



BROMSGROVE DISTRICT COUNCIL

YOU ARE HEREBY SUMMONED to attend a MEETING of BROMSGROVE DISTRICT COUNCIL to be held in the Council Chamber at Parkside Suite - Parkside at 6.00 p.m. on Wednesday 24th July 2019, when the business referred to below will be brought under consideration:-

1. **To receive apologies for absence**

2. **Declarations of Interest**

To invite Councillors to declare any Disclosable Pecuniary Interests or Other Disclosable Interests they may have in items on the agenda, and to confirm the nature of those interests.

3. **To receive any announcements from the Chairman and/or Head of Paid Service**

4. **To receive any announcements from the Leader**

5. **To receive comments, questions or petitions from members of the public**

A period of up to 15 minutes is allowed for members of the public to make a comment, ask questions or present petitions. Each member of the public has up to 3 minutes to do this. A councillor may also present a petition on behalf of a member of the public.

6. **Recommendations from the Cabinet (Pages 1 - 4)**

To consider the recommendations from the meeting(s) of the Cabinet held on 10th July 2019.

7. **To note the minutes of the meetings of the Cabinet held on 10th July 2019 (Pages 5 - 12)**

8. **Code of Conduct Review Report (Pages 13 - 20)**

9. **Questions on Notice (to be circulated at the meeting)**

To deal with any questions on notice from Members of the Council, in the order in which they have been received.

A period of up to 15 minutes is allocated for the asking and answering of questions. This may be extended at the discretion of the Chairman with the agreement of the majority of those present.

10. **Motions on Notice (to follow if any)**

A period of up to one hour is allocated to consider the motions on notice. This may only be extended with the agreement of the Council.

11. **Background Information on the recommendations from the Cabinet**

- (i) Active Kitchen Report (Pages 21 - 46)
- (ii) BDC Low Emissions Strategy (Pages 47 - 94)
- (iii) Finance Outturn Monitoring 2018/19 (Pages 95 - 112)
- (iv) Statement of Accounts Delegation (Pages 113 - 118)

K. DICKS
Chief Executive

Parkside
Market Street
BROMSGROVE
Worcestershire
B61 8DA

TO ALL MEMBERS OF THE BROMSGROVE DISTRICT COUNCIL

CABINET RECOMMENDATIONS TO THE COUNCIL

On 24th July 2019

Cabinet meeting 10th July

Active Kitchen Report

Members considered a report in respect of the Active Kitchen project, which had been raised as a notice of motion at a previous Council meeting.

RECOMMENDED TO COUNCIL

- (a) Council approve that Officers continue to pilot the Active Kitchen service in Sidemoor, Charford, Catshill, Rubbery and Drakes Cross in 11 weeks of the school holidays and that approval be given for an estimated £34,000 to be drawn down from balances 2019/20 to fund the service's operational delivery, marketing, research and development; and
- (b) Council approve that Officers return to Cabinet in July 2020 to review the pilot and recommend the next steps for the project.

BDC Low Emissions Strategy

Members considered a report in respect of the BDC Low Emissions Strategy.

RECOMMENDED TO COUNCIL

- (a) the ULEV strategy and associated Action Plan attached at Appendix 1 be adopted;

ULEV Taxi Infrastructure funding

- (b) the Head of Environmental Services and Head of Community Services have delegated power to act following consultation with the relevant Portfolio Holder, to administer the (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme funding including site selection;
- (c) an increase be approved to the Capital Programme 2019/20 of £300k for the (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme Funding;
- (d) the Office for Low Emission Vehicles (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme funding be used in procuring the installation of a dedicated electric taxi charging network which supports Bromsgrove Taxi drivers and operators in:
 - Transitioning to electric vehicles
 - Their ability to travel into Birmingham's Clean Air Zone

And

- (e) **the Head of Environmental Services and Head of Community Services have delegated power to act following consultation with the relevant Portfolio Holder, to apply for, accept, and administer (including in partnership with other local authorities) future funding in line with this strategy.**

Finance Monitoring Outturn 2018/19

Members considered a report in respect of the Finance Monitoring Outturn 2018/19 and made the following recommendations:

RECOMMENDED TO COUNCIL

- (a) **the approval of a transfer to balances of £186k is actioned as a result of revenue outturn savings 2018/19;**
- (b) **the approval of the movement of £60k in existing reserves as included in Appendix 1;**
- (c) **the approval of the addition of new reserves of £2,777k as included in Appendix 1;**
- (d) **d) to approve the carry forward to the 2019/20 capital programme of £4,984k as detailed in Appendix 3;**
- (e) **the approval of an increase in the 2019/20 Capital Programme of £163k for Disabled Facilities Grants. This is due to the budget allocations having now been announced by the Ministry of Housing, Communities and Local Government (MHCLG). This will increase the available budget to £913k;**
- (f) **the approval of an increase to the capital programme 2019/20 of £44k s106 monies for re-landscaping the recreation ground, Bromsgrove;**
- (g) **the approval of an increase to the Capital programme 2019/20 of £41k for a Bromsgrove combined Footpath and Cycle Way Network funded from a grant from Worcestershire County Council. (£390k already approved at quarter 3); and**
- (h) **the approval of an increase to the Revenue budget 2019/20 of £7k due to grant being received from Communities and Local Government towards High Street clean up and future community environmental enhancements and approval for BARN to administer the grant and any future monies received which have similar requirements to this grant, as per paragraph 3.4.**

Statement of Accounts Delegation

Members considered a report which proposed that the Audit, Standards and Governance Committee should be delegated with the authority to approve the accounts on behalf of the Council.

RECOMMENDED TO COUNCIL

that the consideration and approval of the Council's Annual Statement of Accounts, be delegated to the Audit, Standards and Governance Committee.

This page is intentionally left blank

BROMSGROVE DISTRICT COUNCIL

MEETING OF THE CABINET

WEDNESDAY, 10TH JULY 2019, AT 6.00 P.M.

PRESENT: Councillors K.J. May (Leader), G. N. Denaro (Deputy Leader), A. D. Kent, M. A. Sherrey, P.L. Thomas and S. A. Webb

Officers: Mr. K. Dicks, Ms. J. Pickering, Ms. C. Flanagan, Mr. D. Allen, Ms K. Manning, Mrs. A. Wardell-Hill, Ms. M. Worsfold and Mrs. P. Ross

11/19 **APOLOGIES**

There were no apologies for absence.

12/19 **DECLARATIONS OF INTEREST**

Councillor P. L. Thomas declared an Other Disclosable Interest in Agenda Item 8, in that he was a private sector landlord. Councillor Thomas withdrew from the meeting during the consideration of this matter and took no part in its discussion nor voting thereon.

13/19 **MINUTES**

The minutes of the Cabinet meeting held on 12th June 2019 were submitted.

RESOLVED that the minutes of the Cabinet meeting held on 12th June 2019 be approved as a correct record.

14/19 **MINUTES OF THE MEETING OF THE OVERVIEW AND SCRUTINY BOARD HELD ON 10TH JUNE 2019**

The minutes of the Overview and Scrutiny Board meeting held on 10th June 2019 were considered.

RESOLVED that the Minutes of the Overview and Scrutiny Board meeting held on 10th June be noted.

15/19 **CANAL CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN**

Councillor A. D. Kent, Portfolio Holder for Planning and Regulatory Services, introduced the report and in so doing commented that the report was an excellent and comprehensive report.

The Principal Conservation Officer explained that Members were being asked to support the draft Worcester and Birmingham Canal Conservation Area Appraisal and Management Plan and a four week consultation process with local residents and other interested parties.

The Principal Conservation Officer provided Members with a glossy printed version of the document, highlighting that the text and photographs remained the same as the copy circulated within the main agenda pack.

RESOLVED that

- a) the draft Worcester and Birmingham Canal Conservation Area Appraisal and Management Plan be supported,
- b) a four week consultation process with local residents and other interested parties, be approved; and
- c) the results of that consultation be reported back to a future meeting of the cabinet.

16/19

FOXLYDIATE ARMS - ASSET OF COMMUNITY VALUE REPORT

The Council's Legal Advisor drew Members' attention to the Supplementary Agenda papers and in doing so explained that, a decision had to be made by the Head of Planning and Regeneration within the 8 week statutory deadline and for this reason the initial report had been included in the published Cabinet agenda.

Since then, following expert advice around the substance of the Nomination; it was no longer necessary for Cabinet, as consultee, to consider this matter.

Schedule 1 of the Assets of Community Value (England) Regulations 2012 excluded hotels from listing. Counsel's advice was that as a Premier Inn, it was very much likely that the premises comprise a hotel and as such was excluded from the regime.

RESOLVED that it be noted, that it was no longer necessary for Cabinet, as consultee, to consider this matter.

17/19

ACTIVE KITCHEN REPORT

Councillor S. A. Webb, Portfolio Holder for Strategic Housing and Health and Well Being introduced the report.

The Executive Director, Finance and Resources, commented that this came under the strategic purposes was 'provide good things for me to do, see and visit'.

The Active Kitchen service pilot was driven by data and had been piloted in two areas, Sidemoor and Charford, in partnership with the YMCA, NewSong Community Church and St Andrews Church Hall.

The sessions were held during the school summer holidays and ensured that local children could take part in fun sporting activities and enjoy a hot meal afterwards.

The scheme would be reviewed in order to ensure that the right areas of need had been captured.

Members were further informed that the areas of Rock Hill and Bromsgrove Central would also be included.

RECOMMENDED that

- a) Council approve that officers continue to pilot the Active Kitchen service in Sidemoor, Charford, Catshill, Rubery and Drakes Cross in 11 weeks of the school holidays and that approval be given for an estimated £34,000 to be drawn down from balances 2019/20 to fund the service's operational delivery, marketing, research and development; and
- b) Council approve that officer return to Cabinet in July 2020 to review the pilot and recommend the next steps for the project.

18/19

CIVIL PENALTIES REPORT

The Strategic Housing Manager introduced the report and in doing so informed Members that the report set out an alternative position to introduce Civil Penalties in appropriate housing related offences as an alternative to prosecution.

Officers from the Council's Private Sector Housing Team would analyse and monitor the impact of this new approach and its impact on the sector in Bromsgrove. They would also share this analysis and any future proposals for developing this approach with the Portfolio Holders for Strategic Housing and Health and Wellbeing; and Planning and Regulatory Services.

Members commented that the proposed scheme was a useful alternative and suggested that officers issued a press release on the proposed scheme.

RESOLVED that

- a) power be delegated to the Head of Community Services to approve the use of Civil Penalties in appropriate housing related offences as an alternative to prosecution; and
- b) the financial penalty matrix, as detailed at Appendix 1 to the report, be adopted.

19/19

BDC LOW EMISSION VEHICLE STRATEGY

The Environmental Policy and Awareness Officer and the Climate Change and Energy Support Officer presented a report in respect of introducing an Ultra-Low Emissions Vehicle (ULEV) Strategy which included a five year action plan.

Officers highlighted that Bromsgrove District Council had been successful in bidding for £300,000 in the Office for Low Emission Vehicles (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme: round 2.

Page 184 of the main agenda pack, detailed the vision and aims of the Ultra-Low Emission Vehicles (ULEV) Strategy.

In particular the Council would be seeking funding towards:-

- On street residential charging point schemes.
- Workplace Charging Schemes.

There were other aspects of the strategy which could also link to the Council's commercialism agenda, providing more cost effective services and opportunities for revenue generation to support public services. For example, electric vehicle pool cars, investment in the low carbon economy and revenue generation from electricity grid services.

The aims of the strategy would also contribute towards improving poor air quality in order to improve public health, as road transport was one of the biggest contributors.

A North Worcestershire working group had been set up to ensure a joined up approach between councils and cross border.

Members commented that the report was informative and that they were happy to see workplace charging points included. They welcomed the work carried out by officers in seeking grant funding and installing EV charging points.

RECOMMENDED that

- a) the ULEV strategy and associated Action Plan attached at Appendix 1 be adopted;

ULEV Taxi Infrastructure funding

- b) the Head of Environmental Services and Head of Community Services have delegated power to act following consultation with the relevant Portfolio Holder, to administer the (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme funding including site selection;

- c) an increase be approved to the Capital Programme 2019/20 of £300k for the (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme Funding;
- d) the Office for Low Emission Vehicles (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme funding be used in procuring the installation of a dedicated electric taxi charging network which supports Bromsgrove Taxi drivers and operators in:
 - Transitioning to electric vehicles
 - Their ability to travel into Birmingham's Clean Air Zone

and

- e) the Head of Environmental Services and Head of Community Services have delegated power to act following consultation with the relevant Portfolio Holder, to apply for, accept, and administer (including in partnership with other local authorities) future funding in line with this strategy.

20/19

FINANCE OUTTURN 2018/19 AND RESERVES

The Executive Director of Finance and Corporate Resources presented the Financial Outturn 2017/18 and Reserves report and in so doing drew Members' to the following:

- Capital Budgets - Keep my place safe and looking good (£443k underspend) and the variance position as detailed on page 235 of the main agenda pack.
- Communities and Local Government, High Street Community Clean-up Grant and the request for approval on an increased budget of £5k.
- Savings Monitoring.
- Disabled Facilities Grants.
- Recreation Ground.
- Footpath and Cycle Network.
- Earmarked Reserves – The position as the 1st April 2018 was £3m and at the end of the financial year included £2.718m that had been transferred to reserves. The majority of this related to setting aside section 31 Business rate grant/estimated Business rate surplus to provide funding for future risks £2.834m.
- General Fund Balances – During 2018/19 there was a further approval of a use of balances of £946k towards the demolition of the Dolphin Centre and implementation of the planned associated car parking. This was now taking place in 2019/20. The current level of balances would therefore reduce to £3.980m. With the current level of balances the Council was able to consider new opportunities for funding in the future to include libraries and other public services.

The Chief Executive commented that it was the decision of the Council to delay works on the sports hall and that officers had managed this.

With regard to the Ultra-Low Emissions Vehicle (ULEV) Strategy, officers would look at alternative vehicles, taking into consideration value and current costs, with a view to looking at replacing smaller vehicles initially.

The Senior Management Team would continue to look critically at every single budget line to consider the current financial position and would continue to work with Heads of Service with regard to this, in order to mitigate any future under spends; as there were still challenging times ahead.

RESOLVED that the current financial position in relation to revenue and capital budgets for the period April – March 2019 as detailed in the report, be noted.

RECOMMENDED

- a) the approval of a transfer to balances of £186k is actioned as a result of revenue outturn savings 2018/19;
- b) the approval of the movement of £60k in existing reserves as included in Appendix 1;
- c) the approval of the addition of new reserves of £2,777k as included in Appendix 1;
- d) to approve the carry forward to the 2019/20 capital programme of £4,984k as detailed in Appendix 3;
- e) the approval of an increase in the 2019/20 Capital Programme of £163k for Disabled Facilities Grants. This is due to the budget allocations having now been announced by the Ministry of Housing, Communities and Local Government (MHCLG). This will increase the available budget to £913k;
- f) the approval of an increase to the capital programme 2019/20 of £44k s106 monies for re-landscaping the recreation ground, Bromsgrove;
- g) the approval of an increase to the Capital programme 2019/20 of £41k for a Bromsgrove combined Footpath and Cycle Way Network funded from a grant from Worcestershire County Council. (£390k already approved at quarter 3); and
- h) the approval of an increase to the Revenue budget 2019/20 of £7k due to grant being received from Communities and Local Government towards High Street clean up and future community environmental enhancements and approval for BARN to administer the grant and any future monies received which have similar requirements to this grant, as per paragraph 3.4.

21/19

STATEMENT OF ACCOUNTS DELEGATION

The Executive Director of Finance and Corporate Resources introduced the report and in doing so explained that the Audit, Standards and Governance Committee was established to discharge the functions conferred by the Accounts and Audit Regulations 2015 in relation to the matters as detailed at Appendix 1 to the report; and specifically to consider the Council's Financial and Governance arrangements, relating to the system of internal control and the effectiveness of internal audit, the annual governance statement; including the arrangements for the management of business risks.

The consideration of the Council's Statement of Accounts and Governance Assurance was currently undertaken by the Committee with the final approval of the accounts recommended to Council.

Officers were proposing that the approval of the Statement of Accounts was delegated from Council to the Audit, Standards and Governance Committee. It was anticipated that it would enable members of the Committee to consider all elements of the financial controls and audit recommendations through to the final approval and to give assurance on governance and satisfy the wider requirements for sound financial management and internal control.

The Statement of Accounts had to be approved by Council or its delegated Committee by 31st July every year.

RECOMMENDED that the consideration and approval of the Council's Annual Statement of Accounts, be delegated to the Audit, Standards and Governance Committee.

The meeting closed at 6.47 p.m.

Chairman

This page is intentionally left blank

Council

24th July 2019

Code of Conduct

Relevant Portfolio Holder	Cllr Denaro
Portfolio Holder Consulted	Yes
Relevant Head of Service	Deb Poole
Wards Affected	N/A
Ward Councillor Consulted	N/A
Non-Key Decision	

1. SUMMARY OF PROPOSALS

- 1.1 The Human Resources department have co-ordinated a review of the Officer Code of Conduct to support other reviewed employment policies.

2. RECOMMENDATIONS

2.1 Council is asked to RESOLVE that

- 1) **the proposed changes to the Officer Code of Conduct be adopted; and**
- 2) **the Officer Code of Conduct be removed from the Council's constitution.**

3. KEY ISSUES

Financial Implications

- 3.1 There are no financial implications identified.

Legal Implications

- 3.2 The Officer Code of Conduct is a contractual employment policy. The new policy needs to go through a formal consultation period with trade unions with a view to reaching a collective agreement, in order to avoid a breach of contract claim from employees.

Service / Operational Implications

- 3.3 The Officer Code of conduct has been reviewed in conjunction with other employment policies to ensure the policies support one another. The review of this policy has incorporated a working group made up of employees, managers and trade unions.

Council

24th July 2019

- 3.4 The Officer Code of Conduct identifies the behaviours we expect of our officers, if the changes to the Officer Code of Conduct are not implemented this would not support other employment policies.
- 3.5 Historically the Officer Code of Conduct formed part of the constitution as it was written at the same time as the Member Code of Conduct.

Customer / Equalities and Diversity Implications

- 3.6 A full Equality Impact Assessment has been completed to support the review of the Officer Code of Conduct. This has included working groups with a full range of staff and their representatives. There have been no issues identified.

4. RISK MANAGEMENT

- 4.1 If Human Resources are the owners of the Officer Code of Conduct, then any changes to the policy can go through the appropriate consultation prior to implementation, ensuring the authority is not open to claims of breach of contract.

5. APPENDICES and BACKGROUND PAPERS

Appendix 1 Officer Code of Conduct

AUTHOR OF REPORT

Name: Becky Talbot, HR & OD Manager,
becky.talbot@bromsgroveandredditch.gov.uk
Tel: 01527 64252 ext 3385

OFFICERS' CODE OF CONDUCT

	Page
1. INTRODUCTION	2
2. PURPOSE	2
3. PERSONAL BEHAVIOURS	2
4. RELATIONSHIPS	3
5. PERSONAL INTERESTS	3
6. HOSPITALITY & GIFTS	4
7. DISCLOSURE OF INFORMATION	5
8. POLITICAL NEUTRALITY	5
9. BRIBERY AND CORRUPTION	5

1. INTRODUCTION

The code outlines the minimum standards that Council employees must adhere to.

All employees are expected to perform their duties with honesty, integrity, impartiality and objectivity and in particular to:

- Give the highest possible standards of service
- Do nothing inside or outside of working hours which could damage the councils reputation
- Behave honestly
- Follow the councils policies and procedures

2. PURPOSE

The aim of this Code is to assist employees to perform effectively by ensuring the rules and standards of the organisation are clearly communicated.

3. PERSONAL BEHAVIOURS

The Council expects certain standards of behaviour from its employees. Employees should ensure they:

- Treat colleagues, service users and members of the public with dignity and respect
- Are committed to delivering quality services at all times working within the Council's Policies and Procedures
- Communicate openly and honestly with colleagues
- Carry out their duties in the best interests of customers
- Ensure conduct is not discriminatory to others
- Do not use offensive or abusive language or behavior, including on social media
- Arrive for work punctually, appropriately dressed and fit to carry out duties (this includes wearing the Council ID badge and items of personal protective clothing that are supplied)
- Take care of their own health, wellbeing and safety and others that may be affected by their work activities.

Employees must ensure that they use public funds and resources, entrusted to them in a responsible and lawful manner.

4. RELATIONSHIPS

Employees must discuss with their line manager any personal relationship with another employee if it is likely to cause a conflict of interest. Employees must not be involved in making decisions that directly affect family, friends or anyone with whom they have a close personal relationship; for example, recruitment and selection processes, disciplinary processes, decisions relating to pay, or tender procedures.

Mutual respect between employees and Elected Members is essential to the effective operation of good local government and working relationships should be kept on a professional basis. Any close personal relationship with an Elected Member should be

declared to their line manager, who will advise accordingly.

If employees have an official relationship with a contractor with whom they have previously had nor currently have a close personal relationship, they should declare that relationship to their line manager, who will advise accordingly.

All orders and contracts must be awarded on merit

5. PERSONAL INTERESTS

Employees should not place themselves in a position where duty and private interest may conflict.

All employees should be clear about their contractual obligations and should disclose any personal interests [either financial or non-financial] that could actually or potentially conflict with the Authority's interests or which others may deem to affect the employee's impartiality in any matter relating to their duties. Such interests might include :

- taking outside work or giving professional advice, whether paid or unpaid, which could conflict with or have an impact on the Authority's work or interests; this includes setting up and running your own business
- involvement with an organisation receiving grant-aid from the Authority;
- membership of a National Health Service Trust Board;
- involvement in any organisation or pressure group which may seek to influence the Authority's policies;
- any pecuniary interest [whether direct or indirect] in contracts let by the Authority.

Officers are expected to make suitable entries in the Interests Register in respect of the items mentioned in this policy. The Employees' Interests Register is maintained by the Democratic Services Team.

Failure to fully register any of the matters outlined in this code of conduct may result in disciplinary action.

All inventions, creative writings, software and drawings created by an employee in the course of their normal duties or duties specifically assigned to them are the property of the authority.

6. HOSPITALITY AND GIFTS

You should not accept significant personal gifts from contractors and service providers such as food, drink, cars, clothes and jewellery, if this could place you under an obligation.

Agenda Item 8

Calendars, diaries, pens etc (perhaps marked with the donor's name) are acceptable. If in any doubt about whether you should accept a gift, it is best to refuse it.

However, you are prohibited from accepting a gift, or giving a gift to a third party if the following requirements are met:

- it is made with the intention of influencing a third party to obtain or retain business or a business advantage, or to reward the provision or retention of business or a business advantage, or in explicit or implicit exchange for favours or benefits;
- it is given in the Council's name, not in your name
- it includes cash or a cash equivalent (such as gift certificates or vouchers)
- if it is inappropriate for the circumstances
- if the gift received is an inappropriate type and value, and given at an inappropriate time;
- it is given secretly and not openly
- gifts should not be offered to, or accepted from, government officials or representatives, or politicians or political parties, without the prior approval of your Head of Service.

All gifts and hospitality offered, whether accepted or not, must be logged on the form available on the orb or WRS intranet, this must be returned to Democratic Services.

If any doubt remains in the employees mind as to whether an offer of hospitality or a gift is acceptable, the matter should be discussed immediately with their Line Manager.

7. DISCLOSURE OF INFORMATION

There is a general principle of open government. The law requires that certain types of information must be available to members, auditors, government departments, service users and the public.

All media liaison relating to council activities is headed by the communications section, in conjunction with the relevant head of service. You should therefore not speak, write or give interviews or take telephone calls for 'information' relating to council business unless you have the prior permission of your line manager, communications and/or the Head of service.

Authorised information given by an employee in the course of his/her duty should be true and fair and never designed to mislead.

Personal information or commercially sensitive information should not be divulged by any employee, prior to checking with the information management team.

8. POLITICAL NEUTRALITY

Agenda Item 8

Employees serve the Authority as a whole. It follows they must serve all Councillors, and not just those of the controlling group, and must ensure that the individual rights of all Councillors are respected equally.

However, Officers attending a political group meeting have a responsibility to keep confidential any discussion that takes place within that group when they are present.

9. BRIBERY AND CORRUPTION

Employees must be aware that it is a serious criminal offence for them to receive or give any gift, loan, fee, reward or advantage for doing, or not doing, anything or showing favour, or disfavour, to any person in their official capacity.

It is also a criminal offence to use a third party as a conduit to channel bribes to others.

Where it is proved that a gift or other consideration has been received by, paid to or given to an employee by a person holding or seeking to obtain a contract from the Authority, then the gift or other consideration shall be deemed to have given and received in breach of provisions of the Bribery Act, unless the contrary is proved.

The law relating to the acceptance of inducements or rewards is set out in the Bribery Act 2010

An employee's spouse's interests count as those of the employee [if he/she is living with the employee] but a partner's, son's or daughter's interests do not.

This page is intentionally left blank

LEISURE AND CULTURAL SERVICES – Active Kitchen Options Appraisals

Relevant Portfolio Holder	Councillor Shirley Webb
Portfolio Holder Consulted	Yes
Relevant Head of Service	Dave Cove Interim Head of Leisure & Cultural Services
Wards Affected	All
Ward Councillor Consulted	No
Key Decision	

1. SUMMARY OF PROPOSALS

- 1.1 Following the Full Council meeting of Bromsgrove District Council on the 23rd January 2019 to provide a report to :
- 1) Advise Members on the progress that BDC Development Services has made over the past 12 months developing holiday time positive activities targeted at young people and children experiencing holiday hunger within two Council wards.
 - 2) Provide a relevant and evidence based needs analysis, area by area, across the Bromsgrove District with the intention to support the decision making process for members regarding the need to proceed to mainstream the service or not.

2. RECOMMENDATIONS

- 2.1 That Cabinet **RECOMMEND** to Council they approve that officers continue to pilot the Active Kitchen service in Sidemoor, Charford, Catshill, Rubery and Drakes Cross in 11 weeks of the school holidays and that approval be given for an estimated £34,000 be drawn down from balances 2019/20 to fund the service’s operational delivery, marketing, research and development.
- 2.2 That Cabinet **RECOMMEND** to Council they approve that officers return to cabinet in July 2020 to review the pilot and recommend next steps for the project.

3. KEY ISSUES

Background

Background to the decision to bring the report to Council

- 3.1.1 At the Full Council meeting of 23rd January it was duly noted that in 2018 “Active Kitchen” sessions were held in Sidemoor and Charford, in partnership with the YMCA, NewSong Community Church and St Andrews Church Hall
- 3.1.2 These sessions were held during school holidays since Easter 2018 ensured that local children in the areas concerned could take part in fun sporting activities and enjoy a healthy hot meal afterwards

CABINET COMMITTEE**July 2019**

3.1.3 Funding for these sessions was provided from the divisional funds of two County Councillors in Bromsgrove.

3.2.1 This Cabinet report was scheduled for the June 2019 Cabinet meeting and was deferred as a result of the Development Services team determining that not enough evidence and information was available in order to reach an informed decision about the way forward for the scheme. Since then a small but focused amount of local data was gathered at the most recent Active Kitchen activities that took place in Charford during the May half term activity of 2019. That evaluation alongside a wider range of nationally available data determined the following:

Background information and summary achievements we have about the project April 2018 - April 2019

3.2.2 In April 2019 the Sports Development Unit of the new Development Services team presented to the new service manager that :

“Active Kitchen provides a safe and welcoming place for local children aged 9-14 to keep active during the school holidays and fight holiday hunger with home prepared meals and that it aims to have a lasting impact on the lives of young people, empowering personal value and self-confidence.”

The project depended on funding from County Councillors. As a result of the remit of the funding provided by County Councillors the team delivered the project in areas with a higher level of deprivation than others and those were Charford and Sidemoor wards. Anecdotal evidence presented to Council staff and partners during their work in these areas highlighted low levels of aspiration and high levels of issues relating to poor mental health. The project seemed to successfully tackle these issues through physical activity opportunities, nutritious food and passionate staff support. Since the first Bromsgrove Active Kitchen project in April 2018 the projects have proved popular with residents with for example 19 young people attending in the Easter holidays and May half 2018 term seeing 25 young people. All in all the programme ran in the holidays at Easter, May half term, summer holidays and October half term in 2018 and during early 2019 and saw 185 people attend and receive a free hot meal in total. The programme ran across 2 locations in Charford, and Sidemoor.

The project to date has been supported by the YMCA, Newsong Community Church and St Andrews Church Hall. The project continued into the summer holidays in 2018 and provided the opportunity to access sport and physical activity daily, introducing young people to a variety of activities including; gymnastics, dance, skipping, football, rugby, basketball, dodgeball, cricket and more. The project also provided volunteering opportunities for local people to get involved in supporting the project through coaching and cooking. This volunteering has proved invaluable to the project. The following information was determined:

The key partners involved in the delivery of the project to date

YMCA
West Mercia Police
Life Fork and Spoon
St Andrews Church

CABINET COMMITTEE**July 2019**

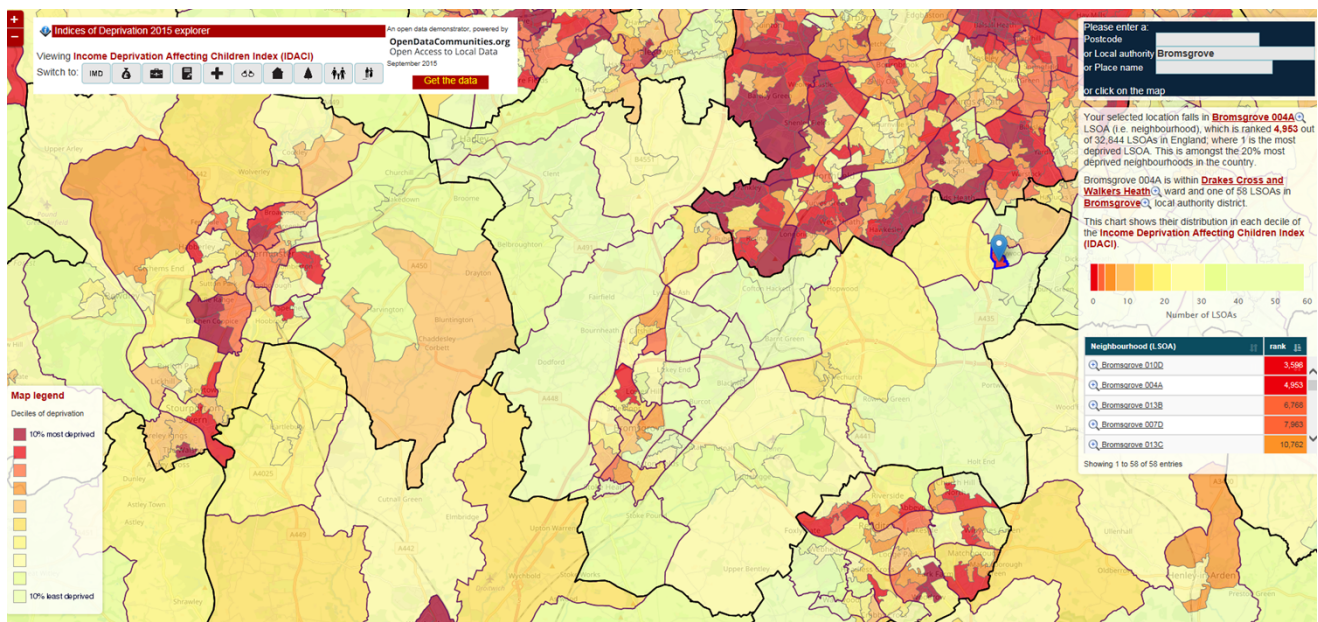
The Bromsgrove Youth Hub
NewSong Church

Further research determining needs in Bromsgrove carried out by managers since April 2019

- 3.3.1** Officers wish to emphasise the feedback provided by partners indicating the intrinsic value of this programme adding considerable value to existing youth work provision in the district. In short more engagement work in more locations leads to stronger relationships within communities and better outcomes for children, young people and their guardians.
- 3.3.2** On further investigation it has come to the attention of officers that the Department for Education are delivering pilot based local coordination of free holiday provision (healthy food and enriching activities) for disadvantaged children in a number of local authority areas across England.
- 3.3.3** This clearly reflects the increasing role of local councils in tackling holiday hunger. The attainment gaps between less well-off children and well off children upon returning to school after school holidays is well documented. Healthy food and activities add real value not just to tackling the issues of holiday hunger and isolation but also have a very positive impact on educational outcomes.
- 3.3.4** The DfE recognises that the school holidays can be particular pressure points for some families because of increased costs (such as food and childcare) and reduced incomes (such as loss of a free school meal, reduced working hours etc.). There is a growing body of evidence of a holiday experience gap - with children from disadvantaged families less likely to access organised out-of-school activities; more likely to experience 'unhealthy holidays' in terms of nutrition and physical health; and more likely to experience social isolation.
- 3.3.5** According to the DfE free holiday clubs are therefore a response to this issue and their evidence suggests that they can have a positive impact on children and young people and that they work best when they provide consistent and easily accessible enrichment activities, for more than just breakfast or lunch, and when they involve children (and parents/guardians) in food preparation.
- 3.3.6** The Indices of Multiple Deprivation (IMD) 2015 indicates that the lower super output areas (LSOAs) in the district which are the most relatively deprived are in the following wards:
- Sidemoor (in top 20% most deprived nationally)
 - Rock Hill
 - Catshill South
 - Bromsgrove Central
 - Charford

However, when you look at the Income Deprivation Domain Affecting Children Index, the lower super output areas (LSOAs) affected are in the following wards:

- Sidemoor (in top 20% most deprived nationally)
- Drakes Cross (in top 20% most deprived nationally)
- Rock Hill
- Catshill South
- Bromsgrove Central
- Charford



The **Income Deprivation Affecting Children Index (IDACI)** measures the proportion of all children aged 0 to 15 living in income deprived families. It is a subset of the Income Deprivation Domain which measures the proportion of the population in an area experiencing deprivation relating to low income. The definition of low income used includes both those people that are out-of-work, and those that are in work but who have low earnings (and who satisfy the respective means tests).

Data produced by the End Child Poverty Coalition, provides estimates of child poverty to ward level, defining households as living in poverty if their household income (adjusted to account for household size,) is less than 60% of the median. All poverty rates are calculated on an after housing costs basis. Whilst Bromsgrove District as a whole had the lowest level of child poverty in the West Midlands, the following wards did have significantly higher levels:

- Charford- 36% of children
- Catshill- 32% of children
- Sidemoor- 30% of children

Department for Business, Energy and Industrial Strategy Fuel Poverty data indicates that LSOAs in the following wards have the highest proportion of households who are fuel poor:

- Sidemoor
- Catshill North
- Rock Hill

3.3.7 In addition to the Indices of Multiple Deprivation data according to the School Census of January 2018 (Appendix A of this report) we have a very clear picture as a Council of how many children on the school register are entitled to Free School Meals (FSM). This represents another way to determine whether the right young people are accessing the proposed Active Kitchen service. This data supports the view that there are pockets of need in the Charford, Sidemoor, Catshill and Drakes Cross areas and in addition indicates need in the Rubery area.

3.3.8 There are 39 schools in the Bromsgrove District area. There are 242 in total across Worcestershire.

3.3.9 There are 1043 children who are entitled to access free school meals in the District of Bromsgrove.

Proposed Pilot Active Kitchen Project

3.4 Following consideration of the information provided from 3.2.2 through till 3.3.9 of this report officers have made a judgement that recommends that we continue to pilot the project and on an initial basis roll out the scheme to work in 5 areas of the district: Sidemoor, Charford, Catshill, Rubery and Drakes Cross during 11 school holiday weeks in 2019 and 2020.

3.4.1 The officers would continue to work alongside our current partnerships : YMCA, West Mercia Police, Life Fork and Spoon, St Andrews Church, The Bromsgrove Youth Hub and NewSong Church to deliver the work in Sidemoor and Charford. Officers are currently in discussions with the YMCA about attaching the programme to current provision in Catshill and Rubery youth club settings. Officers are currently exploring partnership opportunities to work in Drakes Cross. These new partnerships will all be in place in time for the October half term of 2019. Activities are scheduled to take place during the summer of 2019 in Sidemoor and Charford.

CABINET COMMITTEE

July 2019

- 3.4.2 The officers will allocate research and development time to explore other smaller scale options to provide support strictly for those limited numbers of children and young people that need the support in areas outside of the 5 key hotspots. A budget will be allocated to this area of work.
- 3.4.3 Officers have determined that if the project were to continue to improve in quality then we would benefit from a wide collaborative approach to improve the quality of provision, in terms of:
- Partnership working with other stakeholders in order to improve targeting and referral
 - Links with local food providers including utilising surplus food from local supermarkets and businesses
 - Further exploration of potential usage of existing venues to include but not be restricted to community centres, schools, churches.
 - Further exploration of evaluation delivery methods required to establish the background of project users, this issue by far and away representing the most challenging factor for the programme. Without offending our target groups how do we determine the background of the children and their level of needs in relation to access to quality food? One good example of meaningful data collection has been asking questions of the young people. The questions and the answers provided are listed below. These questions were asked in May half term in Sidemoor:
 1. What else would you be doing if you weren't here?
 - "Sleeping"
 - "Playing on my phone"
 - "In bed"
 - "On my phone"
 - "Playing fornite"
 - "Going hub"
 - "Watching tv"
 - "Playing xbox in bed"
 - "Causing mischief"
 2. If you weren't getting meal here today what would be likely to eat?
 - "Mcdonald"
 - "sandwich"
 - "Bacon"
 - "All day break"
 - "Chocolate cookie"
 - "Pizza"
 - "Noodles"
 - "Chicken"
 - "Chips"
 - "Pot Noodle"

- “Burger”
- “something healthy”

- A greater co-ordination across local areas to help raise awareness of what provision is available.

- Improved minimum standards or guidance in terms of monitoring and evaluation

- Measures -how they intend to monitor their provision’s outcomes, for example, by gathering views of parents and children at the start and end of the programme or encouraging the use of food diaries.

- Project partners will explore whether it is possible to work alongside schools who have access to the data required to determine our success or otherwise accessing the right target groups. We will potentially be able to report on pupil-level attendance at each session. The Council will therefore require the name, date of birth, school attended and home postcode for all pupils attending each session so that the attendance data can be matched to the National Pupil Database. This should all be collected in adherence with GDPR.

4. Financial Implications.

The estimated cost of the pilot roll out programmes will be in the region of £34,000 per annum. This is broken down as follows:

Unit cost of £500 per each individual school holiday week’s provision in one hot spot area facility multiplied by 5 areas and 11 school holiday weeks provision = £27,500

Research and Development budget of £6,000

Marketing budget : £500

Total Estimated Budget: £34,000

5. Legal Implications

There are no legal implications attached to receiving and considering this report.

6. Customer, Equalities and Diversity Implications

6.1 By continuing the work to identify customer need, demand, satisfaction and through the use of relevant and operationally useful range of measures we will access the desired target groups most at risk of holiday hunger.

6.2 From an equalities perspective the projects will operate in line with the Council’s existing practices and policies and it will be expected to support the Council’s objectives in this area and respond to reasonable requests for changes to service provision to meet customer needs.

CABINET COMMITTEE

July 2019

- 6.3 Officers view the development of this report in part to undertaking an Equality Impact Assessment.
- 6.4 As part of the rebranding and development of the enhanced marketing offer the project name will be reviewed alongside partners to determine whether it is proving successful. This work may lead to the development of a new project name and brand.
- 6.5 As part of the establishment of the projects the continued support of our Volunteers is critical to the project's success, as such this will be a key area of work after this report is approved. As part of this, we will review our approach to volunteers to ensure it continues to support and ensure that we reflect the huge benefit they have to the organisation and the contribution they make to keep these key services running by making them cost effective to deliver.

7. Staffing Matters

None

8. Risk Management

- 8.1 As part of the project activity there is a risk assessment which fulfils the Council's obligations with regard to delivering a safe, healthy and enjoyable activity.
- 8.2 The process of identifying need and evaluating the progress of this project's work looks to reassure Council that every step is being taken to ensure that a suitable decision is made regarding the extent to which this service should be provided within a District of this nature.

9. APPENDICES

- Indices of multiple deprivation: Income deprivation that affects children index
- School Census January 2018 providing information about Free School Meals
- District wide map indicating location of Bromsgrove based schools.

10. BACKGROUND PAPERS

11. KEY

None

AUTHOR OF REPORT

Name: Jonathan Cochrane– Development Services Manager
E Mail: jonathan.cochrane@bromsgroveandredditch.gov.uk
Tel: Ext 3487

LA name Worcestershire

School Census January 2018

Estab	School Name	Number of	Number of	% of pupil	Address
7003	Riversides School	63	30		47.6 Thorneloe Road, Barbourne, Worcester, WR
3331	St Mary's CofE (VA) Primary School	201	87		43.3 Stoney Lane, Kidderminster, DY10 2LX
3400	Grove Primary School	194	83		42.8 Pickersleigh Grove, Malvern, WR14 2LU
3020	Cleeve Prior CofE (Controlled) First School	38	16		42.1 Main Street, Cleeve Prior , Evesham, WR11
1109	Newbridge Short Stay Secondary School	52	21		40.4 Midland Road, Worcester, Worcestershire,
7000	Kingfisher School	74	29		39.2 Clifton Close, Matchborough ,Redditch Wo
1105	The Beacon Primary Short Stay School	8	3		37.5 Longdon Close, Woodrow South, Woodrow
2014	Birchen Coppice Academy	252	94		37.3 Woodbury Road,,Kidderminster, Worcestersf
2011	Carnforth School	186	69		37.1 Carnforth Drive, Worcester, WR4
7026	Wyre Forest School	224	83		37.1 Habberley Road, Kidderminster,
1103	Perryfields Primary Pupil Referral Unit	11	4		36.4 Glebe Close, Bromyard Road, V
2163	Dines Green Primary School	247	90		36.4 Tudor Way, Worcester, WR2 5QH
2005	Oasis Academy Warndon	524	183		34.9 Edgeworth Close, Worcester, WR4 9PE
7025	Fort Royal	215	75		34.9 Wyld's Lane, Worcester, Worcestershire, WF
1121	The Forge Secondary Short Stay School	32	11		34.4 215 Easemore Road, Redditch, Worcestersh
2137	Woodrow First School	292	92		31.5 Longdon Close, Redditch, B98 7UZ
7009	Pitcheroak School	125	38		30.4 Willow Way Redditch B97 6PQ
7011	Vale of Evesham School	161	49		30.4 Four Pools Lane, Evesham
3012	St Bartholomew's CofE VC Primary School	266	80		30.1 Princess Way, Walshes Estate, Stourport-on-
2035	Westlands First School	245	70		28.6 Farmers Way, Westlands, Droitwich, WR9 9E
7001	Rigby Hall Day Special School	121	33		27.3 Rigby Lane, Astonfields, Bromsgrove, Wor
2105	Great Malvern Primary School	321	86		26.8 Pickersleigh Road, Malvern, WR14 2BY
7024	Regency High School	123	33		26.8 Carnforth Drive, Warndon, Worcester, Worc
7019	New College Worcester (NMSS)	42	11		26.2 Whittington Road, Worcester, Worcestersh
2000	Perry Wood Primary and Nursery School	385	100		26 St Albans Close, Worcester, WR5 1PP
2128	Batchley First and Nursery School	277	71		25.6 Cherry Tree Walk, Redditch, B97 6PD
2162	Cranham Primary School	427	102		23.9 Tetbury Drive, Warndon, Worcester, WR4 9L
3084	Overbury CofE First School	72	17		23.6 Overbury, Tewkesbury, GL20 7NT
3026	St Oswald's CofE Primary School	183	43		23.5 Sion Avenue, Kidderminster, DY10 2YL
3353	Madresfield CofE Primary School	102	24		23.5 40 Madresfield Village, Madresfield, Malvern,

3023 St George's CofE Primary School and Nurs	184	42	22.8 Birmingham Road, Kidderminster, DY10 2BX
7015 Chadsgrove School	101	23	22.8 Meadow Road, Catshill, Bromsgrove, Worc
3358 St Joseph's Catholic Primary School	151	34	22.5 Newtown Road, Malvern, WR14 1PF
2015 Catshill First School	270	59	21.9 Gibb Lane, Catshill, Bromsgrove, B61 0JP
2908 Foley Park Primary School and Nursery	233	51	21.9 Northumberland Avenue, Kidderminster, DY1
4754 Bishop Perowne CofE College	776	170	21.9 Merriman's Hill Road, Worcester
2167 Hollymount School	313	66	21.1 Hollymount Road, Tolladine, Worcester, WR4
3354 St Matthias Church of England Primary Sch	194	41	21.1 Cromwell Road, Malvern Link, WR14 1NA
4014 Baxter College	788	148	18.8 Habberley Road, DY11 5PQ Kidderminster
2131 Holyoakes Field First School	252	46	18.3 Bridge Street, Redditch, B97 6HH
3024 St John's CofE Primary School	384	70	18.2 Blakebrook, Kidderminster, DY11 6AP
3094 St Stephen's CofE First School	140	25	17.9 Mabey Avenue, Redditch, B98 8HW
2119 Abbey Park First and Nursery School	164	29	17.7 Abbey Road, Pershore, WR10 1DF
2192 Moons Moat First School	232	41	17.7 Cleeve Close, Church Hill South, Redditch, B
4418 Birchensale Middle School	519	92	17.7 Bridley Moor Road, Redditch, B97 6HT
4801 Dyson Perrins CofE Academy	610	107	17.5 Yates Hay Road, Malvern, Worcs
2016 Charford First School	424	73	17.2 Charford Road, Charford, Bromsgrove, B60 3
4427 Church Hill Middle School	308	53	17.2 Wood Piece Lane, Church Hill, Redditch, B98
2916 Westacre Middle School	384	64	16.7 Ombersley Way, Droitwich, WR9 0AA
2141 Roman Way First School	187	31	16.6 Colts Lane, Winyates West, Redditch, B98 0I
2001 Crabbs Cross Academy	243	40	16.5 Evesham Road, Crabbs Cross, Redditch, B9
2902 Stourport Primary Academy	286	47	16.4 Park Avenue, Stourport-on-Severn, DY13 8S
4009 Ipsley CE RSA Academy	588	96	16.3 Winyates Way, Winyates, Redditch, B98 0UE
4008 Arrow Vale RSA Academy	593	96	16.2 Green Sward Lane, Matchborough, Redditch
4436 Woodfield Academy	517	83	16.1 Studley Road, Redditch, B98 7HH
4402 Catshill Middle School	301	48	15.9 Meadow Road, Catshill, Bromsgrove, B61 0J
2010 Heronswood Primary School	325	50	15.4 Heronswood Road, Kidderminster, DY10 4E
2136 Tenacres First School	292	45	15.4 Quibery Close, Winyates East, Redditch, B98
3077 Martley CofE Primary School	131	20	15.3 Martley, Worcester, WR6 6QA
2919 Matchborough First School Academy	385	58	15.1 Matchborough Way, Matchborough, Redditch
2906 Abbey Park Middle School	206	31	15 Abbey Road, Pershore, WR10 1DF
2911 Offmore Primary School	307	44	14.3 Wordsworth Crescent, Kidderminster, DY10 3
3398 Abbeywood First School	245	35	14.3 Wood Piece Lane, Church Hill, Redditch, B98
2036 Chawson First School	361	50	13.9 Wych Road, Droitwich, WR9 8BW
3088 Pinvin CofE First School	122	17	13.9 Main Street, Pinvin, Pershore, WR10 2ER

2013 Broadway First School	88	12	13.6 Lime Tree Avenue, Broadway, WR12 7BD
4438 Tudor Grange Academy Redditch	213	29	13.6 Woodrow Drive, Redditch, Worcs
2920 Oak Hill First School	444	60	13.5 Wirehill Drive, Lodge Park, Redditch, B98 7JL
2202 Oldbury Park Primary School	398	53	13.3 Oldbury Road, Worcester, WR2 6AA
4503 Wolverley CofE Secondary School	572	76	13.3 Blakeshall Lane, Wolverley, Kidderminster, W
3369 Sutton Park Community Primary School	234	31	13.2 Greatfield Road, Kidderminster, DY11 6PH
3114 St Barnabas CofE Primary School	420	55	13.1 Green Lane, Worcester, WR3 8NZ
3388 St Clement's CofE Primary	207	26	12.6 Henwick Road, Worcester, WR2 5NS
1108 ContinU Plus Academy	24	3	12.5 The ContinU Plus Academy, Finepoint Way, K
2007 Badsey First School	202	25	12.4 School Lane, Badsey, Evesham, WR11 7ES
3022 Clent Parochial Primary School	105	13	12.4 Bromsgrove Road, Clent, Stourbridge, DY9 9
2121 Cherry Orchard First School	147	18	12.2 Cherry Orchard, Pershore, WR10 1ET
3011 St Anne's CofE VC Primary School	296	36	12.2 Wyre Hill, Bewdley, DY12 2UQ
3092 St George's CofE First School	205	25	12.2 Stevenson Avenue, Redditch, B98 8LU
4437 Trinity High School and Sixth Form Centre	696	85	12.2 Easemore Road, Redditch, Worcs
2020 Millfields First School	272	33	12.1 Swift Close, Bromsgrove, B61 7BS
4006 The De Montfort School	856	103	12 Four Pools Road, Evesham, Worcs
5202 St Thomas More Catholic First School	211	25	11.8 Woodrow Centre, Studley Road, Redditch, B
3042 St Richard's CofE First School	341	40	11.7 Four Pools Lane, Evesham, WR11 1DU
3015 Wilden All Saints CofE Primary School	211	24	11.4 Wilden Lane, Stourport-on-Severn, DY13 9LI
2910 Franche Primary School	844	95	11.3 Chestnut Grove, Kidderminster, DY11 5QB
2187 Wychbold First and Nursery School	116	13	11.2 School Road, Wychbold, Droitwich, WR9 7PL
4422 Ridgeway Academy	470	52	11.1 Evesham Road, Astwood Bank, Redditch, B9
2917 Witton Middle School	456	50	11 Old Coach Road, Droitwich, WR9 8BD
3332 Wolverley Sebright VA Primary School	146	16	11 Franche Road, Wolverley, Kidderminster, DY
4002 North Bromsgrove High School	701	77	11 School Drive, Stratford Road, Bromsgrove, W
3380 St Wulstan's Catholic Primary School	175	19	10.9 Elmfield Walk, Off Stagborough Way, Stourp
4017 Woodrush Community High School	892	97	10.9 Shawhurst Lane, Hollywood, Birmingham
4434 Nunnery Wood High School	1314	142	10.8 Spetchley Road, Worcester
4501 King Charles I School	944	102	10.8 Hill Grove House, Comberton Road, Kidderm
3053 Harvington CofE First School	168	18	10.7 Village Street, Harvington, Evesham, WR11 8
4004 The Stourport High School and Sixth Form	990	106	10.7 Minster Road, Stourport-on-Severn, Worcs
2118 Pebworth First School	38	4	10.5 Back Lane , Pebworth, Stratford-upon-Avon,
3368 Holy Redeemer Catholic Primary School	181	19	10.5 Priest Lane, Pershore, WR10 1EB
2019 Meadows First School	338	35	10.4 Stourbridge Road, Bromsgrove, B61 0AH

3393 St Ambrose Catholic Primary	202	21	10.4 Leswell Street, Kidderminster, DY10 1RP
4005 Droitwich Spa High School and Sixth Form	995	100	10.1 Briar Mill, Droitwich, Worcs
4028 The Chase	1049	106	10.1 Geraldine Road, Malvern, Worcs
3107 Upton-upon-Severn CofE Primary School	180	18	10 School Lane, Upton-upon-Severn, WR8 0LD
3360 St James' CofE Primary School	100	10	10 West Malvern Road, Malvern, WR14 4BB
3397 Bewdley Primary School	319	32	10 Stourport Road, Bewdley, DY12 1BL
4013 Tenbury High Ormiston Academy	351	35	10 Oldwood Road, Tenbury Wells, Worcs
3018 Church Lench CofE First School	71	7	9.9 Main Street, Church Lench, Evesham, WR11
3013 Hartlebury CofE Primary School	183	18	9.8 The Village, Hartlebury, Kidderminster, DY11
3324 Fladbury CofE First School	82	8	9.8 Church Street, Fladbury, Pershore, WR10 2C
3051 Hanley Swan St Gabriel's with St Mary's Cc	113	11	9.7 Hanley Swan, Worcester, WR8 0EQ
5401 St Bede's Catholic Middle School	631	61	9.7 Holloway Lane, Redditch, B98 7HA
3104 Tenbury CofE Primary School	190	18	9.5 Bromyard Road, Tenbury Wells, WR15 8BS
2179 Stanley Road Primary School	373	35	9.4 Stanley Road, Worcester, WR5 1BD
3010 Far Forest Lea Memorial CofE Primary Sch	129	12	9.3 New Road, Far Forest, Kidderminster, DY14
3085 Pendock CofE Primary School	43	4	9.3 Pendock, Gloucester, GL19 3PW
3208 St Barnabas CofE First and Middle School	332	31	9.3 Stonebow Road, Drakes Broughton, Pershor
4432 Christopher Whitehead Language College	1149	105	9.1 Bromwich Road, Worcester
3308 Broadwas CofE Aided Primary School	100	9	9 Broadwas-on-Teme, Worcester, WR6 5NE
2021 Sidemoor First School and Nursery	302	27	8.9 Perryfields Road, Bromsgrove, B61 6QN
2161 Cherry Orchard Primary School	619	55	8.9 Timberdine Close, Worcester, WR5 2DD
3093 St Luke's CofE First School	146	13	8.9 Plymouth Road, Southcrest, Redditch, B97 4
3389 St George's CofE Primary School	202	18	8.9 St George's Lane North, Worcester, WR1 1R
4408 Blackminster Middle School	179	16	8.9 Station Road, South Littleton, Evesham, WR
2034 Dodford First School	68	6	8.8 Fockbury Road, Dodford, Bromsgrove, B61 9
2907 Comberton Primary School	445	39	8.8 Borrington Road, Kidderminster, DY10 3ED
6905 Tudor Grange Academy Worcester	925	81	8.8 Bilford Road, Worcester
2173 Perdiswell Primary School	412	36	8.7 Bilford Road, Worcester, WR3 8QA
3310 St Peter's Catholic First School	265	23	8.7 Rock Hill, Bromsgrove, B61 7LH
3391 St Joseph's Catholic Primary School	350	30	8.6 Chedworth Drive, Worcester, WR4 9PG
4576 St Egwin's CofE Middle School	389	33	8.5 Worcester Road, Evesham, WR11 4JU
2041 Swan Lane First School	347	29	8.4 Rynal Street, Evesham, WR11 4QA
2921 Holywell Primary and Nursery School	428	36	8.4 School Road, Rubery, B45 9EY
5404 St John's Church of England Middle School	645	54	8.4 Watt Close, Bromsgrove, B61 7DH
2204 Somers Park Primary School	403	33	8.2 Somers Park Avenue, Malvern, WR14 1SE

3014 Callow End CofE Primary School	98	8	8.2 Upton Road, Callow End, Worcester, WR2 4
5201 Flyford Flavell First School	73	6	8.2 Radford Road, Flyford Flavell, Worcester, WI
2078 Honeybourne First School	149	12	8.1 School Street, Honeybourne, Evesham, WR1
3072 The Littletons Church of England Academy	125	10	8 Farm Lane, South Littleton, Evesham, WR11
3205 St Nicholas' CofE Middle School	287	23	8 Main Street, Pinvin, Pershore, WR10 2ER
5402 Blessed Edward Oldcorne Catholic College	1056	85	8 Timberdine Avenue, Worcester
3210 Northleigh CofE Primary School	304	24	7.9 St Peter's Road, Malvern, WR14 1QS
3043 St Andrew's CE School	244	19	7.8 Maryman's Road, Evesham, WR11 2QN
3098 Rushwick CofE Primary School	154	12	7.8 Upper Wick Lane, Rushwick, Worcester, WR
4403 Parkside Middle School	528	41	7.8 Stourbridge Road, Bromsgrove, B61 0AH
3350 Lindridge St Lawrence CE Primary School	91	7	7.7 Lindridge, Tenbury Wells, WR15 8JQ
3328 Great Witley CofE Primary School	170	13	7.6 Worcester Road, Great Witley, Worcester, W
2904 Lickhill Primary School	201	15	7.5 Almond Way, Stourport-on-Severn, DY13 8U
3049 Hanbury CofE First School	120	9	7.5 School Road, Hanbury, Bromsgrove, B60 4B
2172 Nunnery Wood Primary School	404	30	7.4 Prestwich Avenue, Worcester, WR5 1QE
3097 Romsley St Kenelm's CofE Primary School	190	14	7.4 Bromsgrove Road, Romsley, Nr Halesowen,
2200 Pitmaston Primary School	593	43	7.3 Malvern Road, Worcester, WR2 4ZF
4579 Walkwood Church of England Middle School	662	48	7.3 Feckenham Road, Headless Cross, Redditch
2918 The Lyppard Grange Primary School	392	28	7.1 Ankerage Green, Warndon Villages, Worcest
3109 Upper Arley CofE VC Primary School	74	5	6.8 Arley, Bewdley, DY12 1XA
3016 Cookley Sebright Primary School	208	14	6.7 Lea Lane, Cookley, Kidderminster, DY10 3T/
2080 Kempsey Primary School	301	20	6.6 Ellsdon, Kempsey, Worcester, WR5 3NT
3110 Whittington CofE Primary School	211	14	6.6 Whittington, Worcester, WR5 2QZ
3057 Hindlip CofE First School	92	6	6.5 Droitwich Road, Fernhill Heath, Worcester, W
3330 Chaddesley Corbett Endowed Primary School	187	12	6.4 The Village, Chaddesley Corbett, Kiddermins
4001 The Bewdley School and Sixth Form Centre	808	52	6.4 Stourport Road, Bewdley, Worcs
5400 St Augustine's Catholic High School	684	44	6.4 Stonepits Lane, Hunt End, Redditch, Worcs
2197 Beaconside Primary and Nursery School	224	14	6.3 Hazel Road, Rubery, B45 9DX
3357 Malvern Parish CofE Primary School	205	13	6.3 Manby Road, Malvern, WR14 3BB
4401 Aston Fields Middle School	591	37	6.3 Drummond Road, Bromsgrove, B60 2ET
3318 St Peter's Droitwich CofE Academy	437	27	6.2 Church Lane, The Holloway, Droitwich, WR9
2147 Stoke Prior First School	147	9	6.1 Ryefields Road, Stoke Prior, Bromsgrove, B6
2915 Coppice Primary School	654	40	6.1 Shawhurst Lane, Hollywood, B47 5JN
4500 Hanley Castle High School	835	51	6.1 Church End, Hanley Castle, Worcester,
3300 Astley CofE Primary School	100	6	6 Astley, Stourport-on-Severn, DY13 0RH

4030 Pershore High School	904	54	6 Station Road, Pershore, Worcs
3309 St Mary's Catholic Primary School	86	5	5.8 Leamington Road, Broadway, WR12 7DZ
4044 Waseley Hills High School	641	37	5.8 School Road, Rubery, Birmingham
2012 Bretforton First School	53	3	5.7 New Street, Bretforton, Evesham, WR11 7JS
3108 Upton Snodsbury CofE First School	70	4	5.7 Upton Snodsbury, Worcester, WR7 4NH
2156 Welland Primary School	142	8	5.6 Marlbank Road, Welland, Malvern, WR13 6N
3021 St Catherine's CofE (VC) Primary School	413	23	5.6 Marlpool Lane, Kidderminster, DY11 5HP
3041 Bengeworth CE Academy	499	28	5.6 Kings Road, Evesham, WR11 3EU
5403 Prince Henry's High School	941	52	5.5 Victoria Avenue, Evesham, Worcs
3040 Elmley Castle CofE First School	38	2	5.3 Main Street, Elmley Castle, Pershore, WR10
2008 Beoley First School	97	5	5.2 Holt End, Beoley, Redditch, B98 9AN
2002 Crown Meadow First School & Nursery	333	17	5.1 Birmingham Road, Alvechurch, B48 7TA
3089 Powick CofE Primary School	195	10	5.1 42 Malvern Road, Powick, Worcester, WR2 4
2134 The Vaynor First School	441	22	5 Tennyson Road, Headless Cross, Redditch, l
3365 Ombersley Endowed First School	119	6	5 Droitwich Road, Ombersley, Droitwich, WR9
3019 Claines CofE Primary School	208	10	4.8 School Bank, Claines, Worcester, WR3 7RW
4003 South Bromsgrove High	980	46	4.7 Charford Road, Bromsgrove, Worcs
2153 Suckley Primary School	87	4	4.6 Church Lane, Suckley, Worcester, WR6 5DE
2903 Burlish Park Primary School	438	20	4.6 Windermere Way, Burlish Park, Stourport-on
3002 Belbroughton CofE Primary School	176	8	4.5 Bradford Lane, Belbroughton, Stourbridge, D
3029 Defford-Cum-Besford CofE School	47	2	4.3 Hill View, Defford, Worcester, WR8 9BH
3390 St George's Catholic Primary School	208	9	4.3 Thorneloe Walk, Worcester, WR1 3JY
2127 Astwood Bank First School	333	14	4.2 Church Road, Astwood Bank, Redditch, B96
3027 Cropthorne-with-Charlton CofE First School	96	4	4.2 Main Street, Cropthorne, Pershore, WR10 3N
2188 Wythall, Meadow Green Primary	293	12	4.1 Meadow Road, Wythall, B47 6EQ
3306 The Bredon Hancock's Endowed First Schc	171	7	4.1 Church Street, Bredon, Tewkesbury, GL20 7I
3359 Malvern Wells CofE Primary School	101	4	4 263 Wells Road, Malvern, WR14 4HF
3001 Bayton CofE Primary School	104	4	3.8 Bayton, Kidderminster, DY14 9LG
3082 Offenham Church of England Academy	106	4	3.8 Myatt Road, Offenham, Evesham, WR11 8SI
4435 The Chantry School	713	27	3.8 Martley, Worcester
2006 Ashton-under-Hill First School	108	4	3.7 Elmley Road, Ashton-under-Hill, Evesham, W
3387 Our Lady Queen of Peace Catholic Primary	189	7	3.7 Bransford Road, Worcester, WR2 4EN
4400 Bredon Hill Academy	486	18	3.7 Elmley Road, Ashton-under-Hill, Evesham, W
2914 Leigh and Bransford Primary School	139	5	3.6 Hoopers Close, Leigh Sinton, Malvern, WR13
3329 Hallow CofE Primary School	195	7	3.6 Main Road, Hallow, Worcester, WR2 6LD

4575 Alvechurch CofE Middle School	434	15	3.5 Birmingham Road, Alvechurch, B48 7TA
4800 Hagley Catholic High School	882	31	3.5 Brake Lane, Hagley, Stourbridge, West Midla
6009 Holy Trinity School	579	20	3.5 Birmingham Road, Kidderminster, Worcester
3038 Eckington CofE First School	88	3	3.4 School Lane, Eckington, Pershore, WR10 3A
3317 St Joseph's Catholic Primary School	207	7	3.4 St Joseph's Close, Droitwich, WR9 0RY
3081 Norton Juxta Kempsey First School	121	4	3.3 Wadborough Road, Littleworth, Worcester, W
4010 Haybridge High School and Sixth Form	875	29	3.3 Brake Lane, Hagley, Stourbridge, West Midla
2901 Lickey Hills Primary School and Nursery	443	14	3.2 Old Birmingham Road, Lickey, B45 8EU
3401 Northwick Manor Primary School	650	20	3.1 Northwick Road, Worcester, WR3 7EA
3000 Abberley Parochial VC Primary School	104	3	2.9 Apostles Oak, Abberley, Worcester, WR6 6A
3099 Sedgeberrow CofE First School	175	5	2.9 Main Street, Sedgeberrow, Evesham, WR11
3008 Broadheath CofE Primary School	143	4	2.8 Sailor's Bank, Lower Broadheath, Worcester,
3039 Eldersfield Lawn CofE Primary School	108	3	2.8 Corse Lawn, Gloucester, GL19 4LZ
3382 Tardebigge CofE First School	145	4	2.8 Church Lane, Tardebigge, Bromsgrove, B60
3322 St Mary's Catholic Primary School	189	5	2.6 High Street, Evesham, WR11 4EJ
2079 Inkberrow First School	129	3	2.3 Main Road, Inkberrow, Worcester, WR7 4HH
2055 Hagley Primary School	627	14	2.2 Park Road, Hagley, Stourbridge, DY9 0NS
2135 Webheath Academy Primary School	355	7	2 Downsell Road, Redditch, B97 5RJ
3316 Cutnall Green CofE Primary School	98	2	2 School Road, Cutnall Green, Droitwich, WR9
3381 Sytchampton Endowed Primary School	98	2	2 Sytchampton, Stourport-on-Severn, DY13 9S
3302 St Andrew's CofE First School	225	4	1.8 Hewell Road, Barnt Green, B45 8NG
3116 Red Hill CofE Primary School	233	4	1.7 Midhurst Close, Worcester, WR5 2HX
2032 Clifton upon Teme Primary School	68	1	1.5 Pond Lane, Clifton-upon-Teme, Worcester, V
3074 Malvern Wyche CofE Primary School	140	2	1.4 Lower Wyche Road, Malvern, WR14 4ET
3005 Blakedown CofE Primary School	153	2	1.3 Birmingham Road, Blakedown, Kidderminste
3017 Castlemorton CofE Primary School	86	1	1.2 Church Road, Castlemorton, Malvern, WR13
2017 Finstall First School	299	3	1 Carnforth Road, Bromsgrove, B60 2HS
3048 Grimley and Holt CofE Primary School	97	1	1 Grimley, Worcester, WR2 6LU
5200 Our Lady of Mount Carmel Catholic First Sc	295	3	1 Downsell Road, Webheath, Redditch, B97 5F
2047 Fairfield First School	117	1	0.9 Stourbridge Road, Fairfield, Bromsgrove, B6
3091 Feckenham CofE First School	112	1	0.9 School Lane, Feckenham, Redditch, B96 6Q
2018 Lickey End First School	149	1	0.7 School Lane, Lickey End, Bromsgrove, B60 1
2022 Blackwell First School	142	1	0.7 St Catherine's Road, Blackwell, Bromsgrove,
1001 Evesham Nursery School	28	0	0 Four Pools Road, Evesham, WR11 1DG
3028 Crowle CofE First School	69	0	0 Church Road, Crowle, Worcester, WR7 4AT

3056 Himbleton CofE First School
3105 Tibberton CofE First School

63
74

0
0

0 Neight Hill, Himbleton, Droitwich, WR9 7LE
0 Plough Road, Tibberton, Droitwich, WR9 7NL

1 3HZ

8LG

WR5 1DS

orcestershire B98 0HF

/, Redditch, Worcestershire, B98 7UZ

ire, DY11 7JJ

5 1DR

ire, B98

-Severn, DY13 0EL

EQ

cestershire, B60 2EP

estershire, WR4 9JL

ire, WR5 2JX .

.S

, WR13 5AA

Westershire, B61 0JL

11 7AW

4 9SG

198 9HR

3NH
3 9LR

LH
7 5JH
H
3
, Worcs

W
K
3 0PB

1, B98 0GD

3HA
3 9LR

U

Worcs

Udderminster, DY11 7FB,

WYQP

CV98 7RY

W

J

CV96 6BD

CV11 5TP

Worcs

Worcester-on-Severn, DY13 8TX

Udderminster, Worcs

CV3NQ

CV37 8XA

4UE
7TD
2B

9TQ

e, WR10 2AW

NU
iD
11 8TG
)AW

TE
R7 4BS
11 7PJ
8TL

2 5SU

R6 6HR
A
S

B62 0LF

i, B97 5AQ
ier, WR4 0DZ

A

R3 8RJ
iter, DY10 4SD

7AN
10 4ND

;

IE

3HS

IRT
B97 5BL
ODR

-Severn, DY13 8LA
Y9 9TF

6EH
VB

LA

D

VR11 7SW

VR11 7SW
3 5DX

inds
shire, DY10
.U

/R5 2QJ
inds

A
7UF
WR2 6QT

3AH

|

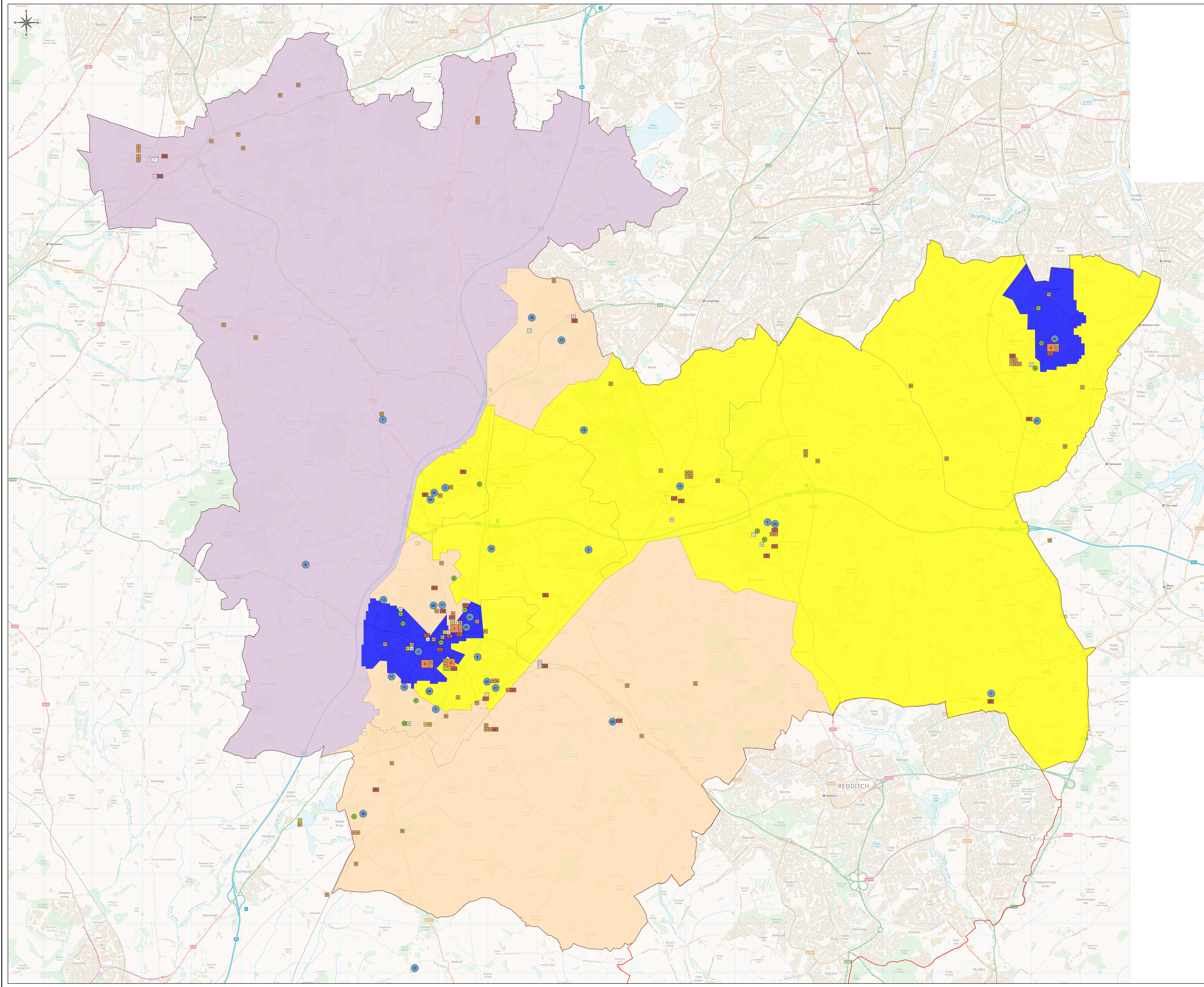
0PH
;X

VR6 6DH

r, DY10 3JN
6BG

3R
1 9LZ
D
IJG
B60 1BN

.



CLUBS BDC

1. Redhill Archers
2. Bromsgrove and Redditch Athletics Club
3. Bart Green Badminton Club
4. Manor Badminton Club
5. Woodcote Badminton Club
6. VIC Badminton Club
7. Newnham Cribb Badminton Club
8. Lyn Badminton Club
9. Bromsgrove Blues
10. Bromsgrove Bears
11. Bromsgrove and District Indoor Bowls Club
12. Bromley & Harrington B.C.
13. Stoke Prior Bowling Club
14. Bromsgrove Town Bowling Club
15. Havel Bowling Club
16. Wylthall Bowling Club
17. Upson Women's Centre Education Centre
18. Stoke Prior Sports & Country Club
19. Alvechurch & Haywood CC
20. Kenwood CC
21. Bart Green CC
22. Belkington CC
23. Bromsgrove CC
24. Clent CC
25. Five Ways Old Edwardsians CC
26. Hagley CC
27. Havel Cricket Club
28. Wylthall CC
29. Bromley & Harrington Cricket Club
30. Bromley & Harrington CC (Youth)
31. Bromsgrove Openwheel Cycling Club
32. Warwickshire Roof Club
33. Cabhill Dance Centre
34. Bromsgrove School of Dance
35. Special Olympics Worcestershire
36. Bromsgrove Swims
37. Alvechurch Ladies FC
38. Bromsgrove Ladies
39. Bromsgrove Sporting FC
40. Farfield Villa FC
41. Calverton Swift FC
42. Cabhill FC
43. Meadow Park FC
44. Meadow Minnow FC
45. Wylthall Ladies
46. King Norton Golf Club
47. Bromsgrove Golf Club
48. Farfield Heath Golf Club
49. Gays Hill Golf Club
50. Hagley Golf and Country Club
51. Rose Hill Golf Club
52. Bromsgrove Gymnastics Club
53. Bromsgrove Hockey Club
54. Kings Heath Hockey Club
55. Bromsgrove Judo Kwal
56. Bromsgrove Tai Kwan Do
57. British Free Fighting Academy
58. Wore Martial Arts
59. Bourn Hagley Karate, Boudan Karate
60. Ryland Centre Netball Club
61. Upson Women's Outdoor Education Centre
62. New Bevens Rugby League Club
63. Bromsgrove RFC
64. Kings Norton RFC
65. Old Helmsleyers RFC
66. Woodcote RFC
67. Bart Green Sailing Club
68. Bart Green Squash Club
69. David Lloyd Health Club
70. Woodcote & Worcestershire Shooting Club
71. Bromsgrove Swimming Club
72. Bromsgrove Table Tennis
73. Wylthall Tennis Club
74. Bart Green Tennis Club
75. Belkington Tennis Club
76. Bromsgrove Tennis Club
77. Hagley High Flyers
78. Bart Green Sports Club

SHELTER HOUSING BDC

1. Stoke Prior, Prior Avenue
2. Buckley Green
3. Oakwell Court, Parkwood Road
4. Edain Court, Edain Crescent
5. Green Cables Drive
6. Loaves Court, Elm Grove
7. Oak Apple Court, Oak Apple Road
8. Shelton Court, Shelton Close
9. Tarnard Close
10. Willow Court, Willow Road
11. Windsor Gardens
12. Shawbury Lane, Parkways Court
13. Gilbert Court
14. Dennis Pether Court, Hadley Close

SCHOOL LOCATIONS BDC

1. Beoley First School
2. Blackwell First School
3. Cabhill First School & Nursery
4. Churchill First School
5. Crown Meadow First School
6. Duddard First School
7. Farfield First School
8. Farfall First School
9. Harbury CE First School
10. Lacey End First School
11. Meadows First School
12. Millfields First School
13. St Andrew's CE First School & Nursery
14. St Peter's Catholic First School
15. Stoke Prior First School
16. Sucoade Primary & Nursery School
17. Lacey Hills Primary School
18. Bacoade Primary & Nursery School
19. St James CE Middle School
20. The Coppice Primary School
21. Alvechurch CE Middle School
22. Alton Hales Middle School
23. Canhill Middle School
24. Parkside Middle School
25. St James CE Middle School
26. North Bromsgrove High School
27. South Bromsgrove High School
28. Chadgrave Special School
29. Rigby Hall School
30. Holt College Bromsgrove

SPC CENTRES BDC

1. The Dolphin Centre
2. The Ryland Centre
3. Bromsgrove School
4. Woodcote Sport Centre

HALLS TO HIRE BDC

1. Alvechurch Village Hall
2. The Ark, Alvechurch
3. Alvechurch Cricket Club
4. Friends Meeting House
5. St Andrew's Church Hall
6. Woodcote Sports Centre
7. St Godwals Church Hall
8. All Saints Church Hall
9. Bromsgrove Methodist Centre
10. Amphlett Hall
11. Bromsgrove Baptist Church
12. Hagley Free Church
13. Tardiff Village Hall
14. Finesill Village Hall
15. Bromsgrove Rugby Club
16. Stoke Prior Village Hall
17. Bromsgrove Sporting
18. Parkside
19. Bromsgrove Scout Hut
20. Boley Village Hall
21. Bewell Head Social Club
22. Cabhill Social Club
23. Bromsgrove Cricket, Hockey, Tennis Club
24. Ryland Centre
25. Dolphin Centre
26. Wylthall Village Hall/W Meeting House
27. Wylthall Park Community Association
28. Bourn Village Hall
29. Rubery Social Club
30. St Saviour's Church Hall
31. Hagley Community Centre

EXERCISE SESSIONS BDC

1. Badminton Sessions
2. Seated Tai Chi
3. Squash Mover
4. 60+ Exercise
5. 40+ Exercise
6. 60+ Exercise
7. 60+ Exercise
8. 60+ Exercise
9. 60+ Exercise
10. 60+ Exercise
11. Stretch and Tone
12. Tai Chi
13. Zumba Gold
14. Zumba Gold
15. Walk for Health
16. Healthy Horizons

DISABILITY SESSIONS BDC

1. Keep On Moving Multi Sports
2. Bromsgrove Bocce Boas
3. Disability Bowls
4. Disability Sailing
5. Inclusive Athletics
6. Tables for Air
7. N-Abis

SPORTS ENGLAND AREAS BDC

- Area 6 - Tim
- Area 11 - Philip
- Area 17 - Ruth & Phyllis
- Area 19 - Elsie & Arnold

KEY

Notes:

Project: Leisure Facilities

Drawing: Location Details Bromsgrove DC

Drawn: MW Scale: 1:25,000 @ A4

Surveyed: OS Date: Mar 2016

Drawing No: P2232/4A

Engineering and Design Services: Town Hall, Walter Street, Square, Redditch, Worce B98 8AH

REDDITCH BOROUGH COUNCIL

making a difference

Bromsgrove District Council

© Crown Copyright and Database rights 2016. Ordnance Survey 100024202

This page is intentionally left blank

Ultra-Low Emissions Vehicle Strategy and Funding

Relevant Portfolio Holder	Cllr M Sherrey
Portfolio Holder Consulted	Yes
Relevant Head of Service	Guy Revans/Judith Willis
Ward(s) Affected	All
Ward Councillor(s) Consulted	No
Key Decision / Non-Key Decision	Key

1 SUMMARY OF PROPOSALS

- 1.1 The report sets out an Ultra-Low Emissions Vehicle (ULEV) Strategy (Appendix 1) and a five year action plan in response to the rapidly growing demand for ULEV infrastructure and technology.

2 RECOMMENDATIONS

- 2.1 The Cabinet is asked to RECOMMEND to the Council that:

Strategy

- i. The ULEV strategy and associated Action Plan attached at Appendix 1 is adopted.

ULEV Taxi Infrastructure funding

- i. The Head of Environmental Services and Head of Community Services have delegated power to act following consultation with the relevant Portfolio Holder, to administer the (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme funding including site selection.
- ii. An increase is approved to the Capital Programme 2019/20 of £300k for the (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme funding.
- iii. The Office for Low Emission Vehicles (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme funding is used in procuring the installation of a dedicated electric taxi charging network which supports Bromsgrove taxi drivers and operators in:
- a) Transitioning to electric vehicles
 - b) Their ability to travel into Birmingham's Clean Air Zone.

ULEV funding

- iv. The Head of Environmental Services and Head of Community Services have delegated power to act following consultation with the relevant Portfolio Holder, to apply for, accept, and administer (including in partnership with other local authorities) future funding in line with this strategy.

3 KEY ISSUES**Financial Implications**

- 3.1 Bromsgrove District Council were successful in bidding for £300,000 in the Office for Low Emission Vehicles (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme: round 2.

The grant constitutes 75% of the total capital spend with two payments delivery 50% in April 2019 and 50% in December 2019.

After preliminary discussions with other successful bidders and Charge Point Operators (CPOs) and installers, the industry is willing to fund the remaining 25% of the installation costs and add value by installation of public charge points in order and operate these for an agreed term.

The funding is based on the installation of 10 rapid charging taxi points as outlined in the original bid to be completed by March 31st 2020. Funding will only be fully delivered if the Secretary of State is satisfied that deliverables have been met. Should the OLEV funding not be spent in the manner and timescales set out, it must be returned to OLEV.

- 3.2 There are currently Government grants which can assist in the transition to ULEV technology, particularly the installation of electric vehicle (EV) charging points:

- i. **OLEV electric vehicle home charge scheme**

This funding allows owners of EVs up to £500 towards the cost of a home charge point provided they have a dedicated parking space. EV owners without dedicated parking provision are unable to access this.

- ii. **On street residential charge point scheme**

The £4.5m funding in 2019/20 is available to Local Authorities for eligible projects, on a first come, first-served basis. It allows Local Authorities access to grant funding for up to 75% of the capital costs of procuring and installing the charge point and an associated dedicated parking bay. Recent communications confirm that this funding would also be applicable for communal off-street parking facilities that are accessible by those for whom home-charging is not possible.

iii. Workplace charging Scheme (WCS)

WCS is a voucher-based scheme designed to provide eligible applicants with support towards the upfront costs of the purchase and installation of EV charge points for staff. The contribution is limited to the 75% of purchase and installation costs, up to a maximum of £500 for each socket, up to a maximum of 20 across all sites for each applicant. The charge points cannot be publically accessible in order to be eligible for this funding.

- 3.3 Officers will include any financial implications of grant income and expenditure on the quarterly budget monitoring statements.
- 3.4 There are possible opportunities to lease land (providing suitability of conditions) to Charge Point Operators (CPOs) where they will to install, maintain and operate charge points and charge point stations (essentially a bank of charge points usually undercover as with a traditional forecourt). This may also create an opportunity for income sharing. The Land Buildings and Asset Group (LBAG), a subgroup of the Commercialisation Board) is overseeing this potential opportunity.
- 3.3 There are other aspects of the Strategy which could also link to the Council's commercialism agenda, providing more cost effective services and opportunities for revenue generation to support public services. For example, electric vehicle pool cars, investment in the low carbon economy and revenue generation from electricity grid services.

Legal Implications

- 3.4 A Local Planning Authority is the local authority or council that is empowered by law to exercise statutory town planning functions. In its role as Local Planning Authority, the Council can in certain situations required developers to include ULEV charging points as part of a proposed development.
- 3.5 The Council has the power under Section 1 of the Localism Act 2011 to act as Accountable Body under the Funding Agreement and accept the OLEV Ultra-Low Emission Taxi Infrastructure Scheme Grant. This would also apply to other OLEV funding that may be sought in the future, such as the 'On street residential charge point scheme' and the Workplace charging Scheme (WCS).

Service / Operational Implications

- 3.6 The Ultra-Low Emission Vehicles (ULEV) Strategy sets out a vision and aims, along with context and rationale:

The Vision:

A local area thriving in terms of local economic growth, public health, wellbeing and the environment, enabled by a sustainable travel network and a successful low carbon sector including ULEV related industry.

The Aims:

- To support the use of ULEVs in the local area
- To support local economic activity and training opportunities in the ULEV industry
- To facilitate other actions to reduce vehicle related emissions.

The Governments 'Road to Zero' Strategy confirms the end of the sale of new conventional petrol and diesel cars and vans in the UK by 2040. The key driver in Road to Zero is improving poor air quality in order to improve public health, as road transport is one of the biggest contributors.

Neighbouring Birmingham City Council's Clean Air Zone will be in effect from January 2020.

The uptake of ULEVs in the UK presents the Council with an opportunity to work towards a sustainable future and realise significant economic, social and health benefits. However it poses challenges including the deployment of resilient re-charging and re-fuelling infrastructure.

Electric Vehicles are the most prominent and developed form of ULEV currently on the market thus the strategy action plan focuses on supporting this technology.

Planning for ULEV infrastructure, training and education and financial impact is essential to enable the District to be resilient to changing legislation and market conditions and to ensure residents, business and visitors to the local area benefit from the rapid advancement in transport towards ULEVs.

3.7 These recommendations support the priorities, principles and strategic purposes of Bromsgrove District Council's Plan 2017- 2020 as follows:

Key Priorities:

- Financial Stability
- Economic Development
- Partnerships & Joint Ventures
- Quality Services
- Reduced Congestion

Key Principles:

- Be corporately responsible by ensuring we meet our ethical, environmental and social responsibilities, and that services support our communities to develop.
- Constantly innovate, to make the best use of our resources to ensure we deliver efficient, quality services and eliminate waste.
- Make decisions and provide challenge based on data, evidence and learning.
- Use the Council's unique position in the community to encourage and support change amongst partners and other agencies.

Strategic purposes:

- **'Help me to run a successful business'**
- **'Help me to be financially independent'**

Working with partners to support local business, encourage inward investment, support training that meets employer skill needs and enabling employment opportunities.

- **'Help me to live my life independently'**

Working with health and other partners to reduce hospital admissions and keep people in their own home, enable access to appropriate transport, support physical activity and support access to work, education and training.

- **'Keep my place safe and looking good'**

Reducing emissions and limiting the effect of climate change, including working with our communities and working with stakeholders to improve the infrastructure for cycling and walking.

- **'Provide good things for me to see, do and visit'**

Envisions vibrant and flourishing town and local centres.

3.8 Economic growth

It is important to recognise that the low carbon economy is already an area of strength, with many innovative businesses in this area. The Low Carbon and Renewable Energy sector has outperformed the growth of the wider economy, with growth in turnover nationally of 5% from 2015 to 2016. The Council's physical location and heritage in the automotive industry lends itself well towards adaptation to development of ULEV transport technology. Capitalising on this and investing in education in this industry is a key opportunity the Council can seek to facilitate.

The Worcestershire Local Enterprise (LEP)'s Energy Strategy is fully supportive of low carbon transport including a network of rapid Electric Vehicle chargers whilst increasing economic growth in the region and delivery of clean energy.

3.9 Air Quality and Climate Change

Poor air quality is the largest environmental risk to public health in the UK and there is strong evidence that global action is needed to improve on air quality and safeguard residents from the damaging effects of Climate Change. Local action is required improve conditions locally and to provide resilience for communities and industries.

National government have responded with the Road to Zero, Clean Growth and Clean Air Strategies and a commitment to end the sale of petrol and diesel cars and vans by 2040¹. Alternative fuels for vehicles, such as electric, gas (methane) and hydrogen, can have lower emissions than conventional fossil fuel vehicles.

Bromsgrove District has three air quality management areas (AQMAs) where air pollution contravenes national standards. There are also direct correlations with hospital admissions and exacerbated air quality conditions as identified in Worcestershire Public Health's analysis for the Joint Strategic Needs Assessment (JSNA).

In 2015, five Clean Air Zones (CAZs) were mandated in the UK, one of which is in neighbouring Birmingham. Birmingham's CAZ will be in effect in 2020. Drivers of the most polluting vehicles will be charged on a per day basis when entering the CAZ. In reality this results in cars, private hire, taxis and LGVs that do not meet the emissions standards being charged £8 per day and HGVs, coaches and buses being charged £50 per day to drive in the CAZ.

Due to the Council's proximity to Birmingham, it is appropriate that adaptation is made to allow for the changing nature of vehicles on our roads to ensure residents, business and visitors are assisted in the transition to ULEVs.

¹ Road to Zero Strategy

Bromsgrove District Council (BDC) are one of the partners to the Worcestershire Climate Change Strategy 2012-2020. This sets a target to reduce the county's carbon emissions from 2005 levels by 30% by 2020. From the latest available evidence (2005-2016²), the majority of reductions in local carbon emissions are in industrial and domestic sectors, with transport only showing a 10% reduction in Bromsgrove District.

3.10 ULEV charge point infrastructure

In order to futureproof for local needs, including for streets that do not currently have off-street parking provision, we will facilitate the creation of a comprehensive network of rapid/ultra-rapid charging hubs and destination charging facilities (visitor and workplace, including communal overnight locations) that is reliable, convenient, affordable and attractive. We will consider rural as well as urban needs. The electricity supply to this electric vehicle charging infrastructure should be from renewable energy sources.

It is our intention that all new homes, workplaces and visitor attractions, should have access to adequate electric vehicle charging infrastructure, where appropriate. The electricity supply to this electric vehicle charging infrastructure should be from renewable energy sources. We will work to achieve this through development and implementation of local planning policies in line with the National Planning Policy Framework and through enforcement of future Building Regulations which will incorporate requirements for electric vehicle charging infrastructure from 2020.

3.11 OLEV Ultra-Low Emission Taxi Infrastructure Scheme grant

The Council will need to procure a Charge point Operator (CPO) to contribute to final selection of suitable sites, provide 25% match funding, install, operate and maintain the taxi charge points, expecting around a 10 year contract for the original provider to gain interest.

Identification of EV taxi charge points sites has commenced during ongoing consultation with taxi operators and private hire drivers, North Worcestershire Economic Development and Regeneration (NWEDR), and Worcestershire Regulatory Services (WRS). Further work is required, including input from the procured Charge point Operator (CPO) and further liaison with Western Power Distribution (WPD) around grid capacity.

While the charging points funded will be specifically for taxis, the Council will seek to develop a public charging network to sit alongside the taxi charge points, maximising the financial efficiency of the grant funding as much of the installation costs will be shared. Officers intend to tender for a CPO at the earliest possible opportunity following approval of recommendations in this report.

² There is a two-year delay in the collation of national greenhouse gas figures.

3.12 Joined-Up Approach

Worcestershire County Council (WCC) is in the preliminary stages of developing a county-wide strategy for ULEV provision. WCC as highways authority look after on street infrastructure and wider transport objectives. Their strategy will focus on technical standards and data analysis with particular regard to highways land.

The District level strategy sets out principles and actions that are tailored to our local situation. Worcestershire Regulatory Services (WRS) for BDC lead on creating air quality action plans for the District and BDC have responsibility for many of the off street car parks across the district, some business premises.

The County level and District level strategies therefore have a slightly different but complimentary focus. Any future reviews will aim for an integrated approach, as far as practically possible.

A North Worcestershire working group will ensure a joined up approach between councils and cross border. This including representatives from Bromsgrove District Council, Redditch Borough Council, Wyre Forest District Council, North Worcestershire Economic Development and Regeneration (NWEDR), Worcestershire Regulatory Services (WRS), Worcestershire County Council, Midlands Energy Hub and neighbouring Local Authorities. Minutes are also circulated to the BDC Strategic Planning Manager and Worcestershire Public Health.

Customer / Equalities and Diversity Implications

- 3.13 Should the Council choose not to deliver on delivering a ULEV strategy and action plan, this may lead to inequality in access to EV charging and the risk of increasing transport poverty, particularly relating to homes where home-charging is not possible and in rural areas.

4. RISK MANAGEMENT

- 4.1 If the OLEV grant taxi funding is not utilised in accordance with OLEV guidelines, the funding will need to be returned. This would jeopardise the taxi and private hire local business particularly with the Birmingham CAZ taking force in 2020.
- 4.2 The action plan will be regularly monitored and updated as appropriate to ensure actions are reflective of local needs and requirements and the developing ULEV industry.

Cabinet

10th July 2019

APPENDICES

Appendix 1 - Bromsgrove District Council ULEV Strategy and Action Plan
Appendix 2 - Glossary of Acronyms

6. BACKGROUND PAPERS

None

7. KEY

None

AUTHOR OF REPORT

Name: Kath Manning / Anna Wardell-Hill
email: kath.manning@bromsgroveandredditch.gov.uk
a.wardell-hill@bromsgroveandredditch.gov.uk
tel.no: ext.3044/1715

This page is intentionally left blank

Bromsgrove District Council
Ultra-Low Emission Vehicles Strategy

Contents

Glossary	3
Foreword	7
1. Vision, Aims and Objectives	7
1.1 Vision	7
1.2 Aims	7
1.3 Objectives	7
2. Setting the Scene	8
2.1 Introduction	8
2.2 Scope of this strategy	10
2.3 Key drivers for a ULEV strategy in Bromsgrove District	12
2.4 National Context	14
2.5 Local Context	15
3 Our Approach	21
3.1 Joined-Up Approach	21
3.2 Approach to electric vehicle charging infrastructure	21
4. Action Plan	27
Appendix A Bromsgrove Action Plan	28
Appendix B Charge points available to the general public in vicinity of Bromsgrove District June 2019	33
Appendix C Case Study: local economic activity and training opportunities in ULEV industry	35
Appendix D Case Study: Woo Bikes	36

Glossary

Acronym	Definition
AQMA	Air Quality Management Area – Location where Nitrogen Oxide levels exceed the national maximum threshold. Councils are required to produce and implement plans to reduce emissions in AQMAs.
EVSE	Electric Vehicle Servicing Equipment – effectively a generic term for electric vehicle charging points.
ULEV	Ultra-low emission vehicle – defined as vehicles with emissions of CO2 below 75g/km or fully electric powered.
WTW	'Well to wheel'. This describes the impacts of a vehicle fuel from production via distribution to usage.
Types of mass market vehicles are described in Figure 1.	
Types of electric vehicle charging situations are described in Figure 2.	
Types of electric vehicle charger are described in Figure 3.	

Figure 1 Types of vehicle in mass-market production

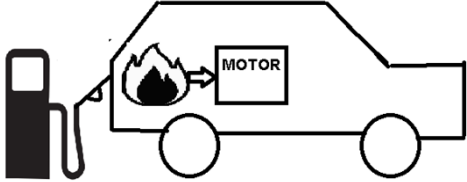
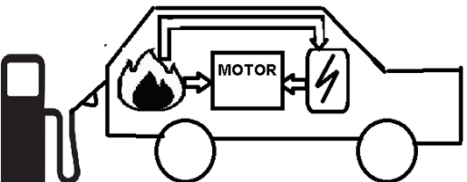
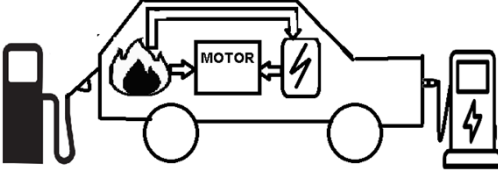
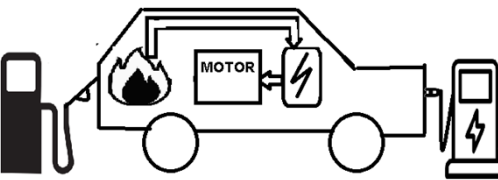
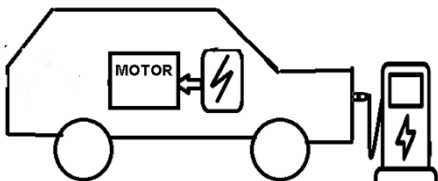
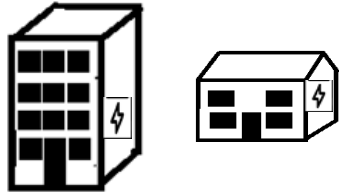
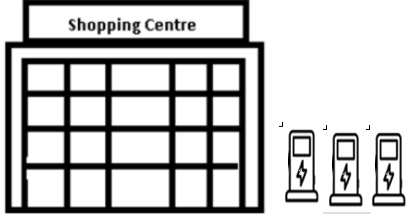

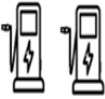
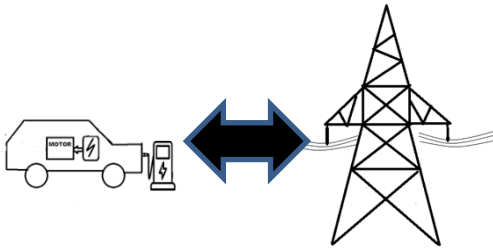
<p>ICE</p> <p>Internal Combustion Engine.</p>		<p>Traditionally petrol or diesel fuelled.</p>
<p>HEV</p> <p>Hybrid Electric Vehicle.</p>		<p>Conventional petrol or diesel ICE and a relatively small electric battery. Uses ICE and/or battery to power the car and uses energy from the ICE to charge the battery, depending on the situation. In certain driving conditions, this will lead to lower emissions.</p>
<p>PHEV</p> <p>Plug-in Hybrid Electric Vehicle.</p>		<p>HEV which has the ability to plug in and charge the electric battery from an external source. This gives the potential to further reduce emissions over a non-plug-in hybrid, especially if this electricity comes from a renewable source.</p>
<p>EREV</p> <p>Extended Range Electric Vehicle.</p>		<p>A plug-in electric vehicle, where there is also a small ICE. Energy from the ICE keeps the battery topped up and extends the range of the vehicle.</p>
<p>BEV</p> <p>Battery Electric Vehicle.</p>		<p>A plug-in electric vehicle using solely battery power.</p>

Figure 2 Types of charging situations

<p>Destination charging</p>		<p>Charging your vehicle at your destination</p> <ul style="list-style-type: none"> • When you travel and park for work, home, shopping or leisure. • Depending on the duration of stay, slow, fast or rapid chargers may be most suitable.
<p>Charging station</p>		<p>Charging on route</p> <ul style="list-style-type: none"> • Multiple rapid or ultra-rapid chargers with facilities

Figure 3 Types of electric vehicle charger

<p>Trickle Charger or Slow Charger</p> <p>3kWh power</p>		<ul style="list-style-type: none"> • Destination: Homes or workplaces • 9 miles range in one hour¹
<p>Fast Charger</p> <p>Usually 7kWh power</p>		<ul style="list-style-type: none"> • Destination: Few hours stay • 21 miles range in one hour
<p>Rapid Charger</p> <p>Up to 50kWh</p>		<ul style="list-style-type: none"> • Destination: ~ One hour stay • OR • Quick top-ups on route • Up to 150 miles range in one hour • Different cars have different connection types
<p>Ultra-Rapid Charger</p> <p>150 kWh – 350 kWh</p>		<ul style="list-style-type: none"> • Charging on route • 75-175 miles added in a 10minute charge • Cars in development with compatible chargers.
<p>Vehicle to grid (V2G)</p>		<ul style="list-style-type: none"> • Can discharge power from the vehicle back into the building or local network to provide power at peak times.² • Upcoming technology.

¹ As a rule of thumb, range is increased in 20 minutes by same number of miles as the power rating in kWh

² EV Charging in Car Parks CENEX

Foreword

To be provided by CEO or Leaders

Also passages of support from e.g. NWEDR, WRS, Public Health, HOW College?

1. Vision, Aims and Objectives

1.1 Vision

A local area thriving in terms of local economic growth, public health, wellbeing and the environment, enabled by a sustainable travel network and a successful low carbon sector including ULEV related industry.

1.2 Aims

- i. To support the use of Ultra Low Emission Vehicles (ULEVs) in the area.
- ii. To support local economic activity and training opportunities in the ULEV industry.
- iii. To facilitate other actions to reduce vehicle related emissions.

1.3 Objectives

- i. Engage with local stakeholders to understand and address their needs in relation to ULEV technology.
- ii. To support and develop appropriate infrastructure for re-charging and re-fuelling ULEV vehicles.
- iii. To enable suitable opportunities for ULEV related business³
- iv. and training, including within the councils' commercialisation agenda.
- v. Work with other sectors such as communications, public health and sports development to explore other ways to reduce vehicle related emissions e.g. encouraging walking and cycling⁴ and decreasing vehicle idling.

³ See Appendix C Case Study Indra Renewable Technologies

⁴ See Appendix D Case Study Woo Bikes

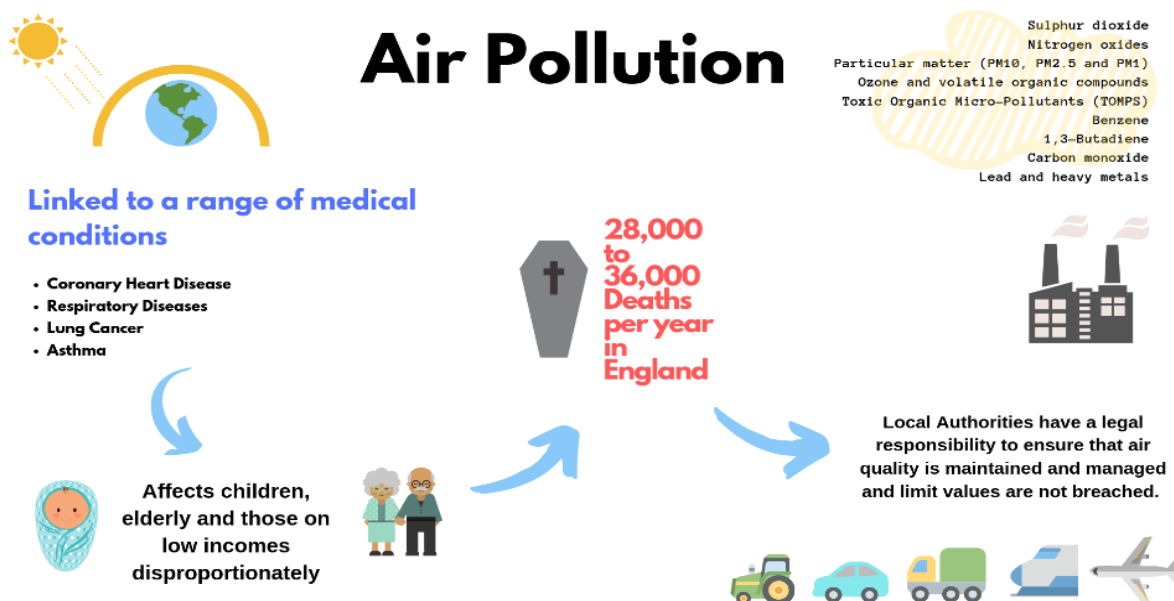


Figure 4: The Impacts of Air Pollution⁵

2. Setting the Scene

2.1 Introduction

There is a need nationally and locally to deliver economic growth along with improvements in public health, wellbeing and environmental welfare.

Diesel and petrol transport are key contributors to poor air quality, the largest environmental risk to public health in the UK. The annual mortality burden of human-made air pollution in the UK is roughly equivalent to between 28,000 and 36,000 deaths. Costs to society are estimated at more than £20 billion every year.⁶ There is strong evidence that man-made greenhouse gas emissions, including from fossil-fuel based transport, will have serious consequences within decades if not checked⁷.

Bromsgrove District Council (BDC) need to take action to improve local conditions and provide resilience for our communities and industries, as well as contributing to a global solution.

Alternative fuels are available for vehicles, with lower emissions than conventional fossil fuel vehicles. National government have responded with the Road to Zero, Clean Growth and Clean Air Strategies and a commitment to end the sale of petrol and diesel cars and vans by 2040⁸. At a local level, all Worcestershire Councils and the Worcestershire Local Enterprise Partnership are committed to improve local air quality^{9,10,11} and to reduce greenhouse emissions¹².

⁵ Worcestershire Public Health Air Quality dashboard

⁶ Review of interventions to improve outdoor air quality and public health. Public Health England.

⁷ IPCC Special Report Global Warming of 1.5 degrees

⁸ Road to Zero Strategy

⁹ Worcestershire Climate Change Strategy

¹⁰ Worcestershire LEP Energy Strategy

The uptake of Ultra Low Emission Vehicles (ULEVs) in the UK presents a great opportunity to work towards a sustainable future and realise significant economic, social and health benefits. However it poses several challenges that need to be addressed, most notably the deployment of resilient re-charging and re-fuelling infrastructure.

This strategy sets out how BDC will support the use of Ultra Low Emission Vehicles (ULEVs) and related economic activity in our areas. It recognises the importance to Bromsgrove of a sustainable travel network for residents, businesses, commuters and the visitor economy, and the need to attract growth industries that can provide local employment and education opportunities.

There is no intention to increase the number of vehicles on our roads, rather to enable residents across our areas to switch to ULEV's and facilitate other actions to reduce emissions and congestion.

Whilst much of the focus is currently on electric vehicles, innovation is happening all the time. It is important to be able to be ready to respond to future changes, therefore this strategy and action plan is designed to be flexible and responsive.

This strategy sets out national and local context along with our vision, aims and objectives and a proposed five year action plan. It will be reviewed as necessary to ensure that it remains fit for purpose.

¹¹ Worcestershire Air Quality Action Plan.

¹² Carbon dioxide, methane, nitrous oxide, ozone, CFCs and HCFCs.

2.2 Scope of this strategy

2.2.1 Figure 5 below depicts the traditional fuel type and future alternative options for different vehicle types. These future options are applicable to both private vehicles and fleet, including council fleet.

Figure 5: Traditional fuels and future alternative options for vehicles

Vehicle type	Fuel type		
	Traditional fuel	Transitional options	ULEV options
<ul style="list-style-type: none"> • Cars • Small vans • Taxis 	<ul style="list-style-type: none"> • Petrol • Diesel • LPG¹³ 	<ul style="list-style-type: none"> • Hybrid • Plug-in hybrid • EREV 	<ul style="list-style-type: none"> • BEV • Hydrogen fuel cells (not mass market) • Hydrogen ICE: concept vehicles only
<ul style="list-style-type: none"> • Large vans • HGVs (including refuse collection vehicles and buses) 	<ul style="list-style-type: none"> • Diesel 	<ul style="list-style-type: none"> • Methane: <ul style="list-style-type: none"> ○ Compressed natural gas (CNG) ○ Liquefied natural gas (LNG) 	<ul style="list-style-type: none"> • Some BEV and hydrogen fuel cell trials • Hydrogen ICE: concept vehicles only

The only commercially viable ULEV option available at present is electric cars, vans and taxis. Therefore, this will be the focus of our current strategy and actions. However, we also outline below the options above that are still in development and our approach to emerging opportunities in relation to these technologies.

¹³ Liquid Petroleum Gas (LPG) – have NOx and particulate emissions similar to petrol and greenhouse gas emissions per mile are similar to diesel, therefore this is not a viable future option to support in the area

2.2.2 Natural gas (methane)

Compressed natural gas (CNG) from high pressure gas mains is a potential transitional fuel for larger vans and HGVs. Liquid Natural Gas (LNG), delivered to site in liquefied form, is an alternative where CNG is not feasible, including for long-haul HGVs as it has a higher energy density. Vehicles that use both CNG or LNG and diesel are also available, with less benefit in terms of emissions compared to fully gas-powered vehicles.

For CNG/LNG, air quality emissions are equivalent to Euro VI diesel. WTW CO₂ emissions for CNG and LNG are similar to diesel if operated on fossil natural gas, but up to ~85% if operated on bio-methane¹⁴. CNG/LNG vehicles are also quieter compared to ICE vehicles, reducing noise pollution in residential areas and alongside busy roads.

While there are no mass-market ULEV options for larger vehicles, we will be supportive of high quality, appropriately sited CNG/LNG operations using bio-methane, including local filling stations and associated anaerobic digestion. We will consider these options for larger vehicles in our council fleet including refuse collection vehicles.

2.2.3 Hydrogen

Hydrogen can be used to power vehicles by producing electricity using hydrogen fuel cells. Water is the only tail pipe emission. However refuelling infrastructure is currently very limited and hydrogen production varies in its emissions profile.

We will watch this technology closely¹⁵ and be supportive of investment in this industry in the area, provided there is a trajectory towards a lifecycle low emission profile.

¹⁴ Low Emission Technology Options for Local Authority Fleets CENEX

¹⁵ Birmingham City Council jointly won £2.8 million with TfL in 2016 for 42 state-of-the-art hydrogen fuel cell buses <https://www.gov.uk/government/news/government-awards-30-million-funding-for-cleaner-greener-bus-journeys>

2.3 Key drivers for a ULEV strategy in Bromsgrove District

2.3.1 Reduction in Emissions

ULEVs do not release any harmful tailpipe emissions and improve air quality when replacing ICE vehicles. When powered by renewable electricity, emissions are negligible. The UK is gradually decarbonising electricity production as renewable energy sources rapidly increase. Renewable electricity accounted for 29.3% of electricity generated in the UK during 2017¹⁶.

2.3.2 Improved Carbon Footprint

In the UK, the lifetime carbon footprint of an electric vehicle is lower than for an ICE vehicle, even when taking into account manufacturing, running and disposal¹⁷. Further gains can be brought about by facilitating alternatives to car use and also by increasing understanding that smaller lower range batteries are sufficient in many cases. There is significant opportunity to re-use degraded electric vehicle batteries for other purposes such as storage of renewable energy. Further development of batteries and recycling capability is a priority. The Midlands is leading the way in this respect¹⁸, with increased electric vehicle uptake likely to provide more of a commercial driver for these improvements.

2.3.3 Reduction in Noise Pollution

ULEV's operating by electric power is very quiet compared to ICE vehicles. This benefits residential areas and alongside busy roads as noise pollution is reduced.

2.3.4 Financial benefit for ULEV vehicles

BEVs are more economical to run when compared with traditional ICE vehicles, although the vehicles themselves are still relatively expensive to buy. However when drivers consider full lifetime (of the vehicle) cost, buying decisions sway towards ULEVs.¹⁹ Up-front purchasing cost for electric vehicles is predicted to be on a par with petrol and diesel models by 2024 in the UK, or earlier if subsidies towards purchase continue²⁰. As well as lower fuel costs, it is believed less maintenance will be required, as fewer moving

¹⁶ Renewable electricity accounted for 29.3% of electricity generated in the UK during 2017 UK Energy in Brief, DEFRA, 2018

¹⁷ Department of Transport, Transport Energy Model Report, 2018

¹⁸ <https://www.gov.uk/government/collections/faraday-battery-challenge-industrial-strategy-challenge-fund>

¹⁹ Science Direct; Total cost of ownership and market share for hybrid and electric vehicles in the UK, US and Japan (January 2018)

²⁰ <https://www2.deloitte.com/uk/en/pages/press-releases/articles/21-million-more-electric-vehicles-expected-worldwide-by-2030.html>

parts are involved and regenerative braking increases life of braking components.

2.3.5 Commercial opportunities relating to the ULEV industry

This emerging market offers scope for local growth in the low carbon economy, building on the legacy of the region's motor, metals and manufacturing industries.

2.3.6 Limited Local Charge Point Infrastructure

There is insufficient accessible and reliable charging²¹, despite the increasing sales of electric cars. Restrictions by car manufacturer, business opening hours, charger reliability and ICE vehicles blocking charge points contribute to the inadequacy of the infrastructure. In order to increase public confidence, charge-points need to be reliable, convenient, affordable and attractive to use.

2.3.7 Households without access to home charging

Where residents can charge at home on drives or in garages, this is convenient and gives confidence to make a switch to ULEV, also enabling access to specialist electric vehicle tariffs with reduced costs depending upon time of use. These are not accessible to households with communal parking, on-street parking and where home-charging is unavailable for other reasons. We are aware of households of this type in Bromsgrove District, including terraced housing, apartments and other housing with communal parking including social housing.

²¹ See Appendix B for summary of local public electric charge-point infrastructure June 2019

2.4 National Context

2.4.1 UK government view EV technology as an exciting opportunity for the UK, It is expected that the UK's automotive sector will need to become a leader in this area in order to remain a player in the global market. The shift from ICE vehicles to ULEVs is seen as essential in achieving the national decarbonisation targets whilst maintaining economic growth.²²

2.4.2 It is also recognised that ULEVs provide the opportunity:

- i. To reduce greenhouse gases from the largest emitting sector
- ii. An opportunity to reduce local air pollution; the second highest cause of avoidable morbidity in the country
- iii. As a new industry with substantial export opportunities.

2.4.3 There will be more than 1M electric vehicles in use by 2020, which will require a total of 100,000 EV charging points but currently there are only **16,500 points** in the UK.²³

2.4.4 Road to Zero, 2018

This is the recently published government strategy in relation to ultra-low emission vehicles. It comes with an ambition to see at least half of new cars to be ultra-low emission by 2030 and a detailed 46 point action plan that provides us with an improved understanding as to where ULEV technology is seen to be heading from a government perspective. Its main aims are to:

- Enable a massive expansion of green infrastructure across the country
- Reduce emissions from vehicles already on the UK's roads
- Drive the uptake of zero emission cars, vans and trucks
- End the sale of ICE cars and vans by 2040

2.4.5 The Clean Air Strategy (2019) echoes the end of sale of ICE cars and vans by 2040.

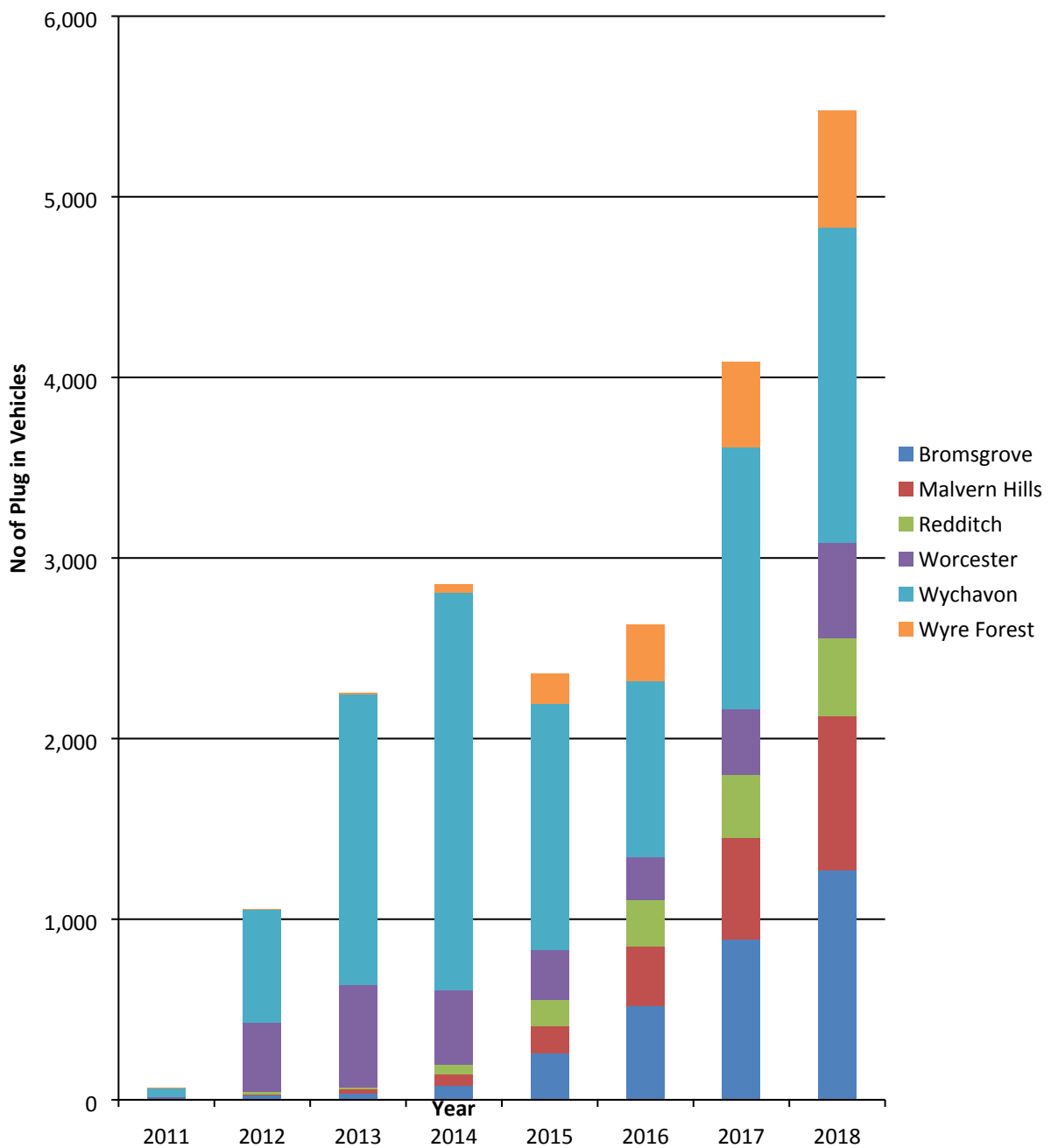
²² Electric Vehicle: Driving the Transition, the Business, Energy and Industrial Strategy Committee. House of Commons. 2018

²³ Source Zap Map

2.5 Local Context

2.5.1 The take up of ULEVs in the UK is steadily increasing with the number of plug in Vehicles registered reaching 144,000 in the first quarter of 2018. The local picture is following suit²⁴. Figure 6 below presents registration of plug-in cars and vans in Worcestershire. This increase is set to continue as additional ULEV models are introduced to the market in the coming years.

Figure 6: Number of plug-in cars, vans and quadricycles licensed in Worcestershire 2011-2018



²⁴ <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

2.5.2 Worcestershire Climate Change Strategy 2012-2020

This sets targets to reduce the county's carbon emissions by 30% from 2005 levels by 2020 and put in place measures to enable reduction by 80% by 2050. One of its stated aims is to develop smarter travel choices programmes (including smarter use of ICT to help residents avoid travel), and facilitate use of alternatively fuelled vehicles.

From the latest available evidence²⁵, the majority of reductions in local carbon emissions are in industrial and domestic sectors, as a result of a necessity to adapt to legislative and fiscal instruments. Transport only shows a 10% reduction.

Figure 7: Reduction in carbon emissions from 2005 to 2016* (%)

	Reduction per sector			National/ Worcestershire target
	Industry	Domestic	Transport	
Bromsgrove	-30	-30	-10	-30

*There is a two-year delay in the collation of national greenhouse gas figures

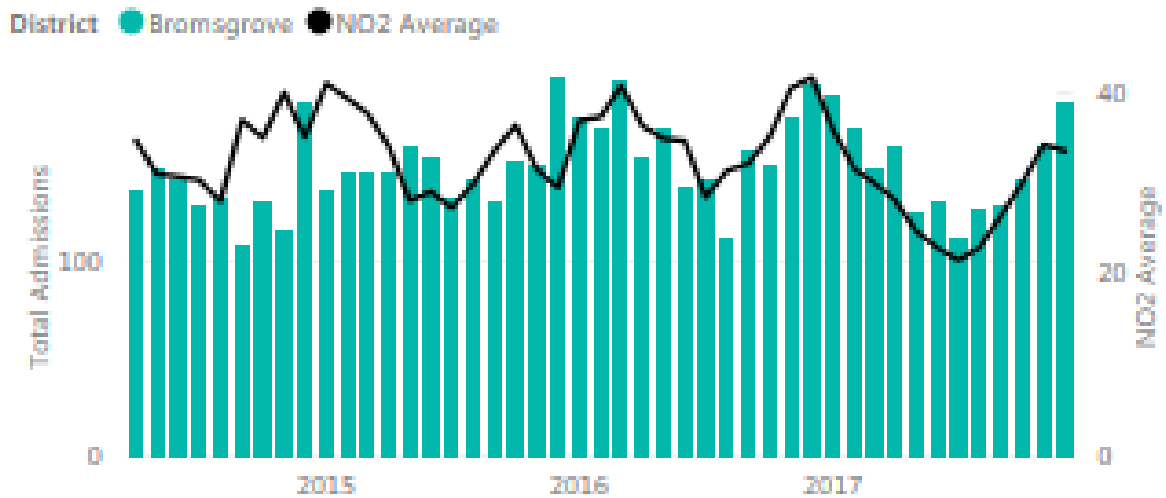
2.5.3 Air Quality

Bromsgrove District has three air quality management areas (AQMAs) where air pollution contravenes national standards. Recent research as part of Worcestershire Public Health's analysis for the Joint Strategic Needs Assessment (JSNA), has shown that hospital admissions with air quality exacerbated conditions, is often correlated with district level air quality.

²⁵<https://www.gov.uk/government/collections/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics>

Figure 8: Air quality and hospital admissions in Bromsgrove ²⁶

Total Admissions and NO2 Average by Month Year and District



2.5.4 Birmingham’s Clean Air Zone (CAZ)

In 2015, the government revealed plans to improve air quality in cities, with the introduction of five CAZs, to be operational by 2020. The government mandated CAZ in neighbouring Birmingham will be in effect in 2020 and is an area where targeted action is taken to improve air quality, in particular by discouraging the most polluting vehicles from entering the zone.

No vehicle is banned in the zone, but those which do not have clean enough engines will have to pay a daily charge if they travel within the area. For cars, private hire, taxis and LGVs that do not meet the emissions standards this will mean a charge of £8 per day and HGVs, coaches and buses that do not meet the standards will be charged £50 per day to drive in the CAZ.

2.5.5 Worcestershire Local Enterprise Partnership Energy Strategy

In line with the 2018 IPCC report’s focus on the need for more urgent decarbonisation in order to keep the world below 1.5 degrees of warming, this strategy aspires to a target of net zero carbon emissions for Worcestershire by 2040. In order to meet these more demanding goals, significant policy and funding commitments will be needed at a national as well as local level, such as a zero carbon national electricity network, enforcement of building control to zero carbon standards and commitment to bring forward the phase out date for high emission vehicles and include HGVs from where it stands currently at 2040.

²⁶ Worcestershire Public Health Air Quality dashboard

The strategy includes key measures of reducing carbon emissions by 50% on 2005 levels by 2030, doubling the size of the low carbon sector between 2016 and 2030 and tripling energy production from renewable generation by 2030.

Priority themes are interdependent and are as follows:

- i. Low carbon transport and active travel - aiming for a fully connected hub of low carbon transport, including a comprehensive system of rapid chargers for electric vehicles, next generation low carbon public transport and safe active travel corridors.
- ii. Increasing clean economic growth
- iii. Overcoming infrastructure and development barriers delivering affordable clean energy.

It also aims to grow Worcestershire's low carbon sector, which is already an area of strength, with many innovative businesses in this area. The Low Carbon and Renewable Energy sector has outperformed the growth of the wider economy, with growth in turnover nationally of 5% from 2015 to 2016. With the Government putting Clean Growth at the forefront of its Industrial Strategy there is a clear opportunity to maximise the local benefits of this and keep growing Worcestershire's low carbon economy.

2.5.6 Worcestershire Local Transport Plan

Worcestershire's Local Transport Plan focuses on new transport infrastructure Schemes, with a number of policy and guidance documents that sit alongside, for example:

POLICY TCC2 – ULTRA-LOW EMISSION VEHICLES

Worcestershire County Council will adopt a proactive approach towards ultra-low emission vehicles (ULEVs) and associated infrastructure, in line with Government policy. For example:

- Expand on its existing county-wide network of public charge points;
- Encourage businesses to provide workplace charging facilities for employees and customers;
- Ensure that developers are aware of ULEV guidance provided in the Streetscape Design Guide;
- Support access to charge points for residents without off-street parking;
- Facilitate (where possible) adoption of new and improved technologies and charging infrastructure developments (such as easy payment access);
- Explore the provision of dedicated charge points for taxi and private hire operators;

- Encourage bus operators to implement an ultra-low emission fleet and associated infrastructure;
- Work with partner organisations to support educational programmes that encourage the take-up and use of ULEVs; and
- Develop business cases and funding bids to access the funds needed to implement ULEV measures.

2.5.7 Bromsgrove District Local Plan

- As part of the National Planning Policy Framework (NPPF), these set out the Councils planning policies that shape and regulate local development.
- They reflect national aims to reduce carbon emissions, improve quality of life and health of residents and aim to conserve and improve the character and quality of the environment whilst promoting economic growth. They recognise that new and existing low carbon communities will be highly accessible and attractive.
- Several policies highlight low carbon, sustainable vehicle infrastructure as key to delivering the visions of these strategic plans.

2.5.8 Bromsgrove District Strategic Plans

These set out the Councils principles, strategic purposes and priorities.

- Be corporately responsible by ensuring we meet our ethical, environmental and social responsibilities, and that services support our communities to develop.
- Constantly innovate, to make the best use of our resources to ensure we deliver efficient, quality services and eliminate waste.
- Make decisions and provide challenge based on data, evidence and learning.
- Use the Council's unique position in the community to encourage and support change amongst partners and other agencies.

Our strategic purposes are as follows:

- **‘Help me to run a successful business’**
- **‘Help me to be financially independent’;**

Priorities to be worked on with partners involve supporting local business, encouraging inward investment, supporting training that meets employer skill needs and enabling employment opportunities.

- **‘Help me to live my life independently’**

Priorities include working with health and other partners to reduce hospital admissions and keep people in their own home, enabling access to appropriate transport, supporting physical activity and supporting access to work, education and training.

- **‘Keep my place safe and looking good’**

Gives priority to reducing emissions and limiting the effect of climate change, including working with our communities. This also includes working with stakeholders to improve the infrastructure for cycling and walking.

- **‘Provide good things for me to see, do and visit’**

Envisions vibrant and flourishing town and local centres and aims to utilise our Councils’ facilities to promote healthy lifestyles.

3 Our Approach

3.1 Joined-Up Approach

- 3.1.1 Worcestershire County Council (WCC), as highways authority, is in the preliminary stages of developing a county-wide policy for ULEV infrastructure. BDC will engage with the development of this policy.
- 3.1.2 The BDC strategy sets out principles and actions that are tailored to our local situation. BDC have responsibility for many of the off street car parks across the district, leisure centres, some business premises and lead on creating air quality action plans.
- 3.1.3 The County level and District/Borough level strategies therefore have a slightly different but complimentary focus. Any future reviews will aim for an integrated approach, as far as practically possible.
- 3.1.4 A North Worcestershire working group has been set up to ensure a joined up approach between councils and cross border. This including representatives from Bromsgrove District Council (BDC), Redditch Borough Council (BDC), Wyre Forest District Council (WFDC), North Worcestershire Economic Development and Regeneration (NWEDR), Worcestershire Regulatory Services (WRS), Worcestershire County Council (WCC), Midlands Energy Hub and neighbouring Local Authorities. Minutes are also circulated to the BDC Strategic Planning Manager and Worcestershire Public Health.

3.2 Approach to electric vehicle charging infrastructure

- 3.2.1 In order to futureproof for local needs, including for streets that do not currently have off-street parking provision, we will facilitate the creation of a comprehensive network of rapid/ultra-rapid charging hubs and destination charging facilities (visitor and workplace, including communal overnight locations) that is reliable, convenient, affordable and attractive, considering rural as well as urban needs.
- 3.2.2 It is our intention that all new homes, workplaces and visitor attractions, should have access to adequate electric vehicle charging infrastructure, where appropriate. We will work to achieve this through development and implementation of local planning policies in line with the National Planning Policy Framework and through enforcement of future Building Regulations which will incorporate requirements for electric vehicle charging infrastructure from 2020.
- 3.2.3 On-street charging is the jurisdiction of Worcestershire County Council where the land is adopted by WCC Highways.

3.2.4 Where the land is under the control of Bromsgrove District, suitability for on-street charging solutions will be assessed on a case by case basis and will be supported where it is deemed to be practical, cost-effective and low risk. We do not anticipate that on-street charging e.g. via lampposts will be a practical solution in most cases however, for a number of reasons:

- The need for lampposts to be at the front edge of the pavement.
- Significant upgrading of the electrical infrastructure associated with the lampposts is usually required.
- Trailing charging leads create a potential hazard, especially for those with visual impairment.
- Could potentially cause or exacerbate conflict when on-street parking spaces (with a charging facility or otherwise) are in high demand.

3.2.5 The electricity supply to electric vehicle charging infrastructure should be from renewable energy sources.

DRAFT

3.2.6 Site Selection

In order to ensure that installations of charge points are fit for purpose, we advise that the following criteria be used to assess potential locations.

Figure 9: Site Assessment Criteria

General	
Site Conditions including safety, accessibility, security	Potential for expansion of charging points if required
Closeness to existing/proposed chargers	Statutory Utilities
Potential for onsite renewable electricity generation	Grid constraints/ opportunities for demand management;
Links and proximity to AQMAs	Potential for contributing to or alleviating congestion
Cost of implementation	
Destination chargers	
Proximity to key destinations such as leisure, retail, housing without off-street parking	Impact on parking supply
Ultra-rapid charging hubs	
Proximity to key routes	Highways access
Proximity to refreshments and toilets	

3.2.7 Type, location and numbers of charging points

Fast charging points (7 kWh) are considered to be the most appropriate charging level at public car parks or major destinations where a three or four hour stay is realistic. Slow chargers (3.5 kWh single phase) are considered to be the best option in business parks for daytime charging. Rapid chargers (≥ 43 kWh in appropriate locations close to major routes in places where stay is usually around one hour. Ultra-rapid charging hubs (150-350-kWh chargers) are ideal for those needing a quick top-up on route and would be ideally located near to refreshment and toilet facilities.

This will enable a mix of chargers for those needing a quick charge, those looking to stay somewhere for a minimum of a morning or afternoon and also for those parking all day at work.

Locations for electric vehicle charge-points should be attractive, visible and safe and the process of charging should be straightforward. There should be multiple chargers at a location and a high priority should be given to reliability.

The numbers of chargers needed across the area is hard to estimate as multiple variables including car-ownership, battery size of cars, daily distance travelled. The best approach is to have accessible destination charging at parking at all main trip attractors, with consideration given to future proofing in terms of minimising additional civil works required for electricity supply if demand increases and in terms of compatibility with vehicle charging technology, and simple payment methods.

3.2.8 Accessibility of charging-point spaces

All electric charging points should be designed to be accessible to all, with consideration given to accessibility of associated facilities by all. However, traffic control orders will not be used to prevent able-bodied drivers from using any electric vehicle charging points, nor to allow blue badge holders to park in an electric vehicle charge-point space when they are not going to be charging a car. The number of parking spaces designated as accessible and reserved for blue badge holders or parents and children by a traffic control order would remain unchanged.

3.2.9 Operation of proposed charging infrastructure

Management options of charging points have been assessed by other councils²⁷ and the outcome shows that in the short term (next five years) the preferred option will be a third party managing the public charging infrastructure. This has a number of advantages which are summarised below:

- Benchmarking shows that this is the option preferred by other local authorities that have already installed charging points at their car parks.
- BDC could be at disadvantage compared with experienced operators as we don't have the level of expertise or resource to be the scheme operator across a wide network of charge points.
- There is a risk of negative public perception towards BDC in case of poor performance of the charging points.
- Opportunity to connect electric vehicle charging point infrastructure in BDC to a network of charging points across the country.
- A third party operating the charging points will potentially be a better use of public money and better for the user. Should engagement on this draft strategy ratify this approach then the procurement procedure will be reported through the appropriate council meetings.

²⁷ Harrogate Borough Council Ultra-Low Emission Vehicle Strategy Final Report 2019-2024

3.2.10 Funding installation of EV Charge-points on council land

Where appropriate grant-funding options will be sought as the first option.

Rapid/Ultra-rapid charging infrastructure

Where such chargers are sited on council land, we will aim to generate an income towards provision of public services, through leasing of land and income sharing.

The council recognises that operators will be generating revenue from the sale of electricity.

Our aim will be for these chargers to be open access allowing contactless payment via a credit or debit card²⁸, in line with legislation to improve accessibility of the public charging infrastructure^{29, 30}.

Provision of slower charging infrastructure will be considered when procuring rapid/ultra-rapid charging infrastructure or leasing land for that purpose, especially where there is potential to undertake works synergistically and decrease capital costs.

Slower charging infrastructure

To help enable slower charging infrastructure to be installed on suitable council sites, we will consider other mechanisms of revenue generation such as parking permits, charging permits, income from associated spend at sites and innovative opportunities e.g. providing grid services such as demand management.

The council recognises the potential to generate revenue from operating slower chargers is restricted by the limited kWh that can be provided.

²⁸ <https://www.zap-map.com/charge-points/public-charging-point-networks/>

²⁹ The Alternative Fuels Infrastructure Regulations 2017

³⁰ Automated and Electric Vehicles Bill 2018

3.2.11 Parking Fees

Parking fees will remain in public car parks for BEV users as it is important, for congestion management purposes, to ensure that car use is not incentivised over other sustainable modes of transport.

3.2.12 Affordability/Transport Poverty

The upfront cost of EVs are still high at present and charges should not be so high as to dis-incentivise take up e.g. higher lifetime cost or higher running cost than petrol/diesel. Consideration should be given for not worsening and if possible improving equality and this is particularly relevant for those without home charging at present.

3.2.13 Charging bay enforcement

Parking bays with electric vehicle charging infrastructure included must be used only by electric vehicles that are plugged in and charging and require a time restriction to prevent abuse. This will be proportionate to the type of charger associated with the recharging bay. These bays will be supported by new Traffic Regulation Order (TRO) and will be signalled by DfT approved signs.

3.2.14 Innovative technology

The use of innovative technology to support the proposed charge points will be considered. For instance, installing solar panels and battery storage at appropriate locations or implementing demand management. Further to this we will look at integrated smart car-parking and EV point management technology and software.

4. **Action Plan**

To deliver the objectives an action plan has been established. As electric vehicle charging is very much an emerging technology it is important for the council to be able to adapt to changes and ensure a flexible approach to delivery of the strategy. The action plan will, therefore, be reviewed as required to ensure adaptability to changes in technology, trends in mobility and financial considerations. The Action Plan is outlined in Appendix A.

Appendix A Bromsgrove Action Plan

Action		Year of completion					Progress & Comments
		1	2	3	4	5	
1	<p>Review current funding opportunities and consider applying to Department For Transport (DFT) / Office for Low-Emission Vehicles (OLEV) grants if applicable.</p> <p>Current grants include:</p> <ul style="list-style-type: none"> • Workplace charging scheme • On-street residential charge point scheme • Ultra-Low Emission Taxi Infrastructure Scheme: round 2 						<p>Officers successfully bid for Ultra-Low Emission Taxi Infrastructure Scheme: round 2</p> <p>Meeting with WCC and other District LAs to look at the possibility of a Worcestershire-wide bid for the On-street residential charge point scheme (which can now include off-street car-parks).</p>
		Ongoing					
2	<p>Identify possible locations for charge points. This will involve considering the following along with the site selection criteria:</p> <ul style="list-style-type: none"> • Demand • Availability of land /parking spaces • Type of charge points • Feasibility such as the cost of installation • Security of car parks • Accessibility 						<p>Monitor requests for public charge points through BDC /WCC website, social media, contact centre, MP enquiries and direct contacts to relevant staff. Criteria for appraising such requests will be developed.</p> <p>Identification of charge points has started as this was required for submission of the ULEV bid. Consultation with Taxi operators and private hire drivers, NWEDR, WRS & WCC was undertaken and this point and discussions are still ongoing.</p>
		Ongoing					

3	<p>Review Council Fleet (and use of grey Fleet)</p> <ul style="list-style-type: none"> • Utilise free fleet reviews and other related support • Plan for migration to alternative fuel options 					<p>Work with other waste collection and disposal authorities and commercial operators to investigate the possibilities for anaerobic digestion that may come with the national mandatory food waste collection and the potential to use this to produce bio-methane for vehicles.</p>
4	<p>Review current parking strategy and parking management policy for the District and for Council employee car parks, to ensure consideration is given to ULEV charge points and appropriate parking bays.</p>					<p>Discussions have been held internally and with Wychavon Parking Services to investigate the various mechanisms of payment for parking against the needs of charge points. Most favourable currently is parking tickets as opposed to pay on foot and costly ANPR technology.</p>
5	<p>Raise awareness of ULEVs through working with organisations to encourage the update of grants and provide relevant advice where appropriate through signposting and possible promotional events.</p> <ul style="list-style-type: none"> • Set up a local ULEV user group • Develop links with relevant industries, education and businesses • Develop a Communications plan • Encourage low emission electric public transport options • Education for second-hand car-dealerships on EVs via EST • Work with local dealerships to promote new and used EVs 					

<p>6</p>	<p>Integrate ULEVs as well as the Council’s wider sustainable transport agenda (promotion of public transport, walking and cycling) into all relevant Council policies and operations.</p> <p>Consider:</p> <ul style="list-style-type: none"> • EV pool cars • Internal HR policies (e.g. mileage allowances etc) • Review Taxi Licensing with respect to incentivising and enabling uptake of electric vehicles 					
<p>7</p>	<p>Ensure the planning process is supportive of ULEV developments.</p>		<p>Ongoing</p>			<p>Discussions have been held internally with the Strategic Planning and Development Control Managers who are engaged to facilitate this.</p>
<p>8</p>	<p>Maximise use of renewable electricity and minimise grid implications. Consider renewables, local storage, smart chargers, V2G and behind the meter demand management.</p>		<p>Ongoing</p>			<p>Good links with key officers in WPD established. Good links with Midlands Hub Energy Advisor. WCC are part of a bid to a Pilot scheme with Virgin Media to link EV charging to their equipment cabinets.</p>
<p>9</p>	<p>Investigate communal charging facilities for those without access to personal home-charging charging e.g. social and private housing with communal parking areas. Work with other RSLs and private owners to learn from them and share or knowledge and experience</p> <p>Consider OLEV funding.</p>					

<p>10</p>	<p>Liaison with other public health agencies in support of clean air policies.</p> <p>Work with sports development, HR, Public Health and Parenting and Community Team to integrate with the Councils Health and Wellbeing agenda</p>	<table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td colspan="5" style="text-align: center;">Ongoing</td> </tr> <tr> <td></td><td></td><td></td><td></td><td></td> </tr> </table>						Ongoing										<p>Representation on Worcestershire Air Quality Partnership Group and North Worcestershire ULEV working group.</p>
Ongoing																		
<p>11</p>	<p>Commercial opportunities for low carbon economic growth. Consider opportunities to generate revenue to support public services.</p>	<table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td colspan="5" style="text-align: center;">Ongoing</td> </tr> <tr> <td></td><td></td><td></td><td></td><td></td> </tr> </table>						Ongoing										<p>E.g. leasing land for charge-points, investment in the low carbon economy, revenue generation from grid services or optimising behind the meter usage, renewable electricity generation e.g. solar car-ports, local energy storage, vehicle-to-grid charging; leasing cars.</p> <p>Via Land and Buildings Asset Group, areas of land available for possible leasing have been identified and via soft market testing there appears to be some interest.</p> <p>Officers visited innovative ULEV technology company Indra – an inspirational Malvern based technology company that has teamed up with Ovo Energy and Nissan to produce the world’s first wall-mounted V2G Electric Vehicle charger that can also supply energy to the electricity network Indra has a rapidly growing workforce and aims to use local supply chains.</p> <p>Further work is needed to investigate how we can best attract and support such companies.</p>
Ongoing																		

12	Research, keep up to date with and contribute to government and other LAs policy, recommendations and projects on ULEVs.						<p>Officers attended a Road to Zero best practice workshop and contacts have been established with the regional Energy Saving Trust Support Programme manager.</p> <p>In July 2018, the Automated and Electric Vehicles Act 2018 came into law and Government released its Road to Zero strategy. We will continue to monitor and review policies and strategies.</p> <p>Go Ultra Low is a joint government and car industry campaign providing information on switching to an electric vehicle.</p>
		Ongoing					

DRAFT

Appendix B Charge points available to the general public in vicinity of Bromsgrove District June 2019

Location	Destination			Rapid	Charging Network	Access	Location
	3kW	7kW	Other				
Hyundai Neale's Garage B60 2BS		2			Hyundai Dealership	Restricted	Bromsgrove
Bromsgrove Train Station B60 3LX		4			Polar		
Arbury Nissan B60 3AJ				1	Nissan Dealership	Restricted	
Westlands Toyota B60 3AJ		2			Polar	Restricted	
Grafton Manor B61 7HA			2 x 11 kWh Tesla only; possibly 1 all cars		Tesla Destination	Restricted	
Singletons Nurseries B61 0HT			2 x up to 22kWh depending on car		Pod Point	Restricted opening hours	
Fire Safe Services B60 4AD		1			Other	Restricted	
Hopwood Park Services B48 7 UA				16	Tesla Supercharger	Restricted	
				2	Ecotricity		
Asda B98 7ER		2			Polar		Redditch
Abbey Stadium B97 6EJ				1	Polar/Charge your Car Worcestershire County Council		
Robbins & Day Citroen B97 6RH		2			Pod Point		
Greenlands Business Centre B98 7HD				1	Polar/Charge your Car, Worcestershire County Council		

Brickholes Farm B98 9DD		2			Other		
Webbs of Wychbold WR9 0DG				1	Polar/Charge your Car, Worcestershire County Council	Restricted opening hours	Droitwich
Chateau Impney WR9 0BN				1	Polar/Charge your Car Worcestershire County Council		
Lidl Droitwich WR9 9RB				1	Podpoint		
Waitrose Droitwich WR9 8LB	2				Polar		
Longbridge Retail Park B31 2UQ	2	6			Other		Birmingham
Longbridge Technology Park B31 2TS			5		Hubsta, Polar		
Kings Court Hotel B49 5QQ				1	Polar		Stratford
Accester Road Service Station WR74DB				2	Instavolt		Wychavon

Appendix C Case Study: local economic activity and training opportunities in ULEV industry

Indra Renewable Technologies

Earlier this year the world's first widely available domestic electric Vehicle-To-Grid (V2G) Charger and EV Smart Charger were released. These products were developed and manufactured by Indra Renewable Technologies in Malvern, Worcestershire, a fast-growing electric vehicle and smart energy technology company, as part of an Innovate UK collaboration project with OVO Energy and Nissan.

The V2G Charger will optimise vehicle charging to take advantage of cheaper electricity when it's available and when there are more renewables on the system. The V2G charger also provides balancing services and can sell power back to the grid at peak time. This means that in theory, EV drivers using V2G may never have to pay to drive their car again.

Like the V2G charger, the Smart Charger enables EV's to be charged during off-peak hours, thereby easing pressure on the electricity grid, as well as allowing drivers to take advantage of cheaper off-peak electricity.

As well as electric vehicle charging technology, Indra also produce a Home Energy battery system and Indra's EV Service Centre specialises in EV battery upgrades, OEM repairs and EV diagnostics, catering for a growing EV aftersales market.

Mike Schooling, Founder and Chief Technical Officer of Indra, started working on electric car technology as a hobby in 2011, when he was 19 years old. Indra was formed in 2013, when operations moved out of Mike's spare bedroom in Malvern into a 2,000 sq ft industrial unit. The business and projects continued to grow and in 2018 transitioned into a modern, state of the art, 25,000 sq ft warehouse in Malvern, Worcestershire, with a 26-strong and growing team developing clean technology solutions, focused on accelerating the global transition to EV's.

Mike is passionate about using local supply chain and workforce where possible and feels there is a real need in Worcestershire for suitable business premises to enable this industry to grow throughout the county.

Indra were winners of the award for 'Excellence in Innovation' at Herefordshire and Worcestershire Chamber Business Awards 2018 and are finalists again in 2019, for two categories; 'Excellence in Innovation' and 'Small Business of the Year'.



Appendix D Case Study: Woo Bikes



Woo Bikes – City bike share pilot

What is it?

Since 2010/11 the University of Worcester has operated a short term [bike share scheme](#). This 50 bike scheme has increased in popularity in each year of operation. Students and staff can join for an annual £45 fee then borrow bikes at no extra cost. Members hire pedal bikes for a 7 day period and return them to two locations, City and St Johns Campus reception. Members are issued free helmets and lights and bikes can be used and locked anywhere. There is a small daily fine £2 for late returned bikes.

Woo Bikes extends this scheme by adding an additional 50 electric bikes, or e-bikes. These bikes have a battery, you ride it like a normal bike, but as soon as you pedal, the motor gives riders a boost whenever you need it. These bikes have no gears, you pedal to go faster, brake to slow. Members can hire e-bikes for a 24 hour period with a £4/day late return fee.

Why are we doing this?

One of the key aims of the scheme is to enable a ‘try before you buy’ approach to encourage our community to cycle. We anticipate that those who try, and become regular users, may commit to buying their own bike. The City is experiencing increased car congestion. There is an increase in single occupancy car use and there is an increase in both University students and staff using cars, including driving between University sites. It is likely that these trends are adding to air pollution in key City road corridors. The City is also experiencing a fall in cycling. The aim is to offer a wider travel choice as part of an overall strategy to manage congestion; reduce travel costs and support healthy living styles.

Research supported by central government in e-bike hire schemes across the country concluded that e-bike share schemes “widen the appeal of cycling” and particularly “supports the switching to e-bikes from up to 5-mile car journeys, compared to 3-mile car journeys for conventional cycling”. This meets the profile of car commuting in and out of Worcester City and the hilly nature of the City.

What is it trying to achieve?

Encouraging potential new students to not even contemplate bringing a car with them when they apply to study in Worcester. Reducing the number of commute journeys by people who currently drive on their own to work or study and live within 5 miles of their destination.

Who is it for?

Initially for University of Worcester students and staff and rolling it out to other major employers and Worcester citizens.

When did it start?

At the University of Worcester 12th February 2018 and expanded into Worcester City with students’ leading on *have a go sessions* from 17th April 2018.

Who are the partners?

Worcestershire Local Enterprise Partnership, Worcestershire County Council, Worcester City Council, Gtech, Emily Jordan Foundation and the University of Worcester.



Acronym	Definition
AQMA	Air Quality Management Area – Location where Nitrogen Oxide levels exceed the national maximum threshold. Councils are required to produce and implement plans to reduce emissions in AQMAs.
CAZ	Clean Air Zones.
COP	Charging Point Operator - A company that operates a network of electric vehicle charging points, including repair and maintenance, associated software, data and payment mechanisms. May also manufacture and install charging points.
EV	Electric Vehicles.
EVHS	Electric Vehicle Home Charge Scheme – An OLEV grant scheme to subsidise home electric vehicle charging points for electric vehicle owners/users with a dedicated parking space associated with their home.
EVSE	Electric Vehicle Servicing Equipment – effectively a generic term for electric vehicle charging points.
LBAG	Land and Building Assets Group – a subgroup of the internal Commercialism Board.
ULEV	Ultra-low emission vehicle – defined as vehicles with emissions of CO2 below 75g/km or fully electric powered.
OLEV	Office for Low Emissions, government department reporting to both the Department of Business, Energy and Industrial Strategy (BEIS) and the Department of Transport (DoT)
WCS	Workplace Charging Scheme – An OLEV grant scheme to subsidise work-place electric vehicle charging points.

This page is intentionally left blank

CABINET

10th July 2019

Finance Monitoring Outturn 2018/19

Relevant Portfolio Holder	Councillor Geoff Denaro Portfolio Holder for Finance and Enabling Services
Relevant Head of Service	Jayne Pickering, Executive Director Finance and Corporate Resources
Non-Key Decision	

1. Purpose and Summary

To report to Cabinet on the Council's financial position for Revenue and Capital for the financial year April 2018 – March 2019.

2. Recommendations

That Cabinet is asked to resolve

- 2.1 That Cabinet note the current financial position in relation to revenue and capital budgets for the period April – March 2019 as detailed in the report.

That Cabinet recommend to Council

- 2.2 approval of a transfer to balances of £186k is actioned as a result of revenue outturn savings 2018/19.
- 2.3 Approval of the movement of £60k in existing reserves as included in Appendix.
- 2.4 Approval of the addition of new reserves of £2,777k as included in Appendix 1.
- 2.5 Approve the carry forward to the 2019/20 capital programme of £4,984k as detailed in Appendix 3.
- 2.6 Approval of an increase in the 2019/20 Capital Programme of £163k for Disabled Facilities Grants. This is due to the budget allocations having now been announced by the Ministry of Housing, Communities and Local Government (MHCLG). This will increase the available budget to £913k.
- 2.7 Approval of an increase to the capital programme 2019/20 of £44k s106 monies for re-landscaping the recreation ground, Bromsgrove.
- 2.8 Approval of an increase to the Capital programme 2019/20 of £41k for a Bromsgrove combined Footpath and Cycle Way Network funded from a grant from Worcestershire County Council. (£390k already approved at quarter 3)
- 2.9 Approval of an increase to the Revenue budget 2019/20 of £7k due to grant being received from Communities and Local Government towards High Street clean up and future community environmental enhancements and approval for BARN to administer the

CABINET

10th July 2019

grant and any future monies received which have similar requirements to this grant, as per paragraph 3.4.

3. Revenue budgets

- 3.1 This report provides details of the financial outturn performance of the Council for 2018/19. The report reflects the finances across all of the Strategic Purposes to enable Members to be aware of the level of funding attributed to each area and how this compares to budget. The summary at 3.3 shows the financial revenue position for the Council for 2018/19.
- 3.2 Financial reports are sent to budget holders on a monthly basis. As part of this process a detailed review is undertaken with support from the finance team to ensure that all issues are considered and significant savings or cost pressures are addressed. This report explains the key variances to budget for 2018-19.
- 3.3 The £10.988m original budget as included in the table below is made up of the budget approved in February 2018 of £10.583m, which is then adjusted to reflect the approved transfers from reserves of £327k along with the community group funding £79k.

In addition, the Revised Budget 2018/19 of £11.145m includes a net transfer from reserves of £116k (which is shown in appendix 1) and use of balances of £40k.

**Revenue Budget summary
Financial Year 2018/19 – Overall Council**

Please note figures have been rounded

Strategic Purpose	Original Budget 2018/19 £'000	Revised budget 2018/19 £'000	Actuals 2018/19 £'000	Variance 2018/19 £'000
Keep my place safe and looking good	4,406	4,378	4,822	443
Help me run a successful business	-559	-565	-637	-72
Help me be financially independent	155	142	248	106
Help me to live my life independently	-8	-68	-123	-54
Help me find somewhere to live in my locality	726	595	536	-59
Provide Good things for me to see, do and visit	660	705	626	-79
Enable others to work/do what they need to do (to meet their purpose)	5,609	5,958	5,435	-522
Total	10,988	11,145	10,908	-237

CABINET

10th July 2019

Corporate Financing	-10,988	-11,145	-11,094	51
Grand Total	0	0	-186	-186

Financial Commentary:

There are a number of variances across the strategic purposes. The summary above shows the overall 2018/19 revenue position for the Council and the main variations are as a result of:

Keep my place safe and looking good (£443k overspend)

These budgets include those relating mainly to environmental services, planning, CCTV and other activities to deliver against the purpose ensuring an area is both safe and attractive for the community.

The variance position is explained as below:

- Bereavement services has received less income than expected from burial fees in particular sale of reserved graves by the end of 2018/19 and therefore shows a year end variance for the service of **£110k**.
- Shortfall in income also from Building Control of **£57k**. Building Control operates in an increasingly competitive marketplace and whilst all opportunities are explored it is clear that the number of competitors is rising. Unlike its competitors, Local Authority Building control is required by law to operate solely on a cost neutral basis and its performance and charging regimes are publically accountable.
- Whilst a significant growth in income has been achieved within Core Waste services (trade and garden waste), there have been additional costs required for running the domestic waste services. This generated an overspend by the end of 2018/19 of **£134k**.
- There are additional costs amounting to **£76k**, which are made up of agency staff required in the Place teams covering long term sickness and repairs and maintenance costs.
- Major applications (Reserved Matters) on strategic sites have been delayed due to highway considerations. The shortfall in planning application income is **£224k**.
- There have been savings of **£24k** for 2018/19 within Core Environmental operations on vehicle hire and repairs and maintenance budgets.
- Depot, Engineering and Environmental services management services have some small underspends on repairs and maintenance of vehicles along with temporary salary savings of **£74k**.
- Trees and woodland management have salary savings of **£37k** while the service is under review.

Help me run a successful business (£72k saving)

The budgets within the strategic purpose include economic development, car parking, all licenses and costs associated with the town and other centres within the District.

- There has been some additional income received on car parks **£24k**, additional income received on licences income **£10k** along with additional income being received from rents on land **£16k**.
- There are some savings made on general supplies and services within Economic and tourism development **£22k**.

Help me be financially independent (£106k overspend)

The strategic purpose includes all costs relating to the support of benefits and the administration

CABINET

10th July 2019

and delivery of Council Tax services in the District.

- The variance of **£106k** mainly relates to the housing benefits subsidy. Typically the Council received 100% grant for payment of eligible housing benefit awards. In 2018/19 there was an increase in local authority error of £49k where no grant is received, and £93k increase in overpayments where only 40% grant is received. There is an action plan to ensure improvement in the benefit processing system.

Help me to live my life independently (£54k saving)

There are a number of budgets relating to the delivery of the strategic purpose including; Lifeline, Community Transport and Disabled Facilities Grants.

- There has been significant additional income received within the Lifeline service due to a new contract that has been procured with Cannock Chase District Council. This has been reflected in 2019/20 budgets.

Help me find somewhere to live in my locality (£59k saving)

The costs associated with homeless prevention, housing strategy and land charges are all included in the strategic purpose.

- Housing strategy and enabling services have an underspend due to salary savings and savings on other general supplies and services of **£19k**.
- Land charges has received additional income in the year along with a grant received for New Burdens **£40k**.

Provide Good things for me to see, do and visit (£79k saving)

The majority of budgets within this purpose relate to Leisure and Culture services.

- The variance projected is due to a shortfall in income of **£8k** within Business Development. This is due to a low interest this year on road island sponsorship
- This is offset by salary savings within parks and green spaces and sports services due to a new service structure implementation **£83k**.

Enable others to work/do what they need to do (to meet their purpose) (£522k saving)

All support services and corporate overheads are held within the enabling purpose. These include; IT, HR, Finance, Management team and other support costs.

- Accounts and Financial Management have saving of **£20k** which are due to vacant posts being held whilst the impact of the new financial system is considered.
- There were a number of unallocated savings that sat within the corporate / enabling services. Service savings have been identified during the year and have been allocated to reduce the figure by year end. There has been further service savings during the final quarter of the year as detailed with savings monitoring at point 4 below **£109k**.
- There is a projected underspend of **£65k** within Customer Services centre due to a one off business rate refund and salary vacancies.
- Customer service centre has realised savings due to vacant posts, a one NNDR refund along with underspends on supplies and service budgets **£65k**.
- Professional Legal Advice and services have an underspend **£59k** due to savings on supplies and services, salaries and also receiving additional income in 2018/19.
- There are other salary vacancies within Equalities & Policy, Financial support, HR,

CABINET

10th July 2019

ICT/Transformation and Legal Services **£271k**. Whilst some are in relation to maternity leave it is anticipated that the other vacancies will be filled in the new financial year.

It is worth noting that a vacancy management savings has been included in the 2019/20 budgets to offset the impact of vacant posts during the year.

Corporate Financing (51k overspend)

- There is a variance on the tariff payment to the government due to a 2017/18 the business rate tariff and top up reconciliation adjustment.

3.4 Communities and Local Government, High Street Community Clean-Up Grant

The request for an approval on an increased budget of £5k at **2.9** is due the Ministry of Communities and Local Government recognising high streets and village centres as a crucial part of our economy and recognised that residents care about these centres of their community. Grant funding was given to all local authorities in March 2019 to be spent in the financial year 2018/19. Given the short timescales involved, agreement with the Ministry to commit the funding in 2018/19 and spend in 2019/20 was arranged.

The funding is intended to be used for community and voluntary groups to undertake community led clean up action in high streets and village centres. The grant scheme intended to increase pride in local high streets, increase community cohesion and enhance social well-being.

Bromsgrove and Redditch Network (BARN) is part of, and works for, the voluntary and community sector (VCS) and is a network which supports volunteers and community organisations across Bromsgrove and Redditch. BARN is the only local VCS organisation that fulfils this role and thus appropriate to administer and monitor community funding of this type. The Council already have a relationship with BARN via the Redditch Partnership as BARN provides a collective voice for the voluntary sector on the Partnerships which assist the Council to work effectively with the local VCS.

BARN would benefit from 10% of the total grant in-line with recommendations from the Ministry to account for administration and monitoring of the funding.

It is recommended that any future community funding of this nature to also be administered through BARN in order to reach the intended audience and assist the VCS within Bromsgrove District. In administering the grant/s BARN would be unable to apply and benefit from the community funding.

4. Savings Monitoring

- 4.1 The medium term financial plan included £1,034k of savings that have been delivered in 2018/19. Within this figure identified savings of £580k are detailed in Appendix 2. The unidentified savings of £454k have also been achieved together with a further £237k.

CABINET

10th July 2019

5. Cash Management

5.1 The financial position in relation to borrowing at the start and end of the financial are shown in the table below:

Date	£m	Position
As at 31 st March 2018 (Actual)	13.0	Borrowing
As at 31 st March 2019	13.5	Borrowing

5.2 Borrowing

Outstanding as at the 31st March 2019 are £13.5m in short term borrowing with associated borrowing costs within the quarter of £13.4k.

An interest payable budget had been set of £71k for 2018/19 due to expenditure relating to current capital projects.

5.3 Investments

At 31st March 2019 there were no investments held.

6. Capital Budgets

Capital Budget summary Financial Year 2018/19 – Overall Council
--

Please note figures have been rounded

Strategic Purpose	Original Budget 2018/19	Revised budget 2018/19	Actuals 2018/19	Variance 2018/19
	£'000	£'000	£'000	£'000
Keep my place safe and looking good	2,238	4,251	1,343	-2,908
Help me be financially independent	6	6	1	-5
Help me to live my life independently	1,257	1,359	954	-405
Provide good things for me to see, do and visit	566	1,513	227	-1,286
Enable others to work/do what they need to do (to meet their purpose)	96	551	85	-466
Totals	4,163	7,679	2,609	-5,070

CABINET

10th July 2019

Finance commentary:

Keep my place safe and looking good

- The main variances for this strategic purpose relate to the following projects;
 - Infrastructure works at the Bromsgrove depot - Due to other scheme commitments, and the requirement for the detailed design for the works to be undertaken, it is requested that the budget will be rolled over into 19/20.
 - Vehicle replacement budget - there are delays on the vehicle replacement programme due to specification delays it is therefore requested to carry forward the budget into next financial year 2019/20.
 - Burcot Lane – the proposal works have commenced however works will be ongoing therefore a budget carry forward is requested to 2019/20.

Help me be Financially independent

- The variance relates to funding originated from a grant obtained from the government by Warmer Worcestershire via WCC to be spent on Park Homes insulation within the Bromsgrove District however there are currently no suitable projects to spend this grant on therefore officers request that the budget is carried forward until suitable projects are available.

Help me to live my life independently

- The underspend projected relates to a number of projects ;
 - Energy Efficiency installations. This fund has been unable to be spent this year due to the need to procure the energy advice service prior to restarting the Bromsgrove Energy Efficiency Fund. The energy advice service has been procured and is due to commence on July 1st 2019 until March 31st 2022.
 - Discretionary home repairs assistance which is due to a lack of applications being received despite advertising.
 - It is requested to carry forward an underspend on the Disabled Facilities Grants due to delays in referrals from occupational therapists.

Provide Good things for me to see, do and visit

- The underspend projected relates to a number of projects ;
 - The project in relation to the Dolphin centre demolition is expected to be undertaken in the summer of 2019. Therefore the budget of £1,080k is requested to be carried forward into the new financial year 2019/20.
 - The project providing £62k towards refurbishment of the Barnt Green Millennium Park - Toilets, remains under review by the Parish Council, it is requested to carry forward the budget into the 2019/20.

Enable others to work/do what they need to do (to meet their purpose)

- The variance for this strategic purpose relates to the new Finance Enterprise system which will be starting in 2019/20, therefore requesting the budget to be carried forward.

CABINET

10th July 2019

6.1 Disabled Facilities Grants

The request for approval of an increased budget £163k at **2.6** is due to confirmation of the Disabled Facilities Grant being not being distributed to all relevant authorities by the ministry of Housing, Communities and Local Government until May 2019. An estimate at budget setting was used and therefore the additional £63k is now required to match the grant determination £913k for Bromsgrove District Council for 2019/20

6.2 Recreation Ground

The request for approval of an increased budget £44k s106 monies at **2.7** is due to additional monies required to add to the already approved capital budget of £170k also from s106 monies. The additional monies required are to fund a replacement perimeter fence around the recreation ground.

6.4 Footpath and Cycle Network

The request for approval of an increased budget £41k (funded by County Council) at **2.8** is in addition to the already approved £390k is due to certain revisions to the scheme and therefore increasing the costs. The scheme that is worth £3.4 million to Worcestershire County Council funded through a Department for Transport initiative, (NPIF) National Productivity Investment Fund, which forms part of the wider transport and highways plan for the area and will see an additional six walking and cycling pathways being introduced over the next couple of years. This Capital Project is being designed by Bromsgrove District Council's Engineering and Design Services. It is a combined Footpath/Cycle Way link through Sanders Park from Whitford Road to Kidderminster Road. The construction works are programmed to commence Spring 2019, and are being undertaken to ensure that the Parks planned activities are inconvenienced as little as possible. Sanders Park is the largest scheme in the area and is to be completed by Spring 2020.

7. Earmarked Reserves

- 7.1 The position as at 31st December 2018 is shown in Appendix 1. The position at the 1st April 2018 was £3m and at the end of the financial year includes £2.718m that have been transferred to reserves. The majority of this relates to setting aside section 31 Business rate grant/estimated Business rate surplus to provide funding for future risks £2.834m.

8. General Fund Balances

- 8.1 The addition of the 2018/19 saving will increase the balances to £4.926m with the level of recommended retained balances of £1.1m

During 2018/19 there has been a further approval of a use of balances of £946k towards the demolition of the Dolphin centre and implementation of associated car parking. This will now take place in 2019/20. The current level of balances will therefore reduce to £3.980m.

- 8.2 With the current level of balances the Council is able to consider new opportunities for funding in the future to includes libraries and other public services.

9. Legal Implications

- 9.1 No Legal implications have been identified.

CABINET

10th July 2019

10. Service/Operational Implications

10.1 Managers meet with finance officers on a monthly basis to consider the current financial position and to ensure actions are in place to mitigate any overspends.

11. Risk Management

11.1 Effective budget monitoring supports any risks associated with the Council.

APPENDICES

Appendix 1 - Earmarked Reserves 2018/19

Appendix 2 - Savings Monitoring 2018/19

Appendix 3 - Capital carry forwards

Appendix 4 - Capital Programme 2019/20

AUTHOR OF REPORT

Name: Kate Goldey – Business Support Senior Accountancy Technician
Email: k.goldey@bromsgroveandredditch.gov.uk
Tel: (01527) 881208

This page is intentionally left blank

FINANCIAL RESERVES STATEMENT 2018/19

Appendix 1

Please note these figures have been rounded

Description	Balance b/fwd 1/4/2018	Budgeted Release 2018/19	Revised Balance b/fwd 1/4/2018	Transfers in existing reserve	Transfers out existing reserve	New Reserve 2018/19	C/fwd 31/3/2019	Comment
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Building Control	(7)	0	(7)	0	0	0	(7)	To Fund the mobile working project
Building Control Partnership	(57)	0	(57)	(26)	22	0	(61)	Partnership income has to be reinvested back in to the service.
Business Transformation	(11)	0	(11)	0	11	0	(0)	Towards organisational development following the staff survey
Commercialism	(41)	0	(41)	0	7	0	(33)	To help fund costs in relation to commercialism projects
Community Safety	(30)	0	(30)	0	30	0	0	Grant funding received to fund associated community projects
Community Services	(40)	0	(40)	0	9	0	(31)	To help towards a district network feasibility study
Economic Regeneration	(501)	0	(501)	0	25	0	(476)	To fund the Economic Development opportunities across the District
Election Services	(98)	0	(98)	(14)	25	0	(88)	To support the delivery of individual electoral registration and to set aside a reserve for potential refunds to government
Environmental Services	(13)	0	(13)	0	5	0	(8)	To help towards the unauthorised trespass prevention scheme, Tree works, and single use plastic project within the district
Financial Services	(194)	0	(194)	(61)	95	(19)	(179)	In addition a number of reserves / grants have been set aside to support residents through the changes to welfare reform
Housing Schemes	(450)	0	(450)	(181)	119	0	(511)	To support the feasibility and implementation of housing schemes across the district
ICT/Systems	(122)	0	(122)	(19)	10	(33)	(164)	To provide for replacement ICT systems and hardware.
Leisure/Community Safety	(277)	0	(277)	(132)	187	(44)	(266)	Grant received and reserves set aside to support a number of leisure and well being schemes across the District
Local Development Framework	(142)	0	(142)	0	112	0	(31)	To fund the costs associated with the Core Strategy
Local Neighbourhood Partnerships	(16)	0	(16)	0	0	0	(16)	Grant received in relation to liveability schemes
Other	(90)	21	(69)	0	0	0	(69)	To support apprentices, set up costs and other general reserves
Planning	0	0	0	0	0	(30)	(30)	Custom build grant to provide support for the Authority in relation to new planning regulations.
Regulatory Services (Partner Share)	(42)	0	(42)	0	3	0	(38)	BDC Share of WRS grant related reserves
Replacement Reserve	(339)	325	(14)	0	14	0	(0)	To fund replacement vehicles and plant
Shared Services Agenda incl Joint CE	(311)	0	(311)	0	0	0	(311)	To fund potential redundancy and other shared costs
Total	(2,781)	346	(2,435)	(432)	674	(125)	(2,318)	
Corporate Financing	(619)	0	(619)	(187)	0	(2,635)	(3,441)	The reserve has been created to offset the loss on Business rates collection and appeals in 2019/20.
Other Corporate Financing	(5)	0	(5)	0	5	(17)	(17)	To provide funding for any potential legal challenges and funding received help towards support for brexit implications.
Grand Total	(3,405)	346	(3,059)	(619)	679	(2,777)	(5,777)	

Agenda Item 11c

This page is intentionally left blank

BROMSGROVE - SAVINGS & ADDITIONAL INCOME FROM 18-19 BUDGET ROUND

APPENDIX 2

Department	Description of saving	2018-19 £'000	Comments	Year end			
				On target Y/N	Additional (add to to in yr savings) £'000	below target Y/N	Pressure £'000
Business Transformation	Annual Revenue Budget Saving	-123	Saving from efficiencies and contract reviews	Y			
Community Services	telephone charges	-6	Savings from new contract	Y			
Community Services	staff savings from reduced mileage and reduced hours	-3	Savings from staff member reducing working hours	Y			
Community Services	removal of budget historical DFG monies	-7	Review of budget efficiencies	Y			
Community Services	acommodation charges	-12	Already included in support recharges	Y			
Community Services	various	-28	Review of budget efficiencies	Y			
Corporate Resources	Reduction in External Audit Costs	-16	Reduced as per new contract arrangements	Y			
Corporate Resources	Appeals in Asset of Community	-20	Savings to be offered, subject to any future appeals to be drawn down from balances	Y			
Customer Access & Financial Support	Reduction in Hrs	-5	Savings from staff member reducing working hours	Y			
Environmental Services	Utlilities	-36	More efficient lighting and boiler	Y			
Environmental Services	Maintenance	-9	Saving on Depot Maintenance	Y			
Environmental Services	Additional Garden Waste income	-54	Price increase to £45 in 18/19	Y			
Environmental Services	Fuel and Vehicle R&M	-117	Fuel and R&M due to more efficient working and lower fuel costs.	Y			
Environmental Services	Domestic Bin Replacements	-53	Revenue saving achieved by moving replacement of bins to capital.	Y			
Environmental Services	Trade Bin Replacements	-10	Revenue saving achieved by moving replacement of bins to capital.	Y			
Environmental Services	Garden Waste Bin Replacements	-3	Revenue saving achieved by moving replacement of bins to capital.	Y			
Leisure & Cultural Services	Efficiency Saving	-5	Review of budget efficiencies	Y			

Page 107

Agenda Item 11c

Department	Description of saving	2018-19 £'000	Comments	On target Y/N	Additional (add to to in yr savings) £'000	below target Y/N	Pressure £'000
Leisure & Cultural Services	Savings on accomodation costs	-8	Review of budget efficiencies	Y			
Leisure & Cultural Services	Year 3 and 4 income based upon operators offer at bslc	0	Additional income generated from new service provider at the Bromsgrove Leisure Centre	n/a			
Leisure & Cultural Services	NNDR on George House	-18	Savings following demolition of building	Y			
Leisure & Cultural Services	R & M for Parkside Building	-25	This saving relates to the repairs and maintenance of the building that are less than initially. This will be used to offset the income pressure against Parkside Hall which has been difficult to achieve but additional marketing will aim to mitigate the shortfall	Y			
Planning & Regeneration	Additional cross boundary partnership working	-2	Additional income generated following marketing of service.	N		Y	2
Planning & Regeneration	Reduction in car mileage costs	-8	Review of budget efficiencies	Y			
		-580			0		2

BDC Capital forward requests - 19-20 Budget

Description	Department	strategic purposes	Funding	Full year Budget 2018-19 £'000	Full year expenditure 2018-19 £'000	Full year Variance 2018-19 £'000	Request for Carry Forward into 2019/20 £'000
San (Storage Area Network)	Business Transformation	enabling	Capital Receipts / Borrowing	26	19	-7	7
San Storage Capacity	Business Transformation	enabling	Capital Receipts / Borrowing	20	13	-7	7
Energy Eff Hom Insulation Prog	Community Services	help me be financially independent	Capital Receipts / Borrowing	6	1	-5	5
CCTV	Community Services	help me live my life independently	Capital Receipts / Borrowing	40	0	-40	40
Energy Efficiency Installations	Community Services	help me live my life independently	Capital Receipts / Borrowing	110	0	-110	110
Disabled Facilities Grant	Community Services	help me live my life independently	Grant income WCC	1,122	947	-175	175
Burcot Lane	Customer Access & Financial Support	keep my place safe and looking good	Capital Receipts / Borrowing	1,611	66	-1,545	1,545
North Cemetery - Phase 2 Expansion	Environmental Services	keep my place safe and looking good	Capital Receipts / Borrowing	35	10	-25	25
Refuse Coll Veh Replacement-Garden	Environmental Services	keep my place safe and looking good	Capital Receipts / Borrowing	1,675	1,063	-612	612
Replacement Lighting - Depot	Environmental Services	Keep my place safe and looking good	Capital Receipts / Borrowing	23	0	-23	23
Infrastructure Works Bdc Depot	Environmental Services	Keep my place safe and looking good	Capital Receipts / Borrowing	161	9	-152	152
BDC Combined F/Path & Cycl	Environmental Services	Keep my place safe and looking good	Capital Receipts / Borrowing	390	0	-390	390
Boundary Security at Depot	Environmental Services	Keep my place safe and looking good	Capital Receipts / Borrowing	20	0	-20	20
Replacement Parking machines	Environmental Services	keep my place safe and looking good	Capital Receipts / Borrowing	120	0	-120	120
New Finance Enterprise System	Finance & Resources	enabling	Capital Receipts / Borrowing	455	0	-455	455
BDC Dolphin Centre	Leisure & Cultural Services	provide good things for me to see, do & visit	Capital Receipts / Borrowing/balances	1,080	0	-1,080	1,080
Hagley Scouts	Leisure & Cultural Services	provide good things for me to see, do & visit	Capital Receipts / Borrowing	100	0	-100	100
Replace Perimeter Fencing Allotments	Leisure & Cultural Services	Keep my place safe and looking good	Capital Receipts / Borrowing	21	16	-5	5
Wythall Park Pos Improvement	Leisure & Cultural Services	provide good things for me to see, do & visit	S.106	15	0	-15	15
Barnt Green Millenium Park - Toilet	Leisure & Cultural Services	provide good things for me to see, do & visit	S.106	62	0	-62	62
Rubery Redevelopment Works	Planning & Regeneration	provide good things for me to see, do & visit	Capital Receipts / Borrowing	75	39	-36	36
TOTAL CURRENT CAPITAL PROGRAMME				7,167	2,183	-4,984	4,984

BDC Current Capital Programme 2019/20 - 2022/23 - including carryforwards / excludes any new recommendations

Description	Department	strategic purposes	Funding	2019/20 Total	2020/21 Total	2021/22 Total	2022/23 Total
				£'000	£'000	£'000	£'000
SAN (Storage Area Network)	Business Transformation	enabling	Capital Receipts/Borrowing	7	0	0	0
SAN Storage Capacity	Business Transformation	enabling	Capital Receipts/Borrowing	17	0	0	0
Burcot Lane	Customer services and financial support	keep my place safe and looking good	Public works loan board and grant homes england	3,156	2,065	4,396	0
Funding for DFGs	Community Services	help me live my life independently	Grant income WCC	925	750	750	0
Energy Efficiency Installation	Community Services	help me live my life independently	Capital Receipts/Borrowing	220	0	0	0
Home Repairs Assistance	Community Services	help me live my life independently	Long Term Debtors	50	50	50	0
Energy Efficiency	Community Services	help me be financially independent	Grant finance (WCC)	5	0	0	0
CCTV	Community Services	help me live my life independently	Capital Receipts/Borrowing	80	40	40	0
Fleet Replacement	Environmental Services	keep my place safe and looking good	Capital Receipts/Borrowing	2,160	866	436	1,208
Cemetery Extension infrastructure at at North Bromsgrove Cemetery Phase Two	Environmental Services	keep my place safe and looking good	Capital Receipts/Borrowing	25	0	0	0
Replacement lighting at the Depot	Environmental Services	Keep my place safe and looking good	Capital Receipts/Borrowing	23	0	0	0
Wheeler Bin Purchase	Environmental Services	Keep my place safe and looking good	Capital Receipts/Borrowing	126	94	94	0
Depot site resurfacing phase 2	Environmental Services	Keep my place safe and looking good	Capital Receipts/Borrowing	252	0	0	0
Update Boundary Security at the Depot	Environmental Services	Keep my place safe and looking good	Capital Receipts/Borrowing	20	0	0	0
BDC Combined F/Path & Cycl	Environmental Services	Keep my place safe and looking good	Grants & Contributions	390	0	0	0
Replacement Parking machines	Environmental Services	keep my place safe and looking good	Capital Receipts/Borrowing	120	0	0	0
New Finance Enterprise system	Finance	enabling	Capital Receipts/Borrowing	455	0	0	0
New Leisure Centre	Leisure & Cultural Services	provide good things for me to see, do & visit	Capital Receipts/Borrowing Balances	1,080	0	0	0
Wythall Park POS Improvement	Leisure & Cultural Services	provide good things for me to see, do & visit	s106 funding	15	0	0	0
Barnt Green Millenium Park - Toilet	Leisure & Cultural Services	provide good things for me to see, do & visit	s106 funding	62	0	0	0
Replacement Perimeter Fencing to Stoke Road Rigby Lane allotments	Leisure & Cultural Services	keep my place safe and looking good	Capital Receipts/Borrowing	5	0	0	0
Hagley Scouts	Leisure & Cultural Services	provide good things for me to see, do & visit	Capital Receipts/Borrowing	100	0	0	0
Re-landscaping of Recreation Ground	Leisure & Cultural Services	provide good things for me to see, do & visit	s106 funding	170	0	0	0
Rubery Redevelopment Works	Planning & Regeneration	provide good things for me to see, do & visit	Capital Receipts/Borrowing	36	0	0	0
TOTAL CURRENT CAPITAL PROGRAMME				9,499	3,865	5,766	1,208

Agenda Item 110

This page is intentionally left blank

CABINET

10th JULY 2019

STATEMENT OF ACCOUNTS – DELEGATION TO AUDIT

Relevant Portfolio Holder	Cllr Geoff Denaro
Portfolio Holder Consulted	Yes
Relevant Head of Service	Jayne Pickering, Executive Director Finance and Resources
Ward(s) Affected	n/a
Ward Councillor(s) Consulted	n/a

1. SUMMARY OF PROPOSALS

To enable Members to consider delegation of the approval of the Statement of Accounts to the Audit, Standards and Governance Committee.

2. RECOMMENDATIONS

The Cabinet RECOMMEND to Council that;

The consideration and approval of the Council's Annual Statement of Accounts be delegated the Audit, Standards and Governance Committee.

3. KEY ISSUES

- 3.1 The Audit, Standards and Governance Committee was established to discharge the functions conferred by the Accounts and Audit Regulations 2015 in relation to the matters included at Appendix 1 and specifically to consider the Council's Financial and Governance arrangements, relating to the system of internal control and the effectiveness of internal audit, the annual governance statement; including the arrangements for the management of business risks, in compliance with Regulations 3 and 6 of the Accounts and Audit Regulations 2015 and any subsequent legislation.
- 3.2 The consideration of the Council's Statement of Accounts and Governance Assurance is currently undertaken by the Committee with the final approval of the accounts recommended to Council.
- 3.3 Officers are proposing that the approval of the Statement of Accounts is delegated from Council to the Audit, Standards and Governance Committee. It is anticipated that will enable the members of the Committee to consider all elements of the financial controls and audit recommendations through to the final approval and to give assurance on governance and satisfy the wider requirements for sound financial management and internal control.

CABINET10th JULY 2019**Financial Implications**

- 3.2 No financial implications as a result of the delegation .

Legal Implications

- 3.3 The Audit, Standards and Governance Committee was established to discharge the functions conferred by the Accounts and Audit Regulations 2015 in Accounts and Audit (England) Regulations 2015. These state that a local authority is responsible “for a sound system of internal control which facilitates the effective exercise of its functions and the achievement of its aims and objectives; ensures that the financial and operational management of the authority is effective and includes effective arrangements for the management of risk”. In addition, in England, Section 151 of the Local Government Act 1972 requires every local authority to “make arrangements for the proper administration of its financial affairs”. The Statement of Accounts have to be approved by Council or its delegated Committee by 31st July every year.

Service / Operational Implications

- 3.4 There are no implications in relation to this report

Customer / Equalities and Diversity Implications

- 3.5 There are no implications in relation to this report

4. RISK MANAGEMENT

There are no implications in relation to this report

5. APPENDICES

Appendix 1 - Revised Audit, Standards and Governance Committee Terms of Reference

AUTHOR OF REPORT

Name: Jayne Pickering
email: j.pickering@bromsgroveandredditch.gov.uk
Tel.: 01527 881202

COMMITTEE TERMS OF REFERENCE APPENDIX 1

AUDIT, STANDARDS AND GOVERNANCE COMMITTEE

Number of Members	9, none of whom may be members of the Cabinet + 2 co-opted non voting Parish Council representatives, who may not also be District Councillors, for the purpose of Standards
Attendance by other Councillors	Portfolio Holder with responsibility for finance expected to attend each meeting
Politically Balanced Y/N	Y
Quorum	5
Procedure applicable	<p>Rules</p> <p>Audit, Standards and Governance Committee Procedure Rules and Council Procedure Rules (with the exception of Council Procedure Rules 2-4, 6, 8-10, 12.2 – 12.3, 14, 17,19, 20 and 21) – if there is any conflict, Audit, Standards and Governance Committee Procedure Rules to take precedence</p>
Terms of Reference	<p><u>Stewardship and Audit</u></p> <p>To provide independent assurance to the Council in relation to:</p> <p>a. The effectiveness of the Council’s governance arrangements, risk management framework and internal control environment, including overseeing:</p> <ul style="list-style-type: none"> • Risk management strategies; • Anti-fraud arrangements; • Whistle-blowing strategies; • Internal and external audit activity • Democratic governance

COMMITTEE TERMS OF REFERENCE APPENDIX 1

	<p>b. the effectiveness of the Council's financial and non-financial performance to the extent it affects exposure to risk and poor internal control;</p> <p>c. the annual governance statement.</p> <p>Finance and Value for Money</p> <p>d. To consider and approve the Council's Annual Statements of Accounts.</p> <p>e. To confirm that the appropriate accounting policies have been followed, including the external auditor's report to those charged with governance on issues arising from the audit of the accounts.</p> <p>f. To consider any report from the Internal Audit manager in pursuance of Financial Regulations.</p> <p>g. To assist the Council to achieve value for money in the provision of its services.</p> <p>h. To keep under review, and make recommendations on, proposed amendments to the Financial Regulations</p> <p><u>Appointment of External Auditors</u></p> <p>i. To arrange the recruitment and operation of the Council's Auditor Panel, in accordance with the requirements of the Audit and Accountability Act 2014.</p> <p><u>Standards</u></p> <p>j. Promote and maintain high standards of conduct by Councillors and any co-opted members of Council bodies.</p> <p>k. Assist Councillors and co-opted members to observe the Members' Code of Conduct.</p> <p>h. Advise the Council on the adoption or revision of the Members' Code of Conduct.</p>
--	--

COMMITTEE TERMS OF REFERENCE APPENDIX 1

	<ul style="list-style-type: none"> i. Monitor the operation of the Members' Code of Conduct. j. Advise, train or arrange to train Councillors and co-opted members on matters relating to the Members' Code of Conduct. k. Formulate advice for Members and officers on declarations of gifts and hospitality and monitor and review the arrangements for recording interests, gifts and hospitality. l. Grant dispensations to Councillors and co-opted members from requirements relating to interests set out in the Members' Code of Conduct. m. For both District and Parish Councils, deal with any report from the Monitoring Officer following an investigation into a complaint concerning the Members' Code of Conduct (statutory requirement). n. For both District and Parish Councils, consider and determine allegations that a Councillor or co-opted Councillor may have failed to follow the Code of Conduct and where a breach of the Code is established, impose sanctions as delegated by full Council or make recommendations as to any sanctions to the appropriate person or body (statutory requirement). o. Monitor and review the operation of the Protocol on Member-Officer relations. p. Monitor and review the operation of the Protocol on Member-Member relations.
Special provisions as to the Chairman	None
Whipping arrangements	The party whip must not be applied
Substitutes	<p>Substitutes are permitted</p> <p>A substitute is permitted for the Co-opted Non-voting</p>

COMMITTEE TERMS OF REFERENCE APPENDIX 1

	Parish Representative (who shall not be a member of the same Parish Council as either of the Parish members).
Officer attendance	S151 Officer, Monitoring Officer and Audit Services Manager or their deputies are expected to attend each meeting.
Special provisions as to membership	Quasi-judicial meetings training will be required before members sit on hearings. Members of the Cabinet or the Chairman of the Council may not be a member of or substitute on the Audit, Standards & Governance Committee.