

Agenda

Economy and Environment Overview and Scrutiny Panel

Tuesday, 1 March 2022, 2.00 pm
County Hall, Worcester

All County Councillors are invited to attend and participate

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

DISCLOSING INTERESTS

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

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

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

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

WHAT MUST I DO WITH A DPI?

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

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

WHAT ABOUT 'OTHER DISCLOSABLE INTERESTS'?

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

WHAT ABOUT MEMBERSHIP OF ANOTHER AUTHORITY OR PUBLIC BODY?

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

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

Not normally. You must withdraw only if it:

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

DON'T FORGET

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

Economy and Environment Overview and Scrutiny Panel

Tuesday, 1 March 2022, 2.00 pm, County Hall, Worcester

Membership

Councillors:

Cllr Alastair Adams (Chairman), Cllr Karen Hanks (Vice Chairman), Cllr Bob Brookes, Cllr Allah Ditta, Cllr Beverley Nielsen, Cllr Aled Luckman, Cllr Tony Muir, Cllr Jack Satterthwaite, Cllr Emma Stokes and Cllr Craig Warhurst

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 e-mail indicating both the nature and content of their proposed participation no later than 9.00am on the working day before the meeting (in this case 28 February 2022). Further details are available on the Council's website. Enquiries can also be made through the telephone number/e-mail address listed in this agenda and on the website.	
4	Confirmation of the Minutes of the previous meeting Previously circulated.	
5	Street Lighting Update	1 - 8
6	Performance and In-Year Budget Monitoring	9 - 40
7	Work Programme	41 - 44

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 Alyson Grice or Alison Spall 01905 844962, email: scrutiny@worcestershire.gov.uk

All the above reports and supporting information can be accessed via the [Council's Website](#)

Date of Issue: Monday, 21 February 2022

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ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

1 MARCH 2022

STREET LIGHTING UPDATE

Summary

1. The Panel will receive an update on Street Lighting as part of its work programme, following an update in August 2020. The update will include progress with light-emitting diode (LED) roll-out, outcomes so far from the concrete column survey and other related areas raised during the previous discussions. The update will also contain the proposals for the remaining LED replacement programme for 2022 onwards.
2. The Cabinet Member with Responsibility for Highways and Transport and Senior Officers from the Council's Directorate of Economy and Infrastructure have been invited to attend the meeting.

Background

3. The Panel received an overview of Street Lighting in August 2020. The Reports and Minutes of those discussions are available under Background Papers.
4. The Panel will recall that the Street Lighting service is led by Worcestershire County Council (the Council) and delivered by the Council's Lighting Maintenance contractor, Prysmian, which is responsible for maintaining all of the Council's street lights.
5. The Council has a duty of care under the Highways Act 1980 to maintain a safe highways network, including street lighting and illuminated signs and bollards. This is not a duty to provide lighting, but it does mean that all lighting and sign installations must be maintained in a safe condition.
6. The street lighting service in Worcestershire provides benefits to the communities of the County in many ways including reduction in night-time accidents and reducing both crime and in the minds of many people, fear of crime. The economic development contribution to towns in the County cannot be under-estimated, good street lighting engenders a feeling of well-being by enabling people to continue their business and leisure activities during the hours of natural darkness. Recent and ongoing Public Realm initiatives in many of our towns have included elements to upgrade the street lighting and this helps to improve the night-time environment.
7. The Council's Street lighting service consists of a small team of specialist Council staff with expertise to enable effective operation of the service. This is supplemented, where required, by the current term street lighting Contractor, Prysmian Cables and Systems Limited, and Jacobs. The support given by the two external suppliers

includes assistance with specific project management, undertaking new designs and additional lighting engineer capacity.

8. The street lighting service works with other highway teams within the Economy and Infrastructure Directorate when working on major projects, highway safety schemes and new developments, together with regular engagement with the Liaison Officers regarding street lighting matters raised by Local Members. They also work closely with both District and Parish Councils.

9. The pandemic had a significant impact on the ability to deliver repairs and conversions. Whilst the crews were given exemptions to allow works to continue, breakdown of supply chain partners for deliveries and the required components used in column manufacture had a considerable effect (resulting in delays of up to 16 weeks from order to delivery) on the anticipated programme.

Service Aims and Objectives

10. The aim of the Council's Street Lighting service is to create a safer and more secure night-time environment by providing energy efficient and cost-effective systems of street lighting and illuminated signs.

11. The objectives of the street lighting service are primarily to:

- Ensure the safety of the public.
- Provide a high-quality, cost-effective service
- Utilise the latest energy saving and effective LED lanterns
- Reduce the carbon footprint
- Minimise environmental impact.
- Implement best practice in systems and operations.
- Reduce crime and fear of crime

Progress since August 2020:

12. The table below shows the number of conversions to LED and concrete replacements to date, combined with the anticipated conversions/completions to the end of March 2022. It should be noted that the numbers indicated between August 2020 and March 2021 are a summary, whilst those in this financial year have been expanded to reference specific areas, primarily to highlight the replacements undertaken on the divorced footways which have been so problematic and subject to regular complaints.

Area/Town	LED conversions	Average energy saving (per LED) 51.44 kwh. = £17.40 per unit	Concrete replacements
August 2020-March 2021	4,547	£79,117.80	324
Kidderminster F/Ways	72	£1,252.80	6
Other Wyre Forest F/Ways	62	£1,078.80	31
Wyre Forest	76	£1,322.40	99
Droitwich	501	£8,717.40	22
Other Wychavon	17	£295.80	23
Malvern	564	£9,813.60	26
Malvern Footways	405	£7,047.00	49
Rubery Area	481	£8,369.40	3
Worcester	674	£11,727.60	41
Worcester Footways	313	£5,446.20	23
Worcester Corridor	88	£1,531.20	0
Redditch	699	£12,162.60	62
Redditch Footways	1312	£22,828.80	65
Bromsgrove	512	£8,908.80	51
Totals:	10,323	£179,620.20	825

Highways Infrastructure Investment Fund (HIIF) allocation

13. In 2019, £2m was approved from the Highways Infrastructure Investment for the roll out of two significant initiatives:

- To begin to address replacing the ageing concrete columns and fit LED's as they were replaced
- To replace existing (relatively) low efficiency lanterns with new LED stock on existing steel columns

14. The intention was to spend this allocation on the above improvements within 2 years, however with the pandemic and the resultant delays, in both supplies and Contractor resources it will have been successfully completed by end of March 2022.

Department for Transport (DFT) and Strategic Initiative allocation

15. In 2021, a further £3.5m from the DFT and Strategic Initiative was approved. This was primarily to allow continuity for the objectives set out in the HIIF allocation previously. Work on utilising these funding streams has continued through 2021 and the remaining budget (£1.9m) will be used to continue replacing concrete columns and upgrade of other lighting assets.

Testing

16. Recognising the service life, a detailed survey of the concrete columns commenced in 2021. The 2021 survey focussed initially on those columns along isolated and divorced footpaths and then transitioned to the wider stock across the county in a phased manner. The testing is due to complete in May 2022. The condition of the stock has been ranked from 1 (good condition) to 5 (requires immediate attention). The table below summarises the results thus far. Phases 1-4 have been completed, phases 5-9 are ongoing and will conclude in May 2022.

	Phase 1-4 results:	
Category	Recommendation	Number
1	N/A due to column age	0
2	Re-inspect after 2 years	2336
3	Replace within 2 years	179
4	Replace as soon as practicable	29
5	Remove/make safe immediately	2
Total:		2546
	Phases 5-9 programmed to complete end May 2022	
	Total No of concrete columns Countywide: 8697	

Safer Streets Initiative.

17. Working closely with West Mercia Police and the District/City Councils to improve the lighting at key locations across the County, the lighting team has begun to implement their requirements as part of our overall programme. These will conclude in spring/summer 2022

Cyclic Maintenance.

18. In April 2021, the cyclic maintenance was reintroduced, and Prysmian will, by the end of March 2022, have undertaken 50% of the cyclic maintenance. This year's programme has targeted Droitwich, Rubery, Kidderminster and Stourport. The rationale being that these areas were due next, had the cyclic maintenance continued uninterrupted. Revenue funded, cyclic maintenance deals primarily with cleaning, visual inspections and electrical testing. The remaining 50% will be undertaken during 2022.

Partnership working

19. The lighting team have continued to provide assistance and guidance to the District Councils in relation to the installation of CCTV cameras on lighting assets, in areas where anti-social behaviour occurs,

Parish Initiative

20. A maintenance service continues to be provided, to include column testing, to the 14 parishes that are party to the parish initiative. Where parishes have lighting, but are not part of the initiative, they are responsible for their own maintenance and upgrades.

Additional Schemes.

21. In addition to being heavily involved in the various major project initiatives across the County, the lighting team are also carrying out works at specific areas. These include:

- Worcester City Bridge: Refurbishment and restoration of the historic luminaires and columns
- Future High Street Fund: Upgrade and alteration of the lighting as required across all phases of the works
- Safer Streets initiative: Replacement and upgrade of lighting at identified locations in conjunction with West Mercia Police and the District/City Councils
- Kleve Walk: Redesign and installation of new lighting along the River Severn.

Fault Reporting

22. The fault reporting of streetlighting issues has been rationalised and are now received and cascaded via the Control Centre. All faults are logged via the public enquiry management (PEM) system and/or Mayrise. This system provides a much-improved audit trail and allows the lighting team to deal with complaints in a more dynamic fashion. Regular updates on works complete and upcoming works programmes are passed to the Liaison Officers for discussion with their respective Councillors. Representatives from the lighting team also attend the Highways Surgeries to provide additional support and assistance on any specific issues. Councillors are now also able to log streetlighting issues directly via the members portal.

23. A system has also been implemented to deal with overgrowth for columns that need maintenance, or the where the light levels are impacted. All overgrowth requests can now be logged through the “report it” system on the WCC website and are dealt with via the green team within Highways. Once the overgrowth has been dealt with, this is fed back to Prysmian, allowing the required repair to be undertaken.

Innovations

24. Street lighting can have dramatic effects on local light sensitive creatures. Where there are sensitive lesser horseshoe bat populations Red and amber LEDs lighting is being specified, so lighting has less of an impact on the bat’s behaviour. An example of this in the recently installed development on the A38 at Fernhill Heath, where, as part of a section 278 agreement the developer has installed a section of bat friendly lighting.

25. A Central Management System (CMS) trial was undertaken in Kidderminster. A CMS system allows remote monitoring and adjustment of the lighting assets from a

desktop location. Faults are reported automatically and has the potential to allow better control of lighting levels remotely. The findings and subsequent report are now with the relevant Assistant Directors for assessment, prior to a specification being produced to allow a full procurement exercise to be undertaken. In addition, a CMS system is being installed on a new development site in Lea Castle, Kidderminster. This is due to acute ecological issues in the area which a CMS may well be able to assist in mitigating. Initial costs to be borne by the Developer.

26. Solar lighting is to be trialled in Worcester City. Prysmian have 3 units and a suitable location to allow effective monitoring is being discussed.

27. Near Field Communication (NFC) is another system the lighting team is looking into. NFC will allow lighting levels to be altered without physically touching the column. It works by wireless contact through a hand-held device and allows lighting levels, timings etc to be amended remotely on site. This potentially has cost savings both in the ability to “dial down” consumption, but also to negate the need for costly and disruptive traffic management which would be required to physically make the changes.

Problems encountered

28. There are still 8,697 (16%) concrete columns across the County. LED lanterns have been fitted on these assets providing they are in satisfactory condition. When these concrete columns and older steel columns are replaced then the LED lanterns can be re-installed on the new galvanised steel columns.

29. Some of the concrete columns are proving very difficult to access and replace. Changes in health and safety regulations have resulted in the columns being virtually inaccessible to the equipment needed to remove them. The lighting team is looking at further options to enable these columns to be upgraded in a safe manner.

30. Failures of the low-pressure sodium lamps (SOX) lanterns is an ongoing issue. Where encountered, these are replaced as part of the planned LED rollout, or on an emergency basis as part of the Contract requirement.

31. There are a number of private (unadopted) streets, where the lighting is very poor. The perception is that Worcestershire County Council (the Council) is responsible for these lights, however the reality is that they are not the Council's assets.

32. There are ecological issues with LED lights. As such, prescribed identified areas have to be looked at on a case-by-case basis and fitted with more sympathetic lighting alternatives (eg red lights/warmer colour temperature lighting) to ensure the ecological requirements are met.

33. Some failures have been encountered in the LED controllers, which cause the lights to flicker. These are being addressed with the supplier, prior to the Directorate confirming their use for the continual LED rollout

The future

34. The current energy rate of 13.455p per Kwh is due to expire in April 2022. The new rate has been confirmed at 25.38p per Kwh. This is an increase of 88.6% and has huge implications on our energy revenue budget.

35. At the end of March 2022, it is anticipated there will be 20,573 (37%) non-LED streetlights left to convert. Prior to the new rate being announced, the intention was to undertake the conversion of the remaining non-LED streetlighting over the next 3 years, using the £6m allocation, however with the implications outlined above, the proposal is to accelerate this programme and deliver the replacements within 12-18 months.

36. The estimated cost to convert the remaining streetlighting assets to LED is £5,547,710. This, however, is based on current material costs and is likely to increase in April 2022. As the scheme initiation is progressed, Officers will have a more detailed understanding of survey work required and additional resources needed and with support from the DFT and Strategic Initiative Fund, it is planned to commence this project on in early April 2022

37. The remaining non-LED assets are spread across the County. To ensure we are in a position to commence the accelerated rollout, meetings have already been held to confirm:

- Availability of LED lighting units
- Contractors staff to install
- Project managers to implement
- Designers to review lighting levels
- Ecology teams to identify areas requiring alternates to standard LED lighting
- Permitting team to assist in programming.

38. Regular discussions will be held with all key stakeholders once the programme is confirmed and will include more detailed discussion for the Malvern requirements, as it is recognised that there are many ornate columns/ lanterns to be considered along with conservation areas. Officers anticipate approximately 2,016 assets, of which 100 are considered “Heritage” to be converted. This area adds the additional challenges of being an AONB and ecologically sensitive.

39. In addition to the above, the requirements of the Contract core service and concrete column replacement will continue to be delivered.

Purpose of the Meeting

40. The Panel is asked to:

- consider and comment on the latest information on Street Lighting
- determine whether any further information or scrutiny is required at this stage
- agree any comments to highlight to the Cabinet Member.

Contact Points

Alyson Grice/ Alison Spall, Overview and Scrutiny Officers, Tel: 01905 844962 / 846607
Email: scrutiny@worcestershire.gov.uk

Background Papers

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

- Economy and Environment Overview and Scrutiny Panel on 7 March 2018 and 5 March 2019. 4 August 2020 - [Agendas and Minutes](#)
- Council on 8 November 2018 - [Agenda and Minutes](#)

ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL 1 MARCH 2022

PERFORMANCE AND IN-YEAR BUDGET MONITORING

Summary

1. The Panel will be updated on performance and financial information for services relating to Economy and Environmental Services.
2. The Cabinet Members with Responsibility, the Strategic Director for Economy and Infrastructure and the Deputy Chief Finance Officer have been invited to attend the meeting to respond to any queries from Panel Members.

Performance Information

3. 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.
4. 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](#).
5. Attached at Appendix 1 is a dashboard of performance information relating to Quarter 3 (October to December 2021). 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

6. In relation to Period 9 of 2021/22, detail has been provided in the form of presentation slides, which can be found at Appendix 2.

Purpose of the Meeting

7. Following discussion of the information provided, the Scrutiny Panel is asked to determine:
 - any comments to highlight to the CMRs at the meeting and/or to Overview and Scrutiny Performance Board at its meeting on 23 March 2022
 - whether any further information or scrutiny on a particular topic is required.

Supporting Information

Appendix 1 – Dashboard of Performance Information

Appendix 2 – Budget Monitoring Information for Period 9

Contact Points

Alyson Grice/Alison Spall, Overview and Scrutiny Officers, Tel: 01905 844962/ 846607

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:

- Agendas and minutes of the Overview and Scrutiny Performance Board on 22 July 2020, 23 September 2020, 19 November 2020, 3 February 2021, 21 July 2021 and 17 November 2021
- Agendas and minutes of the Economy and Environment Overview and Scrutiny Panel on 4 August, 11 September and 9 November 2020, 1 February, 19 July, 20 September and 9 November 2021

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

Economy and Environment Overview and Scrutiny Panel

Economy and Infrastructure Directorate - Areas of Success and Challenge

Areas of Success

1) Adapting Working Practices and Monitoring Processes

Teams worked in line with the corporate guidelines, which in early December by necessity reverted to the recommendation to work from home. Weekly Directorate Leadership Team (DLT) catch-up meetings received service updates to facilitate swift identification of items for escalation or decision, outstanding actions, staff availability for work, and arrangements put in place to cover (for example) the duties of inspectors having to self-isolate. Business support continued to ensure all teams safely and securely received scanned post, including key documents, often ones legally-required to ensure compliance with planning and contract regulations and Freedom of Information legislation.

2) Highways Safety Inspections

98% of planned inspections carried out in 2021/2022 quarter 3 were on time. This maintained quarter 2's level of performance, despite inspectors having to comply with COVID-19 protocols, which necessitated lone-working, in turn requiring adherence to standard safe lone-working practices. Officers instructed to self-isolate continued to work from home, their site duties being performed by members of the respective teams.

3) Public Enquiries (PEMs)

During November and December, the list of outstanding PEMs was reduced by exactly 100 (5.4%) to 1,859. The percentage of PEMs dealt with in 28 days during the quarter was 87.2%, up five percentage points compared with the previous quarter's out-turn.

Areas of Challenge

1) 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 and the exceptional circumstances that applied throughout the 2020/2021 financial year and which have continued to apply in the first three quarters of 2021/2022.

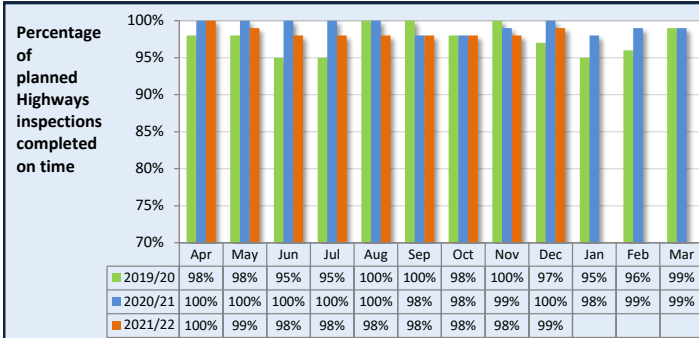
2) Household Waste Collected

During quarter 3, the 2020/2021 figure for household waste collected per resident was published. In line with the national trend, Worcestershire's figure rose compared with 2019/2020's. This increase was directly attributable to the effects of the COVID-19 pandemic lockdown periods, during which people were spending much more time at home through furlough and working from home, producing more waste in the process. We must also address the implementation of the forthcoming Environment Act. Its emphasis on increasing recycling has the potential to require major changes to the way waste is collected and treated in the County. Challenges include implementing behaviour-change initiatives that may help reduce the waste arisings per head.

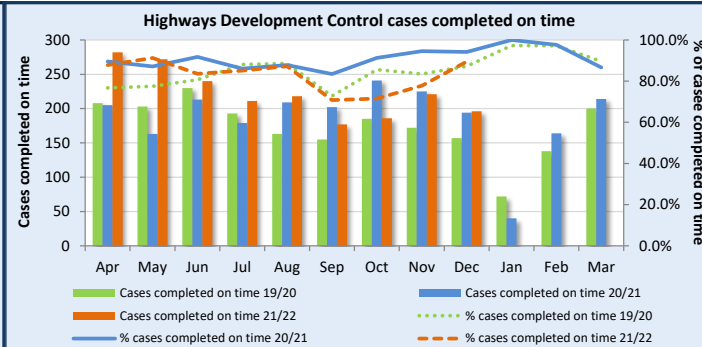
3) Outstanding Public Rights of Way (PROW) reports

It is acknowledged the long-term trend in respect of outstanding defects and obstructions reports has been upward, but in the six months from 1st July to 31st December inclusive outstanding reports were reduced by 368 (5.8%). Use of PROW increased dramatically during the lockdown periods of the COVID-19 pandemic. This added to previously-reported network issues. Options continue to be explored to increase the use of volunteers, with a desire to re-align our support for them, placing greater emphasis on the practical elements of PROW work and providing a new training and guidance manual. In quarter 3, reports resolved by volunteers totalled 533, a 78.1% increase compared with the previous quarter's 333.

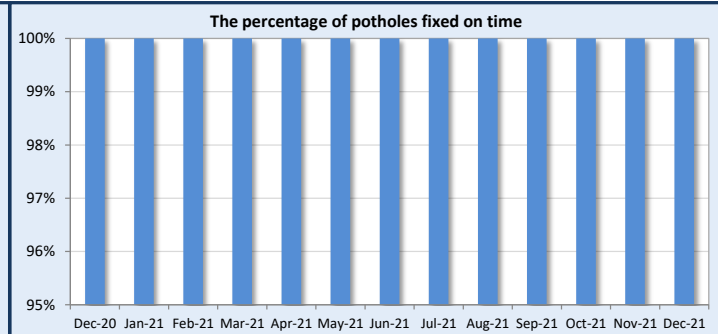
Economy & Infrastructure Dashboard for Directorate Leadership Team and Overview and Scrutiny



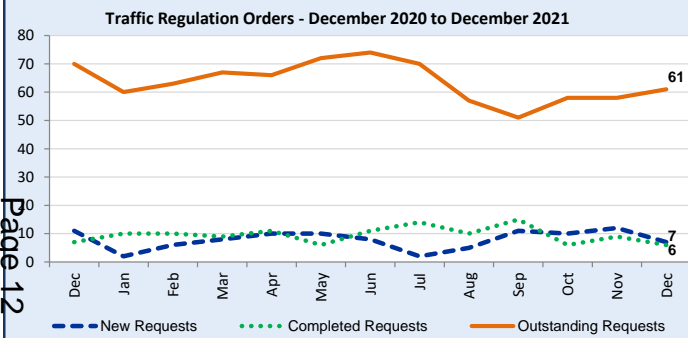
Percentage of inspections meeting national guidelines in Code of Practice for Maintenance Management "Well Maintained Highways".



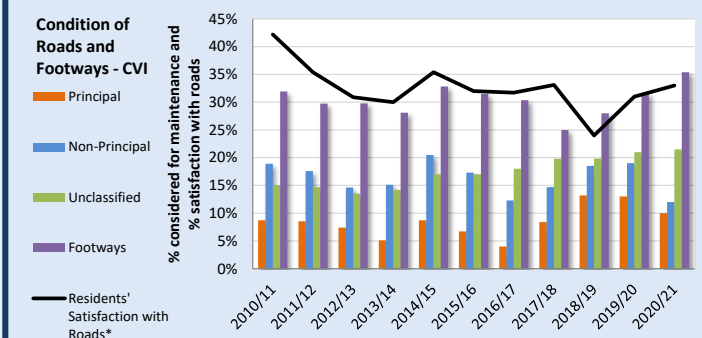
The number of Highways Development Control planning applications received each month and the percentage responded to within the required 21 days. This relates only to the providing of recommendations concerning each application to the relevant planning authority and is not linked to Highways Act section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



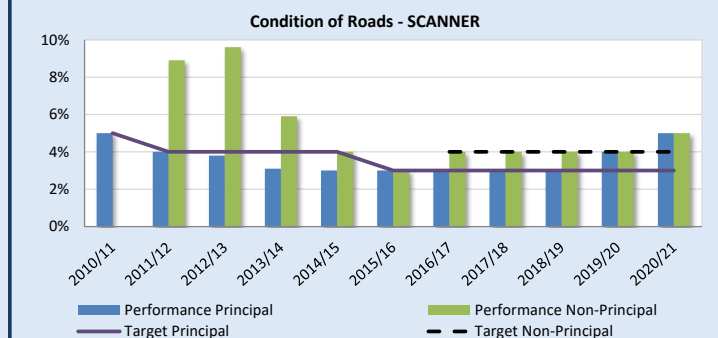
The percentage of instructed highway defects that have been completed on time. For a pothole to be defined and fixed, it is usually deeper than 20mm and wider in diameter than 200mm for a footway and deeper than 40mm and wider in diameter than 200mm for a carriageway.



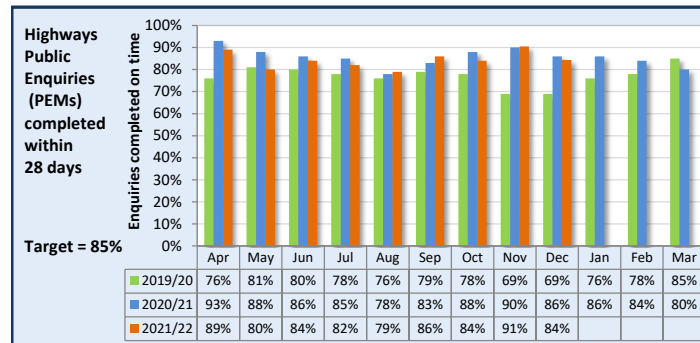
The average time taken for standard Traffic Regulation Orders from initiation to implementation, not including those associated with Development Control planning issues and Internal Generated Schemes. This can be a consultation process that involves external bodies, such as West Mercia Police and District Councils. There are agreed timescales for their responses, but these are not always met. The process can also involve Legal Services when there are formal objections, which can delay matters. Additionally, construction issues can cause considerable delays. For the fourth calendar year in a row, the average number of weeks to implement an order in 2021 was 33.



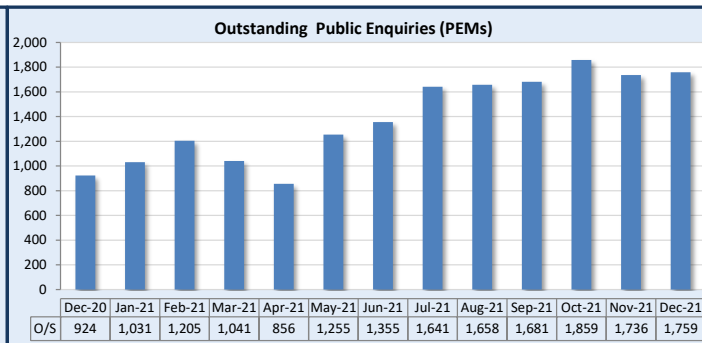
This graph shows the percentage of footways and roads (Principal, Non-Principal and Unclassified) considered for maintenance after completion of the annual Coarse Visual Inspection (CVI) survey of the network. This is carried out from a slow-moving vehicle. A large part of a highways authority's road 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.



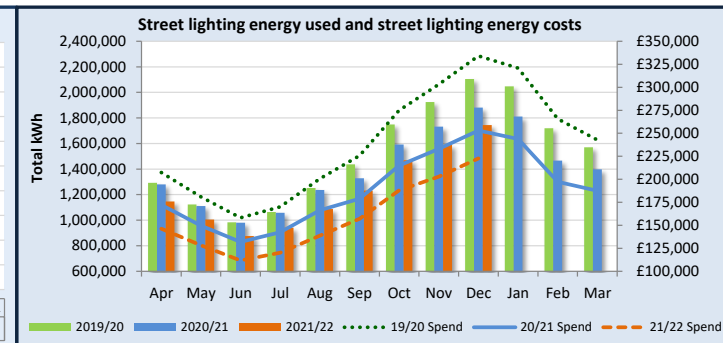
The percentage of principal (A-class roads) and non-principal roads (B- & C-class roads) that are deemed to require major maintenance following the annual Surface Condition Assessment of the National Network of Roads (SCANNER) survey.



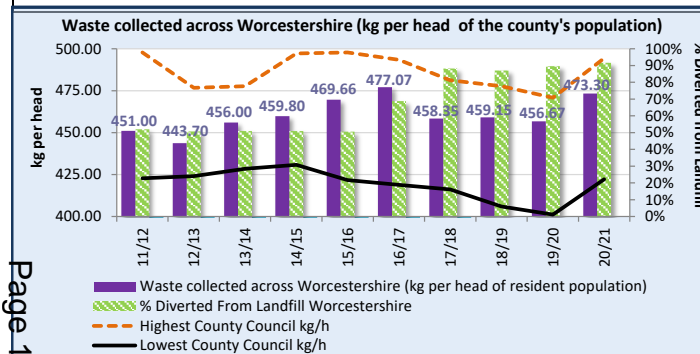
The percentage of PEMs (customer enquiries) completed on time within the last month period, in accordance with the 28-day Service Level Agreement.



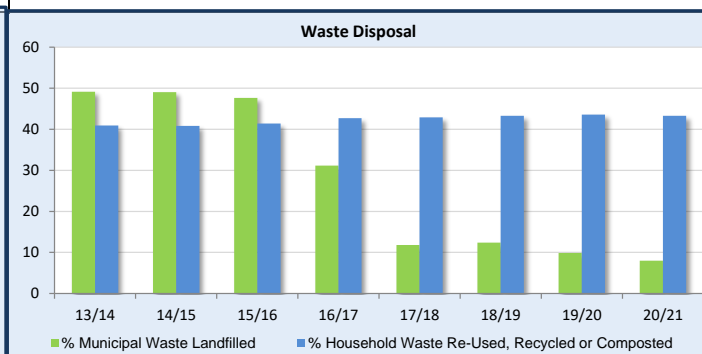
The number of Highways PEMs outstanding at the end of the last day of the month.



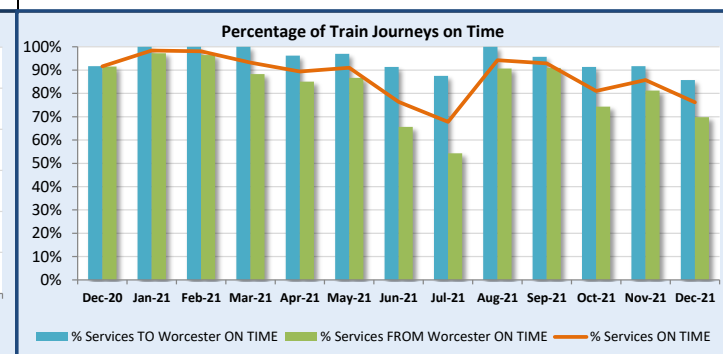
The columns show the total energy used for lighting County Council-owned street lights, whilst the lines indicate the amount spent on streetlighting per month.



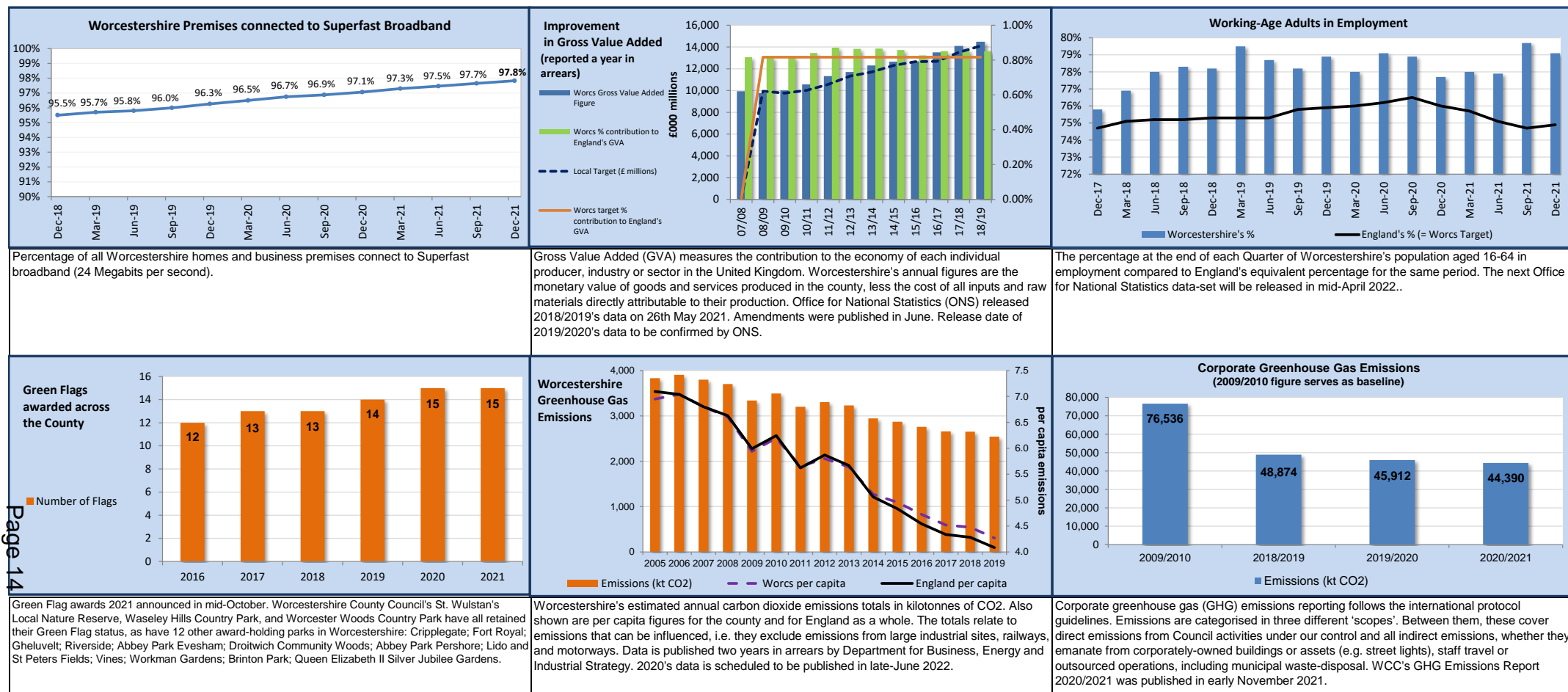
Kilograms of Household Waste (HHW) per resident of Worcestershire. The figure is from the verified tonnage data for HHW. Population data is from the Waste Data Flow (WDF) system, which also sets out the HHW definition. The County Council Waste Disposal Authority with the highest figure in 2020/2021 was North Yorkshire (494.4), while the lowest figure was Hampshire's 422.2.



This indicator measures the percentage of municipal waste sent to landfill and applies only to Waste Disposal Authorities (WDAs). It also monitors the amount of waste sent for reuse, recycling or composting. The latest-available data (confirmed in late-October 2021) relates to 2020/2021.



The percentage of on-time 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.



Planned Highways Inspections

Percentage completed on time (latest update: December 2021)

Year	Month	%
2016/2017	Apr	95%
	May	93%
	Jun	95%
	Jul	95%
	Aug	95%
	Sep	99%
	Oct	99%
	Nov	99%
	Dec	99%
	Jan	99%
	Feb	98%
	Mar	98%

Year	Month	%
2017/2018	Apr	98%
	May	98%
	Jun	98%
	Jul	98%
	Aug	99%
	Sep	99%
	Oct	99%
	Nov	99%
	Dec	98%
	Jan	97%
	Feb	96%
	Mar	96%

Year	Month	%
2018/2019	Apr	90%
	May	90%
	Jun	95%
	Jul	95%
	Aug	95%
	Sep	95%
	Oct	98%
	Nov	100%
	Dec	100%
	Jan	100%
	Feb	100%
	Mar	98%

Year	Month	%
2019/2020	Apr	98%
	May	98%
	Jun	95%
	Jul	95%
	Aug	100%
	Sep	100%
	Oct	98%
	Nov	100%
	Dec	97%
	Jan	95%
	Feb	96%
	Mar	99%

Year	Month	%
2020/2021	Apr	100%
	May	100%
	Jun	100%
	Jul	100%
	Aug	100%
	Sep	98%
	Oct	98%
	Nov	99%
	Dec	100%
	Jan	98%
	Feb	99%
	Mar	99%

Year	Month	%
2021/2022	Apr	100%
	May	99%
	Jun	98%
	Jul	98%
	Aug	98%
	Sep	98%
	Oct	98%
	Nov	98%
	Dec	99%
	Jan	
	Feb	
	Mar	

Highways Development Control Cases Dealt With On Time

Monthly figures in respect of cases completed and cases dealt with on time (latest update: December 2021)

Year	Month	Total on time	% of cases completed on time	Total cases completed
2018/2019	Apr	146	93%	157
	May	276	94%	293
	Jun	240	97%	247
	Jul	247	98%	252
	Aug	278	89%	312
	Sep	148	95%	156
	Oct	247	81%	305
	Nov	171	82%	140
	Dec	114	82%	93
	Jan	97	81%	120
	Feb	135	89%	152
	Mar	215	86%	250

Year	Month	Total on time	% of cases completed on time	Total cases completed
2019/2020	Apr	208	77%	271
	May	203	78%	258
	Jun	230	81%	285
	Jul	193	88%	219
	Aug	163	89%	184
	Sep	155	73%	213
	Oct	185	86%	216
	Nov	172	83%	206
	Dec	157	87%	180
	Jan	72	97%	74
	Feb	138	97%	142
	Mar	200	90%	223

Year	Month	Total on time	% of cases completed on time	Total cases completed
2020/2021	Apr	205	90%	229
	May	163	87%	187
	Jun	213	92%	232
	Jul	179	86%	208
	Aug	209	88%	238
	Sep	202	83%	242
	Oct	241	91%	264
	Nov	225	95%	238
	Dec	194	94%	206
	Jan	40	100%	40
	Feb	164	98%	168
	Mar	214	87%	247

Year	Month	Total on time	% of cases completed on time	Total cases completed
2021/2022	Apr	282	88%	321
	May	272	91%	298
	Jun	240	84%	287
	Jul	211	85%	248
	Aug	218	87%	250
	Sep	177	71%	250
	Oct	186	72%	260
	Nov	221	78%	284
	Dec	196	89%	219
	Jan			
	Feb			
	Mar			

Percentage of Potholes Fixed on Time (latest update: December 2021)

Year	Month	%
2016/2017	Apr	100%
	May	100%
	Jun	100%
	Jul	100%
	Aug	100%
	Sep	100%
	Oct	100%
	Nov	100%
	Dec	100%
	Jan	100%
	Feb	100%
	Mar	100%

Year	Month	%
2017/2018	Apr	100%
	May	100%
	Jun	100%
	Jul	100%
	Aug	100%
	Sep	100%
	Oct	100%
	Nov	100%
	Dec	100%
	Jan	100%
	Feb	100%
	Mar	100%

Year	Month	%
2018/2019	Apr	100%
	May	100%
	Jun	100%
	Jul	100%
	Aug	100%
	Sep	100%
	Oct	100%
	Nov	100%
	Dec	100%
	Jan	100%
	Feb	100%
	Mar	100%

Year	Month	%
2019/2020	Apr	100%
	May	100%
	Jun	100%
	Jul	100%
	Aug	100%
	Sep	100%
	Oct	100%
	Nov	100%
	Dec	100%
	Jan	100%
	Feb	100%
	Mar	100%

Year	Month	%
2020/2021	Apr	100%
	May	100%
	Jun	100%
	Jul	100%
	Aug	100%
	Sep	100%
	Oct	100%
	Nov	100%
	Dec	100%
	Jan	100%
	Feb	100%
	Mar	100%

Year	Month	%
2021/2022	Apr	100%
	May	100%
	Jun	100%
	Jul	100%
	Aug	100%
	Sep	100%
	Oct	100%
	Nov	100%
	Dec	100%
	Jan	
	Feb	
	Mar	

Traffic Regulation Orders (latest update: December 2021)

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

Year	Month	Average Weeks To Complete	Number Completed	Outstanding List Of Requests	New Requests
2019	Jan	34	11	85	8
	Feb	38	9	87	14
	Mar	29	10	84	13
	Apr	31	11	82	8
	May	27	14	81	10
	Jun	30	9	87	12
	Jul	37	9	94	16
	Aug	33	13	86	11
	Sep	28	12	92	9
	Oct	35	9	97	9
	Nov	31	11	92	10
	Dec	41	4	84	8

Year	Month	Average Weeks To Complete	Number Completed	Outstanding List Of Requests	New Requests
2020	Jan	26	11	91	10
	Feb	39	9	90	11
	Mar	31	10	87	8
	Apr	42	6	70	3
	May	27	4	71	6
	Jun	0	0	76	10
	Jul	34	7	57	5
	Aug	30	8	67	11
	Sep	40	9	68	16
	Oct	43	11	72	6
	Nov	45	11	66	7
	Dec	40	7	70	11

Year	Month	Average Weeks To Complete	Number Completed	Outstanding List Of Requests	New Requests
2021	Jan	37	10	60	2
	Feb	41	10	63	6
	Mar	34	9	67	8
	Apr	36	11	66	10
	May	37	6	72	10
	Jun	40	11	74	8
	Jul	30	14	70	2
	Aug	32	10	57	5
	Sep	37	15	51	11
	Oct	26	6	58	10
	Nov	23	9	58	12
	Dec	27	6	61	7

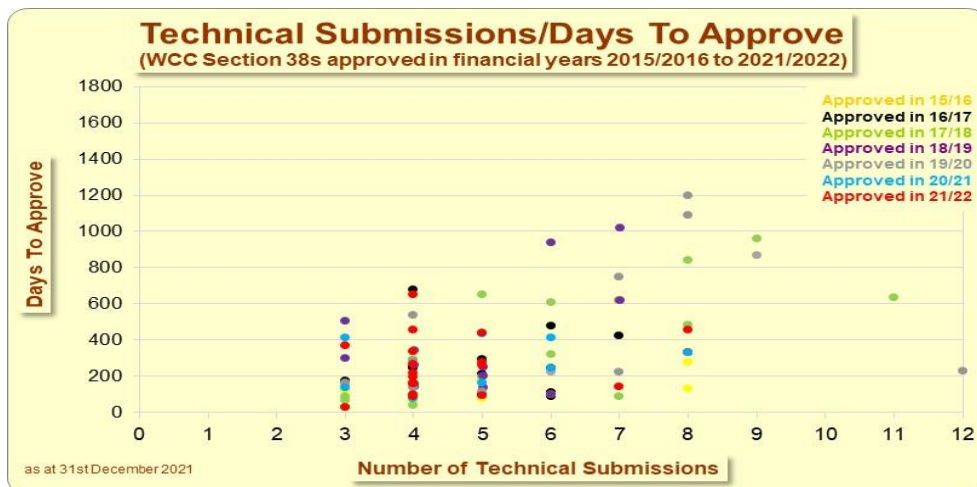
Condition of Roads & Footways - Coarse Visual Inspection (CVI) and Surface Condition Assessment of the National Network of Roads (SCANNER) Survey Results

Percentage of footways and roads considered for maintenance after the annual Coarse Visual Inspection (CVI) and SCANNER surveys* (latest update: early 2021 for 2020/2021)

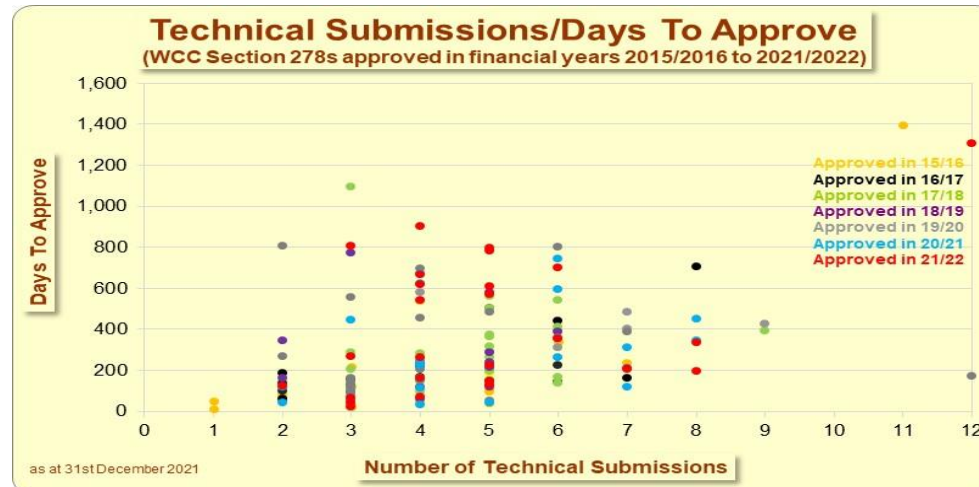
Year	Coarse Visual Inspection*				SCANNER*				Satisfaction with Roads (Worcestershire Viewpoint Survey)**
	Principal (A-class) Roads	Non-Principal (B- and C-class) Roads	Unclassified Roads	Footways	Principal Roads		Non-Principal Roads		
					Performance	Target	Performance	Target	
2010/2011	8.7%	18.9%	15.0%	31.9%	5.0%	5.0%			42.2%
2011/2012	8.5%	17.6%	14.7%	29.7%	4.0%	4.0%	8.9%		35.4%
2012/2013	7.4%	14.6%	13.5%	29.8%	3.8%	4.0%	9.6%		30.9%
2013/2014	5.1%	15.1%	14.2%	28.1%	3.1%	4.0%	5.9%		30.0%
2014/2015	8.7%	20.5%	17.0%	32.8%	3.0%	4.0%	4.0%		35.4%
2015/2016	6.7%	17.3%	17.0%	31.5%	3.0%	3.0%	3.0%		32.0%
2016/2017	4.0%	12.3%	18.0%	30.4%	3.0%	3.0%	4.0%	4.0%	31.7%
2017/2018	8.4%	14.7%	19.8%	25.0%	3.0%	3.0%	4.0%	4.0%	33.1%
2018/2019	13.2%	18.5%	19.9%	28.0%	3.0%	3.0%	4.0%	4.0%	24.0%
2019/2020	13.0%	19.0%	21.0%	31.6%	4.0%	3.0%	4.0%	4.0%	31.0%
2020/2021	10.0%	12.0%	21.5%	35.4%	5.0%	3.0%	5.0%	4.0%	33.0%

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

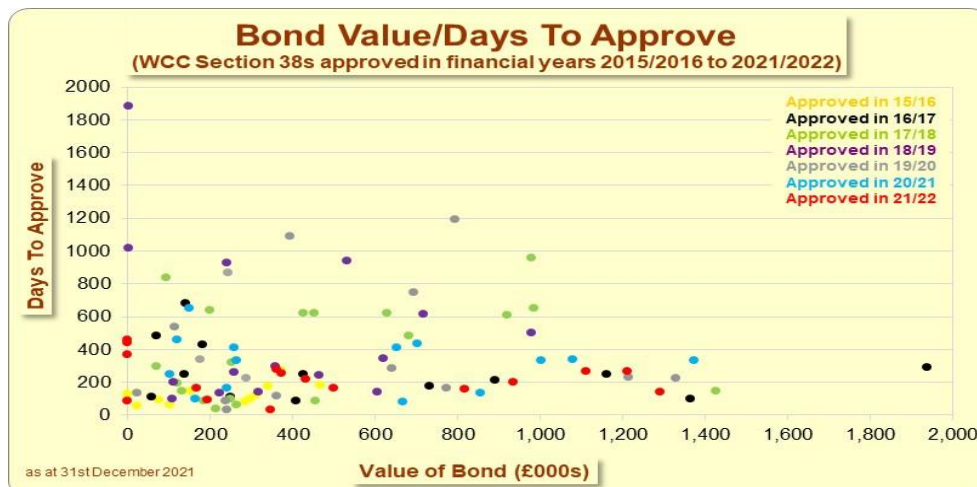
** Each year's out-turn is the percentage of Viewpoint panel members who state they are satisfied or very satisfied with the condition of the county's roads. 2020/2021's percentage is derived from 2,098 responses to the relevant question in September 2020's survey.



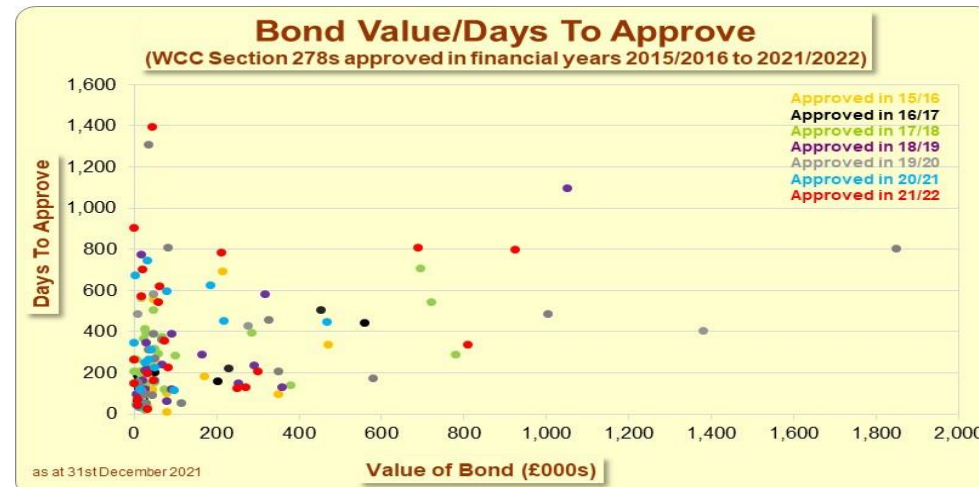
- The average number of days to approve the 16 38s approved between 1st April and 31st December 2021 was 225.
- The average days-to-approve figure for the 38s approved in the 2020/2021 financial year was 421.
- Average days-to-approve figures can be skewed by one or two schemes that take longer to reach approval, hence the measures being put in place to improve monitoring and to address key issues.
- For those 38s approved in the three complete quarters of this financial year, the average number of Technical Submissions is 5, but 9 (56.3%) of the 16 approvals have required 4 or less.
- For 38s approved in the 2020/2021 financial year, the average number of Technical Submissions was 6, with 7 (46.7%) requiring 4 or less.
- Of 2021/2022's approved schemes, the longest period from initial submission to approval data is Countryside Properties' Charlock Road Malvern scheme, which reached approval on 20th May 2021, 457 days after the initial submission, the approval process involving 8 Technical Submissions.



- Of the 27 schemes approved from 1st April to 31st December 2021, 9 were submitted and approved after the review of the Development Control function began in January 2021. For those schemes, the average days-to-approve figure was 106 and the average number of Technical Submissions was 4.
- The 27 278s reaching approval from 1st April to 31st December 2021 did so after (on average) 427 days and 5 Technical Submissions, although 14 (51.9%) took 4 or less Technical Submissions.
- Of 2021/2022's approved schemes, the two with the longest periods from initial submission to approval date are Lioncourt Homes's Eastward Road, Malvern (1,394 days) scheme and St Modwen's widening of Taylor's Lane, Broomhall (903 days). The average days-to-approve figure can be increased markedly by one or two schemes taking longer to approve, as is demonstrated here.
- For any new schemes starting up, regular monitoring is now in place to manage the Technical Approval process more effectively, alongside closer liaison and meetings with developers where required.



- The highest bond for an approved scheme still awaiting agreement signing is £1,427,000 for Taylor Wimpey's at Yew Tree Farm, Droitwich, which was approved in August 2017 after 148 days and 3 Technical submissions. WCC is the scheme's auditor.
- The average bond value of schemes reaching approval so far in 2021/2022 is £664,881.
- Of the schemes approved in this financial year, the one with the highest bond (£1,290,000) is the first phase of Vistry's Lea Castle development at Wolverley.



- Of the schemes approved in 2021/2022, the one taking the longest to reach approval (Eastward Road, Malvern) had a bond value of £45,500.
- 151 schemes have a first submission date after 31st March 2015, of which 38 (25.1%) have Technical Approval, but no signed legal agreement.
- The highest bond for an approved scheme awaiting agreement signing is £1,003,290 for the Fox Lane/Rock Hill roundabout and signalling scheme, which reached Technical Approval on 16th August 2019.

Public Enquiries (PEMs)

Percentage completed within 28 days (latest update: December 2021)

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	83%
	Oct	88%
	Nov	90%
	Dec	86%
	Jan	86%
	Feb	84%
	Mar	80%

2021/2022	Apr	89%
	May	80%
	Jun	84%
	Jul	82%
	Aug	79%
	Sep	86%
	Oct	84%
	Nov	91%
	Dec	84%
	Jan	
	Feb	
	Mar	

Public Enquiries (PEMs)

Totals received in each calendar month and the number outstanding at the end of each month (latest update: December 2021)

2018/2019			2019/2020			2020/2021			2021/2022			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	2018/2019	2019/2020	2020/2021	2021/2022
Apr	2,154	72	Apr	1,501	50	Apr	596	20	Apr	1,426	48	1,967	1,104	723	856
May	2,098	68	May	1,614	52	May	925	30	May	1,917	62	1,866	1,206	705	1,255
Jun	2,113	70	Jun	2,160	72	Jun	1,638	55	Jun	2,097	70	1,739	1,475	790	1,355
Jul	1,983	64	Jul	2,112	68	Jul	1,572	51	Jul	2,107	68	1,423	1,600	740	1,641
Aug	1,821	59	Aug	1,801	58	Aug	1,808	58	Aug	1,811	58	1,503	1,399	968	1,658
Sep	1,497	50	Sep	1,991	66	Sep	1,652	55	Sep	1,901	63	1,285	1,615	882	1,681
Oct	1,553	50	Oct	2,188	71	Oct	1,653	53	Oct	1,884	61	965	1,291	683	1,859
Nov	1,482	49	Nov	2,506	84	Nov	1,337	45	Nov	1,743	58	999	2,019	512	1,736
Dec	1,323	43	Dec	1,892	61	Dec	1,674	54	Dec	1,478	48	985	1,900	924	1,759
Jan	1,419	46	Jan	2,605	84	Jan	2,478	80	Jan			1,028	1,935	1,031	
Feb	1,464	47	Feb	3,185	110	Feb	2,314	83	Feb			1,080	2,087	1,205	
Mar	1,767	57	Mar	1,509	49	Mar	1,956	63	Mar			1,138	1,217	1,041	
Totals	20,674	57	Totals	25,064	68	Totals	19,603	54	Totals	16,364	60				

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 18/19	Outstanding at Quarter-End 19/20	Outstanding at Quarter-End 20/21	Outstanding at Quarter-End 20/21
1	6,365	70	1	5,275	58	1	3,159	35	1	5,440	60	1,739	1,475	790	1,355
2	5,301	58	2	5,904	64	2	5,032	55	2	5,819	63	1,285	1,615	882	1,681
3	4,358	47	3	6,586	72	3	4,664	51	3	5,105	55	985	1,900	924	1,759
4	4,650	52	4	7,299	80	4	6,748	75	4			1,138	1,217	1,041	
Totals	20,674	57	Totals	25,064	68	Totals	19,603	54	Totals	16,364	60				

* irrespective of date PEM received

Public Enquiries (PEMs)

Subject and Number of Enquiries Received (latest update: December 2021)

Subject of Enquiry	October		November		December		Oct-Dec 2021 Totals		Oct-Dec 2020 Totals	
	Total	%	Total	%	Total	%	Total	%	Total	%
Bridgeworks	16	0.8	20	1.1	24	1.6	60	1.2	49	1.1
Drainage	458	24.3	288	16.5	240	16.2	986	19.3	943	20.2
Existing Signs - Unlit	3	0.2	7	0.4	5	0.3	15	0.3	28	0.6
Flooding	0	0.0	0	0.0	0	0.0	0	0.0	10	0.2
Fences and Furniture	4	0.2	17	1.0	6	0.4	27	0.5	30	0.6
Grass Cutting / Verges	267	14.2	194	11.1	86	5.8	547	10.7	325	7.0
Grit Bin Service request	2	0.1	6	0.3	5	0.3	13	0.3	10	0.2
Hedge & Trees	19	1.0	23	1.3	32	2.2	74	1.4	98	2.1
Highways Search / Adopted	0	0.0	1	0.1	0	0.0	1	0.0	0	0.0
Ice Snow and Gritting Requests	17	0.9	49	2.8	27	1.8	93	1.8	76	1.6
Major Highway Projects	0	0.0	0	0.0	1	0.1	1	0.0	1	0.0
Mud / Hazard on Highway	60	3.2	94	5.4	43	2.9	197	3.9	262	5.6
New Dropped Kerb	0	0.0	1	0.1	0	0.0	1	0.0	0	0.0
New Signs and Road Markings	4	0.2	2	0.1	2	0.1	8	0.2	22	0.5
Potholes	225	11.9	204	11.7	257	17.4	686	13.4	541	11.6
Road Works Enquiry	22	1.2	14	0.8	3	0.2	39	0.8	58	1.2
Roads Footpaths and Cycle Tracks	747	39.6	771	44.2	691	46.8	2,209	43.3	2,016	43.2
Scaffold / Skip Permits / Temporary Road or Lane Closure / Building Materials	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Section 38 / 278 - Development Control	0	0.0	0	0.0	0	0.0	0	0.0	11	0.2
Speed Limits	1	0.1	3	0.2	0	0.0	4	0.1	4	0.1
Traffic Calming	0	0.0	0	0.0	2	0.1	2	0.0	4	0.1
Traffic Regulation Orders	2	0.1	13	0.7	4	0.3	19	0.4	30	0.6
Traffic Signals - Permanent	22	1.2	20	1.1	26	1.8	68	1.3	67	1.4
Traffic Signals - Temporary	15	0.8	16	0.9	24	1.6	55	1.1	61	1.3
Utility Company Apparatus / Works	0	0.0	0	0.0	0	0.0	0	0.0	18	0.4
Totals	1,884	100.0	1,743	100.0	1,478	100.0	5,105	100.0	4,664	100.0

Enquiries Received on Each Day of the Week	October		November		December		Oct-Dec 2021 Totals		Oct-Dec 2020 Totals	
	Total	%	Total	%	Total	%	Total	%	Total	%
Sunday	196	10.4	93	5.3	113	7.6	402	7.9	296	6.3
Monday	273	14.5	436	25.0	236	16.0	945	18.5	933	20.0
Tuesday	328	17.4	331	19.0	236	16.0	895	17.5	872	18.7
Wednesday	334	17.7	291	16.7	295	20.0	920	18.0	839	18.0
Thursday	295	15.7	229	13.1	287	19.4	811	15.9	734	15.7
Friday	316	16.8	233	13.4	218	14.7	767	15.0	726	15.6
Saturday	142	7.5	130	7.5	93	6.3	365	7.1	264	5.7
Totals	1,884	100.0	1,743	100.0	1,478	100.0	5,105	100.0	4,664	100.0

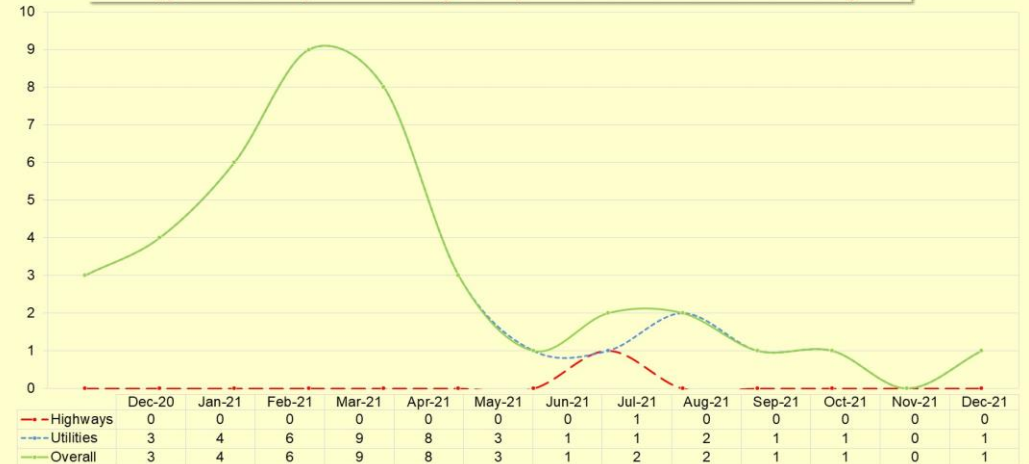
Streetworks Licences and Permits

Highways and Utilities Permits granted and deemed and summary of inspections (latest update: December 2021)

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 - 2019/2020	Total Category As	Total Category Bs	Total Category Cs	Total Category Ds	Total Permits	Total Defects	Total Inspections
Apr-Jun	1,189	533	792	295	786	430	4,025
Jul-Sep	867	654	604	482	586	1,218	4,411
Oct-Dec	1,054	1,103	1,137	536	734	976	5,540
Jan-Mar	1,263	1,018	1,051	485	932	955	5,704
Total	4,373	3,308	3,584	1,798	3,038	3,579	19,680

Inspections Summary - 2021/2022	Total Category As	Total Category Bs	Total Category Cs	Total Category Ds	Total Permits	Total Defects	Total Inspections
Apr-Jun	1,983	1,167	2,147	947	1,432	1,196	8,872
Jul-Sep	2,099	1,555	1,907	1,256	1,607	1,150	9,574
Oct-Dec	2,047	1,596	2,093	1,148	1,613	1,264	9,761
Jan-Mar							
Total	6,129	4,318	6,147	3,351	4,652	3,610	28,207

Inspections Summary - 2020/2021	Total Category As	Total Category Bs	Total Category Cs	Total Category Ds	Total Permits	Total Defects	Total Inspections
Apr-Jun	1,189	533	792	295	786	430	4,025
Jul-Sep	1,519	1,216	1,536	669	976	850	6,766
Oct-Dec	1,590	1,967	1,797	847	1,142	1,275	8,618
Jan-Mar	1,853	1,638	1,742	1,007	1,163	1,218	8,621
Total	6,151	5,354	5,867	2,818	4,067	3,773	28,030

Street Lighting

Calendar-month totals of energy used by County Council-owned street lights and street lighting energy costs (latest update: December 2021)

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	20,236,063	1,453,173	1,265,786	1,085,762	1,181,794	1,395,073	1,598,872	1,937,053	2,122,625	2,317,472	2,243,437	1,891,674	1,743,341
2016/17	Customer total	kWh	19,563,456	1,405,973	1,217,648	1,057,199	1,141,479	1,348,397	1,537,804	1,875,059	2,060,268	2,264,689	2,193,015	1,773,924	1,688,001
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	16,874,248	1,280,336	1,110,931	980,406	1,058,243	1,235,707	1,328,746	1,592,725	1,732,248	1,880,342	1,811,463	1,465,666	1,397,435
2021/22	Customer total	kWh	11,090,547	1,145,766	1,005,040	875,776	941,971	1,086,596	1,231,355	1,469,940	1,589,187	1,744,917			
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	£	2,270,768	172,289	149,496	131,934	142,407	166,351	178,803	214,861	233,094	253,021	243,753	197,224	187,535
2021/22	Spend	£	1,415,810	146,222	128,263	111,777	120,221	138,672	157,139	188,049	202,797	222,670			

Household Waste

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

The latest DEFRA WasteDataFlow summary (published 15th December 2021) is for the 2020/2021 financial year

	kg/h Worcestershire	Highest County Council kg/h	Lowest County Council kg/h	% Diverted From Landfill Worcestershire
2011/12	451.00	497.80 Cumbria	422.70 Oxfordshire	51.95%
2012/13	443.70	476.70 Cumbria	424.10 Oxfordshire	50.73%
2013/14	456.00	477.70 Devon	428.40 Oxfordshire	50.88%
2014/15	459.80	497.20 North Yorkshire	430.80 Oxfordshire	50.95%
2015/16	469.66	497.79 Cumbria	421.65 Hertfordshire	50.55%
2016/17	477.07	493.40 North Yorkshire	418.80 Hertfordshire	68.80%
2017/18	458.35	481.20 Cumbria	416.13 Hertfordshire	88.20%
2018/19	459.15	477.70 Cumbria	406.00 Hertfordshire	86.98%
2019/20	456.67	470.80 Cumbria	401.13 Hertfordshire	89.65%
2020/21	473.30	494.40 North Yorkshire	422.20 Hampshire	91.62%

Waste Disposal

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

The latest DEFRA WasteDataFlow summary (published 15th December 2021) is for the 2020/2021 financial year

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
2019/20	9.9	43.6
2020/21	8.0	43.3

Worcestershire Greenhouse Gas Emissions

source: Department for Business, Energy and Industrial Strategy - UK Local Authority and Regional Carbon Dioxide Emissions National Statistics 2005-2019 (latest update: June 2021 for calendar year 2019)

CO ₂ emissions estimates 2005-2019 (kilotonnes of CO ₂)						
Year	Industrial & Commercial	Domestic	Transport	Land use, land-use change, and forestry	Total	per capita emissions
						Worcestershire England
2005	1,468.5	1,398.7	1,784.2	-22.5	4,629.0	8.4 8.6
2006	1,535.8	1,410.0	1,793.9	-26.7	4,713.1	8.5 8.5
2007	1,452.4	1,365.4	1,806.1	-30.3	4,593.6	8.2 8.2
2008	1,394.9	1,362.9	1,712.9	-32.7	4,437.9	7.9 7.9
2009	1,161.6	1,235.7	1,675.6	-33.0	4,039.9	7.2 7.1
2010	1,235.4	1,326.3	1,653.7	-35.5	4,179.8	7.4 7.3
2011	1,140.7	1,151.5	1,611.0	-37.4	3,865.9	6.8 6.6
2012	1,188.1	1,235.6	1,555.3	-38.6	3,940.4	6.9 6.9
2013	1,154.4	1,202.4	1,565.4	-42.3	3,880.0	6.8 6.7
2014	1,033.9	1,021.7	1,588.6	-43.4	3,600.8	6.3 6.1
2015	975.5	981.7	1,630.0	-46.5	3,540.8	6.1 5.8
2016	873.1	944.5	1,659.9	-45.5	3,432.1	5.9 5.4
2017	841.7	884.3	1,642.8	-48.5	3,320.4	5.6 5.2
2018	841.8	887.0	1,586.5	-50.3	3,265.1	5.5 5.1
2019	785.9	861.7	1,552.4	-49.9	3,150.1	5.3 4.9

CO ₂ emissions estimates 2005-2019 (kilotonnes of CO ₂) - Scope of Influence*						
Year	Industrial & Commercial	Domestic	Transport	Total	per capita emissions	
					Worcestershire	England
2005	1,421.7	1,398.7	1,011.3	3,831.7	6.9	7.1
2006	1,487.5	1,410.0	1,007.8	3,905.3	7.0	7.0
2007	1,406.9	1,365.4	1,024.9	3,797.2	6.8	6.8
2008	1,347.2	1,362.9	993.1	3,703.2	6.6	6.6
2009	1,137.6	1,235.7	967.2	3,340.5	5.9	6.0
2010	1,211.5	1,326.3	956.0	3,493.8	6.2	6.2
2011	1,118.3	1,151.5	933.0	3,202.8	5.7	5.6
2012	1,167.2	1,235.6	900.0	3,302.8	5.8	5.9
2013	1,135.5	1,202.4	892.5	3,230.5	5.6	5.7
2014	1,009.8	1,021.7	913.4	2,945.0	5.1	5.1
2015	951.7	981.7	936.7	2,870.0	5.0	4.8
2016	850.5	944.5	962.0	2,757.1	4.7	4.5
2017	814.0	884.3	960.8	2,659.1	4.5	4.3
2018	812.8	887.0	951.0	2,650.8	4.5	4.3
2019	755.8	861.7	926.1	2,543.6	4.3	4.1

* totals exclude large industrial sites, railways, motorways, and land-use

Worcestershire County Council Greenhouse Gas Emissions (latest update: November 2021 for 2020/2021)

Emissions Category (please see notes for details)	WCC Greenhouse Gas Emissions (tonne/CO ₂)				Change from 2009/2010			
	2009/2010 (baseline)	2018/2019	2019/2020	2020/2021	2018/2019	2019/2020	2020/2021	
Scope 1	4,598	2,669	2,467	2,480	-42.0	-46.3	-46.1	Natural gas use in WCC buildings (excluding schools); fuel use in WCC vehicle fleet; residual fuel use (e.g. burning oil, LPG, etc.) consumed at WCC sites (excluding schools).
Scope 2	16,672	7,934	6,459	5,273	-52.4	-61.3	-68.4	Indirect emissions - electricity use in WCC buildings (excluding schools) and street lighting (grid generation).
Scope 3	55,266	38,271	36,986	36,637	-30.8	-33.1	-33.7	Other indirect emissions, e.g. electricity use in WCC buildings (excluding schools) and street lighting (grid transmission and distribution); staff mileage travelled by WCC staff for business purposes; electricity and gas consumption in buildings operated by the main out-sourced contractors for Waste Management and Highways services; fleet and staff mileage undertaken by main out-sourced contractors for Waste Management and Highways services on behalf of WCC; petrol and diesel consumption by contracted fleet vehicles; emissions from municipal waste disposal.
Totals	76,536	48,874	45,912	44,390	-36.1	-40.0	-42.0	

Local authorities have removed schools emissions from their Greenhouse Gas reporting. In Worcestershire, an exercise was undertaken in 2019 to remove schools' emissions from the 2009/2010 data. This was done to ensure the baseline total against which progress is being monitored was calculated using the same methodology as has been applied for all years from 2018/2019. Re-calculation of figures for years from 2010/2011 to 2017/2018 would be a major piece of work.

Share of Annual Corporate Emissions by Activity	2018/2019	2019/2020	2020/2021
Waste Disposal	67.0%	69.0%	72.0%
Street Lighting	12.0%	11.0%	10.0%
Buildings - Gas	3.0%	3.0%	4.0%
Ringway	4.0%	3.0%	4.0%
Severn Waste	4.0%	5.0%	4.0%
Buildings - Electricity	5.0%	4.0%	3.0%
Contract Fleet	1.0%	1.0%	1.0%
Fleet	2.0%	2.0%	1.0%
Staff Mileage	2.0%	2.0%	1.0%
Residual Fuels	0.0%	0.4%	0.0%
Staff Air Travel	0.0%	0.1%	0.0%

Countryside Access												
2021/2022 Reports Received and Resolutions Summary (latest update: December 2021)												
	April	May	June	July	August	September	October	November	December	January	February	March
Outstanding Public Rights of Way (PROW) reports	6,205 (includes 5,424 defects & 781 obstructions)	6,190 (includes 5,411 defects & 779 obstructions)	6,384 (includes 5,601 defects & 783 obstructions)	6,372 (includes 5,575 defects & 797 obstructions)	6,378 (includes 5,563 defects & 815 obstructions)	6,296 (includes 5,482 defects & 814 obstructions)	6,232 (includes 5,396 defects & 836 obstructions)	6,119 (includes 5,283 defects & 836 obstructions)	6,016 (includes 5,171 defects & 845 obstructions)			
New reports received in month	288 (includes 226 defects & 62 obstructions)	219 (includes 184 defects and 35 obstructions)	388 (includes 359 defects & 29 obstructions)	418 (includes 391 defects & 27 obstructions)	343 (includes 285 defects & 58 obstructions)	319 (includes 280 defects & 39 obstructions)	209 (includes 178 defects & 31 obstructions)	274 (includes 236 defects & 38 obstructions)	154 (includes 130 defects & 24 obstructions)			
Reports resolved in month	198 (includes 169 defects & 29 obstructions)	207 (includes 172 defects & 35 obstructions)	246 (includes 214 defects & 32 obstructions)	358 (includes 339 defects & 19 obstructions)	397 (includes 367 defects & 30 obstructions)	394 (includes 356 defects & 38 obstructions)	246 (includes 234 defects & 12 obstructions)	342 (includes 313 defects & 29 obstructions)	321 (includes 299 defects & 22 obstructions)			
Reports resolved by volunteers (Cumulative, for this Financial year)	10	33	60	88	99	146	173	199	221			
New Definitive Map Modification Orders (DMMOs) submitted in month	2	0	2	0	1	0	0	1	1			
DMMOs completed in month	0	0	0	0	0	0	0	0	0			
DMMOs outstanding on the register	68	68	70	72	72	72	74	74	75			

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)	6,127 (includes 5,427 defects & 700 obstructions)	6,151 (includes 5,430 defects & 721 obstructions)	6,096 (includes 5,386 defects & 710 obstructions)	6,050 (includes 5,329 defects & 721 obstructions)	6,105 (includes 5,389 defects & 716 obstructions)	6,086 (includes 5,342 defects & 744 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)	212 (includes 172 defects & 40 obstructions)	231 (includes 172 defects & 59 obstructions)	195 (includes 164 defects & 31 obstructions)	212 (includes 183 defects & 29 obstructions)	245 (includes 207 defects & 38 obstructions)	330 (includes 276 defects & 54 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)	164 (includes 135 defects & 29 obstructions)	220 (includes 182 defects & 38 obstructions)	223 (includes 183 defects & 40 obstructions)	256 (includes 238 defects & 18 obstructions)	193 (includes 165 defects & 28 obstructions)	326 (includes 290 defects & 36 obstructions)
Reports resolved by volunteers (Cumulative, for this Financial year)	10	26	34	42	46	59	64	106	118	131	152	166
New Definitive Map Modification Orders (DMMOs) submitted in month	0	0	1	0	1	0	0	0	0	0	0	1
DMMOs completed in month	0	0	1	0	0	0	0	0	0	0	0	0
DMMOs outstanding on the register	68	68	67	68	68	68	68	68	68	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

- **Outstanding Public Rights of Way (PROW) reports:** The bulk of outstanding reports are of low priority (such as missing signs and waymarking).
- **New reports received each month:** The number received is very seasonal, with the bulk of new being over early-/mid-summer. Other variations are normally due to submission of surveys from The Ramblers.
- **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 (e.g. signage programmes) or issues with site accessibility due to the weather or, in the present situation, Covid-related regulations. There were 909 resolutions in quarter 3 of 2021/2022, down from 1,149 in quarter 2, but up from 651 in Quarter 1.
- **Reports resolved by Volunteers (Cumulative, for this Financial year):** This is the number of defects resolved by volunteers, both individuals and groups. The true figure is higher as much of their work is not recorded on encompass, but identified and resolved onsite when out on the network.
- **New Volunteer Groups:** There are **16 groups** across the County. This figure remains largely static and doesn't indicate how active the groups are (some do work several times a month, some only very occasionally). Reports resolved by volunteers provides a much better gauge of the success of our volunteer scheme.
- **New Definitive Map Modification Orders (DMMOs) submitted by month:** This includes any applications submitted, but still awaiting validation. Applications will not be added to the register of applications until they have been validated in line with legislation. One application submitted in August 2020 and one submitted in December 2021 are both still in need of additional information to validate them and are not yet on the register. There was also an error in the last quarter-end summary: no applications were in fact received in July 2021, as opposed to two, as stated in the summary.
- **DMMOs completed by month:** This includes all DMMOs for which a determination not to make an Order has been made or, alternatively, the determination has been made to make the Order, which has then been made and confirmed either by WCC or (if required) by the Secretary of State's inspector.
- **Cumulative number of outstanding DMMOs:** This includes all DMMOs currently on the register, whether under investigation or awaiting investigation. It will not include any applications received but still being validated.

Rail Services Running On Time

Services in and out of Worcester at morning and evening peak times, excluding cancellations or service journeys that did not run (latest update: December 2021)

	To Worcester			From Worcester			All Services To/From Worcester			Morning Peak Times (arriving 6 to 10 a.m.)			Evening Peak Times (arriving 4 to 8 p.m.)		
	Services TO Worcester	Services TO Worcester ON TIME	% Services TO Worcester ON TIME	Services FROM Worcester	Services FROM Worcester ON TIME	% Services FROM Worcester ON TIME	Total number of Services	Services ON TIME	% Services ON TIME	Morning Services	Morning Services ON TIME	% Morning Services ON TIME	Afternoon Services	Afternoon Services ON TIME	% Afternoon Services ON TIME
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%
Oct-20	32	27	84.4%	40	34	85.0%	72	61	84.7%	33	25	75.8%	39	36	92.3%
Nov-20	25	23	92.0%	32	30	93.8%	57	53	93.0%	26	23	88.5%	31	30	96.8%
Dec-20	36	33	91.7%	47	43	91.5%	83	76	91.6%	40	36	90.0%	43	40	93.0%
Jan-21	26	26	100.0%	36	35	97.2%	62	61	98.4%	29	29	100.0%	33	32	97.0%
Feb-21	24	24	100.0%	28	27	96.4%	52	51	98.1%	25	24	96.0%	27	27	100.0%
Mar-21	25	25	100.0%	34	30	88.2%	59	55	93.2%	28	27	96.4%	31	28	90.3%
Apr-21	26	25	96.2%	40	34	85.0%	66	59	89.4%	33	27	81.8%	33	32	97.0%
May-21	33	32	97.0%	45	39	86.7%	78	71	91.0%	39	35	89.7%	39	36	92.3%
Jun-21	23	21	91.3%	32	21	65.6%	55	42	76.4%	29	20	69.0%	26	22	84.6%
Jul-21	24	21	87.5%	35	19	54.3%	59	40	67.8%	28	19	67.9%	31	21	67.7%
Aug-21	20	20	100.0%	32	29	90.6%	52	49	94.2%	31	30	96.8%	21	19	90.5%
Sep-21	23	22	95.7%	33	30	90.9%	56	52	92.9%	28	26	92.9%	28	26	92.9%
Oct-21	23	21	91.3%	35	26	74.3%	58	47	81.0%	28	23	82.1%	30	24	80.0%
Nov-21	24	22	91.7%	32	26	81.3%	56	48	85.7%	27	24	88.9%	29	24	82.8%
Dec-21	42	36	85.7%	63	44	69.8%	105	80	76.2%	55	44	80.0%	50	36	72.0%

Rail Journeys

Analysis of train journeys in and out of Worcester at morning and evening peak times, including scheduled services that were cancelled or did not run (latest update: December 2021)

Period	Journeys To Worcester					
	Scheduled	Cancelled/ Not Run	Cancelled/ Not Run %	Completed	On Time	% On Time
Jan-21	510	7	1.4	503	405	80.5
Feb-21	480	9	1.9	471	379	80.5
Mar-21	552	11	2.0	541	438	81.0
Apr-21	531	11	2.1	520	426	81.9
May-21	473	60	12.7	413	303	73.4
Jun-21	438	7	1.6	431	266	61.7
Jul-21	475	15	3.2	460	322	70.0
Aug-21	370	3	0.8	367	276	75.2
Sep-21	497	4	0.8	493	358	72.6
Oct-21	483	6	1.2	477	331	69.4
Nov-21	507	7	1.4	500	284	56.8
Dec-21	509	20	3.9	489	279	57.1
Jan-Dec 2021	5,825	160	2.7	5,665	4,067	71.8

Period	Journeys From Worcester					
	Scheduled	Cancelled/ Not Run	Cancelled/ Not Run %	Completed	On Time	% On Time
Jan-21	620	13	2.1	607	457	75.3
Feb-21	540	13	2.4	527	400	75.9
Mar-21	665	18	2.7	647	479	74.0
Apr-21	632	11	1.7	621	456	73.4
May-21	569	79	13.9	490	289	59.0
Jun-21	565	12	2.1	553	227	41.0
Jul-21	583	20	3.4	563	231	41.0
Aug-21	566	8	1.4	558	391	70.1
Sep-21	632	15	2.4	617	396	64.2
Oct-21	613	18	2.9	595	332	55.8
Nov-21	642	12	1.9	630	314	49.8
Dec-21	643	25	3.9	618	323	52.3
Jan-Dec 2021	7,270	244	3.4	7,026	4,295	61.1

Journeys To/From	Journeys To Worcester					
	Scheduled	Cancelled/ Not Run	Cancelled/ Not Run %	Completed	On Time	% On Time
Bham Snow Hill	920	53	5.8	867	554	63.9
Bristol TM	673	10	1.5	663	501	75.6
London Padd'ton	2,117	62	2.9	2,055	1,546	75.2
Oxford	2,115	35	1.7	2,080	1,466	70.5
Jan-Dec 2021	5,825	160	2.7	5,665	4,067	71.8

Journeys To/From	Journeys From Worcester					
	Scheduled	Cancelled/ Not Run	Cancelled/ Not Run %	Completed	On Time	% On Time
Bham Snow Hill	1,182	67	5.7	1,115	755	67.7
Bristol TM	785	13	1.7	772	469	60.8
London Padd'ton	2,480	98	4.0	2,382	1,157	48.6
Oxford	2,823	66	2.3	2,757	1,914	69.4
Jan-Dec 2021	7,270	244	3.4	7,026	4,295	61.1

Period	Morning Peak-Time Journeys (arriving between 6 a.m. and 10 a.m.)						
	Scheduled	Cancelled/ Not Run	Cancelled/ Not Run %	Completed	On Time	Late	% On Time
Jan-21	525	5	1.0	520	398	122	76.5
Feb-21	480	10	2.1	470	346	124	73.6
Mar-21	589	7	1.2	582	444	138	76.3
Apr-21	567	8	1.4	559	434	125	77.6
May-21	507	75	14.8	432	287	145	66.4
Jun-21	509	13	2.6	496	258	238	52.0
Jul-21	544	11	2.0	533	309	224	58.0
Aug-21	540	3	0.6	537	411	126	76.5
Sep-21	567	9	1.6	558	417	141	74.7
Oct-21	548	10	1.8	538	329	209	61.2
Nov-21	576	3	0.5	573	327	246	57.1
Dec-21	561	15	2.7	546	327	219	59.9
Jan-Dec 2021	6,513	169	2.6	6,344	4,287	2,057	67.6

Period	Evening Peak-Time Journeys (arriving between 4 p.m. and 8 p.m.)						
	Scheduled	Cancelled/ Not Run	Cancelled/ Not Run %	Completed	On Time	Late	% On Time
Jan-21	605	15	2.5	590	464	126	78.6
Feb-21	540	12	2.2	528	433	95	82.0
Mar-21	628	22	3.5	606	473	133	78.1
Apr-21	596	14	2.3	582	448	134	77.0
May-21	535	64	12.0	471	305	166	64.8
Jun-21	494	6	1.2	488	235	253	48.2
Jul-21	514	24	4.7	490	244	246	49.8
Aug-21	396	8	2.0	388	256	132	66.0
Sep-21	562	10	1.8	552	337	215	61.1
Oct-21	548	14	2.6	534	334	200	62.5
Nov-21	573	16	2.8	557	271	286	48.7
Dec-21	591	30	5.1	561	275	286	49.0
Jan-Dec 2021	6,582	235	3.6	6,347	4,075	2,272	64.2

Journeys To/From	Morning Peak-Time Journeys (arriving between 6 a.m. and 10 a.m.)						
	Scheduled	Cancelled/ Not Run	Cancelled/ Not Run %	Completed	On Time	Late	% On Time
Bham Snow Hill	1,070	29	2.7	1,041	722	319	69.4
Bristol TM	601	9	1.5	592	383	209	64.7
London Padd'ton	2,196	69	3.1	2,127	1,382	745	65.0
Oxford	2,646	62	2.3	2,584	1,800	784	69.7
Jan-Dec 2021	6,513	169	2.6	6,344	4,287	2,057	67.6

Journeys To/From	Evening Peak-Time Journeys (arriving between 4 p.m. and 8 p.m.)	
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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 (latest update: May 2021 for 2018/2019 financial year)

	Actual Figure (£s)	Actual Target (£s)	Performance (£000 millions)	Target (£000 millions)	Worcs Share of England's GVA	Target
2007/2008	9,937,000,000	--	9,937	--	0.82%	--
2008/2009	9,769,000,000	9,937,000,000	9,769	9,937	0.82%	0.82%
2009/2010	10,015,000,000	9,769,000,000	10,015	9,769	0.82%	0.82%
2010/2011	10,565,000,000	10,015,000,000	10,565	10,015	0.84%	0.82%
2011/2012	11,330,000,000	10,565,000,000	11,330	10,565	0.87%	0.82%
2012/2013	11,702,000,000	11,330,000,000	11,702	11,330	0.86%	0.82%
2013/2014	12,305,000,000	11,702,000,000	12,305	11,702	0.87%	0.82%
2014/2015	12,647,000,000	12,305,000,000	12,647	12,305	0.86%	0.82%
2015/2016	12,675,000,000	12,647,000,000	12,675	12,647	0.83%	0.82%
2016/2017	13,505,000,000	12,675,000,000	13,505	12,675	0.85%	0.82%
2017/2018	14,098,000,000	13,505,000,000	14,098	13,505	0.86%	0.82%
2018/2019	14,484,000,000	14,098,000,000	14,484	14,098	0.85%	0.82%

Working-Age Adults (16 to 64) In Employment (latest update: December 2021)

		Worcestershire's %	England's % (= Worcs target)
2014/2015	Jun	77.60%	71.90%
	Sep	77.20%	72.50%
	Dec	77.30%	72.50%
	Mar	78.30%	71.70%
2015/2016	Jun	78.20%	72.90%
	Sep	78.20%	73.30%
	Dec	77.60%	73.60%
	Mar	76.10%	73.90%
2016/2017	Jun	75.40%	73.90%
	Sep	75.90%	73.90%
	Dec	75.90%	73.90%
	Mar	76.10%	74.10%
2017/2018	Jun	76.90%	74.40%
	Sep	76.40%	74.60%
	Dec	75.80%	74.70%
	Mar	76.90%	75.10%

		Worcestershire's %	England's % (= Worcs target)
2018/2019	Jun	78.00%	75.20%
	Sep	78.30%	75.20%
	Dec	78.20%	75.30%
	Mar	79.50%	75.30%
2019/2020	Jun	78.70%	75.30%
	Sep	78.20%	75.80%
	Dec	78.90%	75.90%
	Mar	78.00%	76.00%
2020/2021	Jun	79.10%	76.20%
	Sep	78.90%	76.50%
	Dec	77.70%	76.00%
	Mar	78.00%	75.70%
2021/2022	Jun	77.90%	75.10%
	Sep	79.70%	74.70%
	Dec	79.10%	74.90%
	Mar		

Adults in Employment - Payrolled Employees

Employment statistics from Pay As You Earn Real Time Information, non-seasonally adjusted* (latest update: December 2021)

Date	Worcestershire	Gloucestershire	Herefordshire	Shropshire**	Staffordshire	Warwickshire	West Midlands†	UK
Dec-17	262,059	277,361	76,475	205,689	382,667	264,316	1,165,130	28,503,195
Mar-18	260,825	275,595	76,534	204,995	381,461	263,208	1,151,779	28,358,941
Jun-18	263,654	277,931	79,664	207,435	384,929	266,036	1,160,819	28,667,513
Sep-18	264,071	279,304	79,465	208,275	385,412	267,326	1,166,808	28,725,038
Dec-18	263,520	280,366	76,820	207,792	384,421	268,680	1,180,121	28,795,866
Mar-19	263,421	280,709	77,460	206,015	380,416	267,519	1,177,428	28,748,751
Jun-19	265,453	281,038	80,785	209,599	387,297	269,436	1,167,624	28,987,130
Sep-19	265,316	281,925	80,247	209,609	385,706	269,524	1,174,729	29,016,002
Dec-19	264,643	282,567	77,132	209,325	383,895	269,881	1,181,456	29,030,984
Mar-20	263,057	280,219	77,190	208,665	382,350	268,453	1,169,098	28,881,226
Jun-20	260,152	275,665	78,977	205,859	378,440	266,050	1,149,724	28,428,785
Sep-20	258,588	274,163	78,454	205,311	377,685	264,324	1,139,016	28,237,500
Dec-20	257,153	273,276	75,409	205,799	376,714	263,740	1,140,782	28,150,393
Mar-21	256,027	271,395	75,469	205,472	376,610	263,459	1,132,694	28,048,816
Jun-21	262,412	278,219	79,730	209,370	383,678	269,045	1,165,125	28,738,703
Sep-21	264,736	281,887	80,858	212,553	387,440	272,124	1,181,724	29,121,050
Dec-21	266,546	284,923	78,706	215,216	390,733	275,427	1,203,306	29,486,960

* The figures are from an experimental HMRC/Office for National Statistics data-set covering all age-groups. December 2021's figures are early estimates, more likely to be subject to significant revisions. Values for the month are an average of employee counts in each day of the month. It is a measure of payrolled employees, as opposed to a measure of employee jobs. Early estimates for December 2021 indicate the number of payrolled employees in the UK rose by 4.7% compared with December 2020 (Worcestershire: +3.7%).

** combined figures for Shropshire Council and Telford and Wrekin Council

† combined figures for Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall, and Wolverhampton

Superfast Broadband

Month	%
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%
Dec-20	97.06%
Mar-21	97.30%
Jun-21	97.46%
Sep-21	97.65%
Dec-21	97.83%

Worcestershire homes and business premises connected to Superfast broadband (24 Megabits per second) - latest update: December 2021.

Updates available from:-

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

Green Flags Awarded Across Worcestershire

Latest update: October 2021 announcement of 2021 awards

Year	Number of Flags
2016	12
2017	13
2018	13
2019	14
2020	15
2021	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. 2021's awards list was published in mid-October. Worcestershire County Council's St. Wulstan's Local Nature Reserve, Waseley Hills Country Park, and Worcester Woods Country Park have all retained their Green Flag status, as have 12 other award-holding parks in Worcestershire: Cripplegate; Fort Royal; Gheluvelt; Riverside; Abbey Park Evesham; Droitwich Community Woods; Abbey Park Pershore; Lido and St Peters Fields; Vines; Workman Gardens; Brinton Park; Queen Elizabeth II Silver Jubilee Gardens.

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	NRSA	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; laying 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	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.

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		Application for provisional advance authorisation	Application for permit	
Major	3 months	10 days	2 days or 20% of the original duration whichever is longest	1 calendar month	5 days	2 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

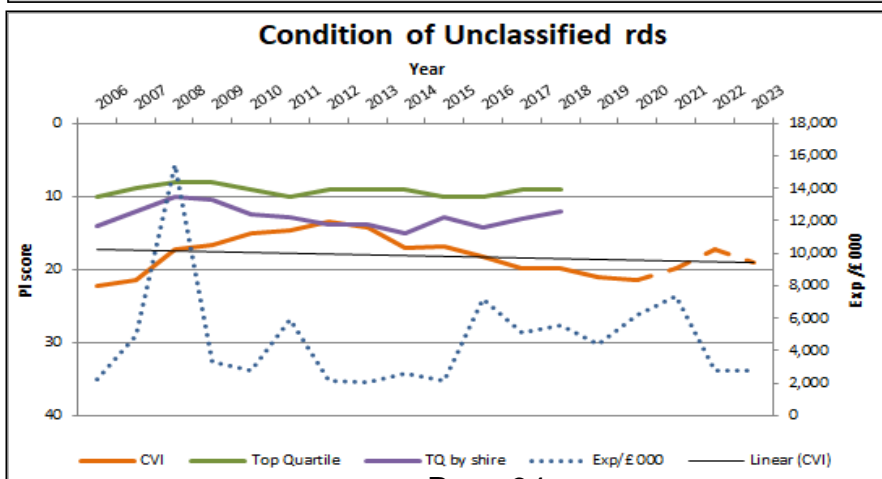
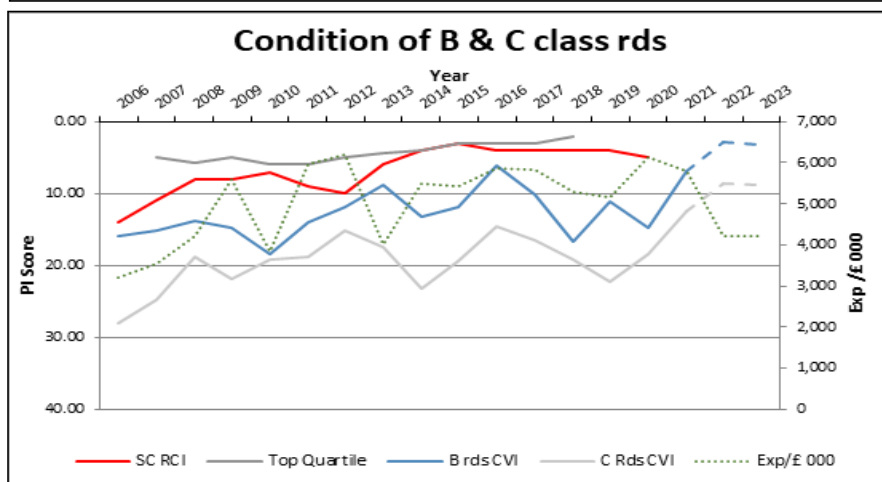
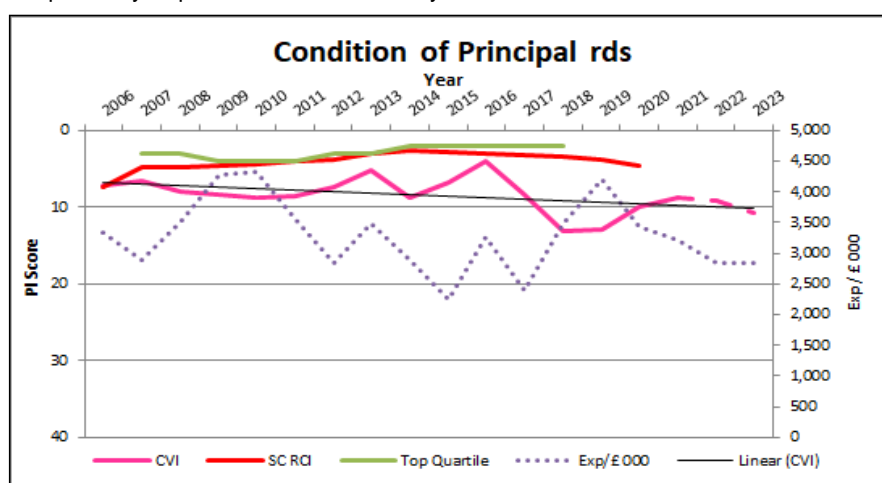
These inspections accord with the Code of Practice for Well Maintained Highways. This is being reviewed in line with the new Code of Practice ("Well Managed Highway Infrastructure"), implemented October 2018. For more-detailed definitions of footway categories, please see 'Footways' section of Appendix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

1) 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 and will also provide highway users in Worcestershire with a safe and serviceable network of roads that connect local communities. The Coarse Visual Inspection survey indicates there has been some improvement in the condition of A-, B- and C-class roads in the last year. We are also working hard to maintain the condition of Unclassified roads. The SCANNER survey has shown a slight downturn. The main challenges over the last year have been the severe and prolonged adverse weather, with repeated floods and a hard winter inevitably impacting on the highway network and its condition. In addition, very little major maintenance took place on Worcestershire's roads during the second half of March, April, and May 2020 in light of impacts from the COVID-19 Pandemic outbreak and first lockdown. The SCANNER survey took place in May 2020, which effectively meant that around £5 to £6 million of highways surfacing works was not picked up by the survey. This is very likely to have had a detrimental effect on the 2020/2021 survey results. We have set the 2021/2022 survey for September and it will stay at this time each year.

A further £19m is being invested in Worcestershire's highway network during 2021/2022. This will be delivered based around our asset assessment methodology and focussed on working to maintain improvements on A-, B-, and C-roads and manage/try to prevent any decline on unclassified roads, to maintain condition as much as is practicable.

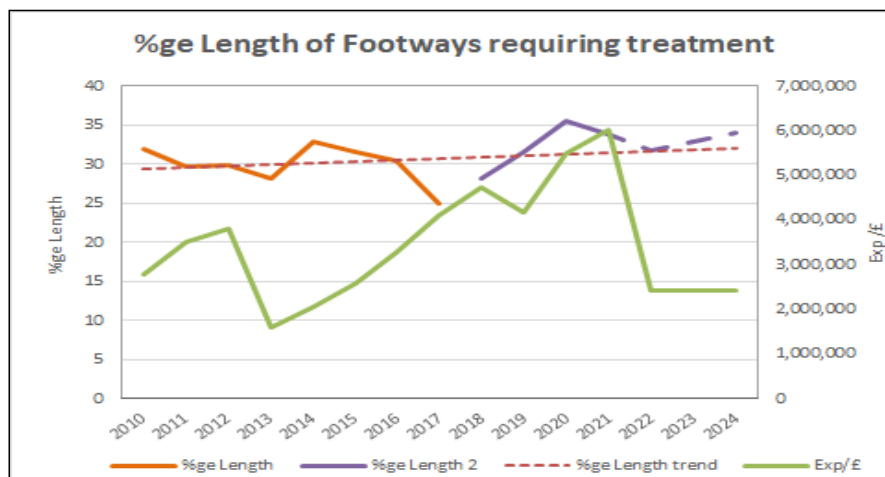
The following graphs show the latest performance for 2021 in relation to A-, B-, and C-class roads via our Coarse Visual Inspection survey, with an improvement in A-roads and in particular B- and C-class roads. The CVI survey for Unclassified roads will be completed by September/October of this year.



2) Footways

In 2018, in effect a 're-set' took place, as we had to install new software to help complete our footways survey, the previous software and supporting hardware having become obsolete. We believe this is the main reason for the change in performance, as the new software makes it far easier for surveyors to enter/record defects and footway-condition data. They are also able to travel slower when completing the survey, which adds to there being a likelihood that they are observing and recording more defect lengths as they complete the survey. There will be further analysis of the data from the most-recent survey and the next one to help us gain a greater understanding of the current trend in performance.

A further £7.5m is being invested in the county's footways during 2021/2022. The footways chart below shows the latest updated position and profiled performance trend, taking account of the above and the investment being made during the last and the current financial year. It shows there should be an improvement in footway condition during this and next year.



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Economy and Environment Overview and Scrutiny Panel

1 March 2022

Q3 2021/22
Financial Update

Q3 Financial Position – Economy and Environment

E&E Revenue Forecast	2021-22 Gross Budget Q3	2021-22 Net Budget Q3	2021-22 Forecast Outturn Q3	2021-22 Forecast Variance Q3	2021-22 Forecast Variance Q2	2021-22 Forecast Variance Q1
	£'000	£'000	£'000	£'000	£'000	£'000
Economy & Sustainability	5,092	819	846	27	64	60
Planning and Regulation	1,314	640	849	209	255	-9
Infrastructure Asset Management	0	0	0	0	23	20
Street Lighting	4,208	4,144	3,894	-250	-250	0
Winter Maintenance	1,190	1,190	1,201	11	1	1
Major Projects	4,325	1,849	1,851	2	-10	-22
Waste Management	48,769	28,261	28,261	0	0	-7
Passenger Transport Operations	16,866	10,636	10,611	-25	0	-10
Network Management	3,496	683	735	52	44	0
Development Management - S278/S38	888	166	221	55	55	0
Highways Operations & PROW	6,839	6,741	6,742	1	1	3
Business Management	1,079	221	87	-134	0	0
TOTAL ECONOMY & INFRASTRUCTURE	94,066	55,350	55,298	-52	183	36
Skills and Investment	5,285	430	430	0	0	0

Key Headlines – Economy and Environment

£52k underspend compared with £183k overspend at Q2

Financial position has improved from Q2 mainly due to vacancies within Business Management not expected to be filled by year end

Within the position there are a number of variances, the key ones being:

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- Forecast overspend in Transport Planning and Strategic Planning (part of Planning and Regulation) due to reduction in expected levels of capitalisation and impact of contractor staff costs to cover hard to recruit vacancies
- Forecast underspend in Street Lighting due to reduction in energy costs following conversion to LED lighting
- Forecast underspend on Business Management due to holding vacant posts

Key Headlines – Economy and Environment

The directorate has savings targets of £1.3m from 2020/21 and capitalisation targets of £2m to deliver this year.

It is currently forecast that the majority of this will be delivered and where there are risks to delivery, alternative compensatory efficiencies and income generation have been identified.

The directorate is managing a total capital programme of c£150m this financial year

ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL 1 MARCH 2022

WORK PROGRAMME

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 2021/22 Work Programme has been developed by taking into account issues still to be completed from 2020/21, 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 21 July and approved by Council on 9 September 2021.

Dates of Future Meetings

- 13 May 2022 at 10am
- 11 July 2022 at 2pm
- 9 September 2022 at 10am
- 8 November 2022 at 10am

Purpose of the Meeting

6. The Panel is asked to consider the 2021/22 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 2021/22

Contact Points

Alyson Grice / Alison Spall, Overview and Scrutiny Officers, Tel: 01905 844962 / 846607
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 of the OSPB meeting on 21 July 2021
- Agenda and Minutes of Council on 9 September 2021

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

Economy and Environment Overview and Scrutiny Panel

Date of Meeting	Issue for Scrutiny	Date of Last Report	Notes/Follow-up Action
1 March 2022	Street Lighting Update	4 August 2020	
	Performance (Q3 October to December) and In-Year Budget Monitoring		
13 May 2022	Active Travel in Worcestershire	9 November 2020	Annual update requested
	Congestion – what actions are being taken to reduce problem		Requested by Panel 19 July 2021
	Road Safety and Reduction of speeding by use of built highways infrastructure		Requested by Panel 19 July 2021
	Waste Contract		
Possible Future Items			
11 July 2022	Broadband Annual Update	19 June 2020 Interim update September 2021	
	Performance (Q4 January to March) and Year End Budget Monitoring		
9 September 2022	Communications/IT – Information to Members and Residents		Requested by Panel 20 January 2022
	Performance (Q1 April to June) and In-Year Budget Monitoring		

8 November 2022	Performance (Q2 July to September) and In-Year Budget Monitoring		
TBC	Pothole repairs innovation – new ways of repairing		Requested by Panel 19 July 2021
TBC	Local Cycling and Walking Infrastructure Plans		Ref 11 Nov 2021 Council
TBC	Bus Service Improvement Plan		Ref 11 Nov 2021 Council
TBC	Update on the local economy and what the Council is doing to help businesses recover and grow	20 September 2021	Update in 12 months requested
Standing Items			
TBC	The Council's Work and Role in Tackling Climate Change (Council 16/05/19), including monitoring progress against the new goal of being carbon neutral by 2050	4 August 2020	
March/July/ Sept/Nov	Budget and In-year performance monitoring		
November/January	Budget Scrutiny Process		