

Agenda

Environment Overview and Scrutiny Panel

Friday, 9 September 2022, 10.00 am
County Hall, Worcester

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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.

Environment Overview and Scrutiny Panel

Friday, 9 September 2022, 10.00 am, County Hall, Worcester

Membership: Cllr Alastair Adams (Chairman), Cllr Tony Muir (Vice Chairman),
Cllr Mel Allcott, Cllr Paul Harrison, Cllr Aled Luckman,
Cllr Emma Marshall, Cllr Beverley Nielsen, Cllr David Ross and
Cllr Emma Stokes

Agenda

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| 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 8 September 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. | |
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NOTES

Webcasting

Members of the Panel are reminded that meetings of the Environment Overview and Scrutiny Panel are Webcast on the Internet and will be stored electronically and accessible through the Council's Website. Members of the public are informed that if they attend this meeting their images and speech may be captured by the recording equipment used for the Webcast and may also be stored electronically and accessible through the Council's Website.

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To obtain further information or a copy of this agenda contact Samantha Morris, Overview and Scrutiny Manager on 01905 844963, scrutiny@worcestershire.gov.uk

All the above reports and supporting information can be accessed via the Council's website

Date of Issue: Thursday, 1 September 2022

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ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

9 SEPTEMBER 2022

COMMUNITY TRANSPORT IN WORCESTERSHIRE

Summary

1. The Environment Overview and Scrutiny Panel will receive an update on Community Transport in Worcestershire.
2. The Cabinet Member (CMR) for Transport and Highways and the Assistant Director for Highways and Transport Operations have been invited to the meeting. The Community Transport Development Officer and the Chair of the Worcestershire Community Transport Consortium will also attend to update the Panel on matters relating to Community Transport.

Background

3. There are 14 Community Transport (CT) schemes in the County which provide transport using volunteers driving their own cars, dial-a-ride minibuses, Community Buses and fully-accessible Multi-Purpose Vehicles (MPVs) for those who cannot travel by other means – either because no appropriate services are available or due to their mobility limitations.
4. The Worcestershire CT Consortium provides support for not-for-profit transport operators and advises on and shares information about operational issues, vehicles, insurance, good practice, funding, publicity and marketing, working with external partners such as Public Health and the development of services.
5. Prior to the Covid-19 Pandemic, 500 volunteers were involved in delivering around 155,000 CT journeys each year. Several schemes closed due to Lockdown but all have re-opened and taken on the challenges of re-starting their services and helping their clients to gain confidence in making trips again. The CT Operators are on target to deliver around 130,000 journeys (85,000 by the Strategic Grant partnership) this year and, at the moment, have approximately 350 volunteer drivers, administrators and PAs – as well as some paid staff.
6. Information about Community Transport in the county can be found at www.communitytravel.org.uk (the website is currently being updated).

Strategic Grant for Community Transport

7. Worcestershire County Council (the Council) provides a Strategic Grant for Community Transport which in the current year is £90,000. It is offered through the competitive transport tendering process and is for two years (2022-24). A lead body (Persore Volunteer Centre) administers the Grant on behalf of 11 CT operators. The Grant for year 2 is not yet set and will be agreed with the lead body by the end of December 2022.

8. The award of the Strategic Grant enables the Council to ensure that CT partners work with the Authority in providing a range of transport services and to be involved in its Passenger Transport Strategy. Through the Community Transport Officer (CTO), operations are regularly reviewed via quarterly meetings and reports provided by the Grant lead body.

Community Buses

9. Despite the effects of Lockdowns and reductions in passengers using public transport over the last two-and-a-half years, there has been an increase in Community Bus services. There are now 11 Community Buses operating and these are run under the Transport Act Permit Legislation which enables not-for-profit transport providers to run two types of service:

- Under Section 19 where all journeys must be pre-booked and the route can be flexible
- Under Section 22 where the route must be registered (like a local bus service) and no pre-booking is required.

10. A national issue arose in 2017/18 regarding a commercial operator (in Nottingham) taking issue with not-for-profit operators being 'allowed' to bid for local authority contracts: this resulted in a nationwide consultation exercise by the Department for Transport (DfT) and the issue being taken to the High Court. The outcome has led to some change of wording in the application documents for Section 19 and 22 permits which require the applicant to confirm that they are not operating for profit. CT schemes can still and do bid for Council transport contracts.

11. Whenever a local bus service may be withdrawn, CT operators are always consulted to provide an alternative transport solution for passengers. Examples of this include the CB3 between Malvern and Upton-upon-Severn which is run by Community Action (CAMD) and provides a return journey between the towns four days each week.

12. In addition, when a County Councillor approaches officers about demand for transport in their area, CT will be involved and this is how four Community Buses came about last year providing journeys for residents of Norton, Norton Barracks, Littleworth and Hatfield (the 'Norton Connector'), the CB4 and CB5 serving Peopleton, the area north of the main road in Drakes Broughton, White Ladies Aston, Wadborough and Stoulton and the CB2 covering Upton, Ryall, Ripple, Uckinghall, Baughton and Naunton. Parish and Town Councils are key players in the establishment of these services and, in some cases, Parish/Town Councillors and County Councillors provide funding.

13. Three Community Bus services are currently run under contract to the Council. Details of all Community Bus services can be found on the Council's website [Bus Timetables | Bus Timetables | Worcestershire County Council](#)

Contracts

14. The CT sector has worked hard to engage with the Council and deliver transport contracts. Five operators currently provide a range of Adult Social Care, Education and Community Bus contracts. The value of these at the present time is:

- Pershore Volunteer Centre - £35,000
- Wyre Forest Dial-a-Ride -£60,000
- Worcester Wheels - £192,000
- Community Action Malvern and District £28,000
- Tenbury Transport Trust - £27,000

15. This activity supports schemes to develop and build their operations. 8 schemes are registered on the Council's Tendering Framework. They compete for transport contracts against commercial operators.

The Future

16. The challenges of Covid-19 on the not-for-profit transport sector have been significant. However, there is an active and willing CT network which is committed to being part of the wider passenger transport network and will always try to provide a solution. Most schemes have played an important part in providing journeys to vaccination centres and the CT Operators have worked with Public Health, surgeries and other locations to ensure residents can access them. In addition, a link was provided by one scheme between Crowngate Bus Station and Worcester Racecourse for this purpose.

17. Loneliness and isolation have proved a huge issue for many residents following Lockdown and the CT Operators and CT has worked closely with Public Health to set up an initiative called Countryside Rides to encourage people to get out-and-about again in a safe and supported environment. Schemes rang round all their clients to ask how they were and tell them about these trips and funding was secured to enable this to happen. These journeys will continue and become part of what CT can provide to those who may be stuck at home or whose mobility or mental health may restrict them from venturing out.

18. Electric vehicles have recently been acquired by two schemes and more may be introduced soon.

19. Interestingly, there has been a reduction in CT journeys to hospitals and surgeries for appointments but this could be related to new ways of working by GPs and hospitals. However, it does free up some capacity to concentrate on providing access to social settings and for shopping.

20. There is also a growth in interest in Community Bus routes in areas not served by conventional buses and to provide links to rail and bus services to enable onward journeys. This is likely to develop as the Council looks at demand responsive transport being a significant part of the passenger transport network. CT is an experienced and proven provider of such routes and is keen to participate.

21. One area of concern and a result of the events of the last two years is that there has been a reduction in volunteers coming forward (in all areas, not just CT). This is a real challenge, particularly because the Sector is wanting to develop its range, services and engagement.

22. Working with District Councils is also important and good relationships have been forged in most areas. Malvern Hills and Wychavon contribute to transport initiatives via their Spacehive crowdfunding platform.

Privacy Impact Assessment

23. None.

Equality and Diversity Implications

24. CT delivers a significant number of journeys to Worcestershire residents who have mobility limitations and have no access to public transport services. The Sector, therefore, is a prime provider of transport to vulnerable groups – helping to combat isolation and loneliness, maintain independence and enabling access to essential services.

Purpose of the meeting

25. The Panel is asked to:

- consider and comment on the information provided
- determine whether any further information or scrutiny on a particular topic is required
- agree any comments to highlight to the Cabinet Member.

Contact Points

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Background Papers

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

Agenda and minutes of the Economy and Environment Overview and Scrutiny Panel on 9 May 2018 [available via the weblink here](#)

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

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

9 SEPTEMBER 2022

ENVIRONMENT ACT NEW REQUIREMENTS

Summary

1. The Cabinet Member with Responsibility for Environment and the Assistant Directors / Senior Officers of the Economy and Infrastructure Directorate have been invited to the meeting to update the Panel on new requirements arising from the Environment Act.

Background

2. The Environment Act, 2021 operates as the framework for environmental protection, replacing some of the environmental protections which originally came from the EU, and offers new powers to set binding targets for air quality, water, biodiversity and waste reduction.

Issues for the Panel to Consider

3. The Environment Act has a broad scope, covering a wide range of environmental matters. Some of the details of the Act are still to be confirmed through further guidance or a requirement for secondary legislation which is required to come before parliament. This report considers each of the key matters arising from the act in turn. These are:

- a. Biodiversity
- b. Waste
- c. Pollution

Biodiversity

4. The Act introduces requirements for biodiversity net gain, local nature net gain and strengthens the biodiversity duty and reporting requirements.

5. The requirement for Biodiversity Net Gain (BNG) is currently included within the National Planning Policy Framework (NPPF), with all developments being required to deliver biodiversity net gain. The Environment Act changes this approach and mandates the percentage of BNG which developments must deliver. This is expected to be 10% and to become a requirement from October 2023.

6. This requirement will be mandated through an amendment to the Town and Country Planning Act, 1990, ensuring that biodiversity net gain becomes a legal requirement.

7. Developers will be able to deliver BNG onsite as part of their development or offsite if the requirement cannot be delivered onsite. A biodiversity metric has been developed by the Department for Environment, Food and Rural Affairs (Defra) which enables value of the existing biodiversity of a development site to be measured

alongside the proposals for net gain. Planning authorities, including Worcestershire County Council (the Council) as the minerals and waste planning authority, will become responsible for auditing the net gain as part of the planning process and subsequent compliance monitoring and reporting.

8. The Council has secured funding from the Natural Environment Investment Readiness Fund to commence work to prepare for this new duty which is currently underway. Defra have estimated that the resource impact of this requirement of Local Planning Authorities (LPAs) will be an indicative 2 FTE.

9. The Act further introduces the requirement to produce Local Nature Recovery Strategies (LNRS) in England. This is a new system of spatial strategies to map priorities and proposals for delivery which contribute to the Nature Recovery Network and the Government's 25-year Environment Plan.

10. It is proposed that there will be 50 Local Nature Recovery Strategies produced by responsible authorities, appointed by Defra. Coverage of the country will be continuous with no gaps or overlaps. The responsible authorities are upper tier and unitary authorities plus the National Park Authorities.

11. The ambitions within the 25-year Environment Plan, which include 500 000 hectares of wildlife rich habitat, increased national tree cover and enhanced ecosystem services with economic and social benefits, will be delivered through the nature recover strategies. It is expected that biodiversity net gain will be one of the main delivery mechanisms for the local nature recovery strategies alongside land management initiatives.

12. Further detailed guidance on the development of the local nature recovery strategies is expected from Defra in autumn 2022. However, they are expected to be developed as a partnership between the different environmental interests and will be subject to public consultation with a regular cycle of review and updating.

13. Whilst the full resources impact of producing the LNRS is to be confirmed depending on the guidance, the Council has updated their ecological evidence bases including the Biodiversity Action Plan and Habitat Inventory as part of our preparatory work. The item is a standing item for the Local Nature Partnership and a shadow steering group has been established.

14. Finally with regard to biodiversity, the biodiversity duty of the Natural Environment and Rural Communities Act has been strengthened through the Environment Act, to a requirement to further the conservation and enhancement of biodiversity with a requirement to review and update any specific policies and publish a biodiversity report. This is an ongoing requirement and once enacted reporting will be required every 5 years and will cover progress on elements outlined above including reporting on biodiversity net gain.

Waste

Resources & Waste

15. With regard to resources and waste the Environment Act 2021 ('the Act') will deliver:

- Extended Producer Responsibility (EPR) to make producers pay for 100% of cost of disposal of products, starting with plastic packaging; *Clause 50, Schedule 4 Producer responsibility obligation and Clause 51, Schedule 5 Producer responsibility for disposal costs*
- A Deposit Return Scheme (DRS) for single use drinks containers; *Clause 54, Schedule 9 Charges for single use items*
- Charges for single use plastics; *Clause 55, Schedule 9 Charges for single use items*
- Greater consistency in recycling collections in England; *Clause 57 Separation of waste*
- Electronic waste tracking to monitor waste movements and tackle fly-tipping; *Clause 58, Schedule 10 Enforcement powers*
- More ability to tackle waste crime; *Clause 66, Schedule 10 Enforcement powers*
- Power to introduce new resource efficiency information (labelling on the recyclability and durability of products); *Clause 52, Schedule 6 Resource efficiency information and Schedule 7 Resource efficiency requirements*
- Regulate shipment of hazardous waste; *Clause 60, Hazardous waste England and Wales*
- Ban or restrict export of waste to non-Organisation for Economic Co-operation and Development countries; *Clause 62 Transfrontier shipments of waste*

16. Consultations on the major reforms of EPR, DRS and Consistency in household and business recycling were carried out in 2019 and 2021. Government response to EPR consultation was published in March 2022 with response to the latest consultations on DRS and Consistency awaited. Indications are that these will now be published in the autumn.

17. With regard to EPR, payments to Local Authorities for dealing with packaging waste are to be determined from April 2024. A Scheme Administrator (likely to be a public sector organisation) will be responsible for setting up and managing EPR. Payments to Local Authorities who handle packaging waste (initially from households) will be based on consideration of 'efficient and effective' services. Producers will be required to use clearer labelling of recyclability. Plastic films and flexibles are to be collected for recycling from households and businesses by 31 March 2027.

18. Defra will continue to explore payments for commercially collected packaging waste from businesses and other organisations that pay for waste collections. This will be relevant to local Waste Collection Authorities with regards to their commercial waste collection services.

19. The Environmental Protection Act (EPA) 1990 provides the legal framework for the collection and disposal of waste. Section 45A of the EPA relates to the separate collection of household waste. Section 57 of the Environment Act 2021 makes significant changes to Section 45A with the whole section being replaced with new legislation. Section 45A of the EPA now states:

- Household recycling streams must be collected separately unless it is not technically or economically practicable to do so or there is no significant environmental benefit.

- The recyclable waste streams are:
 1. glass;
 2. metal;
 3. plastic;
 4. paper and card;
 5. food waste;
 6. garden waste.
- Recyclable household waste which is food waste must be collected at least once a week.

20. The same arrangements will apply to non-domestic premises (e.g. residential homes or schools), industrial and commercial waste in England with the exception of garden waste.

21. The Secretary of State may issue guidance to deal with:

- the circumstances in which it may not be technically or economically practicable to collect recyclable household waste separately, or in which separate collection may not have significant environmental benefit ('TEEP');
- the frequency with which household waste other than recyclable household waste which is food waste should be collected.

22. There are no further details around whether free collection of garden waste from all households or a prescribed maximum charge will be allowed to be levied on residents.

23. The Waste Framework Directive introduced a requirement for recyclable materials to be collected separately. Where it is technically, environmentally and economically practicable, four key recyclable materials, paper, glass, plastic and metals were to be recycled by means of separate collection, where it is necessary or appropriate to meet the quality standard for the relevant recycling sectors. The Herefordshire and Worcestershire authorities prepared a 'TEEP' statement to support the commingled method of collecting recyclables together. A 'TEEP' statement outlines the Technical, Economic and Environmental reasons to support the method of recycling collection.

24. Further information is expected on EPR, DRS and Consistency in household and business recycling by the end of 2022. Defra have indicated that additional consultation will occur before secondary legislation is published before the end of 2022.

25. The Act provides the primary legislation which enables Government to implement a Deposit Return Scheme. As with Consistency measures, further details are awaited on the response to the most recent consultation regarding plans for implementation.

26. Consultation on proposed long-term environmental targets for the policy objectives in the Environment Act 2021 for the areas of air quality, water, biodiversity and **resource efficiency and waste reduction** was carried out from March to May 2022. The proposed targets, set at a national level for England, form a 'cornerstone'

of the Environment Act which passed into law in November 2021 and requires that at least one target is set in each of the four priority areas.

27. The consultation outlines that England has shifted from a reliance on landfill to other treatment options such as recycling, composting, anaerobic digestion, incineration with energy recovery and controlled landfilling. Material resource use continues to grow with extraction, production and disposal of material resources producing significant environmental pressure. The proposed target to address waste reduction is:

28. Reduce residual waste (excluding major mineral wastes) kg per capita by 50% by 2042 from 2019 levels. It is proposed that this will be measured as a reduction from the 2019 level, which is estimated to be approximately 560 kg per capita.

29. The consultation document outlined that a target to measure resource efficiency is not yet fully developed.

Worcestershire Councils' response to the Environment Act – Resources and Waste

30. The new policy measures and legislative changes bring the most significant changes for local authority waste services in many years. Separate weekly collections of food waste are mandated in the Environment Act and there is a need to increase focus on the quality of the recycling we collect. Quality as well as quantity of recycling is reflected throughout all of the reforms. There may be a requirement to implement free of charge garden waste collections. All of these changes require a significant amount of work as the Waste Disposal and Waste Collection authorities review our waste collection and disposal services to meet the new challenges.

31. WRAP (Waste and Resources Action Programme) has provided fully funded support to the seven Worcestershire authorities to assist in planning services for the future. Technical specialist consultants 'Circulogic' have undertaken a detailed project for Worcestershire authorities including:

- Benchmarking current performance;
- An Options Appraisal to assess cost and performance, including a carbon impact assessment, of a number of different ways of collecting recycling, food and non-recyclable waste;
- Food waste processing options.
- An assessment of options to address contamination in recycling;

32. Findings were presented to the Worcestershire Leaders Board and Strategic Waste Management Board (SWMB) on 11 July. The final report along with a summary of key issues raised at the meeting was circulated to members in early August. The report and Circulogic's recommendations will be reviewed in detail by the Worcestershire Partnership's Strategic Waste Management Board in a Task & Finish Group capacity.

33. WRAP have agreed to provide further support to the Worcestershire project both in relation to additional modelling and the work of the Task and Finish Group.

34. Terms of reference, project scope, deliverables – i.e. a report that will recommend an approach to meet the requirements of the Environment Act and the future waste collection and disposal methods in Worcestershire - and a headline timetable for the Task & Finish Group will be prepared in collaboration with the Chair of the Strategic Waste Management Board.

35. As part of its remit, the Task and Finish Group will review the Joint Municipal Waste Management Strategy to ensure it reflects any changes, and the new reforms as needed etc.

Pollution

36. The Act will create at least two new legally binding targets for one of the most harmful pollutants, fine particulate matter (PM2.5). The targets are expected to be part of secondary legislation in late 2022. Once this is published there will need to be more detailed consideration of these requirements.

37. There are also additional requirements for the development of Air Quality Action Plans, including a requirement for co-operation between the different tiers of local government. Further details of this are expected alongside the secondary legislation. To assist Worcestershire Regulatory Services are establishing a working group with the Council and the district councils which will lead on this new requirement. Nationally the new Office for Environmental Protection which will oversee the new requirements and targets.

38. An Air Pollution Supplementary Planning is also being prepared for South Worcestershire Councils, which aims to strengthen the consideration of air pollution in planning applications.

Purpose of the Meeting

39. The Panel is asked to:

- consider and comment on the requirements of the Environment Act
- determine whether any further information or scrutiny is required at this stage
- agree any comments to highlight to the Cabinet Member

Contact Points

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Background Papers

In the opinion of the proper officer (in this case the Assistant Director for Legal and Governance) there are no background papers relating to the subject matter of this report.

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

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

9 SEPTEMBER 2022

PERFORMANCE AND 2022/23 IN-YEAR BUDGET MONITORING

Summary

1. The Panel will be updated on performance and financial information for services relating to the Environment.
2. The Cabinet Members with Responsibility for Environment and Highways & Transport, and Senior Officers from the Economy and Infrastructure (E&I) Directorate have been invited to attend the meeting to respond to any queries from Panel Members.

Performance Information

3. Attached at Appendix 1 is a dashboard of performance information relating to Quarter 1 (April to June 2022). It covers the indicators from the Directorate and corporate level and other management information (as appropriate) which relate to services relevant to this Scrutiny Panel's remit.
4. The Scrutiny Panels consider this information on a quarterly basis and then report by exception to the Overview and Scrutiny Performance Board any suggestions for further scrutiny or areas of concern.
5. In addition, at the last meeting of the Panel on 11 July there were actions arising relating to Public Rights of Way, Household Waste and Potholes – this information is attached at Appendix 2.

Financial Information

6. The Panel also receives in-year budget information. At the time of writing, it is expected that the position for the E&I Directorate as a whole will be a broadly breakeven position. The detailed information will be included in the Resources report to be presented to Cabinet on 22 September.

Purpose of the Meeting

7. Following discussion of the information provided, the Scrutiny Panel is asked to determine:
 - any comments to highlight to the Cabinet Members at the meeting and/or to Overview and Scrutiny Performance Board at its meeting on 29 September 2022
 - whether any further information or scrutiny on a particular topic is required.

Supporting Information

Appendix 1 – Performance Summary - 2022-2023 Quarter 1

Appendix 2 - Actions Arising from 11 July 2022 - Public Rights of Way, Household Waste and Potholes

Contact Points

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

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:

- Agenda and minutes of the Environment Overview and Scrutiny Panel on 11 July 2022
- Agendas and minutes of the Economy and Environment Overview and Scrutiny Panel on 19 July, 20 September, 9 November 2021 and 1 March 2022
- Agendas and minutes of the Overview and Scrutiny Performance Board on 20 July, 23 March 2022, 17 November, 30 September and 21 July 2021

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

Environment Overview and Scrutiny Panel

Economy and Infrastructure Directorate - Areas of Success and Challenge

Areas of Success

1) Condition of Highways

Improvements to highways has been one of Worcestershire residents' top priorities for many years. 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. Periods of severe hot, cold, and wet weather and flooding make this challenging. However, Coarse Visual Inspections of the network of principal, non-principal, and unclassified roads during 2021/2022 show that for each category of road there has been a decrease in the percentage to be considered for maintenance. Latest Surface Condition Assessment of the National Network of Roads (SCANNER) results serve to confirm the improvement in the condition of principal and non-principal roads. There has also been an increase in residents' satisfaction with the condition of the county's roads: the 2021 Worcestershire Viewpoint Survey percentage of satisfied residents was 37%, up from 33% the year before.

2) Highways Safety Inspections

99% of planned inspections carried out in the April-to-June 2022 quarter were on time. This was an improvement on the previous quarter's 98%, which had maintained quarter 3's level of performance. The normal inspection schedule remains unchanged and exceeds that prescribed in the National Code of Practice for Highways Inspections.

3) Highways Development Control Case Responses

The percentage of recommendations concerning applications to planning authorities provided within the required 21 days rose during the quarter from 76.4% in April to 91.8% in June. The monthly number of these case-responses (which are not linked to Highways Act section 278 and 38 agreements) was relatively stable during the quarter: 237 in April; 225 in May; 220 in June.

Areas of Challenge

1) Condition of Footways

Coarse Visual Inspection (CVI) surveys of footways in 2021/2022 were undertaken using the new inspection software. Inspectors do not have to spend as much time setting up or closing down each set of inspections because the software makes use of Global Positioning System (GPS) technology. There is a need, however, to fully validate, interrogate and understand the source data to be able to provide percentages that will help inform the future programme of maintenance and improvement work and the concurrent inspections schedule.

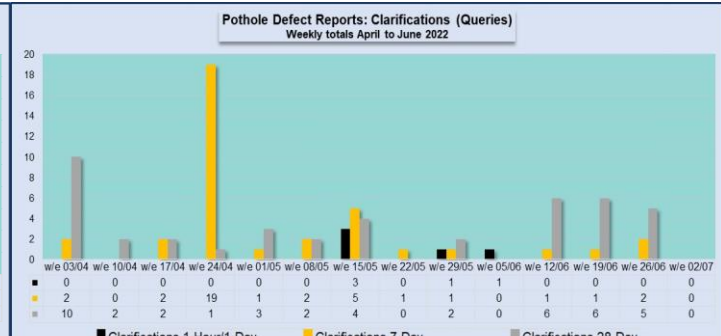
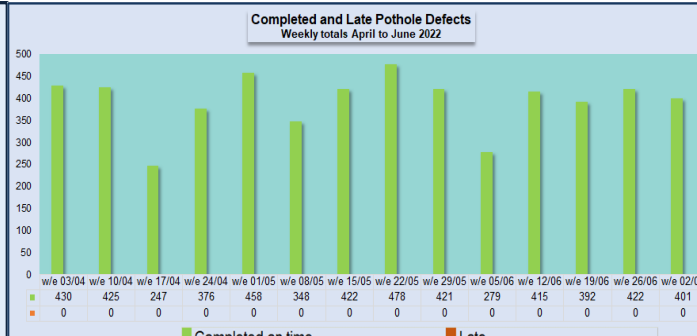
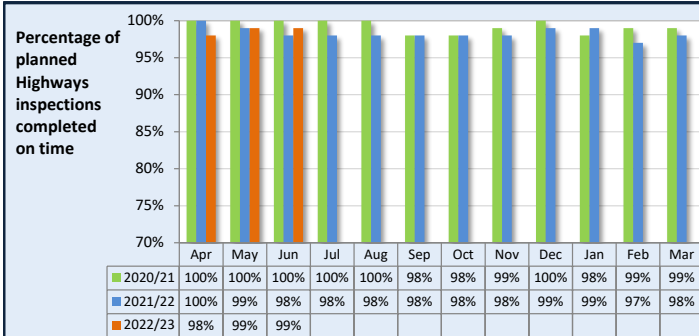
2) Household Waste Collected

In line with the national trend, Worcestershire's latest figure for household waste collected per resident (2020/2021's) 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. There will also be the need to 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. Implementing behaviour-change initiatives that may help reduce the waste arisings per head have presented challenges in 2021/2022 and will continue to be a priority in 2022/2023 and beyond.

3) Business Support

The Business Support team provides day-to-day support for managers and teams within the Directorate and administers some processes for which compliance is statutory (e.g. in respect of planning and contract regulations and Freedom of Information legislation). The team continues to provide this support against a backdrop of changes in the way business support functions are being managed corporately, staffing changes within E&I Business Support itself, and preparations for the upcoming accommodation moves at County Hall. Business Support is overseeing the move of E&I teams and their working and storage arrangements once the moves are complete. Business Support will need to continue to review and monitor processes to ensure resilient support for the Directorate remains in place. This will involve exploring and trying out new ways of working.

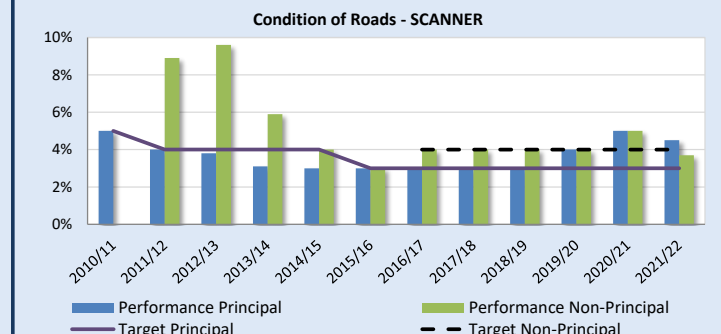
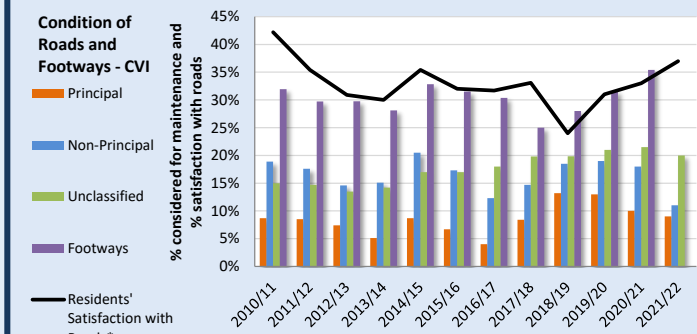
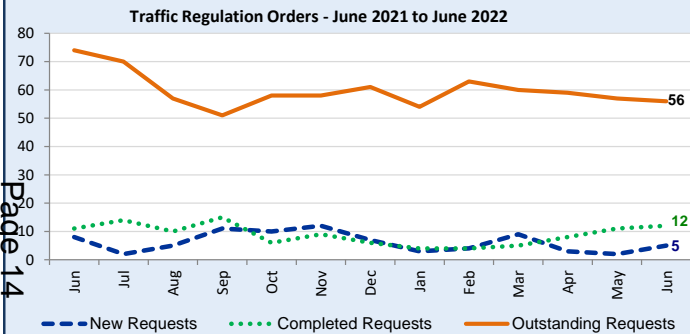
Economy & Infrastructure Dashboard for Directorate Leadership Team and Overview and Scrutiny



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

The weekly totals of pothole defects completed on time or late.

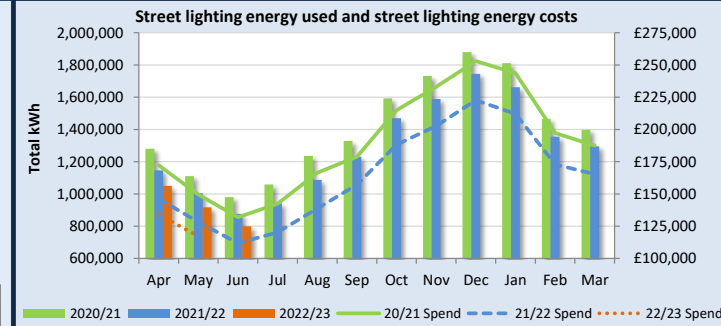
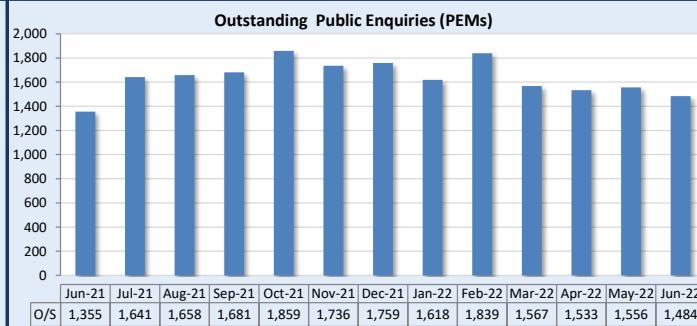
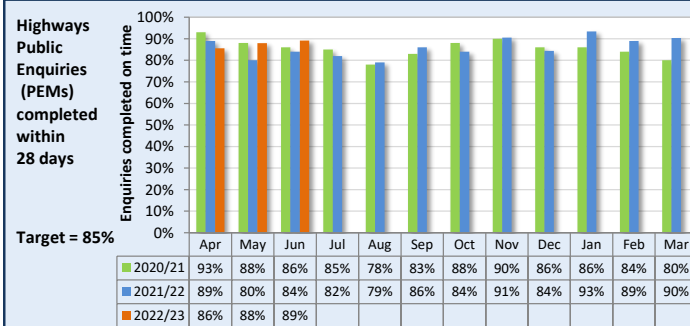
The weekly totals of defects for which clarifications are sought. Clarifications occur when a defect cannot be completed within the specified time frame because of external factors (e.g. because it is under flood water, snow or a parked vehicle or is located in an area that is too high-speed for a safe repair to be made during working hours). An attempt is always made to make safe the issue. The clock on the defect is then stopped until it can be accessed to undertake the original repair.



A line graph showing for each month (June 2021 to June 2022) the number of new, completed, and outstanding standard Traffic Regulation Orders, not including those associated with Development Control planning issues and internally-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.

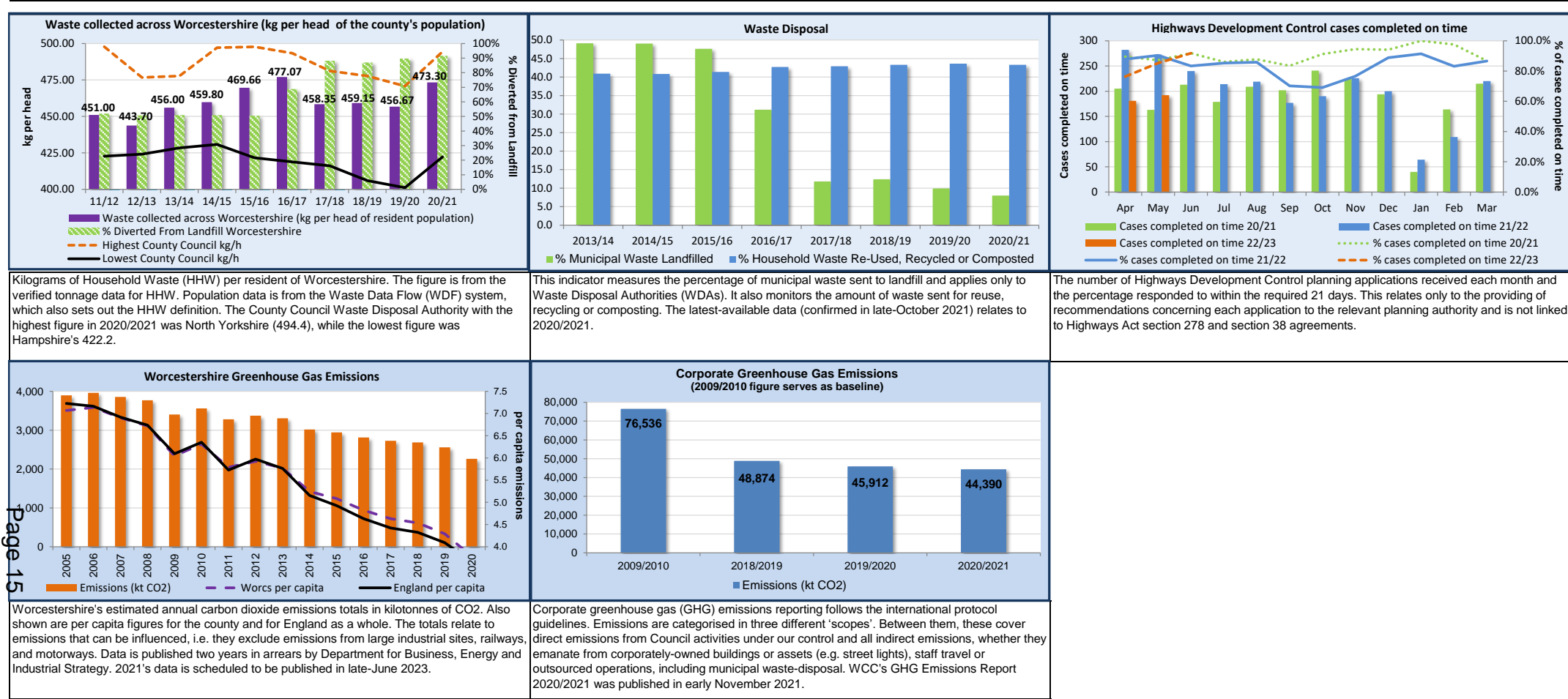
The percentage of principal (A-class roads) and non-principal roads (B- & C-class roads) that are deemed to require major maintenance following the annual Surface Condition Assessment of the National Network of Roads (SCANNER) survey.



The percentage of PEMs (customer enquiries) completed on time within the last month period, in accordance with the 28-day Service Level Agreement. June 2021's is the latest-available calendar-month percentage. July's will be confirmed in early-September.

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.



Planned Highways Inspections

Percentage completed on time (latest update: June 2022)

| 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 | 99% |
| | Feb | 97% |
| | Mar | 98% |

| Year | Month | % |
|-----------|-------|-----|
| 2022/2023 | Apr | 98% |
| | May | 99% |
| | Jun | 99% |
| | Jul | |
| | Aug | |
| | Sep | |
| | Oct | |
| | Nov | |
| | Dec | |
| | 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: June 2022)

| 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 | 273 | 90% | 302 |
| | Jun | 240 | 83% | 288 |
| | Jul | 214 | 85% | 251 |
| | Aug | 219 | 86% | 255 |
| | Sep | 177 | 70% | 252 |
| | Oct | 190 | 69% | 275 |
| | Nov | 226 | 77% | 295 |
| | Dec | 200 | 89% | 225 |
| | Jan | 64 | 91% | 70 |
| | Feb | 109 | 83% | 131 |
| | Mar | 220 | 87% | 254 |

| Year | Month | Total on time | % of cases completed on time | Total cases completed |
|-----------|-------|---------------|------------------------------|-----------------------|
| 2022/2023 | Apr | 181 | 76% | 237 |
| | May | 192 | 85% | 225 |
| | Jun | 202 | 92% | 220 |
| | Jul | | | |
| | Aug | | | |
| | Sep | | | |
| | Oct | | | |
| | Nov | | | |
| | Dec | | | |
| | Jan | | | |
| | Feb | | | |
| | Mar | | | |

Traffic Regulation Orders (latest update: June 2022)

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 |
|------|-------|---------------------------|------------------|------------------------------|--------------|
| 2021 | 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 |

| Year | Month | Average Weeks To Complete | Number Completed | Outstanding List Of Requests | New Requests |
|------|-------|---------------------------|------------------|------------------------------|--------------|
| 2022 | Jan | 24 | 4 | 54 | 3 |
| | Feb | 22 | 4 | 63 | 4 |
| | Mar | 31 | 5 | 60 | 9 |
| | Apr | 31 | 8 | 59 | 3 |
| | May | 31 | 11 | 57 | 2 |
| | Jun | 27 | 12 | 56 | 5 |
| | Jul | | | | |
| | Aug | | | | |
| | Sep | | | | |
| | Oct | | | | |
| | Nov | | | | |
| | Dec | | | | |

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

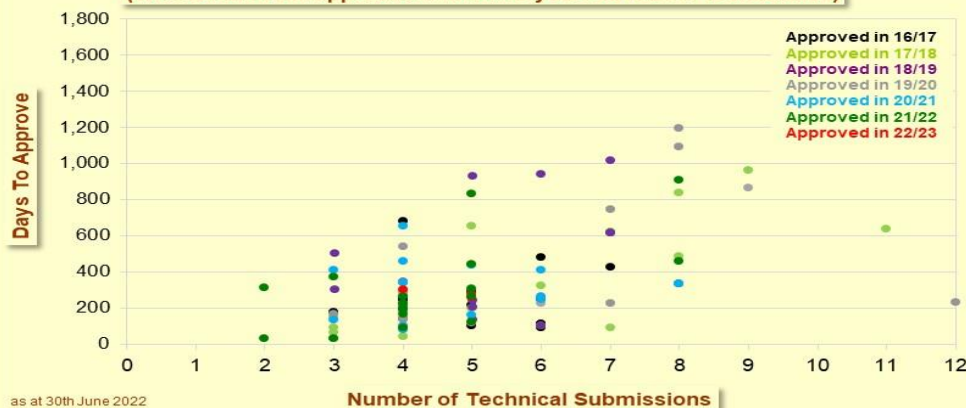
Percentage of footways and roads considered for maintenance after the annual Coarse Visual Inspection (CVI) and SCANNER surveys*

| 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% | 18.0% | 21.5% | 35.4% | 5.0% | 3.0% | 5.0% | 4.0% | 33.0% |
| 2021/2022 | 9.0% | 11.0% | 20.0% | -- | 4.5% | 3.0% | 3.7% | 4.0% | 37.0% |

* 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. 2021/2022's percentage is derived from 1,984 responses to the relevant question in October 2021's survey.

Technical Submissions/Days To Approve

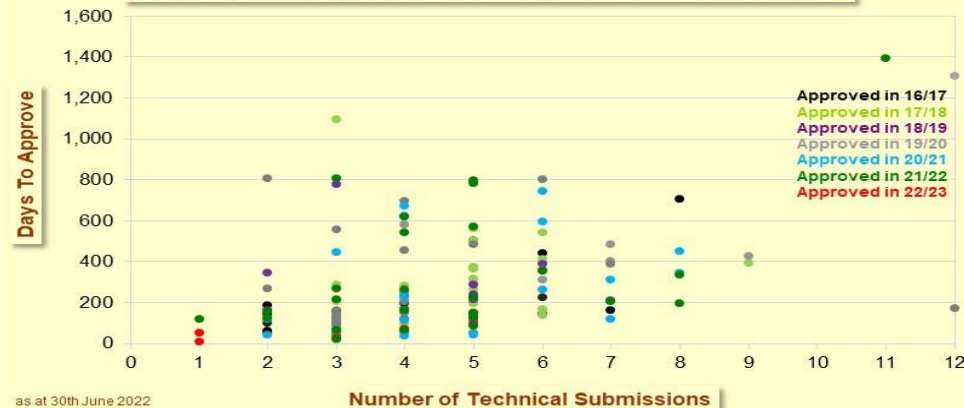
(WCC Section 38s approved in financial years 2016/2017 to 2022/2023)



- The average number of days to approve the 22 38s approved in the 2021/2022 financial year was 293.
- The average days-to-approve figure for the 16 38s approved in the 2020/2021 financial year was 411.
- Average days-to-approve figures can be skewed by one or two schemes that take longer to reach approval, hence the measures put in place to improve monitoring and to address key issues.
- For those 38s approved in the just-ended financial year, the average number of Technical Submissions was 4. Of those 22 approvals, however, 4 (18.2%) required *less than* 4.
- For 38s approved in the 2020/2021 financial year, the average number of Technical Submissions was 6, with 2 (12.5%) of the 16 approvals requiring 4 or less.
- Of 2021/2022's approved schemes, the longest period from initial submission to approval data was St Modwen's Longbridge East Phase 8 scheme, which reached approval on 23rd March 2022, 905 days after the initial submission, the approval process involving 8 Technical Submissions.

Technical Submissions/Days To Approve

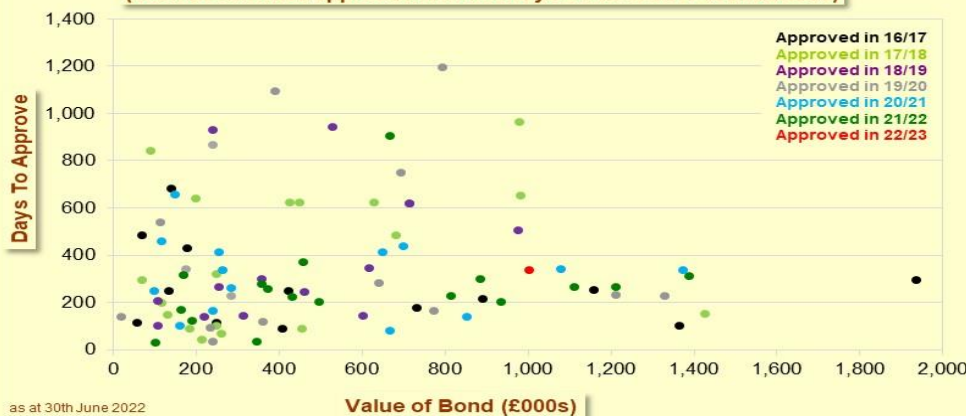
(WCC Section 278s approved in financial years 2016/2017 to 2022/2023)



- Of the 11 schemes submitted after the review of the Development Control function began in January last year, the average days-to-approve figure was 98; the average number of Technical Submissions was 3.
- The 27 278s reaching approval in the 2021/2022 financial year did so after (on average) 323 days and 5 Technical Submissions, although 15 (55.6%) involved 4 or less Technical Submissions.
- Of 2021/2022's approved schemes, the two with the longest period from initial submission to approval date were Lioncourt Homes' Eastward Road, Malvern (1,394 days) scheme and Bloor Homes' Henwick Road/Martley Rod traffic signals scheme (807 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, regular monitoring is now in place to manage the Technical Approval process more effectively. This is coupled with closer liaison and meetings with developers where required.

Bond Value/Days To Approve

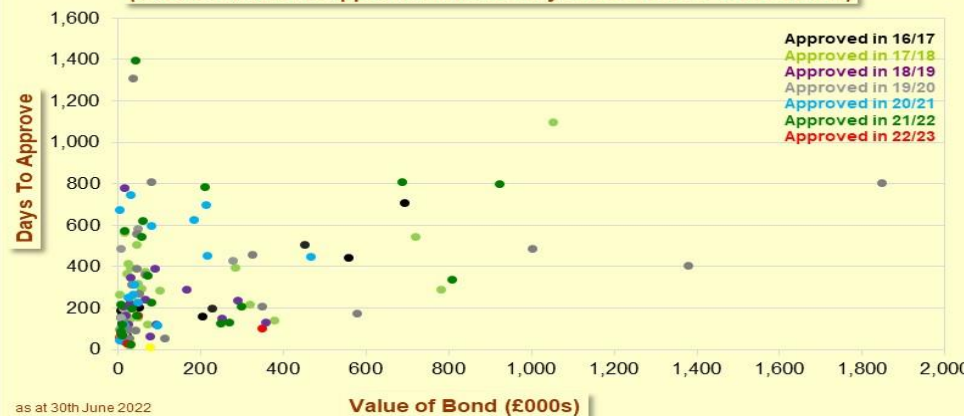
(WCC Section 38s approved in financial years 2016/2017 to 2022/2023)



- The average bond value of schemes reaching approval in 2021/2022 was £595,699.
- Of 2021/2022's approvals, the one taking the longest (St Modwen's Longbridge East Phase 8 scheme) had a bond value of £668,000.
- Of the schemes approved in 2021/2022, the one with the highest bond (£1,390,700) was phase two of Vistry's development at Lea Castle, Cookley, approved after 308 days and 5 Technical Submissions.

Bond Value/Days To Approve

(WCC Section 278s approved in financial years 2016/2017 to 2022/2023)



- The Lioncourt Homes' Eastward Road, Malvern scheme, which of the schemes approved in 2021/2022 took the most days to approve, had a bond value of £45,500.
- The average bond value of 278s reaching approval in 2021/2022 was £174,443.
- Of the schemes approved during the last financial year, the highest bond was £925,000 for Bloor Homes' Martley Road, Lower Broadheath (B4204) roundabout, which attained approval status on 10th May last year, 798 days and 5 Technical Submissions after originally being submitted on 5th March 2019.

Public Enquiries (PEMs)

Percentage completed within 28 days (latest update: June 2022)

| | | |
|-----------|-----|-----|
| 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 | 93% |
| | Feb | 89% |
| | Mar | 90% |
| 2022/2023 | Apr | 86% |
| | May | 88% |
| | Jun | 89% |
| | Jul | |
| | Aug | |
| | Sep | |
| | Oct | |
| | Nov | |
| | Dec | |
| | Jan | |
| | Feb | |
| | Mar | |

Public Enquiries (PEMs)

Totals received in each calendar month and the number outstanding at the end of each month (latest update: June 2022)

| 2019/2020 | | | 2020/2021 | | | 2021/2022 | | | 2022/2023 | | | 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 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 |
| Apr | 1,501 | 50 | Apr | 596 | 20 | Apr | 1,426 | 48 | Apr | 1,311 | 44 | 1,104 | 723 | 856 | 1,533 |
| May | 1,614 | 52 | May | 925 | 30 | May | 1,917 | 62 | May | 1,694 | 55 | 1,206 | 705 | 1,255 | 1,556 |
| Jun | 2,160 | 72 | Jun | 1,638 | 55 | Jun | 2,097 | 70 | Jun | 1,458 | 49 | 1,475 | 790 | 1,355 | 1,484 |
| Jul | 2,112 | 68 | Jul | 1,572 | 51 | Jul | 2,107 | 68 | Jul | | | 1,600 | 740 | 1,641 | |
| Aug | 1,801 | 58 | Aug | 1,808 | 58 | Aug | 1,811 | 58 | Aug | | | 1,399 | 968 | 1,658 | |
| Sep | 1,991 | 66 | Sep | 1,652 | 55 | Sep | 1,901 | 63 | Sep | | | 1,615 | 882 | 1,681 | |
| Oct | 2,188 | 71 | Oct | 1,653 | 53 | Oct | 1,884 | 61 | Oct | | | 1,291 | 683 | 1,859 | |
| Nov | 2,506 | 84 | Nov | 1,337 | 45 | Nov | 1,743 | 58 | Nov | | | 2,019 | 512 | 1,736 | |
| Dec | 1,892 | 61 | Dec | 1,674 | 54 | Dec | 1,478 | 48 | Dec | | | 1,900 | 924 | 1,759 | |
| Jan | 2,605 | 84 | Jan | 2,478 | 80 | Jan | 1,699 | 55 | Jan | | | 1,935 | 1,031 | 1,618 | |
| Feb | 3,185 | 110 | Feb | 2,314 | 83 | Feb | 2,023 | 72 | Feb | | | 2,087 | 1,205 | 1,839 | |
| Mar | 1,509 | 49 | Mar | 1,956 | 63 | Mar | 1,764 | 57 | Mar | | | 1,217 | 1,041 | 1,567 | |
| Totals | 25,064 | 68 | Totals | 19,603 | 54 | Totals | 21,850 | 60 | Totals | 4,463 | 49 | | | | |

| 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 19/20 | Outstanding at Quarter-End 20/21 | Outstanding at Quarter-End 20/21 | Outstanding at Quarter-End 22/23 |
|---------|----------|--------------------------|---------|----------|--------------------------|---------|----------|--------------------------|---------|----------|--------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| 1 | 5,275 | 58 | 1 | 3,159 | 35 | 1 | 5,440 | 60 | 1 | 4,463 | 49 | 1,475 | 790 | 1,355 | 1,484 |
| 2 | 5,904 | 64 | 2 | 5,032 | 55 | 2 | 5,819 | 63 | 2 | | | 1,615 | 882 | 1,681 | |
| 3 | 6,586 | 72 | 3 | 4,664 | 51 | 3 | 5,105 | 55 | 3 | | | 1,900 | 924 | 1,759 | |
| 4 | 7,299 | 80 | 4 | 6,748 | 75 | 4 | 5,486 | 61 | 4 | | | 1,217 | 1,041 | 1,567 | |
| Totals | 25,064 | 68 | Totals | 19,603 | 54 | Totals | 21,850 | 60 | Totals | 4,463 | 49 | | | | |

* irrespective of date PEM received

Public Enquiries (PEMs)

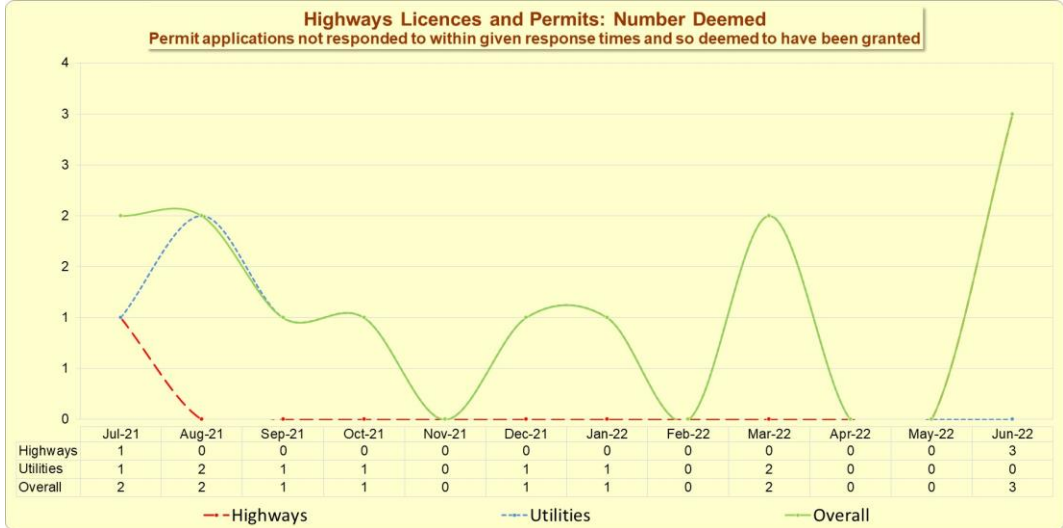
Subject and number of enquiries/reports received from the public (latest update: June 2022)

| Subject of Enquiry | April | | May | | June | | Apr-Jun 2022 Totals | | Apr-Jun 2021 Totals | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|---------------------|--------------|---------------------|--------------|
| | Total | % | Total | % | Total | % | Total | % | Total | % |
| Bridgeworks | 8 | 0.6 | 15 | 0.9 | 8 | 0.5 | 31 | 0.7 | 60 | 1.1 |
| Drainage | 139 | 10.6 | 161 | 9.5 | 116 | 8.0 | 416 | 9.3 | 657 | 12.1 |
| Existing Signs - Unlit | 0 | 0.0 | 7 | 0.4 | 0 | 0.0 | 7 | 0.2 | 20 | 0.4 |
| Flooding | 0 | 0.0 | 1 | 0.1 | 0 | 0.0 | 1 | 0.0 | 9 | 0.2 |
| Fences and Furniture | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 2 | 0.0 | 43 | 0.8 |
| Grass Cutting / Verges | 114 | 8.7 | 262 | 15.5 | 275 | 18.9 | 651 | 14.6 | 743 | 13.7 |
| Grit Bin Service request | 0 | 0.0 | 1 | 0.1 | 0 | 0.0 | 1 | 0.0 | 2 | 0.0 |
| Hedge & Trees | 2 | 0.2 | 39 | 2.3 | 28 | 1.9 | 69 | 1.5 | 141 | 2.6 |
| Highways Search / Adopted | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Ice Snow and Gritting Requests | 2 | 0.2 | 0 | 0.0 | 2 | 0.1 | 4 | 0.1 | 19 | 0.3 |
| Major Highway Projects | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Mud / Hazard on Highway | 23 | 1.8 | 19 | 1.1 | 10 | 0.7 | 52 | 1.2 | 149 | 2.7 |
| New Dropped Kerb | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| New Signs and Road Markings | 1 | 0.1 | 4 | 0.2 | 4 | 0.3 | 9 | 0.2 | 28 | 0.5 |
| Potholes | 250 | 19.1 | 235 | 13.9 | 118 | 8.1 | 603 | 13.5 | 707 | 13.0 |
| Road Works Enquiry | 0 | 0.0 | 8 | 0.5 | 7 | 0.5 | 15 | 0.3 | 45 | 0.8 |
| Roads Footpaths and Cycle Tracks | 743 | 56.7 | 903 | 53.3 | 854 | 58.6 | 2,500 | 56.0 | 2,591 | 47.6 |
| Scaffold / Skip Permits / Temporary Road or Lane Closure / Building Materials | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Section 38 / 278 - Development Control | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Speed Limits | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Traffic Calming | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Traffic Regulation Orders | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 36 | 0.7 |
| Traffic Signals - Permanent | 11 | 0.8 | 15 | 0.9 | 21 | 1.4 | 47 | 1.1 | 78 | 1.4 |
| Traffic Signals - Temporary | 18 | 1.4 | 21 | 1.2 | 14 | 1.0 | 53 | 1.2 | 89 | 1.6 |
| Utility Company Apparatus / Works | 0 | 0.0 | 1 | 0.1 | 1 | 0.1 | 2 | 0.0 | 11 | 0.2 |
| Totals | 1,311 | 100.0 | 1,694 | 100.0 | 1,458 | 100.0 | 4,463 | 100.0 | 5,440 | 100.0 |

| Enquiries Received on Each Day of the Week | April | | May | | June | | Apr-Jun 2022 Totals | | Apr-Jun 2021 Totals | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|---------------------|--------------|---------------------|--------------|
| | Total | % | Total | % | Total | % | Total | % | Total | % |
| Sunday | 66 | 5.0 | 101 | 6.0 | 70 | 4.8 | 237 | 5.3 | 302 | 5.6 |
| Monday | 222 | 16.9 | 346 | 20.4 | 305 | 20.9 | 873 | 19.6 | 1,002 | 18.4 |
| Tuesday | 269 | 20.5 | 362 | 21.4 | 296 | 20.3 | 927 | 20.8 | 1,071 | 19.7 |
| Wednesday | 218 | 16.6 | 293 | 17.3 | 295 | 20.2 | 806 | 18.1 | 1,037 | 19.1 |
| Thursday | 227 | 17.3 | 277 | 16.4 | 258 | 17.7 | 762 | 17.1 | 944 | 17.4 |
| Friday | 213 | 16.2 | 237 | 14.0 | 165 | 11.3 | 615 | 13.8 | 804 | 14.8 |
| Saturday | 96 | 7.3 | 78 | 4.6 | 69 | 4.7 | 243 | 5.4 | 280 | 5.1 |
| Totals | 1,311 | 100.0 | 1,694 | 100.0 | 1,458 | 100.0 | 4,463 | 100.0 | 5,440 | 100.0 |

Streetworks Licences and Permits

Highways and Utilities Permits granted and deemed and summary of inspections (latest update: June 2022)



| 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 | 2,384 | 1,238 | 1,841 | 1,196 | 1,758 | 1,356 | 9,773 |
| Total | 8,513 | 5,556 | 7,988 | 4,547 | 6,410 | 4,966 | 37,980 |

| 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 |

| Inspections Summary - 2022/2023 | Total Category As | Total Category Bs | Total Category Cs | Total Category Ds | Total Permits | Total Defects | Total Inspections |
|---------------------------------|-------------------|-------------------|-------------------|-------------------|---------------|---------------|-------------------|
| Apr-Jun | 2,169 | 2,232 | 2,677 | 1,095 | 1,483 | 1,800 | 11,456 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Total | 2,169 | 2,232 | 2,677 | 1,095 | 1,483 | 1,800 | 11,456 |

Street Lighting

Calendar-month totals of energy used by County Council-owned street lights and street lighting energy costs (latest update: June 2022)

| 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 | 15,402,926 | 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 | 1,662,161 | 1,355,068 | 1,295,150 |
| 2022/23 | Customer total | kWh | 2,765,519 | 1,049,984 | 917,278 | 798,257 | | | | | | | | | |
| 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 | £ | 1,966,124 | 146,222 | 128,263 | 111,777 | 120,221 | 138,672 | 157,139 | 188,049 | 202,797 | 222,669 | 212,113 | 172,924 | 165,278 |
| 2022/23 | Spend | £ | 353,256 | 134,121 | 117,169 | 101,966 | | | | | | | | | |

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 |

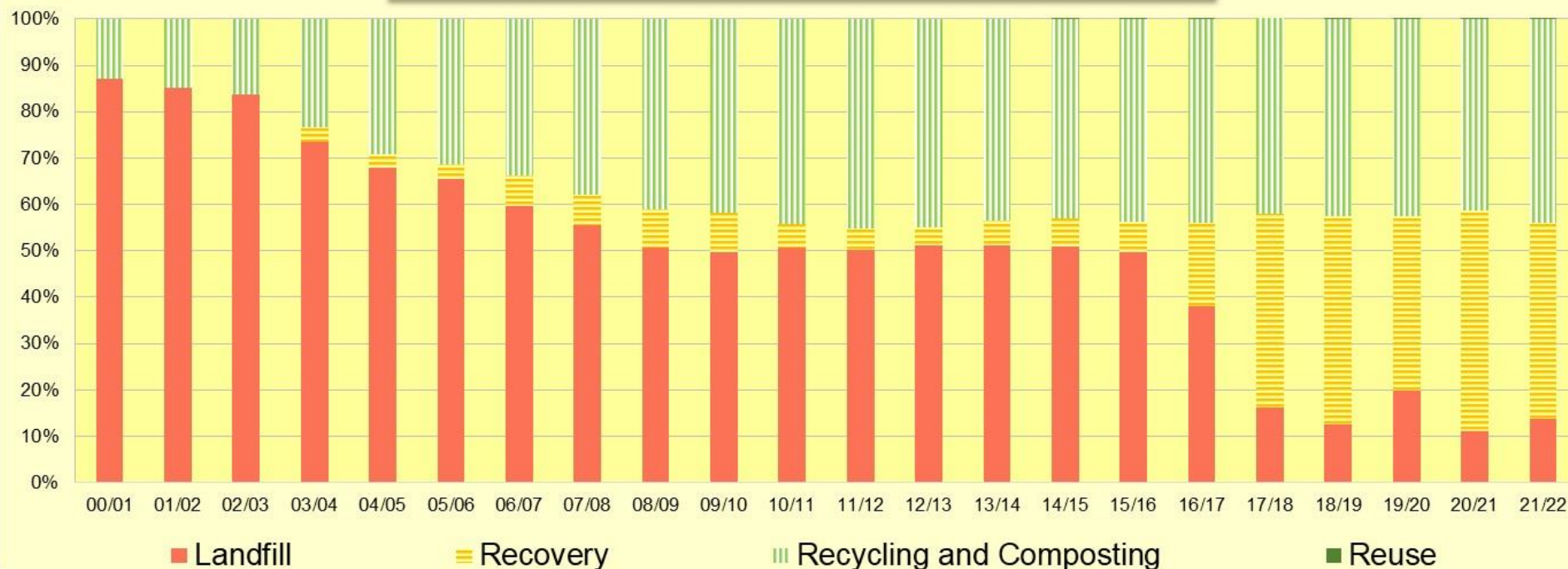
Local Authority Collected Waste

Table and graph showing the percentage for each method ('route') of disposal, 2000/2001 to 2021/2022

| | 00/01 | 01/02 | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 |
|--------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Landfill | 87.21% | 85.26% | 83.66% | 73.55% | 67.88% | 65.58% | 59.73% | 55.62% | 50.79% | 49.66% | 50.64% |
| Recovery | 0.00% | 0.00% | 0.06% | 3.11% | 3.06% | 3.10% | 6.43% | 6.47% | 8.10% | 8.50% | 5.03% |
| Recycling and Composting | 12.79% | 14.74% | 16.28% | 23.34% | 29.06% | 31.31% | 33.84% | 37.91% | 41.11% | 41.85% | 44.33% |
| Reuse | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |

| | 11/12 | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 |
|--------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Landfill | 50.10% | 51.28% | 51.16% | 50.84% | 49.61% | 38.04% | 16.25% | 12.53% | 19.94% | 11.06% | 13.77% |
| Recovery | 4.73% | 3.77% | 5.37% | 6.06% | 6.58% | 17.89% | 41.67% | 44.97% | 37.46% | 47.71% | 42.29% |
| Recycling and Composting | 45.17% | 44.95% | 43.47% | 43.10% | 43.80% | 44.05% | 42.35% | 42.48% | 42.59% | 41.22% | 43.93% |
| Reuse | 0.00% | 0.00% | 0.00% | 0.01% | 0.01% | 0.02% | 0.02% | 0.02% | 0.02% | 0.01% | 0.01% |

Local Authority Collected Waste: Disposal Routes



| Worcestershire Greenhouse Gas Emissions | | | | | | | | | | | | |
|---|------------|------------|----------|---------------|-----------|---|-------------|------------------|---------|----------------------|---------|--|
| source: Department for Business, Energy and Industrial Strategy - UK Local Authority and Regional Carbon Dioxide Emissions National Statistics (latest update: June 2022 for calendar years 2015 to 2020) | | | | | | | | | | | | |
| CO ₂ emissions estimates 2005-2020 (kilotonnes of CO ₂) | | | | | | | | | | | | |
| Year | Industrial | Commercial | Domestic | Public Sector | Transport | Land use, land-use change, and forestry | Agriculture | Waste Management | Total | per capita emissions | | |
| | | | | | | | | | | Worcs | England | |
| 2005 | 772.8 | 427.4 | 1,428.5 | 205.2 | 1,788.4 | -25.3 | -- | -- | 4,597.0 | 8.3 | 8.7 | |
| 2006 | 801.1 | 459.2 | 1,440.9 | 208.7 | 1,784.2 | -25.7 | -- | -- | 4,668.3 | 8.4 | 8.6 | |
| 2007 | 762.2 | 431.3 | 1,391.5 | 194.9 | 1,810.3 | -30.2 | -- | -- | 4,560.0 | 8.2 | 8.3 | |
| 2008 | 735.9 | 419.0 | 1,387.1 | 187.9 | 1,730.9 | -35.4 | -- | -- | 4,425.4 | 7.9 | 8.1 | |
| 2009 | 607.2 | 350.1 | 1,260.0 | 161.1 | 1,687.1 | -34.3 | -- | -- | 4,031.4 | 7.2 | 7.2 | |
| 2010 | 650.0 | 368.1 | 1,355.1 | 172.2 | 1,668.2 | -34.5 | -- | -- | 4,179.1 | 7.4 | 7.4 | |
| 2011 | 589.4 | 347.2 | 1,177.8 | 160.2 | 1,637.5 | -37.2 | -- | -- | 3,874.9 | 6.8 | 6.7 | |
| 2012 | 614.7 | 361.3 | 1,263.0 | 166.1 | 1,578.2 | -35.1 | -- | -- | 3,948.2 | 6.9 | 7.0 | |
| 2013 | 601.7 | 349.8 | 1,227.7 | 163.1 | 1,582.3 | -39.6 | -- | -- | 3,885.0 | 6.8 | 6.8 | |
| 2014 | 551.9 | 300.4 | 1,046.7 | 140.1 | 1,614.1 | -39.1 | -- | -- | 3,614.1 | 6.3 | 6.1 | |
| 2015 | 522.9 | 273.7 | 1,014.5 | 126.6 | 1,651.7 | -43.3 | -- | -- | 3,546.1 | 6.1 | 5.9 | |
| 2016 | 478.7 | 231.5 | 963.2 | 109.6 | 1,678.6 | -37.2 | -- | -- | 3,424.3 | 5.9 | 5.5 | |
| 2017 | 471.4 | 209.8 | 902.6 | 110.3 | 1,672.6 | -40.4 | -- | -- | 3,326.4 | 5.7 | 5.3 | |
| 2018 | 462.3 | 202.9 | 885.4 | 118.7 | 1,625.9 | -39.8 | 325.7 | 213.1 | 3,794.2 | 6.4 | 6.0 | |
| 2019 | 424.6 | 180.3 | 852.9 | 104.9 | 1,600.3 | -40.6 | 327.7 | 215.9 | 3,665.9 | 6.2 | 5.7 | |
| 2020 | 371.4 | 145.4 | 842.8 | 97.6 | 1,277.8 | -37.5 | 316.7 | 200.9 | 3,215.1 | 5.4 | 5.1 | |

| CO ₂ emissions estimates 2005-2020 (kilotonnes of CO ₂) - Scope of Influence* | | | | | | | | | | | | |
|--|------------|------------|----------|---------------|-----------|-------------|------------------|---------|----------------------|---------|--|--|
| Year | Industrial | Commercial | Domestic | Public Sector | Transport | Agriculture | Waste Management | Total | per capita emissions | | | |
| | | | | | | | | | Worcs | England | | |
| 2005 | 717.3 | 414.1 | 1,384.8 | 198.9 | 1,100.9 | 72.6 | 9.6 | 3,898.0 | 7.1 | 7.2 | | |
| 2006 | 745.5 | 445.9 | 1,398.6 | 202.7 | 1,080.5 | 78.5 | 6.9 | 3,958.6 | 7.1 | 7.2 | | |
| 2007 | 705.9 | 419.4 | 1,351.8 | 189.4 | 1,104.9 | 74.9 | 7.4 | 3,853.7 | 6.9 | 6.9 | | |
| 2008 | 679.6 | 407.6 | 1,349.0 | 182.8 | 1,069.1 | 74.0 | 7.4 | 3,769.4 | 6.7 | 6.7 | | |
| 2009 | 574.3 | 339.7 | 1,223.2 | 156.3 | 1,033.3 | 67.2 | 7.7 | 3,401.8 | 6.0 | 6.1 | | |
| 2010 | 616.6 | 357.9 | 1,317.3 | 167.4 | 1,023.4 | 69.3 | 7.6 | 3,559.5 | 6.3 | 6.4 | | |
| 2011 | 558.6 | 337.2 | 1,142.3 | 155.5 | 1,011.4 | 67.4 | 7.1 | 3,279.5 | 5.8 | 5.7 | | |
| 2012 | 584.8 | 351.5 | 1,225.0 | 161.4 | 974.2 | 69.5 | 6.5 | 3,372.7 | 5.9 | 6.0 | | |
| 2013 | 573.6 | 341.4 | 1,193.9 | 158.9 | 960.8 | 68.9 | 6.8 | 3,304.3 | 5.8 | 5.8 | | |
| 2014 | 522.1 | 292.2 | 1,015.0 | 136.2 | 982.3 | 64.3 | 7.4 | 3,019.5 | 5.2 | 5.2 | | |
| 2015 | 492.8 | 266.0 | 983.6 | 122.9 | 1,007.3 | 63.7 | 6.4 | 2,942.7 | 5.1 | 4.9 | | |
| 2016 | 449.0 | 225.3 | 935.7 | 106.6 | 1,025.8 | 63.0 | 7.1 | 2,812.6 | 4.8 | 4.6 | | |
| 2017 | 437.0 | 204.1 | 877.1 | 107.4 | 1,031.3 | 61.4 | 7.3 | 2,725.4 | 4.6 | 4.4 | | |
| 2018 | 425.6 | 197.3 | 860.1 | 115.5 | 1,019.3 | 60.9 | 6.7 | 2,685.4 | 4.5 | 4.3 | | |
| 2019 | 391.1 | 175.0 | 828.0 | 101.9 | 993.1 | 59.3 | 8.2 | 2,556.7 | 4.3 | 4.1 | | |
| 2020 | 343.1 | 141.1 | 818.5 | 94.9 | 799.8 | 58.4 | 8.0 | 2,263.8 | 3.8 | 3.7 | | |

* 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

2022/2023 Reports Received and Resolutions Summary (latest update: June 2022)

| | April | May | June | July | August | September | October | November | December | January | February | March |
|---|--|--|--|------|--------|-----------|---------|----------|----------|---------|----------|-------|
| Outstanding Public Rights of Way (PROW) reports | 5,696 (includes 4,841 defects & 855 obstructions) | 5,750 (includes 4,892 defects & 858 obstructions) | 5,835 (includes 4,978 defects & 857 obstructions) | | | | | | | | | |
| New reports received in month | 233 (includes 203 defects & 30 obstructions) | 281 (includes 246 defects and 35 obstructions) | 247 (includes 220 defects & 27 obstructions) | | | | | | | | | |
| Reports resolved in month | 209 (includes 191 defects & 18 obstructions) | 264 (includes 243 defects & 21 obstructions) | 195 (includes 169 defects & 26 obstructions) | | | | | | | | | |
| Reports resolved by volunteers (Cumulative, for this Financial year) | 29 | 44 | 61 | | | | | | | | | |
| New Definitive Map Modification Orders (DMMOs) submitted in month | 2 | 0 | 1 | | | | | | | | | |
| DMMOs completed in month | 0 | 0 | 0 | | | | | | | | | |
| DMMOs outstanding on the register | 78 | 79 | 79 | | | | | | | | | |

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 per month is more consistent throughout the year. Variations tend to be due to the completion of large programmes of planned work (such as those concerning signage) and shortfalls in capacity due to vacancies, annual leave, and sickness absence. During the course of the last financial year, 3,718 reports were resolved, a shade over double the 1,847 reports resolved in pre-pandemic 2019/2020. Service demand remains around 50% higher than pre-COVID levels due to the increased use of the network. This increased usage matches the national position and it is expected it will remain at this level.

- **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 April 2022 is still being validated and is therefore not yet on the register.

- **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.

| Countryside Access | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 2021/2022 Reports Received and Resolutions Summary | | | | | | | | | | | | |

| | 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) | 5,844 (includes 5,008 defects & 836 obstructions) | 5,816 (includes 4,981 defects & 835 obstructions) | 5,674 (includes 4,841 defects & 833 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) | 155 (includes 131 defects & 24 obstructions) | 199 (includes 184 defects & 15 obstructions) | 314 (includes 289 defects & 25 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) | 265 (includes 237 defects & 28 obstructions) | 277 (includes 262 defects & 15 obstructions) | 467 (includes 440 defects & 27 obstructions) |
| Reports resolved by volunteers (Cumulative, for this Financial year) | 10 | 33 | 60 | 88 | 99 | 146 | 173 | 199 | 221 | 240 | 263 | 286 |
| New Definitive Map Modification Orders (DMMOs) submitted in month | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| DMMOs completed in month | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DMMOs outstanding on the register | 68 | 68 | 70 | 72 | 72 | 72 | 74 | 74 | 75 | 75 | 76 | 76 |

| 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 |

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. |
| Clarification | | It may not always be possible to make good a reported highways defect within the specified time frame due to a number of reasons, which require clarification. These will be beyond the County Council's control (e.g. the defect is under a parked vehicle; is inaccessible due to it being within a road closure governed by a utility service; is under flood water or compacted snow; requires a piece of repair equipment that is not a standard stock item or is currently unavailable; is located in a high-speed area, which means a safe repair can only be made outside standard working hours. In all cases, an attempt is made to make safe the issue. The clock on the defect is stopped until the repair(s) can be undertaken. Clarifications are checked every week to ensure they are not left and then never actioned. |
| 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. |
| 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. |
| 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; lacing or adjusting apparatus under any street; repairing, altering or renewing any apparatus under any street. |
| Section 72 | S72 | This section of the New Roads and Street Works Act (NRWSA) 1991 stipulates that local authorities have a statutory duty to inspect and monitor live works and subsequent reinstatements on the highway. Where an inspection finds a reinstatement to be non-compliant, a defect notification is raised and sent to the company advising them to come back and repair the reinstatement to the statutory standard. Subsequent inspections will then take place to make sure it's completed to the required standard. The local authority can levy charges for all follow-up inspections |
| Section 74 | S74 | The New Road and Street Works Act 1991 Section 74 requires those carrying out work to pay a daily charge for occupation of the highway. This is called 'Lane Rental'. Section 74 of NRWSA 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. |
| 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. |
| 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. For more-detailed definitions of footway categories, please see 'Footways' section of Appendix 1 (Glossary).

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Public Rights of Way Reports Prioritisation

The system of prioritising reports was developed following a LEAN review, which identified a need to ensure resources were used to best effect. In particular, there was a need to ensure safety issues and problems on well-used routes were addressed quickly. This was done in consultation with user groups and Parish Councils.

The approach used in Worcestershire has been adopted by other authorities. The network is graded on an A-D criteria based on the type and level of use the paths are likely to use. "A-routes", which are largely urban alleyways, are managed by the Highway Maintenance teams in the same way as footways. C-D routes fall under the PRoW Team. The priority is initially determined by the severity of the issue (please see attached officer guidance). Combining this with the level of use the path is likely to receive gives an overall priority (as shown on the further attached document).

In addition to this, officers consider a number of other factors when managing their workload. These include:

- Seasonal and Environmental – for example not doing heavy clearance during bird nesting season.
- Maintaining relationships with and assisting landowners, for example where they ask for assistance with improving user behaviour.
- Practical limitations – such as site access for machinery during wet weather
- Requests from MPs/Members/Parish Councils
- Requests from user-groups and other partner organisations
- Supporting volunteers and providing them with a for filling range of appropriate tasks
- Proactive work - such as improvements to key routes and assets
- Budget and staff time availability.
- Programming of work efficiently – i.e. grouping together work such as roadside signage.

Public Rights of Way Hazard Severity Guidance

| Severity | Description | Example |
|------------------|--|--|
| Immediate | Hazard to users which is likely result in significant injury or where there already has been one | <ul style="list-style-type: none"> • As "Very High" but where immediate action is deemed necessary such as a path well used by school children |
| Very High | Hazard to users which may result in significant injury or where there already has been one. | <ul style="list-style-type: none"> • Bridge in immediate risk of failure or has missing or very weak deck • Significant trip hazards (normally on a surfaced path). • Known significant injury has occurred • Poorly supported hung up tree or risk of immediate failure. • Missing manhole cover or large hole in path. • Dangerous animal or act by landowner. |
| High | Severely deteriorated structure or where a majority of users find the route extremely difficult or unusable, and there is no easy alternative* | <ul style="list-style-type: none"> • For most of the year surface issues (such as drainage) which makes the route difficult or impossible to use (with no easy alternative). • Bridge nearing end of life or requiring significant repair • Locked gates with (no easy alternative) • Agricultural fence or other complete obstruction (with no easy alternative) • Cropped or ploughed path which prevents use (with no easy alternative) • Summer Strimming reports (between May-Sept). • Intimidation (with no easy alternative). • Gates and stiles which the majority of users cannot use (with no easy alternative). • Missing bridge or ditch crossing (with no easy alternative). • Routes which are legally closed due to a defect (and there is no easy alternative). • Severely overgrown path which prevents use (and no easy alternative). • Electric fence which is likely to shock users. • Items which could result in a claim or loss from landowner (such as potential damage to property from tree roots). • Trees with structural issues requiring non urgent action |

| Severity | Description | Example |
|-----------------|---|--|
| Moderate | Route can be used by most with some difficulty. | <ul style="list-style-type: none"> • Seasonal drainage issues • Agricultural fence or obstruction across the path with easy alternative • Cropped or ploughed path which doesn't prevent use or with easy alternative • Bridge requiring minor repair • Gates and stiles which can only be used with some difficulty (missing steps, broken hinge). • Locked or secured gates which most people can climb easily (excluding bridleways and byways). • Missing bridge or ditch crossing with easy alternative • Routes which are closed due to a defect but there is an easy alternative. • Significant encroachment • Missing sign resulting in path not being identifiable. • Incorrect signage or waymarking. • Trees requiring minor management. • Low fences or temporary electric fences which can easily be climbed. • Trees requiring management. |
| Low | Minor issues which don't make the route difficult to use or prevent users from accessing. | <ul style="list-style-type: none"> • Limited or faded waymaking • Missing or damaged signposts when path is still identifiable. • Minor encroachment • Minor deviation from legal line. • Furniture in good order but not meeting BS standard and/or is more restrictive than the recorded limitation • Very minor vegetation • Cropped or ploughed path not cleared to legal width but still accessible. • Deviation from legal line (with no restriction to users). |

* 'Easy alternative' is defined as an easy-to-use minor deviation from the definitive line which is unrestricted and easily identified. When considering the priority, the full range of legitimate users who will use the route, such as cyclists on a bridleway, should be taken into account.

Public Rights of Way: Prioritised System of Management

| Path Category | Path Type | Target Path Standards (users ideally should expect the following standards and conditions) | Defect Severity* | Resolution Priority | Target Maximum Initial Inspection/Assessment Time | Target Resolution Time |
|---------------|--|---|------------------|---------------------|---|--|
| B | Secondary community routes e.g. <ul style="list-style-type: none"> popular dog walks Leisure routes and recreational routes e.g. <ul style="list-style-type: none"> waymarked circular walks and rides waymarked trails (e.g. Worcestershire Way) secondary walks in country parks links to viewpoints, landscape features, access land, canal towpaths Many Bridleways , especially those providing alternatives to busy roads or forming a comprehensive network | <ul style="list-style-type: none"> Path furniture in good, safe condition (gaps or gates where possible) Reasonably good, largely un-metalled, surfaces (although including range of gradients) and drainage (allowing for weather conditions) Vegetation encroachment kept to reasonable levels Absence of any other obstructions Thorough signing and waymarking | Immediate | 1 | 1 Working Day | Maximum of 1 working day (resolved or made safe & priority lowered) |
| | | | Very High | 2 | Up to 5 Working Days | Up to 5 working days (resolved or made safe & priority lowered) |
| | | | High | 3 | 28 days | 16 weeks |
| | | | Moderate | 4 | 28 days | No specific target |
| | | | Low | 6 | 28 days | No specific target (resolved by volunteers or other work programmes as available) |
| C | Wider network of Public Rights of Way i.e. PROW not included in categories A, B, D | <ul style="list-style-type: none"> Majority of path furniture in reasonable, safe condition Path signed at roadside Waymarking where necessary along route of the path Varying gradients and some surfaces will be rough and uneven Path may be muddy and/or overgrown in places | Very High | 2 | Up to 5 working days | Maximum of 5 working days (resolved or made safe & priority lowered) |
| | | | High | 4 | 28 days | No specific target |
| | | | Moderate | 5 | 28 days | No specific target (resolved by volunteers or other work programmes as available) |
| | | | Low | 6 | 28 days | No specific target (resolved by volunteers, or other work programmes as available) |
| D | Paths with very limited demand e.g. <ul style="list-style-type: none"> short cul de sac, e.g. to motorway or quarry little or un-used duplicate path where better adjacent path or paths exist paths through natural, challenging locations (e.g. severe gradient), especially where better alternatives exist | <ul style="list-style-type: none"> Path furniture may be difficult to use and some barriers or other obstructions may be present Signing and waymarking may be missing or limited Varying gradients and some surfaces will be rough and uneven Path may be muddy and/or vegetation may be dense | Very High | 2 | Up to 5 working days | Maximum of 1 week (resolved or made safe & priority lowered) |
| | | | High | 6 | 28 days | No specific target (resolved by volunteers or other work programmes as available) |
| | | | Moderate | 6 | 28 days | No specific target (resolved by volunteers or other work programmes as available) |
| | | | Low | 6 | 28 days | No specific target (resolved by volunteers or other work programmes as available) |

*See Severity Guidance

Please note some reports are assessed as a desk exercise, such as when clear photos and details have been given by the person reporting.

Public Rights of Way Volunteers and Volunteer Groups

Parish Path Wardens

Over the past 12 months we have had an increase in coverage from 61% to 72% of Parish Path Wardens (PPWs) across Worcestershire. We also now have 8 supervised volunteer groups with a further 8 parish self-sufficient volunteer groups. The Ramblers will be shortly assisting us with a recruitment campaign within their membership.

Volunteer Groups

The Public Rights of Way Team has carried out 37 supervised volunteer work parties over the past 12 months. We ran an extremely successful series of volunteer work parties on a route just outside Tenbury Wells incorporating several differing volunteer groups opening up a path that has been un-usable for many years. We also have one new supervised volunteer group in Catshill. The group is meeting monthly at present, with the potential of it becoming self-supported in the future. The work is sourced by a mixture of officer inspections and a local PPW carrying out inspections and discussions with landowners.

There are another two groups in the process of being set up, namely:-

- British Horse Society (BHS): We are running the first new, supervised volunteer work party with the BHS in the coming weeks. This will potentially start the creation of a new group in the West of the county. They are mainly interested in carrying out works on bridleways across the county.
- Honeybourne: A new volunteer group is in the process of being formed in Honeybourne. We are currently waiting on a member of their group to attend a supervisor training course before getting started.

We are also looking at a project in Worcester with the disabled Ramblers. It has the potential to enable them to be involved in practical work.

Volunteer Training

In the past six months, we have carried out three Introductory Essentials Courses. We also have twelve volunteers attending a strimmer competency course at the beginning of August.

Household Waste Collected

The indicator reported to the Panel is the kilograms of Household Waste (HHW) per resident of Worcestershire. This indicator was originally part of the national Best Value Performance Indicator (BVPI) framework. The calculation is as follows:

$$\frac{\text{Total tonnage of household waste arisings}}{\text{Population in authority area}} \times 1,000$$

The total tonnage of household waste arisings excludes rubble and re-use, but includes all other waste collected at the kerbside and waste received at Household Recycling Centres.

The figures are from WasteDataFlow, the national database used to record these tonnages. The population in the local authority area is based on Office for National Statistics mid-year figures for population, which are updated annually.

Worcestershire's figures for each financial year from 2014/2015 to 2020/2021 are shown below. The figure for 2021/2022 will be confirmed towards the end of 2022.

| Financial Year | Household Waste Collected (tonnes) | Population (rounded estimate) | Household Waste Collected per resident (kg) |
|----------------|------------------------------------|-------------------------------|---|
| 2014/2015 | 264,163 | 574,525 | 459.80 |
| 2015/2016 | 271,742 | 578,600 | 469.66 |
| 2016/2017 | 276,030 | 578,600 | 477.07 |
| 2017/2018 | 270,312 | 589,750 | 458.35 |
| 2018/2019 | 272,537 | 593,575 | 459.15 |
| 2019/2020 | 272,641 | 597,025 | 456.67 |
| 2020/2021 | 283,369 | 598,700 | 473.30 |

Pothole Defects

Defects Identified by Inspectors

1st April to 31st July

| Category | Defects |
|-----------------|----------------|
| 1-hour | 144 |
| 1-day | 286 |
| 7-day | 1,739 |
| 28-day | 5,395 |
| Totals | 7,564 |

Public-Reported PEMs*

1st April to 31st July

| | |
|----------|-----|
| Potholes | 747 |
|----------|-----|

* Some PEMs reported by the public may have been identified previously by an inspector. In such cases, there may occasionally be instances where the inspector assigns the defect to a category other than 'pothole'.

Completed

1st April to 31st July

| | |
|----------------|-------|
| All categories | 7,233 |
|----------------|-------|

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ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

9 SEPTEMBER 2022

WORK PROGRAMME

Summary

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

Background

2. The Environment Overview and Scrutiny Panel is responsible for scrutiny of:
 - Environment including Net Zero Plans
 - Highways
 - Flooding
 - Waste
3. The Work Programme, which is part of the Council's rolling Annual Work Programme (attached at Appendix 1) was discussed by the Overview and Scrutiny Performance Board (OSPB) on 29 June 2022 and will be agreed by Council on 14 July 2022.

Dates of 2022 Meetings

- 8 November at 10am

Purpose of the Meeting

4. The Panel is asked to consider the 2022/23 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 – Environment Overview and Scrutiny Panel Work Programme 2022/23

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 for Overview and Scrutiny Performance Board 29th June 2022](#)

[Agenda for Council on 14th July 2022.](#)

Environment Overview and Scrutiny Panel – Work Programme 2022/23

| Date of Meeting | Issue for Scrutiny | Date of Last Report | Notes/Follow-up Action |
|------------------------------|---|---------------------|----------------------------------|
| 9 September 2022 | The Environment Act: new requirements and the Council's response | | |
| | Community Transport Funding Update | | Requested by Chairman June 2022 |
| | Performance (Q1 April to June) and In-Year Budget Monitoring | | |
| 8 November 2022 | Review of the Net Zero Plan and Carbon Reduction | 4 August 2020 | |
| | Waste Contract | | |
| | Performance (Q2 July to September) and In-Year Budget Monitoring | | |
| | Budget Scrutiny 2023/24 – Task Group | | |
| January 2023 | Highways Innovations | | Requested by Panel 19 July 2021 |
| | Scrutiny of 2023/24 Budget | | |
| March 2023 | Performance (Q3 October to December) and In-Year Budget Monitoring | | |
| Possible Future items | | | |
| TBC | Update on buses, including update on Bus Service Improvement Plan, Community Transport, co-operative transport and Demand Responsive Transport (Bromsgrove Pilot) | | Requested by Chairman April 2022 |

| | | | |
|-------------------------|---|-------------|-----------------------------------|
| TBC | Cycling and Walking Infrastructure | 13 May 2022 | Update in 12 to 18 months |
| TBC | Cutting Congestion Programme | 13 May 2022 | Update in 12 to 18 months |
| TBC | Road Safety and Reduction of Speeding by use of Built Highways Infrastructure | 13 May 2022 | Update in 12 to 18 months |
| TBC | Environment approach: partnership working | | Suggested by CMR June 22 |
| TBC | Update on Rail Services in the County | | |
| TBC | Rainbow Crossings | | Suggested at OSPB on 29 June 2022 |
| Standing Items | | | |
| March/July/ Sept/Nov | Budget and In-year performance monitoring | | |
| November/January | Budget Scrutiny Process | | |
| | Flood Risk Management Annual Report | | |