



Council

Mon 22 Jul
2019
7.00 pm

Council Chamber
Town Hall
Redditch

REDDITCH BOROUGH COUNCIL

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Council

Monday, 22nd July, 2019

7.00 pm

**Council Chamber - Town Hall
Redditch**

Agenda

Membership:

Cllrs:

Juliet Brunner
Roger Bennett (Mayor)
Salman Akbar
Joe Baker
Tom Baker-Price
Joanne Beecham
Michael Chalk
Debbie Chance
Greg Chance
Brandon Clayton
Matthew Dormer
John Fisher
Peter Fleming
Andrew Fry
Julian Grubb

Bill Hartnett
Pattie Hill
Ann Isherwood
Wanda King
Anthony Lovell
Gemma Monaco
Nyear Nazir
Gareth Prosser (Deputy
Mayor)
Mike Rouse
Mark Shurmer
Yvonne Smith
David Thain
Craig Warhurst
Jennifer Wheeler

- 1.** Welcome
- 2.** Apologies for Absence
- 3.** 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.

- 4.** Minutes (Pages 1 - 8)
- 5.** Announcements

To consider Announcements under Procedure Rule 10:

- a) Mayor's Announcements
- b) The Leader's Announcements
- c) Chief Executive's Announcements.

- 6.** Questions on Notice (Procedure Rule 9)

Council

Monday, 22nd July, 2019

7. Motions on Notice (Procedure Rule 11) (Pages 9 - 10)

8. Executive Committee

Executive Committee Minutes 9th July 2019

8.1 Redditch Borough Council Low Emission Vehicle Strategy (Pages 23 - 68)

8.2 Financial Outturn Report 2018/19 (Pages 69 - 88)

9. Constitutional Review Working Party

The Constitutional Review Working Party is due to meet on 16th July, after the publication of the agenda for this Council meeting. Any recommendations arising from this meeting will be reported to Council.

10. Urgent Business - Record of Decisions

To note any decisions taken in accordance with the Council's Urgency Procedure Rules (Part 6, Paragraph 5 and/or Part 7, Paragraph 15 of the Constitution), as specified.

(None to date).

11. Urgent Business - general (if any)

To consider any additional items exceptionally agreed by the Mayor as Urgent Business in accordance with the powers vested in him by virtue of Section 100(B)(4)(b) of the Local Government Act 1972.

(This power should be exercised only in cases where there are genuinely special circumstances which require consideration of an item which has not previously been published on the Order of Business for the meeting.)

Council

Monday, 24 June 2019

MINUTES

Present:

Councillor Roger Bennett (Mayor), Councillor Gareth Prosser (Deputy Mayor) and Councillors Salman Akbar, Joe Baker, Tom Baker-Price, Joanne Beecham, Michael Chalk, Debbie Chance, Greg Chance, Brandon Clayton, Matthew Dormer, John Fisher, Peter Fleming, Andrew Fry, Julian Grubb, Bill Hartnett, Pattie Hill, Ann Isherwood, Wanda King, Anthony Lovell, Nyear Nazir, Mike Rouse, Yvonne Smith, David Thain, Craig Warhurst and Jennifer Wheeler

Also Present:

Mr M. Bennett

Officers:

Kevin Dicks, Claire Felton, Chris Forrester and Sue Hanley

Senior Democratic Services Officer:

Jess Bayley

16. WELCOME

The Mayor welcomed all those present to the meeting.

17. APOLOGIES FOR ABSENCE

Apologies for absence were received on behalf of Councillors Juliet Brunner, Gemma Monaco and Mark Shurmer.

18. DECLARATIONS OF INTEREST

There were no declarations of interest.

19. MINUTES

The Mayor advised that his son had retired from the Armed Forces some years previously and this should have been reflected in the record of his opening remarks at the annual Council meeting.

.....
Chair

Council

Monday, 24 June 2019

RESOLVED that

subject to the amendment detailed in the preamble above, the minutes of the meeting of Council held on 20th May 2019 be approved as a true and correct record and signed by the Mayor.

20. ANNOUNCEMENTS

a) The Mayor's Announcements

The Mayor circulated a list of the civic engagements that he and the Deputy Mayor had attended since the previous meeting of Council (Appendix 1). The highlight of this period had been the garden party at Buckingham Palace, which the Mayor had attended with his consort on 21st May 2019.

In June 2019 the Mayor had been on holiday. He thanked the Deputy Mayor for attending a number of civic engagements during his period of absence.

Members were advised that there would be an Armed Forces Day service at St Stephen's Church on 29th June 2019 starting at 10.30 am. All would be welcome to attend. Members were also invited to attend a Magical Midsummer Evening on 13th July 2019. This evening would have a country and western theme and tickets would cost £25, the proceeds from which would go to the Mayor's charities.

b) The Leader's Announcements

The Leader advised that the review of the Local Enterprise Partnerships (LEPs) remained ongoing. A further update in respect of this matter would be provided in due course.

c) The Chief Executive's Announcements

The Chief Executive advised that the barrier between the Council Chamber and Committee Room Two had broken. As a consequence it had not been possible to provide seating for the public in Committee Room Two for the Council meeting. Officers were anticipating that the fault would be fixed by the next Council meeting. Apologies were offered for any inconvenience that this might cause.

21. QUESTIONS ON NOTICE (PROCEDURE RULE 9)

The Leader responded to a question that had been submitted by Mr M. Bennett in accordance with Council Procedure Rule 9.2.

Council

Monday, 24 June 2019

Mr Bennett asked the following question of the Leader:

“Climate Change is the defining issue of our time and we are at a defining moment. From shifting weather patterns that threaten food production, to the increased risk of flooding and localised extreme weather - the impacts of climate change are global in scope and unprecedented in scale.

Without drastic action today, adapting to these impacts in the future will be more difficult and costly.

More alarmingly, there is evidence that important tipping points, leading to irreversible changes in major ecosystems and the planetary climate system, may already have been reached or passed.

In October 2018, The United Nations' Intergovernmental Panel on Climate Change (IPCC) issued a report based on updated research around the impacts of global warming. While previous estimates focused on estimating the damage if average temperatures were to rise by 2°C, this report shows that many of the adverse impacts of climate change will come at the 1.5°C mark.

With clear benefits to people and natural ecosystems, the report found that limiting global warming to 1.5°C compared to 2°C could go hand in hand with ensuring a more sustainable and equitable society.

Since the IPCC report was published, 85 local authorities have passed motions declaring a Climate Emergency and proposed steps to cut emissions. This has happened in councils ruled by all the major parties and has often been organised on a cross-party basis.

Is it not time that Redditch Council acted to protect the lives and property of Redditch residents by declaring a Climate Emergency and committing to a series of concrete measures designed to reduce carbon emissions to net zero as soon as possible?”

The Leader responded as follows:

“We absolutely agree with Mr Bennett that the IPCC state with high confidence that a manmade carbon dioxide increase is causing rising global temperatures, the results of which we are starting to witness.

In light of this, it is entirely appropriate for Redditch Borough Council to declare a Climate Emergency and commit to working towards the IPCC report global requirements.

Council

Monday, 24 June 2019

The IPCC report recognises however, that this is a significant challenge, which requires action and co-operation at every level. Redditch Borough Council cannot rise to the challenge alone.

The more that Redditch Borough Council can achieve prior to 2030, the lower the risk of being locked into carbon-emitting infrastructure, having assets which become useless or devalued and having less options, with higher costs.

I have therefore asked officers to set out a Sustainability Action Plan for the council showing short medium and long-term measures to reduce emissions from our own operations, estate and contracts. Where we have no direct control, we will look at how we can work with residents and businesses through our services to help them to reduce their emissions.

Redditch Borough Council has been working on this agenda for many years and more detail can be provided to Mr Bennett after the meeting.”

A copy of the Leader’s response was circulated at the meeting, together with a list of actions that the Council was already taking to address climate change (Appendix 2).

Mr Bennett subsequently added a supplementary question which asked the Leader whether the Council would be willing to engage with concerned residents about actions that could be taken to mitigate climate change.

The Leader responded by suggesting that the Council would probably be open to engaging with concerned residents but that he would ask Officers to respond to Mr Bennett about this matter.

22. MOTIONS ON NOTICE (PROCEDURE RULE 11)

There were no Motions on Notice for consideration at this meeting.

23. EXECUTIVE COMMITTEE

Civil Penalty Notices Powers – Private Sector Housing

Members noted that the introduction of civil penalty notices would provide the Council with an opportunity to address problems with rogue landlords, without having to go through a lengthy legal process. The civil penalty notices would only be used as a last resort in cases where landlords were not compliant with standard requirements. There was the potential for this to have a beneficial impact on the quality of housing provided to residents living in the private rented sector in the Borough. The maximum penalty that would need to be paid by a landlord would be £30,000.

Council

Monday, 24 June 2019

High Quality Design – Supplementary Planning Document (SPD)

The Mayor advised that he had agreed that a limited number of copies of the Additional Papers Pack 1, which contained the full report for this item, should be printed to keep the amount of paperwork generated for the item to a minimum. The report had already been considered by Members at meetings of the Planning Advisory Panel (PAP) and Executive Committee and copies had been available in the political party group rooms and could be accessed electronically on the Council's website and the Redditch modern.gov app.

The report added to existing planning policies and would help to provide clearer direction to housing developers in respect of the Council's design requirements for planning applications.

Upper Norgrove Site, Webheath – Development of Land

Members noted that during the Executive Committee an amendment had been proposed to one of the resolutions which would have specified a need to consider social housing for development on the site. This amendment had been defeated but the type of housing at that location would be considered in line with the Council's planning policies should a planning application for the site be submitted at a later date.

RESOLVED that

the minutes of the meeting of the Executive Committee held on 11th June 2019 be received and all recommendations adopted.

24. MEMBERSHIP CHANGES TO VARIOUS COMMITTEES

Members noted changes to the membership of the Audit, Governance and Standards, Licensing and Planning Committees and to the Constitutional Review Working Party.

RESOLVED that

- 1) Councillor Tom Baker-Price's appointment to the Audit, Governance and Standards Committee to replace Councillor Craig Warhurst be noted;**
- 2) Councillor Tom Baker-Price's appointment to the Constitutional Review Working Party to replace Councillor Mike Rouse be noted;**
- 3) Councillors Brandon Clayton and Julian Grubb's appointments to the Licensing Committee to replace Councillors Tom Baker-Price and Roger Bennett be noted; and**

Council

Monday, 24 June 2019

- 4) **Councillor Anthony Lovell's appointment to the Planning Committee to replace Councillor Roger Bennett be noted.**

25. MEMBERSHIP CHANGE TO OUTSIDE BODIES

Members noted amendments to the appointments to the Greater Birmingham and Solihull LEP (GBSLEP), the GBSLEP European Structural and Investment Fund Strategy Committee (ESIF), the Worcestershire LEP Board, the Worcestershire LEP ESIF Committee, the Worcestershire Local Transport Board and the Worcestershire Health and Well-Being Board. These appointments on behalf of north Worcestershire were shared with Bromsgrove District Council and Wyre Forest District Council.

RESOLVED that

- 1) **the appointment of Councillor Karen May, Bromsgrove District Councillor, as lead representative on the GBSLEP Board to replace Councillor David Thain be noted;**
- 2) **the appointment of Councillor Fran Oborski, Wyre Forest District Councillor, to the GBSLEP ESIF Committee be noted;**
- 3) **the appointment of Councillor Matthew Dormer as lead representative on the Worcestershire LEP Board to replace Councillor Karen May be noted;**
- 4) **the appointments of Councillors Karen May and Fran Oborski as substitutes on the Worcestershire LEP Board be noted;**
- 5) **the appointment of Councillor Fran Oborski to the Worcestershire LEP ESIF Committee be noted;**
- 6) **the appointment of Councillor Adam Kent, Bromsgrove District Councillor, and Councillor Fran Oborski to the Worcestershire Local Transport Board, to replace Councillor Julian Grubb, be noted;**
- 7) **the appointment of Councillor Shirley Webb, Bromsgrove District Councillor, as the lead representative on the Worcestershire Health and Well-Being Board be noted; and**
- 8) **the appointment of Councillor Julian Grubb as a substitute on the Worcestershire Health and Well-Being Board be noted.**

Council

Monday, 24 June 2019

26. URGENT BUSINESS - RECORD OF DECISIONS

There were no urgent decisions to note at this meeting.

27. URGENT BUSINESS - GENERAL (IF ANY)

There was no general urgent business for consideration on this occasion.

The Meeting commenced at 7.05 pm
and closed at 7.27 pm

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Redditch Borough Council**22nd July 2019****Motions on Notice****1. Menopause Awareness**

Proposed by Councillor Juliet Brunner, seconded by Councillor Nyear Nazir.

This Council acknowledges the need to raise awareness and increase the understanding of women's needs when they experience the Menopause. The Council should engender a working environment where female employees feel able to openly discuss how the menopause may be affecting them and their work, and request adjustments where appropriate without fear or embarrassment.

The Council's existing policies do not reflect the needs of women experiencing the Menopause, which can inhibit how women manage their symptoms, and hinder any support they may need in the workplace.

This Council resolves to introduce a specific Menopause policy to address this issue.

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Executive Committee

Tuesday, 9 July 2019

MINUTES

Present:

Councillor Matthew Dormer (Chair), and Councillors Juliet Brunner, Greg Chance, Brandon Clayton, Julian Grubb, Bill Hartnett, Mike Rouse, David Thain and Craig Warhurst

Officers:

Kevin Dicks, Sue Hanley, Jayne Pickering, Guy Revans, Judith Willis, Jayne Baylis, Anna Wardell-Hill and Kath Manning

Committee Services Officer

Sarah Sellers

16. APOLOGIES

There were no apologies for absence.

17. DECLARATIONS OF INTEREST

There were no declarations of interest.

18. LEADER'S ANNOUNCEMENTS

The Leader circulated a written update in respect of his announcements at the meeting.

19. MINUTES

RESOLVED that

the minutes of the meeting of the Executive Committee held on Tuesday 11th June 2019 be held as a correct record and signed by the Chair.

.....
Chair

Executive Committee

Tuesday, 9 July 2019

20. REDDITCH BOROUGH COUNCIL 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 including a five year action plan. The policy was designed to assist in the development of the necessary infrastructure in light of the change over to wider use of electric vehicles.

It was explained that officers were seeking delegated authority to allow them to apply for central government grant funding to enable the installation of electric vehicle charging points.

In particular the Council would be seeking funding towards:-

1. On street residential charging point schemes. These would be relevant to streets where home charging of vehicles would not be possible, and instead drivers would require off-street parking facilities with access to charging points.
2. Workplace Charging Schemes. This funding would contribute towards the installation costs of electric vehicle (EV) charging points for employees.

It was noted that the aims of the strategy would also contribute towards improving air quality and the sustainable environment. There would also be links to the Council's commercialism agenda. Initial areas which could be focussed on included streets with no off street parking, for example terraced housing areas, and provision of charging points to serve the council's own housing stock.

Officers were mindful of the need for charging points to be compatible in the wider area and a North Worcestershire working group had been set up to promote a consistent approach.

In response to questions from Members officers clarified that:-

- A review of the Council's own vehicle fleet would be undertaken to find out what changes could be made to transfer to alternative fuels, and the potential costs and timescales.
- No immediate changes to the rules around licenced taxi vehicles were envisaged; however the installation of charging points would provide the infrastructure to support any future moves to encourage taxis to switch to alternative fuels.
- Clean Air Zones were being introduced to large cities such as Birmingham; there were no government plans for smaller conurbations such as Redditch.

Executive Committee

Tuesday, 9 July 2019

- The aim of the strategy was to enable the Council to pursue initiatives using the government grant funding provided for this purpose.
- As this was a new area, there are no recognised models of how tenants would be charged for use of charging points; the solution might be to have an operator as an intermediary.
- At a national level, work was being undertaken to ensure that the grid could cope with the increasing demand that would be placed upon it arising from the transition to EVs.
- The designs of plugs and charging points were becoming more standardised as the technology developed, and officers would ensure that charging points installed were compatible to as wide a spectrum of users as possible.

Members acknowledged the importance of making preparations to establish the infrastructure required for EVs, as this was the way technology was progressing. To this end the report was welcomed and Members were supportive of the work officers were doing to apply for grant funding and install EV charging points.

RECOMMENDED that

- 1. The ULEV strategy and associated action plan attached at Appendix 1 be adopted.**
- 2. 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.**

21. TENANCY CONDITIONS FOR COUNCIL HOUSING TENANTS

Members considered a report providing an updated version of the Housing Tenancy Agreement and Conditions, and seeking Members approval to carry out a formal consultation with tenants on the document.

The Housing Services Manager and the Head of Community Services presented the report and highlighted the key areas. The Housing Tenancy Agreement had not been updated since 2007; the revised document was designed to give tenants a clearer understanding of the operation of tenancies, and in particular the responsibilities of tenants. Alongside the updated Housing Tenancy Agreement, officers were also updating arrangements for recharging of tenants, and a separate policy in this regard would be considered at Executive in September.

Executive Committee

Tuesday, 9 July 2019

Members were referred to paragraph 5.8 of the report which summarised the key changes that were being made to the document.

During consideration of this matter the following points were noted:-

- That the updated Housing Tenancy Agreement would reinforce the responsibilities of tenants, and help to promote better care being taken of properties; in the recent past this had been area where there had been problems with the Council having to fund significant repair work, particularly upon the surrender of tenancies. It was hoped that the changes would foster more responsibility by tenants to care for their properties and this would have benefits for the community at large.
- That the ability of officers to ensure that the conditions of tenancies were complied with would continue to be challenging. The core process would remain the same and officers were intending to make greater use of powers under the Crime and Disorder Act, including the issuing of Community Protection Notices.
- That it was important to encourage good landlord and tenant relationships, and officers would have a role to support tenants in making sure that they were able to comply with the terms of their tenancies.

Members considered the recommendations made by the Overview and Scrutiny Committee as set out at pages 2 to 3 of the agenda pack Additional Papers 1, and agreed that they should be added to the recommendation, and that subject thereto the updated document should be released for formal consultation.

RESOLVED that

- 1. The revised Housing Tenancy Agreement & Conditions attached at Appendix 1, be released for formal consultation with tenants.**
- 2. Subject to the outcome of the consultation, a final version of the Tenancy Agreement be brought back to Executive Committee for formal adoption.**
- 3. The tenancy agreement should be amended at Paragraph 9.20, to read “park vehicles in areas set aside for emergency vehicles and allocated disabled bays”.**

Executive Committee

Tuesday, 9 July 2019

4. **The Council be more proactive with the enforcement, in particular, with regard to rubbish deposited in gardens, to ensure that gardens are kept tidy.**
5. **The “your rights” section be retitled “your rights and responsibilities”.**

22. FINANCIAL OUTTURN 2018/19 AND RESERVES

The Executive Director of Finance and Corporate Resources presented the Finance Monitoring Outturn Report 2018/19 and in so doing highlighted the following points for the Committee's consideration:

- Members were referred to the Revenue Budget Summary table on page 113 which showed that for some strategic purposes there had been a shortfall in income or overspend of costs and that for others there had been an underspend.
- Overall there had been an overspend of £183k on general services which would be balanced by drawing down £183K from reserves.
- The budget had set out to achieve unidentified savings of £1m, and taking into account the overspend savings of circa £800k had been achieved.
- The capital budget was underspent by just under £3m. The majority of the underspend would be carried forward to the following year to spend on any delayed projects. More work was planned with Heads of Service regarding the capital budget going forward.
- The General Fund Balance as at 31st March 2019 was £1.223m.
- There had been savings of £176k in the HRA resulting from additional rental income and lower than expected numbers of Right to Buys. However, this had been offset by higher costs for repairs resulting in a drawdown of £706k from reserves.
- The balance of reserves as at 31st March 2019 was £770k.

In response to questions from Members clarification was given as to the overspend regarding housing benefits detailed on page 114 of the agenda, and it was confirmed that the scheme for grants for residents for Energy Efficiency installation had now been restarted.

RESOLVED that

The Executive Committee note the current financial position in relation to revenue and capital budgets for the period April – March 2019 as detailed in the report.

Executive Committee

Tuesday, 9 July 2019

RECOMMENDED that

- 1. Approval of the movement of £122k in existing reserves as included in Appendix 2.**
- 2. Approval of the addition of new reserves of £3,385 as included in Appendix 2.**
- 3. Approve the carry forward to the 2019/20 capital programme of £2,943k as detailed in Appendix 4.**
- 4. Approval of an increase in the 2019/20 Capital Programme of £39k 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 £839k.**
- 5. Approval of an increase to the Capital programme 2019/20 of match funding from PCC for digital upgrade of CCTV infrastructure.**
- 6. Approval of an increase to the capital programme 2019/20 of £3k s106 monies for Borough wide open space improvements.**
- 7. Approval of an increase to the Capital programme 2019/20 of £33k for Arrow Valley park Safety Improvements. (£180k already approved at Budget 2019/20)**
- 8. Approval of an increase to the Revenue budget 2019/20 of £5k 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.**

23. HOUSING / HOUSING REVENUE IMPROVEMENT PLAN - PROGRESS REPORT

The Deputy Chief Executive presented a report in respect of the progress that had been achieved with the implementation of the Housing Strategic Improvement/ Action Plan.

Executive Committee

Tuesday, 9 July 2019

It was noted that Overview and Scrutiny had pre-scrutinised the report at its meeting on 4th July but had not put forward any recommendations.

During the presentation of the report the following matters were highlighted for Members' consideration:

- This was the second progress report in respect of the Housing Implementation Plan that had been presented to Members since December 2018.
- Whilst corporate actions were being progressed, the cultural changes would need a longer timeframe.
- Recruitment was ongoing for the two senior posts in the structure which were vacant, and it was anticipated that these would be filled by September.
- Pending appointment to those two posts the service reviews listed at paragraph 3.3.8 would be deferred.
- The Gas Business Case was being progressed and was due to be considered by Executive in October 2019. The Council remained compliant with its statutory requirements in this regard; the business case would look at options for future service delivery.
- The Stock Condition Survey was progressing and was anticipated to be 60% to 70% complete by November 2019.
- 43 out of the 50 strategic and operational measures approved earlier in the year had been placed on the Council's dashboard. The measures were being regularly monitored and reviewed.
- The procurement of the Housing Management IT system was progressing subject to a slight delay.
- Risk logs were being maintained and regularly reviewed, and Members were referred to the 4 areas categorised as high risk as set out on page 135 of the main agenda.

Members discussed the report in detail and thanked the officers for their continuing work in addressing the areas identified for improvement within Housing Services in 2017/18.

RESOLVED that

The contents of the report and progress reports be noted.

24. OVERVIEW AND SCRUTINY COMMITTEE

Members were advised that there were no outstanding recommendations from the Overview and Scrutiny Committee for consideration.

RESOLVED that

Executive Committee

Tuesday, 9 July 2019

the minutes of the meeting of the Overview and Scrutiny Committee held on 6th June 2019 be noted.

25. MINUTES / REFERRALS - OVERVIEW AND SCRUTINY COMMITTEE, EXECUTIVE PANELS ETC.

There were no additional referrals from the Overview and Scrutiny Committee or from any other Committees.

26. ADVISORY PANELS - UPDATE REPORT

The following updates were provided:

- a) Constitutional Review Working Party – Chair, Councillor Matthew Dormer

Councillor Dormer confirmed that the next meeting of the Constitutional Review Working Party would take place on 16th July 2019.

- b) Corporate Parenting Steering Board – Council Representative, Councillor Juliet Brunner

Councillor Brunner advised that the Corporate Parenting Steering Board was carrying out work with regard to young persons.

- c) Member Support Steering Group – Chair, Councillor Matthew Dormer

Councillor Dormer confirmed that the Group had last met on Tuesday 18th June 2019. He urged any Councillors who had not yet returned their form for the Members IT survey to do so as soon as possible.

- d) Planning Advisory Panel – Chair, Councillor Matthew Dormer

Councillor Dormer confirmed that there had been no meetings of the Planning Advisory Panel since the last Executive meeting.

27. EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED that

under S.100 (A) (4) of the Local Government Act 1972, as amended by the Local Government (Access to Information) (Variation) Order 2006, the public be excluded from the

Executive Committee

Tuesday, 9 July 2019

meeting for the following matter on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 3 of Part 1 of Schedule 12 (A) of the said Act (information relating to financial or business affairs).

28. INVESTMENT OPPORTUNITY

Members considered a report in respect of an investment opportunity in exempt session.

[During consideration of this item Members discussed matters that necessitated the disclosure of exempt information. It was therefore agreed to exclude the press and public during the course of the debate on the grounds that information would be revealed which related to the financial and business affairs of the local authority].

The Meeting commenced at 6.30 pm
and closed at 8.05 pm

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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EXECUTIVE COMMITTEE**9th July 2019****Ultra-Low Emissions Vehicle Strategy and Funding**

Relevant Portfolio Holder	Cllr B Clayton
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	Non Key

Page | 1

1. SUMMARY OF PROPOSALS

- 1.1 The report sets out an Ultra-Low Emissions Vehicle (ULEV) Strategy and a five year action plan (Appendix 1) 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.

Funding

- ii. 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.

EXECUTIVE COMMITTEE**9th July 2019****Ultra-Low Emissions Vehicle Strategy and Funding****3 KEY ISSUES****Financial Implications**

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

Page | 2

i. Office for Low Emission Vehicles (OLEV) home charge scheme

This funding allows owners of electric vehicles 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 19/20 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, for example in council owned car-parks.

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.

- 3.2 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

EXECUTIVE COMMITTEE**9th July 2019****Ultra-Low Emissions Vehicle Strategy and Funding**

cars, investment in the low carbon economy and revenue generation from electricity grid services.

- 3.4 Officers will include any financial implications of grant income and expenditure on the quarterly budget monitoring statements.

Legal Implications

Page | 3

- 3.5 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 require developers to include ULEV charging points as part of a proposed development.
- 3.6 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.

Service / Operational Implications

- 3.7 The 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

EXECUTIVE COMMITTEE**9th July 2019**

Ultra-Low Emissions Vehicle Strategy and Funding

benefits. However it poses challenges including the deployment of resilient re-charging and re-fuelling infrastructure.

EVs 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.

Page | 4

- 3.8 These recommendation support the priorities, principles and strategic purposes of Redditch Borough Council's Plan 2017- 2020 as follows:

Key Priorities:

- Health inequalities
- Educational attainment
- Developing the economy

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.

EXECUTIVE COMMITTEE**9th July 2019****Ultra-Low Emissions Vehicle Strategy and Funding**

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. Page | 5

- **‘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.

3.9 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 Councils 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 Partnership (LEP)’s Energy Strategy is fully supportive of low carbon transport including a network of rapid EV chargers whilst increasing economic growth in the region and delivery of clean energy.

3.10 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

EXECUTIVE COMMITTEE**9th July 2019****Ultra-Low Emissions Vehicle Strategy and Funding**

and vans by 2040¹. Alternative fuels for vehicles, such as electric, gas (methane) and hydrogen, can have lower emissions than conventional fossil fuel vehicles.

Redditch has no Air Quality Management Areas (AQMAs) due to the design of the road layout as part of the new town creation. However, Worcestershire Public Health's analysis for the Joint Strategic Needs Assessment (JSNA), has shown direct correlation with that hospital admissions and exacerbated air quality conditions.

Page | 6

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 Councils 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.

Redditch Borough Council (RBC) are one of the partners to the Worcestershire Partnership 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 Redditch Borough.

3.11 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. Where possible, the electricity supply to this electric vehicle charging infrastructure should be from renewable energy sources.

As a social housing provider, RBC will consider the provision of charge points for its tenants. Where properties do not have dedicated parking spaces, this may include installing communal charging facilities for RBC tenants, leaseholders and householders of neighbouring properties. This may be eligible for the OLEV on-street/communal off-street parking mentioned above.

¹ Road to Zero Strategy

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

EXECUTIVE COMMITTEE**9th July 2019****Ultra-Low Emissions Vehicle Strategy and Funding**

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.

Page | 7

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 Borough level strategy sets out principles and actions that are tailored to our local situation. Worcestershire Regulatory Service (WRS) for RBC lead on creating air quality action plans for the Borough and RBC and Rubicon Leisure have responsibility for many of the off street car parks and some business premises across the Borough.

The County level and 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.

A North Worcestershire working group will ensure a joined up approach between councils and cross border. This including representatives from Redditch Borough Council, Bromsgrove District 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 RBC 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.

EXECUTIVE COMMITTEE**9th July 2019**

Ultra-Low Emissions Vehicle Strategy and Funding**4. RISK MANAGEMENT**

- 4.1 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.

5. APPENDICES

Page | 8

- Appendix 1 - Redditch Borough Council Ultra Low Emission Vehicle Strategy and Action Plan
Appendix 2 - Glossary of acronyms

6. BACKGROUND PAPERS

None

7. KEY

None

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Redditch Borough Council Ultra-Low Emission Vehicles Strategy

Contents

Glossary	3
Foreword	7
1. Setting the Scene	7
1.1 Introduction	7
1.2 Scope of this strategy	9
1.3 Key drivers for a ULEV strategy	11
1.4 National Context	13
1.5 Local Context	14
2. Vision, aims, objectives and key approaches	20
2.1 Vision	20
2.2 Aims	20
2.3 Objectives	20
2.4 Joined-Up Approach	21
2.5 Approach to electric vehicle charging infrastructure	21
3. Action Plan	26

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

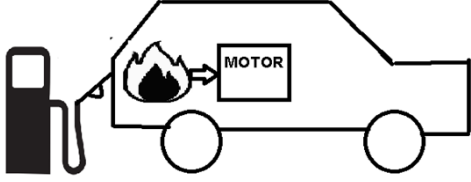
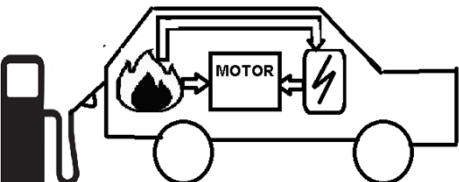
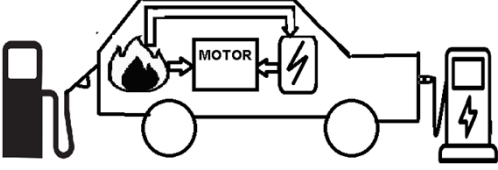
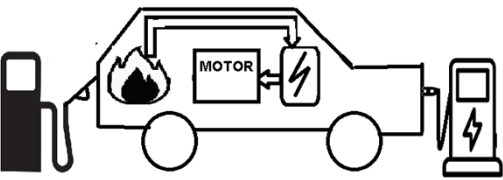
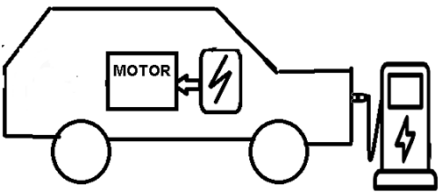
ICE Internal Combustion Engine.		Traditionally petrol or diesel fuelled.
HEV Hybrid Electric Vehicle.		Conventional petrol or diesel ICE and a relatively small electric battery. Uses ICE and/or battery to power the car and uses energy from the ICE to charge the battery, depending on the situation. In certain driving conditions, this will lead to lower emissions.
PHEV Plug-in Hybrid Electric Vehicle.		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.
EREV Extended Range Electric Vehicle.		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.
BEV Battery Electric Vehicle.		A plug-in electric vehicle using solely battery power.

Figure 2 Types of charging situations

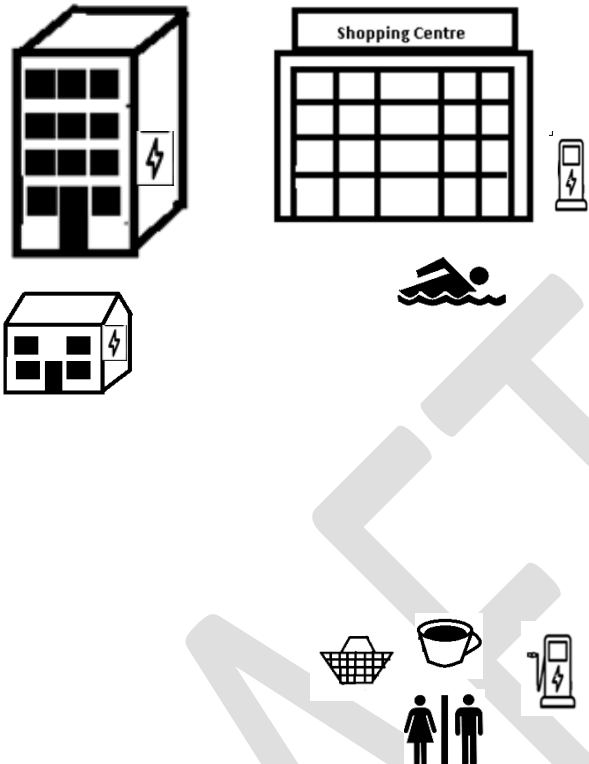
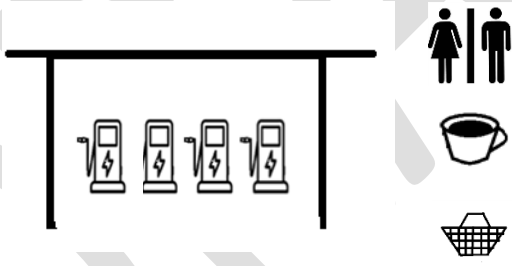
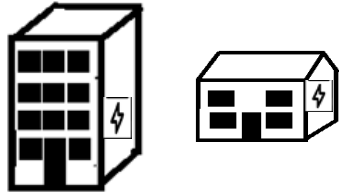
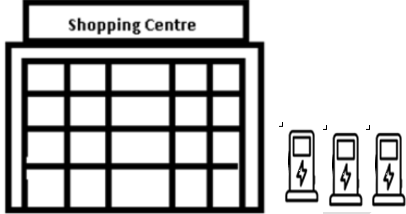

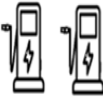
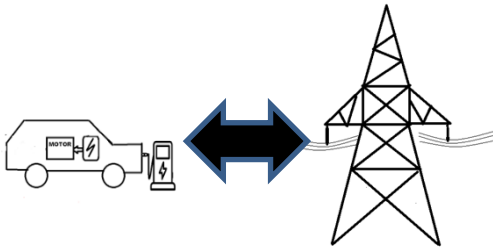
Destination charging		Charging your vehicle at your destination <ul style="list-style-type: none"> • When you travel and park for work, home, shopping or leisure. • Depending on the duration of stay, slow, fast or rapid chargers may be most suitable.
Charging station		Charging on route <ul style="list-style-type: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

Figure 3 Types of electric vehicle charger

Trickle Charger or Slow Charger 3kWh power		<ul style="list-style-type: none"> • Destination: Homes or workplaces • 9 miles range in one hour¹
Fast Charger Usually 7kWh power		<ul style="list-style-type: none"> • Destination: Few hours stay • 21 miles range in one hour
Rapid Charger Up to 50kWh		<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
Ultra-Rapid Charger 150 kWh – 350 kWh		<ul style="list-style-type: none"> • Charging on route • 75-175 miles added in a 10minute charge • Cars in development with compatible chargers.
Vehicle to grid (V2G)		<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 business and training, including within the councils' commercialisation agenda.
- iv. 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 cycling and decreasing vehicle idling.

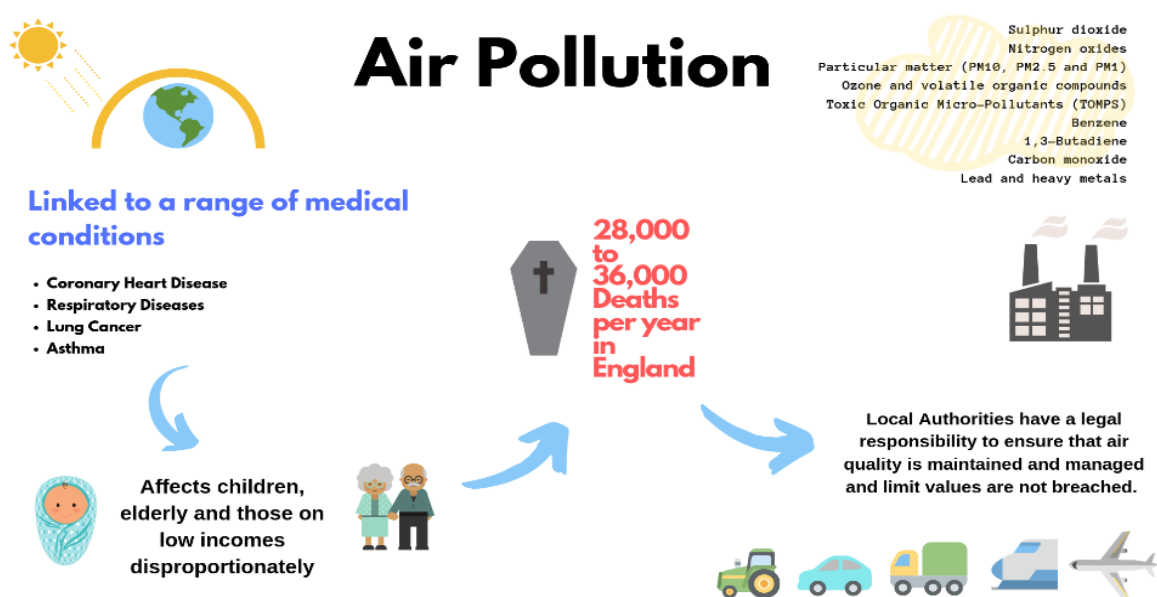


Figure 4 The impacts of air pollution³

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.⁴ There is strong evidence that man-made greenhouse gas emissions, including from fossil-fuel based transport, will have serious consequences within decades if not checked⁵.

Redditch Borough Council (RBC) 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 2040⁶. At a local level, all Worcestershire Councils and the Worcestershire Local Enterprise Partnership are committed to improve local air quality^{7,8,9} and to reduce greenhouse emissions¹⁰.

³ Worcestershire Public Health Air Quality dashboard

⁴ Review of interventions to improve outdoor air quality and public health. Public Health England.

⁵ IPCC Special Report Global Warming of 1.5 degrees

⁶ Road to Zero Strategy

⁷ Worcestershire Climate Change Strategy

⁸ 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 RBC will support the use of Ultra Low Emission Vehicles (ULEVs) and related economic activity in our areas. It recognises the importance to Redditch 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.

⁹ Worcestershire Air Quality Action Plan.

¹⁰ 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 • LPG¹¹ 	<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.

¹¹ 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-methane¹². CNG/LNG vehicles are also quiet 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 closely¹³ and be supportive of investment in this industry in the area, provided there is a trajectory towards a lifecycle low emission profile.

¹² Low Emission Technology Options for Local Authority Fleets CENEX

¹³ 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 Redditch Borough

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 2017¹⁴.

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 disposal¹⁵. 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 respect¹⁶, 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 are 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.¹⁷ 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 continue¹⁸. As well as lower fuel costs, it is believed less maintenance will be required, as fewer moving

¹⁴ Renewable electricity accounted for 29.3% of electricity generated in the UK during 2017 UK Energy in Brief, DEFRA, 2018

¹⁵ Department of Transport, Transport Energy Model Report, 2018

¹⁶ <https://www.gov.uk/government/collections/faraday-battery-challenge-industrial-strategy-challenge-fund>

¹⁷ Science Direct; Total cost of ownership and market share for hybrid and electric vehicles in the UK, US and Japan (January 2018)

¹⁸ <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 charging¹⁹, 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 Redditch Borough, including terraced housing, apartments and other housing with communal parking including social housing.

¹⁹ 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.²⁰

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.²¹

2.4.4 Road to Zero, 2018

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.

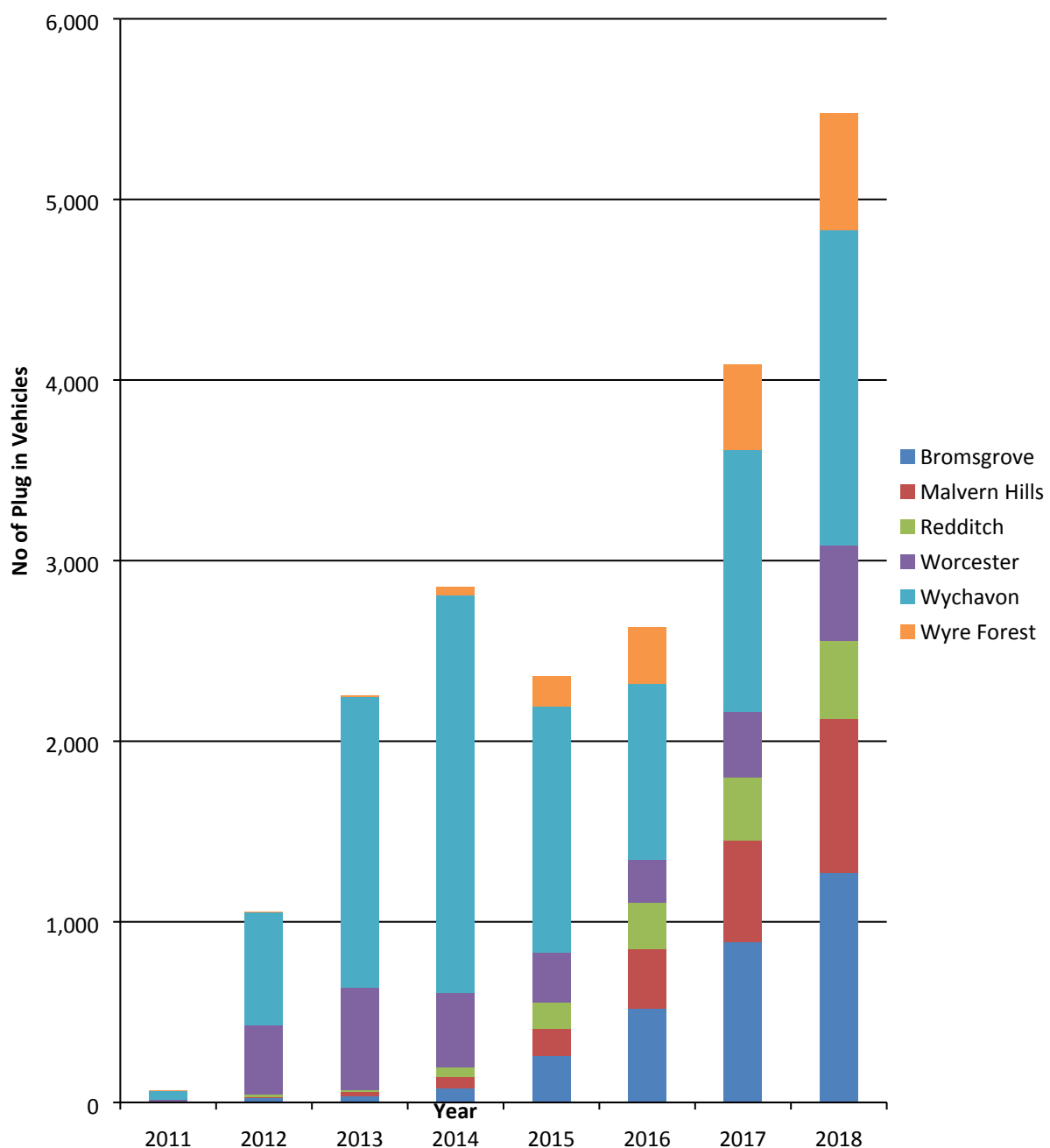
²⁰ Electric Vehicle: Driving the Transition, the Business, Energy and Industrial Strategy Committee. House of Commons. 2018

²¹ 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 in the reached 144,000 in the first quarter of 2018. The local picture is following suit²². Fig. 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



²² <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 evidence²³, 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			
	Industry	Domestic	Transport	
Redditch	-50	-30	-10	-30

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

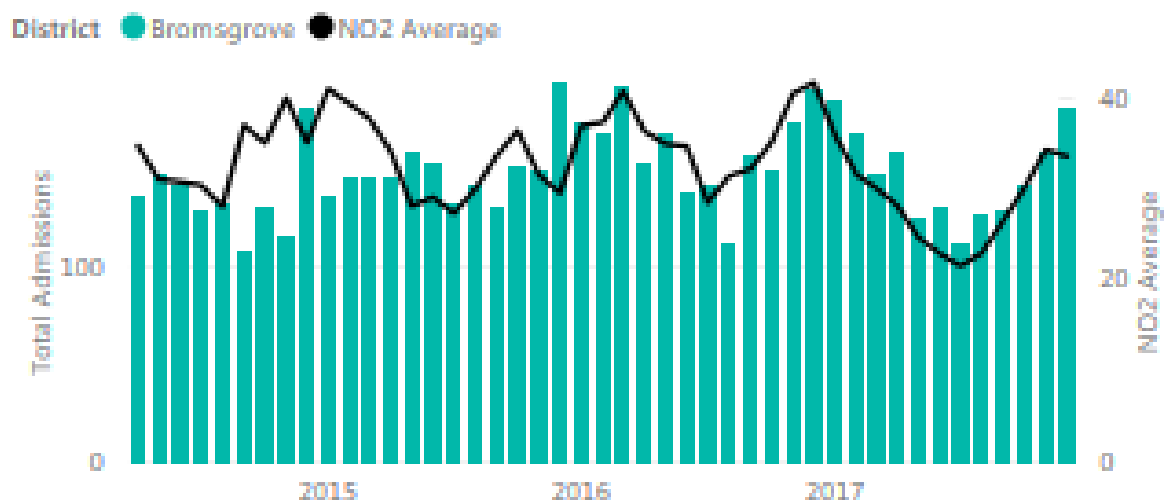
²³<https://www.gov.uk/government/collections/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics>

2.5.3 Air Quality

Redditch has no air quality management areas (AQMAs) due to the design of the road layout as part of the new town creation. However, 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, even without AQMAs.

Figure 8: Air quality and hospital admissions in Redditch²⁴

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 from January 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,

²⁴ Worcestershire Public Health Air Quality dashboard

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.

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.

CASE STUDY – INDRA

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 Redditch Borough Council 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 Redditch Borough Council Strategic Plan

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

Our shared principles include:

- 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.

- **‘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 Vision, aims, objectives and key approaches

3.1 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.

3.2 Aims

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

3.3 Objectives

- v. Engage with local stakeholders to understand and address their needs in relation to ULEV technology.
- vi. To support and develop appropriate infrastructure for re-charging and re-fuelling ULEV vehicles.
- vii. To enable suitable opportunities for ULEV related business ²⁵and training, including within the councils' commercialisation agenda.
- viii. 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 cycling²⁶ and decreasing vehicle idling.

3.4 Joined-Up Approach

- 3.4.1 Worcestershire County Council (WCC), as highways authority, is in the preliminary stages of developing a county-wide policy for ULEV infrastructure. RBC will engage with the development of this policy.
- 3.4.2 The RBC strategy sets out principles and actions that are tailored to our local situation. RBC 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.
- 3.4.3 The County level and 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.
- 3.4.4 A North Worcestershire working group has been set up to ensure a joined up approach between councils and cross border. This including representatives

²⁵ See **Appendix C Case Study Indra Renewable Technologies**

²⁶ See **Appendix D Case Study Woo Bikes**

from Redditch Borough Council (RBC), Bromsgrove District 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 RBC Strategic Planning Manager and Worcestershire Public Health.

3.5 Approach to electric vehicle charging infrastructure

- 3.5.1 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.
- 3.5.2 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.
- 3.5.3 On-street charging is the jurisdiction of Worcestershire County Council where the land is adopted by WCC Highways.
- 3.5.4 Where the land is under the control of Redditch Borough, 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.
- 3.5.5 The electricity supply to electric vehicle charging infrastructure should be from renewable energy sources.

3.5.6 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	

3.5.7 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.

3.5.8 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.

3.5.9 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.
- RBC 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 RBC in case of poor performance of the charging points.
- Opportunity to connect electric vehicle charging point infrastructure in RBC 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

3.5.10 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

3.5.11 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.

3.5.12 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.

3.5.13 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.

3.5.14 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 Redditch 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 						<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>
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 RBC website, social media, contact centre, MP enquiries and direct contacts to relevant staff. A 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>

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 Borough and for Council employee car parks, to ensure consideration is given to ULEV charge points and appropriate parking bays.</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 					

6	<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 		
7	Ensure the planning process is supportive of ULEV developments.	Ongoing	Discussions have been held internally with the Strategic Planning and Development Control Managers who are engaged to facilitate this.
8	<p>Maximise use of renewable electricity and minimise grid implications.</p> <p>Consider renewables, local storage, smart chargers, V2G and behind the meter demand management.</p>	Ongoing	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.
9	<p>Investigate communal charging facilities for those without access to personal home-charging charging e.g. social and private housing with communal parking areas such as RBC own stock. Work with other RSLs and private owners to learn from them and share or knowledge and experience</p> <p>Consider OLEV funding.</p>		Possible trial at an RBC block of flats where there is interest in having EV infrastructure.

10	<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>						<p>Representation on Worcestershire Air Quality Partnership Group and North Worcestershire ULEV working group.</p>
11	<p>Commercial opportunities for low carbon economic growth. Consider opportunities to generate revenue to support public services.</p>					<p>Ongoing</p>	<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>

12	Research, keep up to date with and contribute to government and other LAs policy, recommendations and projects on ULEVs.	<table><tr><td colspan="5">Ongoing</td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr></table>					Ongoing										<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																	

APPENDIX B Charge points available to the general public in vicinity of Redditch Borough Jun 2019

Location	Slow		Fast	Rapid	Charging Network	Access	Location
	3kw	7kw					
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		Tesla Destination	Restricted	
Singletons Nurseries B61 0HT			2		Pod Point	Restricted opening hours	
Fire Safe Services B60 4AD	1				Other	Restricted	
Hopwood Park Services B48 7 UA				16	Tesla Supercharger	Restricted	Redditch
				2	Ecotricity		
Asda B98 7ER		2			Polar		
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		
Longbridge Park & Ride B31 1TW		2			Polar		
Kings Court Hotel B49 5QQ			1		Polar		Stratford
Alcester Road Service Station WR74DB			2		Instavolt		Wychavon

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

Indra Renewable Technologies in Malvern

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.
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.
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)
EV	Electric Vehicles
WCS	Workplace Charging Scheme – An OLEV grant scheme to subsidise work-place electric vehicle charging points.
LBAG	Land and Building Assets Group – a subgroup of the internal Commercialism Board
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.

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EXECUTIVE COMMITTEE

9th July 2019

Finance Monitoring Outturn 2018/19

Relevant Portfolio Holder	Councillor David Thain, Portfolio Holder for Portfolio Holder for Corporate Management
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

The Executive Committee is asked to resolve

RESOLVE that

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

That Executive recommend to Council

- 2.2 Approval of the movement of £122k in existing reserves as included in Appendix 2.
- 2.3 Approval of the addition of new reserves of £3,385 as included in Appendix 2.
- 2.4 Approve the carry forward to the 2019/20 capital programme of £2,943k as detailed in Appendix 4.
- 2.5 Approval of an increase in the 2019/20 Capital Programme of £39k 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 £839k.
- 2.6 Approval of an increase to the Capital programme 2019/20 of match funding from PCC for digital upgrade of CCTV infrastructure.

EXECUTIVE COMMITTEE

9th July 2019

- 2.7 Approval of an increase to the capital programme 2019/20 of £3k s106 monies for Borough wide open space improvements.
- 2.8 Approval of an increase to the Capital programme 2019/20 of £33k for Arrow Valley park Safety Improvements. (£180k already approved at Budget 2019/20)
- 2.9 Approval of an increase to the Revenue budget 2019/20 of £5k 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.

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 £9.094m original budget as included in the table below is made up of the budget approved in February 2018.

In addition the Latest Budget 2018/19 of £9.330m includes transfers to reserves of £242k which are shown in appendix 2, use of balances £440k and virement from corporate financing of £39k.

EXECUTIVE COMMITTEE

9th July 2019

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

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	3,829	3,996	4,086	90
Help me run a successful business	3	133	74	-58
Help me be financially independent	358	146	429	283
Help me to live my life independently	156	73	30	-43
Help me find somewhere to live in my locality	864	710	516	-193
Provide Good things for me to see, do and visit	1,391	1,341	1,279	-62
Enable others to work/do what they need to do (to meet their purpose)	2,494	2,932	3,099	168
Totals	9,094	9,330	9,513	183
Corporate Financing	-9,094	-9,330	-9513	-183
Grand Total	0	0	0	0

Financial Commentary:

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

Keep my place safe and looking good (£90k overspend)

These budgets include those relating mainly to Environmental Services, Planning, CCTV and other activities to deliver against the purpose to ensuring an area is a safe and attractive place for the community.

The variances to report are :

EXECUTIVE COMMITTEE9th July 2019

- Bereavement services received less income than expected on cremations, additional electricity charges due to backdated billing by PPL and additional costs due to cremator repairs therefore showing a year end variance for the service of **£109k**.
- There is a saving within Community safety budgets due to salary vacancies which are being addressed in a service review. The underspend, however, will be offset against the overhead recharge to the HRA (shown in enabling services) due to the service being 100% attributable to the HRA of **£101k**.
- Whilst a significant growth in income has been achieved within Core Waste services, there have been additional costs required for running the domestic waste services. This is currently under review and the over spend by the end of 2018/19 was **£148k**.
- Development Management achieved more income than expected **£11k** due to a one off large application.
- There have been some salary savings due to vacancies of **£90k** within Core Environmental Operations, Environmental management and Planning.

Help me run a successful business (£58k underspend)

The budgets within the strategic purpose include economic development, all licenses and costs associated with the town and other Properties within the Borough.

- The variance shown in this strategic purpose is mainly due to savings on NNDR & utility budgets for leased building and also additional income.

Help me be financially independent (£283k overspend)

The strategic purpose includes all costs relating to the support of benefits and the administration and delivery of Council Tax services in the Borough.

- The variance of **£283k** 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 (£43k underspend)

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

- There has been additional income received within the Lifeline service due 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 (£193k underspend)

The costs associated with homeless prevention, housing strategy and land charges are all included in this strategic purpose. It is worth noting that these costs solely relate to those charged to the General Fund not the Housing Revenue Account

- The variance shown in this strategic purpose is due to salary savings as a consequence of posts not being filled along with grant income for reimbursement of 2017/18 expenditure. There has also been some additional rent income on dispersed units **£153k**

EXECUTIVE COMMITTEE9th July 2019

- There is also increased income from Houses in Multiple occupation following changes in regulations **£27k**.
- The variance shown for Land charges **£13k** is due to additional search fee income and New Burdens receipt.

Provide Good things for me to see, do and visit (£62k underspend)

- The majority of budgets within this purpose relate to Leisure and Culture services.
- The variance shown is mainly to do with temporary salary savings due to the change of service delivery and new staff structure implementation.

Enable others to work/do what they need to do (to meet their purpose) (£168k overspent)

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

- The underspend variance within Asset & Property Management is mainly due to savings on repairs and maintenance (R&M) and Utilities due to the transfer back of service that was provided by Place Partnership Ltd **£158k**
- There has been additional costs relating to the transferring services to Rubicon Leisure **£74k**
- 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 as point 4 below **£359k**.
- Within Customer Services support there are savings of **£48k** due to salary vacancies and additional income received.
- There is an underspend with Legal services due to a vacant position and a one off additional income received **£81k**.

Corporate Financing

- The variance within corporate financing relates to additional section 31 grant received over and above the quarter 3 forecast and this has been applied to balance the general fund outturn position.

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

EXECUTIVE COMMITTEE**9th July 2019**

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 Redditch Borough. 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 £721k of savings that have been delivered in 2018/19 are detailed in appendix 3.
- 4.2 In addition there are £777k of unidentified savings for 2018/19 which sit within the corporate / enabling service as highlighted in the table above. At year-end 2018/19 £476k has been identified against these unidentified savings.

5. Cash Management

- 5.1 The cash position of this Council at the start of the financial year and the expected end of year cash positions for the coming financial years is shown in the table below

Date	£m	Position
As at 31 st March 2018 (Actual)	7.0	Borrowing
As at 31 st March 2019	6.0	Borrowing

5.2 Borrowing

As at the 31st March 2019 there are short term borrowings of £6.0m with associated borrowing costs within the quarter and £103.929m in long term borrowing with associated costs in the quarter of £888k. All long term borrowing costs relate to the HRA.

An interest payable budget has been set of £34k for 2018/19 due to expenditure relating to current capital projects.

EXECUTIVE COMMITTEE

9th July 2019

5.3 Investments

At 31st March 2019 there were £4.5m investments held.

6. Capital Budgets

**Capital Budget Summary – Overall Council
Financial Year 2018/19**

6.1

Please note figures have been rounded

Strategic Purpose		Revised budget 2018/19 £'000	Actuals 2018/19 £'000	Variance 2018/19 £'000
Keep my place safe and looking good	3,273	3,278	1,691	-1,587
Help me run a successful business	80	80	0	-80
Help me to live my life independently	1,271	1,367	607	-760
Provide Good things for me to see, do and visit	102	120	7	-113
Enable others to work/do what they need to do (to meet their purpose)	150	605	148	-457
Totals	4,876	5,450	2,454	-2,996

Keep my place safe and looking good

The main variances for this strategic purpose relate to the following projects;

- Locality Capital Projects - this is due to majority of the schemes dependant on approval from Worcestershire County Council and therefore causing delays due to slow responses. A request is made to continue the project into 2019/20.
- 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.
- Public Buildings – Projects have been delayed due to the transfer of Property Services from Place partnership limited back to RBC, these will recommence at the beginning of 2019/20. The budget is requested to be carry forward into 2019/20.

Help me run a successful business

EXECUTIVE COMMITTEE**9th July 2019**

- The variance relates to improvements at the Business Centres which have been delayed due to the flood damage. These works will now be carried out in 2019/20 after a request to carry forward the capital budget.

Help me to live my life independently

The underspend 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 Redditch 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

- There is a S106 budget for the regrading of football pitches at Terry's Field, Redditch which requires the project to take place post season and therefore will commence in April 2019, the budget is requested to carry forward to the new financial year.
- There is an underspend on the Civic suite sound project due to it being delivered for lower than originally anticipated costs.

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

- The variance for this strategic purpose is the budget approved for the new Finance system which will be starting in 2019/20 and it is requested for the budget to be carried forward.

6.2 Disabled Facilities Grants

The request for approval of an increased budget £39k at 2.5 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 £39k is now required to match the grant determination £839k for Bromsgrove District Council for 2019/20

6.3 CCTV infrastructure

As requested at 2.6 West Mercia PCC has made available a £289k CCTV capital grant to support a digital infrastructure upgrade to the North Worcestershire CCTV scheme .The CCTV Community Services capital budget (£80k carry forward from 2018/19) has been identified as required match funding in the bid to secure the PCC funding. It is recommended that the capital funds set aside are now used to match fund the CCTV infrastructure upgrade as opposed to the purchase of replacement analogue cameras and once implemented the digital infrastructure will reduce transmission costs from the revenue budget. Redditch Borough Council will act on an agency basis and spend will be draw down when expenditure is occurred and invoiced to the relevant authorities (Bromsgrove District Council and Wyre Forest District Council) accordingly.

EXECUTIVE COMMITTEE

9th July 2019

6.4 S106 Open space improvements

The request for an approval of an increased budget £3k S106 monies at **2.7** is due to a S106 being received from contractors for work on Oak House, Herbert Street and this is therefore requested for use on borough wide open space improvements. This will be done at North Moons Moat to support the active conservation group in applying for external funding to improve the Scheduled Open Space moated site/pos.

6.5 Arrow Valley Park Safety improvements

The request for approval of an increased budget £33k at **2.8** is in addition to the already approved £180k is due to certain revisions to the scheme (contribution towards project from small habitats £141.5k). The overall aim of the project is to implement safety improvement works at five separate sites and it is anticipated outcomes of the project include:

- Improved water safety and safer access to the river banks for the general public,
- Reduced burden of liabilities, required inspection and maintenance of structures to the LA,
- Follow-up risk assessments of each of the weir sites to record safety improvements,
- Provision of fixed and interactive interpretative information on the ecological benefits of the scheme to improve public understanding and deliver enhanced public engagement,
- Improved the aesthetics of the river and AVP area through removal of large engineered structures.

7. Housing Revenue Account

Appendix 1 details the financial position for the Housing Revenue Account (HRA) for the period April – March 2019.

8. Earmarked Reserves

The position as at 31st December 2018 is shown in Appendix 2. The position at the 1st April 2018 was £1.6m and at the end of the financial year includes £3.2m 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.

9. General Fund Balances

The General Fund Balance as at the 31th March 2019 is £1.223m with the level of recommended retained balances of £750k

10. Legal Implications

No Legal implications have been identified.

11. Service/Operational Implications

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.

EXECUTIVE COMMITTEE

9th July 2019

12. Customer / Equalities and Diversity Implications

No direct implications as a result of this report.

13. Risk Management

The financial monitoring is included in the corporate risk register for the authority.

APPENDICES

Appendix 1 – HRA Monitoring April – December 2018/19

Appendix 2 – Earmarked Reserves 2018/19

Appendix 3 – Savings Monitoring 2018/19

Appendix 4 - Capital carry forwards

Appendix 5 - Capital Programme 2019/20

AUTHOR OF REPORT

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HOUSING REVENUE ACCOUNT (HRA)
REVENUE OUTTURN 2018/19

Appendix 1

	2018/19 Approved YTD Budget £'000	2018/19 Actuals YTD £'000	2018/19 Variance £'000
<u>INCOME</u>			
Dwelling Rents	22,805	22,833	-28
Non-Dwelling Rents	483	509	-26
Tenants' Charges for Services & Facilities	648	659	-11
Contributions towards Expenditure	18	129	-111
Total Income	23,954	24,130	-176
<u>EXPENDITURE</u>			
Repairs & Maintenance	5,187	5,801	614
Supervision & Management	8,542	8,143	-399
Rent, Rates, Taxes & Other Charges	149	429	280
Provision for Bad Debts	400	118	-282
Depreciation & Impairment of Fixed Assets	6,129	6,271	142
Interest Payable & Debt Management Costs	4,179	4,179	0
Total Expenditure	24,586	24,941	355
Net cost of Services	632	811	179
Provision for Job Evaluation	0	0	0
Net Operating Expenditure	632	811	179
Interest Receivable	-36	-106	-70
Revenue Contribution to Capital Outlay	1,879	1,600	-279
Use of Balances	-876	-706	170
Transfer to/(from) Earmarked Reserves	-1,599	-1,599	0
(Surplus)/Deficit on Services	0	0	0

HOUSING REVENUE ACCOUNT GENERAL RESERVE BALANCE

Surplus as at 1st April 2018	1,476	1,476	0
Surplus/(deficit) for year 2018/19	-876	-706	170
Surplus as at 31st March 2019	600	770	170

HRA Outturn 2018/19 variance commentary:

Dwellings Rents	The net loss of properties (RTB's less purchases) was lower than anticipated.
Non dwellings rents	Garage rent income from non-council tenants was greater than forecast.
Contributions towards expenditure	Anticipated reduction in grant funding from Worcestershire County Council for St David's House has been delayed. Income received from insurance claims relating to fire damaged properties and could not be budgeted for.
Repairs & Maintenance	There have been higher costs for responsive repairs (electrical, roofing, drainage & one off repairs) by external contractors than forecast. There have also been higher costs associated with voids repairs by external contractors than forecast. An increased number of agency resource has been covering vacant posts/staff absences within the department. A greater number than forecast of service charge eligible works (legionella testing, TV aerials, door entry) has led to increased income partially offsetting this overspend.
Supervision & Management	There are significant staff vacancies within Locality Teams, pending the implementation of a new structure. There was a lower than forecast internal overhead recharge .

Rents, rates & other taxes	There are Increased insurance charges within 2018/19 compared to budget. There have been a higher number as well as greater value of backdated Council Tax charges for void properties than originally forecast.
Provision for bad debts	The value of debts written off are lower than originally anticipated.
Depreciation & Impairment	There has been an Increase in component depreciation cost per property. Depreciation has been charged on newly purchased vehicles.
Interest receivable	An increase in interest rates has led to a greater return than anticipated.
Revenue Contribution to Capital Outlay	Lower than budget as limited to 1-4-1 purchases contribution to reduce use of balances (see below use of balances)
Use of balances	see Revenue contribution to capital line above

HRA CAPITAL OUTTURN 2018/19**Strategic Purpose****Help Me to Find Somewhere to Live in my Locality**

2018/19 Approved YTD Budget £'000	2018/19 Actuals YTD £'000	Variance £'000
<u>6,323</u>	<u>4,761</u>	(1,562)

Financial Commentary:

The projects form the basis of the HRA 30 year capital improvement plan and are currently moving forward within the plan. The plan is currently being reviewed to ensure the correct budgets are in place to meet the improvement plan targets.

FINANCIAL RESERVES STATEMENT 2018/19

Appendix 2

Description	Balance b/fwd 1/4/2018	Budgeted Release 2018/19	Revised Balance b/fwd 1/4/2018	Transfers in existing reserve 2018/19	Transfers out existing reserve 2018/19	New Reserve 2018/19	C/fwd 31/3/2019	Comment
GF Earmarked Reserves	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Business Rates Grants	(7)	0	(7)	0	0	0	(7)	Small Business Rate Relief - Ringfenced grant
Commercialism	(48)	0	(48)	0	19	0	(29)	To help fund costs in relation to commercialism projects
Community Development	(4)	0	(4)	0	0	0	(4)	To support the costs associated with community projects
Community Safety	(270)	0	(270)	(225)	270	0	(225)	External grant funding to be released over a number of years on Community Safety Projects ongoing
Corporate Services	(150)	0	(150)	0	0	0	(150)	Funding for Locality Enhancements
Customer Services	(12)	0	(12)	0	0	0	(12)	Contribution to WCC for an open portal
Electoral Services	(48)	0	(48)	(14)	22	0	(41)	To support the delivery of individual electoral registration and to set aside a reserve for potential refunds to government
Equalities	(11)	0	(11)	0	0	0	(11)	To fund licence fees
Equipment Replacement	(83)	0	(83)	0	10	0	(73)	ICT equipment reserve
Financial Services	0	0	0	0	0	(72)	(72)	Brexit reserve and also funds to support the new enterprise system
Corporate Financing	0	0	0	0	0	(3,246)	(3,246)	The reserve has been created to offset the loss on Business rates collection and appeals in 2019/20.
Housing Benefits Implementation	(81)	0	(81)	(105)	9	(23)	(199)	Specific welfare reform grant received
Housing Support	(569)	0	(569)	(171)	14	0	(725)	Government Specific Grant - annual funding
Land charges	(9)	0	(9)	0	0	0	(9)	To fund potential litigation in relation to Land Charges
Land Drainage	(162)	0	(162)	0	20	0	(141)	To support costs associated with health and safety issues within the environment
Leisure	(21)	0	(21)	0	21	0	0	To support set up costs relating to the new Leisure company
Mercury Emissions	(34)	0	(34)	0	34	0	0	To be used to re line the cremators
Parks and Open spaces	(10)	0	(10)	0	0	(13)	(23)	To fund a review of the local allotments.
Planning	0	0	0	0	0	(30)	(30)	
Public Donations	(13)	0	(13)	0	7	0	(6)	Accumulated donations for designated projects.
Sports Development	(20)	0	(20)	(63)	20	0	(63)	Ringfenced grants for a number of sports development activities to improve Health and Wellbeing in the Borough
Town Centre	(56)	0	(56)	0	11	0	(45)	To support improvements in the Town Centre High Street
Warmer Homes	(12)	0	(12)	0	0	0	(12)	To support the costs associated with community projects (repair)
Totals	(1,618)	0	(1,618)	(578)	456	(3,385)	(5,125)	
HRA Capital Reserve								
Capital Reserve-HRA	(19,835)	0	(19,835)	0	1,600	0	(18,236)	Reserve to enable the debt repayment on HRA, and future repairs and maintenance along with support for the Housing Growth Programme.
Totals	(19,835)	0	(19,835)	0	1,600	0	(18,236)	

Page 81

Agenda Item 8.2

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REDDITCH - SAVINGS & ADDITIONAL INCOME FROM 18-19 BUDGET ROUND**Appendix 3**

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	-177	Review of IT contract spend	Y			
Community Services	accommodation charge	-18	Review of budget required	Y			
Community Services	telephones	-4	Review of budget required	Y			
Community Services	travellers and unauthorised campers costs	-7	Review of budget required	Y			
Community Services	staff savings from reduced mileage and reduced hours	-3	Review of budget required	Y			
Community Services	additional income	-2	Review of income generated	Y			
Community Services	NNDR	-1	Savings identified	Y			
Community Services	accommodation charge	-18	Review of budget required	Y			
Corporate	Amalgamate postage budget	-14	Savings identified	Y			
Corporate	RBC staff awards	-3	Savings identified	Y			
Corporate	Insurance	-27	Savings identified	Y			
CAFS	Reduction in Hrs	-5	Savings identified	Y			
CAFS	Additional income	-125	Additional income based on previous year	Y			
Environmental Services	Fuel and Vehicle R&M	-67	Savings identified	Y			
Environmental Services	Materials, equipment and waste disposal	-21	Savings identified	Y			
Environmental Services	Overtime	-6	Savings identified	Y			
Environmental Services	Utilities	-4	Savings identified	Y			
Environmental Services	Contractors and Credit Card Fees	-5	Savings identified	Y			
Environmental Services	Increase in cremation income	-50	Additional income generated	N			
Environmental Services	Additional work for County Council and inflation of fees	-15	Additional income generated	Y			
Environmental Services	Replacement waste bins	-72	Revenue savings achieved by capitalising all bin replacements	Y			
Corporate	Subscriptions	-4	Savings identified	N		Y	4
Corporate	Subscriptions	-25	Savings identified	Y			
Corporate	Subscriptions	-8	Savings identified	Y			
Leisure & Cultural Services	savings on spend budgets	-5	Mainstream funding no longer needed received/in place	y			
Leisure & Cultural Services	Furniture purchase for Chamber and CR2/3 - budget allocation is more than required	-4	Savings identified	y			
Leisure & Cultural Services	Vehicle Costs	-3	Savings identified	y			
Leisure & Cultural Services	savings on accommodation costs	-8	Savings identified	y			
Leisure & Cultural Services	Additional income	-20	Increased income generated at Palace Theatre	y			
TOTAL		-721			0		4

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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
Public Building	CAFS	keep my place safe and looking good	borrowing / capital receipts	250	126	-124	124
Gf Asbestos	CAFS	keep my place safe and looking good	borrowing / capital receipts	110	36	-75	75
Small Area Improvements	Community Services	keep my place safe and looking good	borrowing / capital receipts	40	0	-40	40
Lifeline Hardwire Upgrade 2015	Community Services	help me live my life independently	borrowing / capital receipts	31	2	-29	29
ASDA Underpass Project	Community Services	keep my place safe and looking good	S106	25	0	-25	25
Disabled Facilities Grant	Community Services	help me live my life independently	DFG grant	1,117	575	-542	542
HMO Grants	Community Services	help me live my life independently	borrowing / capital receipts	50	7	-43	43
Energy & Efficiency Installs	Community Services	help me live my life independently	borrowing / capital receipts	110	0	-110	110
Camera Replacement Programme	Community Services	keep my place safe and looking good	borrowing / capital receipts	55	0	-55	55
Public Realm Improvements Elvington Cl	Community Services	keep my place safe and looking good	S106	25	9	-16	16
Traveller / Trespass Function	Community Services	keep my place safe and looking good	borrowing / capital receipts	5	0	-5	5
Improved Parking Scheme	Environmental Services	keep my place safe and looking good	borrowing / capital receipts	334	296	-38	38
Vehicle Purchase - Cleansing	Environmental Services	keep my place safe and looking good	borrowing / capital receipts	1,496	898	-598	598
Locality Capital Projects	Environmental Services	keep my place safe and looking good	borrowing / capital receipts	534	19	-515	515
Wheelie Bin Purchase	Environmental Services	keep my place safe and looking good	borrowing / capital receipts	127	91	-36	36
Fuel Pumps And Upgrade	Environmental Services	keep my place safe and looking good	borrowing / capital receipts	25	0	-25	25
Vehicle Lift Within Workshop	Environmental Services	keep my place safe and looking good	borrowing / capital receipts	25	0	-25	25
Car Park Maintenance	Environmental Services	keep my place safe and looking good	borrowing / capital receipts	25	24	-1	1
New finance system	Financial Services	Enabling	borrowing / capital receipts	455	0	-455	455
S106 Regrading Pitches Terry'S Field	Leisure & Cultural Services	Provide good things, for me to see, do and visit	S106	30	0	-30	30
S106 Health and Fitness Facilities	Leisure & Cultural Services	Provide good things, for me to see, do and visit	S106	29	0	-29	29
Terrys Field	Leisure & Cultural Services	Provide good things, for me to see, do and visit	S106	9	0	-9	9
Batchley Brook and Pond area	Leisure & Cultural Services	keep my place safe and looking good	S106	21	0	-21	21
Play / Sports Feckenham Cricket Ground	Leisure & Cultural Services	Provide good things, for me to see, do and visit	S106	20	2	-18	18
Improvements At Business Centres	Planning & Regeneration	help me run a successful business	borrowing / capital receipts	80	0	-80	80
TOTAL CURRENT CAPITAL PROGRAMME				5,027	2,085	-2,942	2,943

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Description	Department	Strategic purpose	2019/20 Total	2020/21 Total	2021/22 Total	2022/23 Total
			£'000	£'000	£'000	£'000
Public Building	CAFS	Keep my place safe and looking good	374	250	250	250
GF Asbestos	CAFS	Keep my place safe and looking good	115	40	40	40
Small Area Improvements	Community Services	Keep my place safe and looking good	40	0	0	0
Upgrade hardwired lifeline schemes	Community Services	help me live my life independently	29	0	0	0
Home Repairs Assistance	Community Services	Keep my place safe and looking good	60	60	60	60
Camera Replacement programme	Community Services	Keep my place safe and looking good	55	0	0	0
Energy & Efficiency Installs.	Community Services	help me live my life independently	110	0	0	0
Disabled Facilities Grant	Community Services	help me live my life independently	1,352	0	0	0
ASDA Underpass project	Community Services	Keep my place safe and looking good	25	0	0	0
HMO Grants	Community Services	help me live my life independently	43	0	0	0
Public Realm Improvements Elvington Close	Community Services	Keep my place safe and looking good	16	0	0	0
Traveller / Trespass function	Community Services	Keep my place safe and looking good	5	0	0	0
Vehicle replacement	Environmental Services	Keep my place safe and looking good	1,316	412	1,927	1,587
Wheelie Bin purchase	Environmental Services	Keep my place safe and looking good	151	85	85	85
Vehicle replacment dial a ride	Environmental Services	help me live my life independently	40	0	0	0
Improved Parking Scheme (includes locality funding)	Environmental Services	Keep my place safe and looking good	438	400	400	400
Localilty Capital Projects	Environmental Services	Keep my place safe and looking good	515	0	0	0
Replacing 3 fuel pumps and upgrading tank monitoring equipment	Environmental Services	Keep my place safe and looking good	25	0	0	0
Replacing the fixed four post vehicle lift within the workshop with a mobile four column lift	Environmental Services	Keep my place safe and looking good	25	0	0	0
Car Park Maintenance	Environmental Services	Keep my place safe and looking good	26	25	25	25
New Finance Enterprise system	Finance	enabling	455	0	0	0
Investment into Health and Fitness Facilities	Leisure & Cultural Services	Provide good things, for me to see, do and visit	29	0	0	0
Sports Contributions to support improvements to Outdoor facilities at Terry Field	Leisure & Cultural Services	provide good things, for me to see, do and visit	30	0	0	0
Terrys Field - Sports Contribution to support existing approved funding	Leisure & Cultural Services	Provide good things, for me to see, do and visit	9	0	0	0
Batchley Brook and Pond area - Open Space and Play improvements	Leisure & Cultural Services	Provide good things, for me to see, do and visit	21	0	0	0

Description	Department	Strategic purpose	2019/20 Total	2020/21 Total	2021/22 Total	2022/23 Total
			£'000	£'000	£'000	£'000
Arrow Valley Country Park - Play, Open Space and Sports Improvements.	Leisure & Cultural Services	Provide good things, for me to see, do and visit	172	0	0	0
Arrow Valley Country Park - Play, Open Space and Sports Improvements.	Leisure & Cultural Services	Provide good things, for me to see, do and visit	184	0	0	0
Maintenance and improvements to playing pitches and sports facilities in Feckenham Cricket ground	Leisure & Cultural Services	Provide good things, for me to see, do and visit	18	0	0	0
Improvement to Morton Stanley -Play Area for toddler and junior play	Leisure & Cultural Services	Provide good things, for me to see, do and visit	80	0	0	0
Improvement to Morton Stanley Open Space	Leisure & Cultural Services	Provide good things, for me to see, do and visit	26	0	0	0
Improvement to Sports Pitches infrastructure in Morton Stanley Park	Leisure & Cultural Services	Provide good things, for me to see, do and visit	99	0	0	0
Improvement to Redditch Cricket Club Facilities	Leisure & Cultural Services	Provide good things, for me to see, do and visit	17	0	0	0
Improvement to original Pump Track at AVCP	Leisure & Cultural Services	Provide good things, for me to see, do and visit	60	0	0	0
Improvement of 'Green Parking' at Arrow Valley South	Leisure & Cultural Services	Provide good things, for me to see, do and visit	17	0	0	0
Hedgerow Mitigation measures by restoration and hedge laying with associated fencing and gates at AVP SHM and AVP North	Leisure & Cultural Services	Provide good things, for me to see, do and visit	22	0	0	0
Grassland Mitigation measures- recreating and monitoring grassland habitats in MS and AVCP	Leisure & Cultural Services	Provide good things, for me to see, do and visit	147	0	0	0
Pitch or sports facilities improvements at the Abbey Stadium	Leisure & Cultural Services	Provide good things, for me to see, do and visit	17	0	0	0
POS/Play Improvements to Forge Mill (24,528 POS and 26,700 Play) and Bordesley Abbey Visitor Centre. PI	Leisure & Cultural Services	Provide good things, for me to see, do and visit	51	0	0	0
Maintenance works to existing tarmac pathways in Morton Stanley Park	Leisure & Cultural Services	Provide good things, for me to see, do and visit	26	0	0	0
Removal of 5 weirs through Arrow Valley Park	Leisure & Cultural Services	Keep my place safe and looking good	180	0	0	0
Morton Stanley Play, Sport and Open Space Improvements (General)	Leisure & Cultural Services	Provide good things, for me to see, do and visit	333	0	0	0
Improvements at Business Centres	Planning & Regeneration	Help me run a successful business	80	0	0	0
Total current Capital programme			6,831	1,272	2,787	2,441