 Budget (report to Cabinet)		
	Update on Highways Funded Infrastructure and S278		Suggested at October agenda planning meeting
	Performance (Q2) and In-Year Finance Monitoring		
TBC	Visit to Lydiate Ash Depot (real time reporting)	23 January 2020	To be prioritised when safe to do so – further information to be provided in the interim.
Possible Future Items			
	Task Group – Highways Funded Infrastructure and S278		
	Monitoring progress against the new goal of being carbon neutral by 2050		4 August 2020
	Severn Trent Works Teams		
	Task Group – IT for Economy and Environmental Services (with special emphasis on systems used by Highways/Ringway)		
	Visit – Highways Control Centre Warndon		
	Budget Scrutiny Draft Budget 2021/22 Task Group		

Standing Items	Performance and In-year Finance Monitoring Broadband Annual Update Flooding Annual Update Highway Maintenance Annual Update Street Lighting Annual Update The Council's Work and Role in Tackling Climate Change (Council 16 May 2019)	Jan/March/July/Sept/Nov 29 May 2020 29 May 2020 4 August 2020 4 August 2020	
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