



# WOKINGHAM BOROUGH COUNCIL

A Meeting of the **COMMUNITY AND CORPORATE OVERVIEW AND SCRUTINY COMMITTEE** will be held in David Hicks 1 - Civic Offices **MONDAY 11 MARCH 2019 AT 7.00 PM**

*Heather Thwaites*

Heather Thwaites  
Interim Chief Executive  
Published on 28 February 2019

The role of Overview and Scrutiny is to provide independent “critical friend” challenge and to work with the Council’s Executive and other public service providers for the benefit of the public. The Committee considers submissions from a range of sources and reaches conclusions based on the weight of evidence – not on party political grounds.

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# **WOKINGHAM BOROUGH COUNCIL**

## **Our Vision**

A great place to live, an even better place to do business

## **Our Priorities**

Improve educational attainment and focus on every child achieving their potential

Invest in regenerating towns and villages, support social and economic prosperity, whilst encouraging business growth

Ensure strong sustainable communities that are vibrant and supported by well designed development

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

## **The Underpinning Principles**

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

## MEMBERSHIP OF THE COMMUNITY AND CORPORATE OVERVIEW AND SCRUTINY COMMITTEE

### Councillors

Guy Grandison (Chairman)	Mike Haines (Vice-Chairman)	Rachel Burgess
Clive Jones	Dianne King	David Sleight
Bill Soane	Shahid Younis	

### Substitutes

Andy Croy	Carl Doran	Graham Howe
Malcolm Richards	Rachelle Shepherd-DuBey	

ITEM NO.	WARD	SUBJECT	PAGE NO.
54.		<b>APOLOGIES</b> To receive any apologies for absence.	
55.		<b>MINUTES OF THE PREVIOUS MEETINGS</b> To confirm the Minutes of the meeting held on 14 January 2019 and the Minutes of the extraordinary meeting held on 11 February 2019.	5 - 20
56.		<b>DECLARATION OF INTEREST</b> To receive any declarations of interest.	
57.		<b>PUBLIC QUESTION TIME</b> To answer any public questions  A period of 30 minutes will be allowed for members of the public to ask questions submitted under notice.  The Council welcomes questions from members of the public about the work of this committee.  Subject to meeting certain timescales, questions can relate to general issues concerned with the work of the Committee or an item which is on the Agenda for this meeting. For full details of the procedure for submitting questions please contact the Democratic Services Section on the numbers given below or go to <a href="http://www.wokingham.gov.uk/publicquestions">www.wokingham.gov.uk/publicquestions</a>	
58.		<b>MEMBER QUESTION TIME</b> To answer any member questions.	
59.	None Specific	<b>COMMUNITY SAFETY PARTNERSHIP UPDATE</b> To receive an update on the Community Safety Partnership.	21 - 38

**60.** None Specific **BOROUGH-WIDE PARKING MANAGEMENT STRATEGY** **39 - 44**  
To seek the Committee's input on the development of the Borough Wide Parking Strategy.

**61.** None Specific **WORK PROGRAMME 2019/20** **45 - 50**  
To suggest potential items to be included in the Committee's 2019/20 work programme.

**Any other items which the Chairman decides are urgent**

A Supplementary Agenda will be issued by the Chief Executive if there are any other items to consider under this heading

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## MINUTES OF A MEETING OF THE COMMUNITY AND CORPORATE OVERVIEW AND SCRUTINY COMMITTEE HELD ON 11 FEBRUARY 2019 FROM 7.00 PM TO 9.45 PM

### **Committee Members Present**

Councillors: Guy Grandison (Chairman), Mike Haines (Vice-Chairman), Rachel Burgess, Clive Jones, David Sleight and Shahid Younis

**Substitutes Present:** Malcolm Richards substituting for Bill Soane

### **Other Councillors Present**

Councillors: Andy Croy and Rachelle Shepherd-DuBey

### **Officers Present**

Tom Beck (Highways & Transport Consultant), Neil Carr (Democratic & Electoral Services Specialist), Robert Curtis (Transport Planning Team Manager), Graham Ebers (Deputy Chief Executive), Matt Gould (Lead Specialist, Highways & Transport), Bob Watson (Finance Lead Specialist) and Callum Wernham (Democratic and Electoral Services Specialist)

### **44. APOLOGIES**

Apologies for absence were submitted from Dianne King and Bill Soane.

### **45. DECLARATION OF INTEREST**

There were no declarations of interest.

### **46. PUBLIC QUESTION TIME**

In accordance with the agreed procedure the Chairman invited members of the public to submit questions to the appropriate Members.

**47.1 John Booth asked the Chairman of the Community and Corporate Overview & Scrutiny Committee the following question. The question was asked on his behalf by Jennifer Lissaman, and answered by Councillor David Sleight.**

#### **Question**

Public Question from John Booth for Councillor Sleight with reference to Items 51 and 52 on the Agenda:

I recall a newspaper headline from my youth – “Plan for Buses to Feed Trains”.

Use of private cars to access the railway stations can aggravate congestion, air quality and climate changing emissions.

For the individual the cost of running a car that is primarily used for commuting and spends most of its time in a station car park or outside their home is very high if better options can be made available.

Using valuable land and public funds to provide car parking in urban areas near stations must offer questionable value when the environmental and financial costs of greater car use are taken into account.

There is a Friends of the Earth Briefing paper on transforming public transport on this link <https://policy.friendsoftheearth.uk/sites/files/policy/documents/2019-02/free-buses-under->

30s.pdf which advocates radical changes to provision of bus services including free buses for the under-30s.

Will the Council look again at improving bus services to improve access between homes and the railway stations as an alternative to expanding station car parks and park and ride schemes?

**Answer**

Thank you for your question. Railway stations in Wokingham Borough are already well served by buses with the exceptions of Twyford and Wargrave. In the latter case the village is arguably better served by its existing bus services rather than its station which is on the western edge of the village. The general question of access to Twyford Station following the changes to services on the Great Western Main Line will be considered by the Committee when formulating its recommendations on Item 51.

As I hope Mr Booth will acknowledge, Wokingham Borough Council has worked with the bus operators to provide an excellent bus/rail interchange in Wokingham. The A329 runs parallel to the railway and access to Winnersh, Winnersh Triangle and Earley Stations from the Nos 4 and X4 bus services is possible – if the customer wishes to interchange.

We note the suggestion for free bus travel for under 30s and, indeed, we are aware of plans in various European cities such as Luxembourg City to make public transport free to reduce traffic congestion and improve air quality. The extension of free transport is a choice for funders and this needs a wider debate than is appropriate to this Committee.

Finally Wokingham Borough Council sees the need to consider critically the expansion of Park & Ride provision to ensure that it offers both value for money and is the optimum solution to address the perceived problems. That is why a review of the Coppid Beech Park & Ride scheme has been included at Item 52 but it would be wrong to prejudge the conclusions and recommendations of the Committee on this Agenda item.

**48. MEMBER QUESTION TIME**

There were no Member questions.

**49. BUDGET SCRUTINY BRIEFING**

The Committee received a briefing, set out in agenda pages 5 to 148, which gave an overview of the Council's budget setting process, timelines and figures from the 2018/19 financial year.

Bob Watson, Lead Finance Specialist, stated that the Council's budget was a financial representation of the Council's strategy and priorities. He added that the budget was the way that the Council could facilitate providing its services to residents. Bob explained the difference between revenue (day to day expenditure, for example Officer salaries) and capital (capital asset creation and enhancement etc.) expenditure, and added that revenue could be used to contribute to the capital budget, but not vice versa.

Bob stated that with revenue budget setting, it was important to work out what the Council could afford to provide, taking into account statutory services including refuse collection and providing a safe environment for adults and children. Graham Ebers, Deputy Chief Executive, highlighted that one of the key differences between a private company and a Local Authority was that a Local Authority has to provide a range of statutory services (from their revenue budget), which left them with much less flexibility within their revenue

budget. Graham added that there was, comparatively, much more room within a Local Authorities capital budget.

Bob Watson described the two forms of budget, incremental and zero based. Bob explained that an incremental budget adjusted the previous years' budget for costs such as inflation, growth and efficiencies as well as for one off payments. He added that a zero based budget rebased the budget to meet the specific service needs. Bob stated that Wokingham Borough Council's (WBC) planned approach was to use an incremental budget, of which 85% was used to provide statutory services. Bob stated that the service budgets belonged to service heads (for example, the Executive Member and Director of the relevant service) who delivered the frontline services to residents.

Bob outlined an approximate timetable for the budget setting process which read as follows:

**May** – Start to think about growth, efficiencies and income generation;

**September** - Staffing, fees & charges;

**November** – Non-staffing, finalise staffing and fees & charges;

**December** – Complete the medium term financial plan (MTFP), work out the Council Tax base and agree the draft settlement;

**January** – Finalise the MTFP, seek agreement from the relevant committees;

**February** – Final settlement, seek agreement at budget Council, Council tax set.

Bob outlined that fees and charges were set to:

- Recover costs where possible;
- Manage supply and demand;
- Cover inflationary increases;
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Bob Watson explained the process for revenue monitoring was to send regular 'hot off the press' revenue monitoring updates to the Corporate Leadership Team (CLT) and the Joint Board for evaluation. Bob added that these meetings gave the opportunity to identify early warning signs within service budgets, such as overspend or underspend.

Rachel Burgess queried (with relation to agenda page 164) whether the general fund balance was indicative of issues within the overall sustainability of the Council's finances. In response, Graham Ebers stated that the priority was to reduce the service budget variance as much as possible (for example, adult social care had been reduced from £1.5M to £500K from year start), however services such as children's services were continuing to require more resources. He added that it was crucial to monitor in year variances so that these could be factored in to growth in the following years' budget.

Rachel Burgess queried the sustainability of the MTFP, and why no inflationary costs were applied to School Block funding (referring to agenda page 121). In response, Graham Ebers stated that the Council was making progress to become more self-sufficient via generating income where possible, and to make early interventions a priority to address issues before they became more problematic. He added that the Council was continuing to make representations to Central Government regarding funding. With regards to the schools block query, Bob Watson stated that as more schools chose to become academies, the Council's funding levels for schools would drop proportionately. Graham Ebers added that, on average, per pupil funding levels had increased 2.3% per year,

however this could have resulted in a small negative real growth in funding due to the tough settlement that schools had received in recent years.

Shahid Younis asked how much of the business rates were retained by WBC, and what experiences the Council had with involving the public in the budget setting process. Grahame Ebers stated that WBC were due to keep £13M (from a total £60M) in business rates, which could be reduced to £6M kept by WBC with a negative rates grant applied by Central Government. Graham stated that WBC had previously ran budget engagement events with some degree of success, however these events tended to only attract a small number of residents (300 to 400 people). Graham added that engagement via online means had also been trialled, again with limited success. Graham stated that the views from residents were fed into the budget setting process, and that it was important to engage with residents to help educate and inform them about Local Authority finance.

Clive Jones queried whether there was provision for an increase in the schools block budget (with reference to agenda page 153). Graham Ebers stated that there were growing financial pressures within maintained schools such as the provision of special educational needs. He added that WBC needed to continue making representations to Central Government to highlight the escalating costs in these areas.

Clive Jones asked whether the budget had been adjusted due to the increased costs of future planning appeals. Graham Ebers stated that known specific events would be covered either by an earmarked reserve or by the general reserve. Clive stated that some other Councils involved their scrutiny Committees in the budget process during the autumn, and asked for the Officer's views on this. Graham Ebers stated that different Local Authorities had different methods of preparing and reviewing their budget proposals. He added that there was a difference between sharing the process of budget setting and sharing the detail of the budget. Graham stated that WBC could look at how other Local Authorities involve their Committees in the budget setting process going forward.

Andy Croy queried why the budget estimates for the schools block budget (with reference to agenda page 121) was 'flat lined' beyond the next financial year. Bob Watson stated that the Department for Education (DFE) do not give forward notification beyond one year, and therefore WBC presumes no additional income from the DFE.

Rachel Burgess queried the lack of increase to council tax in 2012/13 and 2015/16, highlighting that there would be a loss in terms of compounding increases in future years. Graham Ebers stated that Central Government had implemented a Council Tax freeze grant in some previous years, which had allowed WBC not to increase Council Tax in those years.

Guy Grandison queried when the approximate values for the Council Tax base are prepared. Graham Ebers stated that the data (for example, the number of new builds) was collated in November or December and undergoes a statutory calculation.

The Committee discussed the process of budget scrutiny during the 2019/20 municipal yea. These suggestions included:

- Asking the relevant Executive Members to attend the Committee to clarify budget areas and pressures;
- Checking in-year whether the assumptions made within the MTFP were being met;
- Evaluating the in-year process for budget setting.

**RESOLVED** That:

- 1) Bob Watson and Graham Ebers be thanked for attending the meeting;
- 2) the Committee consider a timeline for conducting a review of the 2020/21 budget setting process;
- 3) Members of the Committee contact Democratic Services with any specific areas of the budget or budget setting process that they would be interested in scrutinising;
- 4) budget Scrutiny be placed on the 2019/20 Committee work programme.

**50. REVENUE AND CAPITAL MONITORING**

**This item was agreed by the Committee to be combined with item 49, the previous agenda item, and as such the minutes and resolutions to item 49 apply to item 50.**

**51. IMPACT OF PLANNED RAIL CHANGES (COUNCILLOR SLEIGHT REPORT)**

The Committee considered a report, set out in agenda pages 177 to 192, which gave an overview of the of the train services operating within the Borough.

The report outlined the following topics:

- The demand for rail had doubled in the past 20 years, and was due to double again in the next 10 to 15 years;
- The Borough has a total of 7 railway lines operated by 2 train companies;
- The Local Authority could part fund the regeneration or construction of train stations in a joint capacity with Network Rail;
- Engaging in consultations with the Department for Transport (DfT) was very important to input WBC's response into railway issues and to have an input on proposed timetable changes;
- Old Oak Common was the largest regeneration project in the UK, including a railway station with planned access to Twyford, High Speed 2 (HS2) in 2026 and a Western Rail link to Heathrow in approximately 2028;
- The Reading to Basingstoke line passes through the Borough for approximately 1km, with the possibility of a new station at Grazeley servicing this line;
- Wargrave was the Borough's quietest station (by capacity);
- The potential impacts (relating to the railway service) that the Borough faces include station access, level crossing viability, station facilities and bus service interface.

Robert Curtis, Transport Planning Team Manager, highlighted to the Committee the Officer responses to Cllr Sleight's report, as set out on agenda pages 178 and 179.

Shahid Younis asked what progress was being made with regards to parking at Twyford station. David Sleight stated that there was a conservation area nearby the station and that a solution to the parking situation was still in the process of being identified.

Members raised concern about the rising costs of rail fares. David Sleight stated that travelling to London via Twyford rather than via Reading/Paddington came at a significant saving to the commuter.

Members queried whether Reading buses could run a service to Twyford station. David Sleight stated that this would be a commercial decision to be made by Reading Buses.

**RESOLVED** That:

- 1) David Sleight and Rob Curtis be thanked for attending the meeting;
- 2) the report on the impact of planned rail changes (and Officer responses) be noted;
- 3) the Committee continue to support and encourage the Executive Member with responsibility for Highways and Transport to engage with the DfT, Network Rail and the operating companies on consultation opportunities.

## **52. COPPID BEECH PARK AND RIDE**

The Committee considered a report, set out in agenda pages 193 to 242, which outlined the strategic outline business case for the proposed Coppid Beech Park and Ride.

The report outlined the following key points:

- The park and ride had formed a part of WBC's core strategy since 2010;
- The land has been allocated for a park and ride scheme;
- The park and ride's main focus would be for the use of existing bus services, with an approximate 4 services per hour into Wokingham town centre;
- The current business case did not currently propose a route to Reading;
- The benefit cost ratio was 'over 2' on the Local Enterprise Partnership (LEP), which would allow a full business case to be developed and brought forward in future.

David Sleight queried why the cost per space of the proposed park and ride was less than the cost per space of the existing Thames Valley Park (TVP) and Ride. Tom Beck, Highways & Transport Consultant, stated that the TVP park and ride had undulating ground and therefore had additional costs in making the land fit for purpose.

David Sleight queried the viability of the proposed park and ride using only existing bus services. Tom Beck, Highways & Transport Consultant, stated that the main focus of the proposed park and ride was a transport service to the Wokingham town centre. He added that approximately four buses per hour would pass through the site, and WBC would cooperate with Reading Buses to explore other potential bus services using the proposed site. Tom stated that parking provision in the Wokingham town centre was constrained, and the proposed park and ride would residents another option to access the town centre.

Rachel Burgess asked what evidence was available that showed that people would switch to using a park and ride service. Tom Beck stated that evidence showed that approximately ten percent of people paying for parking (in the Wokingham town centre) would switch to use the proposed park and ride.

Members raised concerns over the viability of the proposed park and ride scheme should it only use existing bus services.

Matt Gould, Lead Specialist - Highways & Transport, stated that the business case would be scrutinised by 3<sup>rd</sup> parties and the LEP was committed to the scheme, dependant on the next business case. Matt added that the current indications were that the proposed

scheme was viable, and that it linked with the other major highways infrastructure projects proposed within the core strategy.

Mike Haines noted the structure of other local park and ride schemes, and queried whether the proposed scheme would provide the same level of infrastructure. Tom Beck stated that there were 'different tiers' of park and rides, and that the relatively small distance between the town centre and the proposed park and ride would therefore require less services than a comparatively larger park and ride.

The Committee were concerned with a variety of aspects of the current business case, and asked that the next business case came back to the Committee.

**RESOLVED** That:

- 1) Matt Gould and Tom Beck be thanked for attending the Committee;
- 2) Democratic Services liaise with the Highways team to keep the Committee informed on the development of the next business case;
- 3) the next business case be brought back to the Committee in the next municipal year;
- 4) the report and associated strategic outline business case be noted.

**53. WORK PROGRAMME 2018/19**

The Committee considered a report, set out in agenda pages 243 to 247, which gave details of the Committee's proposed work programme for future meetings.

**RESOLVED** That:

- 1) an update on the car parking strategy policy be taken to the March Committee;
- 2) Members notify Democratic Services of any potential scrutiny items to be included in the 2019/20 Committee work programme.

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however this could have resulted in a small negative real growth in funding due to the tough settlement that schools had received in recent years.

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- Checking in-year whether the assumptions made within the MTFP were being met;
- Evaluating the in-year process for budget setting.

**RESOLVED** That:

- 1) Bob Watson and Graham Ebers be thanked for attending the meeting;
- 2) the Committee consider a timeline for conducting a review of the 2020/21 budget setting process;
- 3) Members of the Committee contact Democratic Services with any specific areas of the budget or budget setting process that they would be interested in scrutinising;
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- The Borough has a total of 7 railway lines operated by 2 train companies;
- The Local Authority could part fund the regeneration or construction of train stations in a joint capacity with Network Rail;
- Engaging in consultations with the Department for Transport (DfT) was very important to input WBC's response into railway issues and to have an input on proposed timetable changes;
- Old Oak Common was the largest regeneration project in the UK, including a railway station with planned access to Twyford, High Speed 2 (HS2) in 2026 and a Western Rail link to Heathrow in approximately 2028;
- The Reading to Basingstoke line passes through the Borough for approximately 1km, with the possibility of a new station at Grazeley servicing this line;
- Wargrave was the Borough's quietest station (by capacity);
- The potential impacts (relating to the railway service) that the Borough faces include station access, level crossing viability, station facilities and bus service interface.

Robert Curtis, Transport Planning Team Manager, highlighted to the Committee the Officer responses to Cllr Sleight's report, as set out on agenda pages 178 and 179.

Shahid Younis asked what progress was being made with regards to parking at Twyford station. David Sleight stated that there was a conservation area nearby the station and that a solution to the parking situation was still in the process of being identified.

Members raised concern about the rising costs of rail fares. David Sleight stated that travelling to London via Twyford rather than via Reading/Paddington came at a significant saving to the commuter.

Members queried whether Reading buses could run a service to Twyford station. David Sleight stated that this would be a commercial decision to be made by Reading Buses.

**RESOLVED** That:

- 1) David Sleight and Rob Curtis be thanked for attending the meeting;
- 2) the report on the impact of planned rail changes (and Officer responses) be noted;
- 3) the Committee continue to support and encourage the Executive Member with responsibility for Highways and Transport to engage with the DfT, Network Rail and the operating companies on consultation opportunities.

## **52. COPPID BEECH PARK AND RIDE**

The Committee considered a report, set out in agenda pages 193 to 242, which outlined the strategic outline business case for the proposed Coppid Beech Park and Ride.

The report outlined the following key points:

- The park and ride had formed a part of WBC's core strategy since 2010;
- The land has been allocated for a park and ride scheme;
- The park and ride's main focus would be for the use of existing bus services, with an approximate 4 services per hour into Wokingham town centre;
- The current business case did not currently propose a route to Reading;
- The benefit cost ratio was 'over 2' on the Local Enterprise Partnership (LEP), which would allow a full business case to be developed and brought forward in future.

David Sleight queried why the cost per space of the proposed park and ride was less than the cost per space of the existing Thames Valley Park (TVP) and Ride. Tom Beck, Highways & Transport Consultant, stated that the TVP park and ride had undulating ground and therefore had additional costs in making the land fit for purpose.

David Sleight queried the viability of the proposed park and ride using only existing bus services. Tom Beck, Highways & Transport Consultant, stated that the main focus of the proposed park and ride was a transport service to the Wokingham town centre. He added that approximately four buses per hour would pass through the site, and WBC would cooperate with Reading Buses to explore other potential bus services using the proposed site. Tom stated that parking provision in the Wokingham town centre was constrained, and the proposed park and ride would residents another option to access the town centre.

Rachel Burgess asked what evidence was available that showed that people would switch to using a park and ride service. Tom Beck stated that evidence showed that approximately ten percent of people paying for parking (in the Wokingham town centre) would switch to use the proposed park and ride.

Members raised concerns over the viability of the proposed park and ride scheme should it only use existing bus services.

Matt Gould, Lead Specialist - Highways & Transport, stated that the business case would be scrutinised by 3<sup>rd</sup> parties and the LEP was committed to the scheme, dependant on the next business case. Matt added that the current indications were that the proposed

scheme was viable, and that it linked with the other major highways infrastructure projects proposed within the core strategy.

Mike Haines noted the structure of other local park and ride schemes, and queried whether the proposed scheme would provide the same level of infrastructure. Tom Beck stated that there were 'different tiers' of park and rides, and that the relatively small distance between the town centre and the proposed park and ride would therefore require less services than a comparatively larger park and ride.

The Committee were concerned with a variety of aspects of the current business case, and asked that the next business case came back to the Committee.

**RESOLVED** That:

- 1) Matt Gould and Tom Beck be thanked for attending the Committee;
- 2) Democratic Services liaise with the Highways team to keep the Committee informed on the development of the next business case;
- 3) the next business case be brought back to the Committee in the next municipal year;
- 4) the report and associated strategic outline business case be noted.

**53. WORK PROGRAMME 2018/19**

The Committee considered a report, set out in agenda pages 243 to 247, which gave details of the Committee's proposed work programme for future meetings.

**RESOLVED** That:

- 1) an update on the car parking strategy policy be taken to the March Committee;
- 2) Members notify Democratic Services of any potential scrutiny items to be included in the 2019/20 Committee work programme.

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<b>TITLE</b>	<b>Community Safety Partnership Update</b>
<b>FOR CONSIDERATION BY</b>	Community and Corporate Overview and Scrutiny Committee on 11 March 2019
<b>WARD</b>	None Specific;
<b>DIRECTOR/ KEY OFFICER</b>	Deputy Chief Executive - Graham Ebers

## **OUTCOME / BENEFITS TO THE COMMUNITY**

The aim of the Wokingham Community Safety Partnership (CSP) is to reduce crime, substance misuse, and anti-social behaviour, raising awareness and increasing reporting of hidden crime. This strategy will guide the partnership in delivering its vision during 2018 to 2021.

The partnership's statutory bodies include the Police, the Local Authority, the Probation Service and Health Services. These organisations work together to progress the work of the strategy and respond to emerging themes.

## **RECOMMENDATION**

That the Community and Corporate Overview and Scrutiny Committee notes the contents of this report and supports the Community Safety Partners in delivering their strategies.

In addition, the Committee is asked to review the next steps for the partnership and consider how they can support the CSP priorities and wider contextual safeguarding agenda.

## **SUMMARY OF REPORT**

The report provides a summary of the CSP's progress in delivering current Wokingham Community Safety Priorities.

The report also provides an update on the CSPs planned developments, future priorities and emerging issues.

## **Background**

### National Community Safety Policy Context

The 1998 Crime and Disorder Act (as amended by Police and Social Responsibility Act 2011) places a statutory duty on all Community Safety Partnerships (CSPs) to prepare and implement a partnership strategy to reduce crime, substance misuse and Anti-Social Behaviour (ASB) within their areas.

The 1998 Act also requires that Community Safety strategies are informed by a document called a strategic assessment which comprises of local data aiming to provide a comprehensive picture of crime and disorder related need in their area. Strategic assessments comprise of data and information from the Police, Local Authority, Public Health, the Community Rehabilitation Company (CRC) and National Probation Services (NPS) etc

Under the 1998 Crime and Disorder Act, Statutory members of the CSP partnership have a legal obligation to mainstream actions to reduce crime within their local areas. The CSP strategy refreshed in aims to mainstream crime and community safety issues by integrating CSP priorities into wider Wokingham Borough Council and Partnership strategies and plans and link to other governance Boards

National guidance states that CSPs should review their priorities on an annual basis; therefore the current strategy has been refreshed to reflect changing central and local crime policies and evidence of emerging needs. This report assesses progress in meeting the current CSP priorities, the 2018/21 priorities are included at the end of this report.

Under the Police Reform and Social Responsibility Act 2011, the Police and Crime Commissioner has a duty to produce a Plan to reduce crime and related disorder within their localities.

In line with this duty, in 2017 the Thames Valley Police and Crime Commissioner published a Police and Crime Plan setting out his strategic priorities for the Thames Valley Region, these are set out below:

- Vulnerability - Managing demand on services through working together
- Prevention and Early Intervention - Improving safeguarding in physical and virtual space
- Reducing Re-Offending -Targeting and managing harm and risk
- Serious Organised Crime and Terrorism - Improving the local response
- Police Ethics and Reform - Increasing the pace of change

**New statutory guidance published in July 2018** sets out responsibilities for the Community Safety Partnership in Working Together 2018. There will need to be stronger links with the work of the Local safeguarding Children Board (LSCB) and new arrangements with the Multi-agency Safeguarding Arrangements (MASA) to fulfil the CSP obligations.

Link to Working Together 2018 <https://www.gov.uk/government/publications/working-together-to-safeguard-children--2>

## **Contextual Safeguarding**

Traditionally support and intervention is aimed at the child and their family/carers, contextual threat is within the community and parents do not have the influence outside of the home to keep children safe from risk of exploitation and abuse. Agencies and services will need to work together to agree an approach and ensure the right partners and services are linked to the group and this work.

The CSP will work with partner agencies, other partnership Boards, schools, Children's Social Care and services internally and externally to raise awareness and work together to reduce the risk of extra familial exploitation.

Link to What is Contextual Safeguarding

<https://www.contextualsafeguarding.org.uk/about/what-is-contextual-safeguarding>

## **Progress against current priorities**

### **Priority One: Addressing Violence against Women and Girls (VAWG)**

The Wokingham Domestic Abuse Strategy is designed to support children, adults and families within Wokingham Borough, by developing an understanding of the needs of both victims and perpetrators of domestic abuse; men and boys are included in all work. The Substance Misuse and VAWG Subgroup of the CSP oversees this work and reports directly into the CSP Board.

The VAWG strategy is designed to enable Wokingham Council to meet its statutory duties for example the Care Act 2014 and the Children and Families Act 2014. The main role of the CSP is to hold the Domestic Abuse Strategic Group in delivering the current domestic abuse strategy.

Domestic abuse continues to be the highest number of contacts to Children's Services 'front door' and support in Wokingham is provided in a number of ways:

Wokingham's main domestic abuse provider is Berkshire Women's Aid (BWA). BWA are funded to provide a range of services for people affected by domestic violence. This includes outreach, a family support programme, one to one support for victims, and a helpline and refuge provision. BWA work very closely with children's services in Wokingham to ensure that children who are identified as being at risk of domestic violence are supported.

The VAWG subgroup and Commissioning Team meet with BWA to review the impact of the support service provided.

- A 'pilot' legal drop in clinic for victims of domestic abuse is held monthly.
- A Police led MARAC (Multi Agency Risk Assessment Conference), which ensures that high risk victims are identified supported and referred to appropriate support. In 2016/17 the MARAC saw 84 cases.
- Victim support is offered by a range of council services and other workers including Housing Officers, Social Workers, and Probation Officers etc.

## Multi-Agency Tasking and Co-ordination (MATAC)

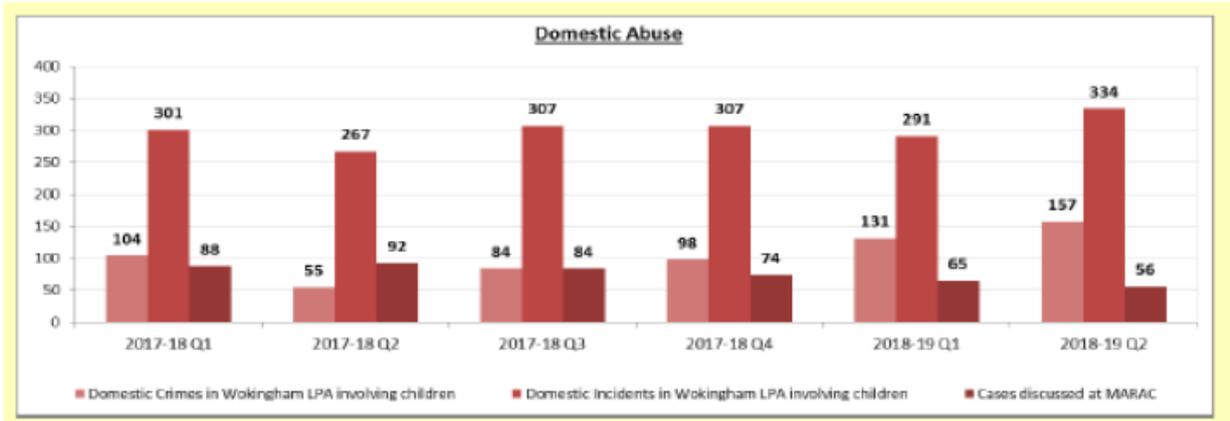
The MATAC will replace the DARIM in Wokingham where the medium and low risk repeat D.A. offenders are reviewed. The model has been adopted from Northumberland where they have seen a 60% reduction in repeat domestic abuse incidents by implementing the same model.

Police will work will target perpetrators to reduce the repeat offences of domestic abuse as previously there has been focus on supporting victims of domestic abuse but not the perpetrator. Identified perpetrators will be referred into the MATAC process where key partners will agree a bespoke set of interventions using a domestic abuse 'toolkit'. This can include targeting and disrupting perpetrators and or supporting them to address their behaviour. Victims of D.A. will continue to receive the same support.

- D.A. training for multi-agency professionals is delivered by Berkshire Women's Aid.
- Tough Love an Alter Ego performance will be delivered to secondary schools in Wokingham as a medium to prevent young people being coerced into abusive relationships by the recognising the signs and making the right choice of partner.
- Behind Closed Doors has been commissioned, this is a training performance for multi-agency professionals for them to understand the lived experience of those people living and witnessing domestic abuse.
- Children living with domestic abuse are supported in groups in schools by Berkshire Women's Aid.
- Victim and perpetrator Choices group work is a six week programme devised by BWA and provides women with the opportunity to engage in working promoting understanding of domestic abuse. The programmes aims to empower women to develop their understanding of domestic abuse and move forward from their experiences in a safe and secure group setting. There is a perpetrator Family Choices course which has seen a significant increase in referrals.

Repeat cases of D.A. continue to rise.





### Next steps and future developments

- A refresh of the D.A. strategy and action plan.
- Outcome based reporting.
- Understand the demand for services and monitor the impact of the MATAC process.
- Develop outcome based reporting

### Priority Two: Tackling Anti-Social Behaviour, Harmful Misuse and Organised Crime

These issues can often be interlinked and this priority is aimed at reducing all and to prevent members of our community from exploitation and their risk and involvement in Anti-Social Behaviour (ASB) and/or harmful misuse escalating to serious organised crime.

Instances of Anti-Social Behaviour have been of concern across the Borough during the start of 2018 and the Community Safety Partnership (CSP) and Thames Valley Police have been working together to address this. This priority will aim to address the causes of ASB and the CSP Problem Solving Task Group will be tasked with managing geographical areas and individuals of concern on a multiagency level.

Work to tackle these issues cannot be in isolation – see *Contextual safeguarding* and a project plan to raise awareness and develop a strategy across Council services and partner agencies will be developed.

Nationally and locally, the rates of serious organised crime; specifically county line dealing has had a direct bearing on the increased crime levels in the area.

The Police have been proactive in addressing county line dealing for example running successful operations such as ‘Operation Stronghold’ which aims to decrease the risk from organised crime by reducing vulnerabilities and criminal opportunities and have focus weeks planned to target this crime in Wokingham.

Police, Local Safeguarding Children Board (LSCB), CSP, Anti-Social Behaviour Group, schools and Problem Solving Task Group are working collaboratively to reduce incidents.

In a bid to safeguard children from exploitation and anti-social behaviour the following initiatives have been commissioned.

## **KICKS PROJECT**

The CSP have funded the KICKS project from Reading Football Club; the aim of the work is to engage hard to reach young people aged 11-19 years, all sessions are free. By giving young people information, raise participant's awareness about how to keep themselves safe within the community and try to help them make informed choices now and later in life.

Sessions are mainly football based and from 1st April 2018 to 13th January 2019 worked with 328 unique participants; on average each group reaches 26 young people. The CSP receive regular data report as to the numbers of children reached in Wokingham schools and the outcomes.

## **POSITIVE PATHWAYS**

This project is commissioned by the CSP and is delivered to 5 Wokingham schools to work with students in years 6, 7 and 8 where children may be involved or at risk of involvement with County Lines.

Schools provide baseline behaviour and the success is measured during and at the end of the project, behaviours will be measured at intervals and up to 12 months after completion with students scoring themselves.

Schools refer children to the programme and only those children who will positively engage with the project are accepted.

### **Next Steps**

- Work with schools to consider additional support to target those who may be less willing to engage.
- Projects to engage girls as exclusion and challenging behaviours are increasing
- Identify those children on the cusp of exclusion

## **SEMRAC/EMRAC Conference**

The CSP is funding and participating in a training event for multi-agency partners to improve the response to those children discussed at the Sexual /Exploitation Multi-Agency Conferences (SEMRAC/EMRAC). The aim of this work is to improve the multi-agency response when children are involved with or at risk of sexual/criminal exploitation, to ensure that timely, robust multi-agency plans are in place and that they are monitored and followed through to improve the life chances/experience for the child.

## **Priority Three - Reduce and prevent exploitation and address the needs of vulnerable victims and offenders**

The Police and Crime Commissioner (PCC) recognised that vulnerability of both victims and offenders has an impact on demand for police and other emergency services. Supporting victims, particularly repeat victims of crime will improve their resilience. Supporting vulnerable offenders will decrease their level of offending. This will have a positive impact on crime rates, but most importantly ensure people have access to services which will improve the quality of their lives.

Data from that service has provided the CSP with information about local victims' needs, including for example Wokingham victims are more likely to be young, under 19 and be victims of violence, theft or harassment. A small number of victims have a disproportionate

impact on public services and a number of repeat victims are known to other support services such as Local Authority, Police and Health Services.

#### **Vulnerable Offenders**

Like victims, national figures show that offenders are more likely have greater support needs than the general population. Offenders have higher than average levels of substance misuse, physical and mental health need, and are more likely to have lower rates of engagement in education employment and training.

#### **Safer Places**

This is a national initiative and will be relaunched at the end of February with new logo's, flyers and information. Volunteers promote the scheme in Wokingham.

The CSP have funded the Safer Places Scheme to give people a safe place to go if they feel unsafe; people can ask for help and they will be offered somewhere quiet to sit. They can also phone a person for help, be assisted in returning home, or call the police if necessary.

<http://www.wokingham.gov.uk/community-and-safety/community-safety/find-a-safe-place/>

#### **The CLICK Project**

Research suggests that children need to be educated at a younger age as to the dangers of on-line grooming and risk of exploitation. The cybercrime theatre production "Click" was originally commissioned by Thames Valley Police and Crime Commissioner in conjunction with Thames Valley Local Authorities.

The CSP funded the school drama specialists AlterEgo Creative Solutions to deliver the 'click' project as prevention to exploitation; the play was developed to be suitable for children in Year's 5 & 6 to help them learn about online risk and healthy online behaviour and relationships.

Wokingham had 28 performances in total over 14 days and involved 45 primary schools. It is estimated that the shows will have reached 2315 pupils in state + independent schools. An evaluation of the production proved successful with children having more awareness around the dangers and more confident to speak out. Schools will have access to online learning resources to continue this to work to raise awareness of the dangers online for children and their parents.

Delivery Group	DESCRIPTION	Rolling 12 months			% DIFFERENCE TARGET	TRAFFIC LIGHT	% CHANGE PREVIOUS YEAR	DIRECTION OF TRAVEL	MSG Rank 1=best	COMMENTARY
		2016-2017	2017-2018							
		ACTUAL	TARGET	ACTUAL						
CSIG - Community Safety Impact Group	Increase number of racist incidents reported to Thames Valley Police - Recordable Crimes	51	51	97	90%	Green	90%	Improving	↑	
CSIG - Community Safety Impact Group	Increase number of racist incidents reported to Thames Valley Police - Non-Recordable Crimes	65	65	34	-48%	Red	-48%	Deteriorating	↓	
CSIG - Community Safety Impact Group	Increase number of religious incidents reported to Thames Valley Police - Recordable Crimes	4	4	5	25%	Green	25%	Improving	↑	
CSIG - Community Safety Impact Group	Increase number of religious incidents reported to Thames Valley Police - Non-Recordable Crimes	0	0	5	NA	Green	NA	Improving	↑	
CSIG - Community Safety Impact Group	Increase number of homophobic incidents reported to Thames Valley Police - Recordable Crimes	16	16	8	-50%	Red	-50%	Deteriorating	↓	
CSIG - Community Safety Impact Group	Increase number of homophobic incidents reported to Thames Valley Police - Non-Recordable Crimes	13	13	6	-54%	Red	-54%	Deteriorating	↓	
CSIG - Community Safety Impact Group	Increase number of transphobic incidents reported to Thames Valley Police - Recordable Crimes	2	2	4	100%	Green	100%	Improving	↑	
CSIG - Community Safety Impact Group	Increase number of transphobic incidents reported to Thames Valley Police - Non-Recordable Crimes	1	1	2	100%	Green	100%	Improving	↑	
CSIG - Community Safety Impact Group	Increase number of disability hate incidents reported to Thames Valley Police - Recordable Crimes	12	12	12	0%	Green	0%	No change	→	
CSIG - Community Safety Impact Group	Increase number of disability hate incidents reported to Thames Valley Police - Non-Recordable Crimes	9	9	5	-44%	Red	-44%	Deteriorating	↓	
ASB - Anti-social behaviour prevention group	Monitor the repeat cases referred to the Anti-Social Behaviour Panel		0		NA	Green	No change			Monitoring began in April 2015. No repeat referrals for the current reporting period.
ASB - Anti-social behaviour prevention group	Monitor number of Community Triggers		0		NA	Green	No change			The community trigger legislation was introduced in October 2014. To date Wokingham has not had a community trigger

## Priority Four: Empower and enable the resilience of local communities

The focus of this priority is the relationship with the wider Wokingham Community. In addition to reducing crime, substance misuse and disorder, central government guidance states Community Safety Strategies should work to reduce the fear of crime, improve community cohesion, build the relationship with the voluntary and community sector and support community engagement

Involve will be working with the Neighbourhood Action Groups (NAGs) to progress this work over the coming months

### Next steps:

- Progress work with the NAGs and Rural Crime Group  
Link with Contextual Safeguarding work

## Performance and Intelligence

### Burglary Non-Dwelling

Comparing Oct 17 – Sept 2018 to Oct 16 – Sept 2017 there has been an increase (6%) in the number of non-dwelling burglaries in the Wokingham borough.

The Police neighbourhood in Fields and Twyford have had a higher number of non-dwelling burglaries in 2018 than 2017. Early and Winnersh had a substantial number of rise in non-dwelling burglaries.

The most commonly stolen item in a non-dwelling burglary was building materials in 2017/18.

### Rural related theft

There has been a decrease (6%) in the number of rural related theft in the Wokingham borough during Oct to Sep 2017/18 compared to 2016/17.

Wokingham Town saw a significant higher number of incidents in 2018 (11%) than 2017/18. The number of incidents in Fields has decreased by 15% in 2017/18.

The most commonly stolen item in a rural related theft was Fuel followed by Personal Accessories.

## Criminal Damage

There was a decrease (1%) in the number of criminal damage incidents in the Wokingham borough in 2017/18 compared to 2016/17.

Wokingham Town and Winnersh neighbourhoods experienced a significant higher number of incidents in 2017/18 than 2016/17.

The most commonly damaged item was vehicle accessories followed by building materials.

## Anti-social behaviour

There has been a 2.6% increase in the number of ASB reports in Wokingham borough for the period Oct to Sep 2017/18, compared to the previous year.

As shown in the “Location of ASB incidents” chart attached, the majority of ASB reports occur within Wokingham Town Area (21.5% and increased by 7%); Woodley has the second highest number of ASB reports for this period and has decreased by 21% compared to last year. Twyford neighbourhood area has the lowest number of reports of ASB for the current reporting period. Winnersh has seen a 34% increase compared to the previous year.

## Fire

Secondary fire - An incident that did not occur at a Primary location, was not a chimney fire in an occupied building, did not involve casualties (otherwise categorised as a Primary incident) and was attended by four or fewer pumping appliances (otherwise categorised as a Primary incident).

During 2017/18 there were 134 secondary fires - 67% were accidental, 25% were deliberate and 4% had a cause unknown.

## Fly-Tipping

There has been a 9% increase in fly-tipping incidents for the current reporting period (Oct to Sept 2017/18) compared to the previous year.

The main types of waste being fly-tipped from Oct 17 – Sep 18 year are Other Household wastes and Construction/Demolition/Excavation.

In the last year, the highest number of fly-tipping incidents occurred in Wokingham. Conversely, Sonning and Twyford and Crowthorne had the lowest number of incidents in this period.

Priority 4: Identify and understand the issues affecting residents of all ages and to communicate the work of the partnership effectively to make them feel safer										
CSIG - Community Safety Impact Group	Reduction in Dwelling Burglary Offences	227	216	0	N/A	N/A	N/A	N/A	N/A	
RCAG - Rural crime action group	Reduction in Non-Dwelling Burglary Offences	386	378	0	N/A	N/A	N/A	N/A	N/A	
CSIG - Community Safety Impact Group	Reduction in Residential burglary Offences	0	0	323	N/A	N/A	N/A	N/A	N/A	3
RCAG - Rural crime action group	Reduction in Business/Community Burglary Offences	0	0	193	N/A	N/A	N/A	N/A	N/A	5
CSIG - Community Safety Impact Group	Reduction in Theft From Vehicle Offences	425	412	359	-13%	Green	-16%	Improving	↓	4
CSIG - Community Safety Impact Group	Reduction in Theft Of Vehicle Offences	115	113	126	12%	Red	10%	Deteriorating	↑	5
CSIG - Community Safety Impact Group	Reduction in Violence Against the Person With Injury	463	440	571	30%	Red	23%	Deteriorating	↑	1
CSIG - Community Safety Impact Group	Reduction in Violence Against the Person Without Injury	544	517	877	70%	Red	61%	Deteriorating	↑	1

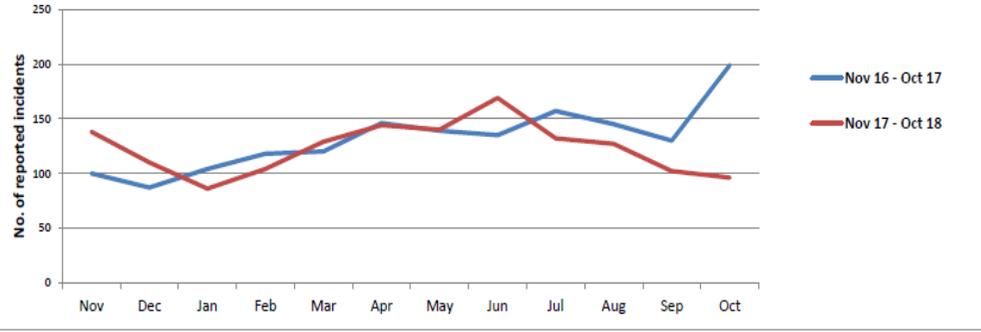
Antisocial behaviour saw an increase over the Christmas period. Police colleagues advised that we have since Christmas had a spate of incidents in the town centre. There was no build up to this criminality as we would normally expect, which suggests it may have been linked to youths being on holiday over the Christmas period. However, Wokingham still remains to have low level incidences of crime and anti-social behaviour compared to our neighbouring Local Authorities.

The neighbourhood Police team are investigating these offences, conducting house to house enquires and checking for CCTV in the offence locations. In response to this criminality the team implemented an operation targeting anti-social behaviour in the area. The Police neighbourhood team have changed their working duties and working rest days to provide additional cover in the evenings and weekends around the town. Police will continue with their response until satisfied that the situation has significantly improved.

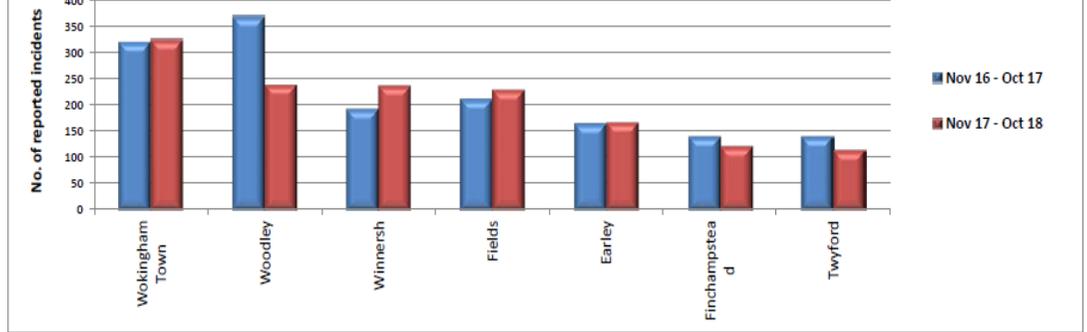
Concern has been raised previously by the Police neighbourhood team regarding the walk ways around Carnival pool and the railway crossing as these areas are often used as 'rat runs' by local youths and provide routes where they can easily disperse to avoid Police patrols. The Police will support any action that the Local Authority or developers can take to make the locality area safer for the community and discourage youths congregating there.

We have discussed and raised the issues at the Community Safety Partnership Problem Solving Group for consideration to promote a multi partner approach to resolving this issue. We would suggest that residents report any anti-social behaviour to the Police as they will continue to target these offences.

ASB - Monthly Comparison



ASB - Neighbourhoods Comparison



**Next steps:** Contact the Planning/Traffic Highway Team to report to the CSP what risk assessment and planning is considered to keep the neighbourhood safe; and to understand what developer responsibility or sanctions are put in place to protect the site equipment and workers tools from theft.

## Substance Misuse

The CSP questioned the number of successful completions in drug treatment (young people) as substance misuse is linked to the increase in anti-social behaviour, crime school exclusion, crime and exploitation. Figures showed successful completions had reduced from 89% (Apr 17 – Mar 18 rolling 12 months) to 57% (Jul 17 – Jun 18).

The percentage shows a decline is due to the low number of young people who are engaging with Substance Misuse services. Due to low numbers if one young person drops out of the service prior to the 12 weeks successful completion it has a significant impact on the %; the decline in numbers can also be linked to school holidays.

SMART the commissioned services for substance misuse have delivered workshops in schools reaching a total of 300 pupils. SMART are now in discussion with the schools to plan delivery of further workshops.

Young people with parents who misuse – ‘How About Me (HAM)’ programme receives referrals from schools and the social work teams. 8 young people have been seen during quarter 3.

Table 1. Qtr1 2018-2019

Intervention exits (structured interventions only)	Intervention exited		Mutually agreed planned exit		Unilateral unplanned exit		Intervention withdrawn		Intervention exited		Mutually agreed planned exit		Unilateral unplanned exit		Intervention withdrawn	
	(n)	(%)	(n)	(%)	(n)	(%)	(n)	(%)	(n)	(%)	(n)	(%)	(n)	(%)	(n)	(%)
Community	4	100%	4	100%	0	0%	0	0%	4405	100%	3760	85%	429	10%	130	3%
Home	0	0%	0	0%	0	0%	0	0%	124	100%	102	82%	12	10%	3	2%
Inpatient - substance misuse specific	0	0%	0	0%	0	0%	0	0%	2	100%	0	0%	1	50%	0	0%
Inpatient - not substance misuse specific	0	0%	0	0%	0	0%	0	0%	1	100%	1	100%	0	0%	0	0%
Residential - substance misuse specific	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Residential - not substance misuse specific	0	0%	0	0%	0	0%	0	0%	3	100%	3	100%	0	0%	0	0%
Other setting	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Missing	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Secure estate	0	0%	0	0%	0	0%	0	0%	1	100%	1	100%	0	0%	0	0%
<b>Total</b>	<b>4</b>	<b>100%</b>	<b>4</b>	<b>100%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>4536</b>	<b>100%</b>	<b>3867</b>	<b>85%</b>	<b>442</b>	<b>10%</b>	<b>133</b>	<b>3%</b>

## Next steps:

- Police and CSP to send a letter via the schools to parents in regard to the risk/dangers of alcohol, cannabis and Xanax for young people.

## Staffing

The Business Manager for the CSP Jo Castro left Wokingham in December 2018. From 2nd January 2019 the Local safeguarding Children Board Manager Sherrie Newell will also hold the CSP agenda.

The Community Safety Partnership work is funded by the Police & Crime Commissioner (PCC)

## Funding

The Community Safety Partnership is funded by the Police & Crime Commissioner (PCC) and will retain the same funding for 2019/20 as 2018/19 £ 104,205 to develop interventions to reduce crime, substance misuse and ASB within the locality. This funding is monitored on a regular basis, to ensure that funds are spent in line with Home Office finance rules.

The CSP will consider how to allocate funds when to ensure the best value for money and provide the best outcomes to the priority areas of work and evidence the impact of this work.

Wokingham will benefit from a pan Berkshire early intervention fund, the PCC will commission performances to schools and support work with those young people in the YOS service

## **FINANCIAL IMPLICATIONS OF THE RECOMMENDATION**

***The Council continues to face severe financial challenges over the coming years as a result of reductions to public sector funding and growing pressures in our statutory services. It is estimated that Wokingham Borough Council will be required to make budget reductions of approximately £20m over the next three years and all Executive decisions should be made in this context***

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	N/A	N/A	N/A
Next Financial Year (Year 2)	N/A	N/A	N/A
Following Financial Year (Year 3)	N/A	N/A	N/A

<b>Other financial information relevant to the Recommendation/Decision</b>
N/A

<b>Cross-Council Implications</b>
The Local Authority have responsibilities set out in Working Together 2018, PREVENT duty 2015, Anti-social Behaviour, Crime and Policing Act 2014:

<b>Reasons for considering the report in Part 2</b>
N/A

<b>List of Background Papers</b>
None

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## **Key Lines of Enquiry**

The Chairman has agreed the following key lines of enquiry (KLOE) to assist the Committee in developing questions about the Community Safety Partnership. In addition, some key questions from the Centre for Public Scrutiny's guidance on Scrutiny of Community Safety Partnerships are included.

### **KLOE:**

- Please describe what measures are in place to assist with prevention and early intervention;
- Please explain the process of how children and adults are identified as vulnerable;
- Please explain the process of how children and adults are identified as 'high risk';
- Please explain what support is offered to vulnerable adults and children by Housing Officers, Social Workers and Probation Officers;
- Please explain why cases of domestic abuse are trending to rise;
- With regards to the Positive Pathways Scheme, please explain how it is decided if a child would be suitable to engage with the project;
- With regards to the Safer Places initiative, please explain why this scheme was originally closed, and why it had been decided to relaunch it;
- Please describe what effect extra-police presence has had on antisocial behaviour within Wokingham Town;
- Please give an indication of when the situation of antisocial behaviour in Wokingham Town is expected to have 'significantly improved';
- Please explain what is being done to engage more affected young people with drug misuse services;
- With regards to the Community Safety Partnership 2017/18 Committee update, please describe the progress that has been made in re-establishing a more joined up working, intelligence sharing and communication between Ward Members, the police and other community safety partners;
- Please explain how the Community Safety Partnership's priorities work with the Thames Valley Police and Crime Commissioner's Police and Crime Plan priorities.

**Extract from Centre for Public Scrutiny: Scrutiny of Community Safety Partnerships (pg 13):**

**3.8** Rather than answering all of the questions, Members are advised to pick two or three from each theme to help identify areas that may benefit from scrutiny:

• **Efficiency:**

What are the latest statistics and trends in local crime? How do these compare to average regional and national measures and experiences?

How are the priorities of the CSP established?

Do the CSPs priorities match the interests of the PCC?

What role does each of the responsible authorities play in the CSP's work?

How are the responsible authorities' resources used within the CSP context?

Are all of the responsible authorities fully engaged in the CSP?

Does the CSP allow for joint tasking among the responsible authorities?

Is the CSP actions-oriented?

Are there improvements that can be made in the CSP's delivery of services?

• **Effectiveness:**

Does the CSP have strong leadership?

Does the CSP have a problem-solving approach?

Have the CSP's solutions and programmes proved to be sustainable? What evidence is there to support this claim?

How does the CSP compare with other CSPs in the region in terms of working practices and in relation to tackling crime and disorder?

Does the CSP have the best possible partnership working arrangements in place?

Does the CSP represent value for money? What evidence is there to support this claim?

Would a merger of CSPs improve their effectiveness? What would be the benefits/risks of a merger?

- Understanding local communities:

How is the local community involved in the work of the CSP?

Do the mechanisms for hearing local voices and concerns work effectively?

How are local voices and concerns fed into the CSP's agenda?

What evidence does the CSP provide to show that its work is based on local priorities? Is this evidence robust?

What is the experience of victims of crime within the CSP's area?

- Accountability:

Does the CSP produce data that is fit for purpose?

Does the CSP communicate its work and achievements clearly to the local community?

Is the CSP open to scrutiny and challenge? If not, how could the CSP be more transparent?

Do the responsible authorities share key crime data efficiently?

Does the CSP provide evidence of its successes? Is this evidence robust?

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<b>TITLE</b>	<b>Borough-wide Parking Management Plan</b>
<b>FOR CONSIDERATION BY</b>	Community and Corporate Overview and Scrutiny Committee on 11 March 2019
<b>WARD</b>	None Specific;
<b>DIRECTOR</b>	Director of Locality and Customer Services - Sarah Hollamby

## **OUTCOME / BENEFITS TO THE COMMUNITY**

An effective Parking Management Plan (PMP) would be expected to result in a variety of benefits to all members of the community through;

- improvements to road safety as a result of less antisocial and hazardous parking;
- improved access to shops and services due to higher turnover of available spaces;
- reduced congestion, air/noise pollution & fuel costs due to less circulation for parking spaces;
- improved health & wellbeing from participation in active travel modes; and
- improved public transport reliability due to less congestion caused by parking obstruction

There are also benefits for businesses and the local economy from increased availability of parking spaces in local town centres, provision and enforcement of service loading bays that improves business efficiency and reduced congestion can reduce business costs.

## **RECOMMENDATION**

That Members support the development of a Borough-wide Parking Management Plan and contribute the views, concerns and opinions of their ward electorate to enable the scope of the strategy to be determined.

## **SUMMARY OF REPORT**

The increasing number, variety and complexity of parking-related problems/issues being identified across the Borough, present a significant challenge to the Council's service delivery and the realisation of its 21C ambitions.

Wokingham has one of the highest car ownership rates of any English local authority and its parking management strategy and associated policies and procedures, need to have regard for the potential level of vehicle ownership/use and the availability of high quality alternative means of transport.

Growing car ownership and use, increased demand for on-street restrictions by residents and members, the introduction of CPE and changes to our local road network have resulted in an increase in the volume and nature of requests, demands and complaints to the Council regarding parking management issues. These requests form a substantial and growing proportion of the Council's transportation service delivery and are clearly becoming an increasingly higher profile concern for residents and businesses.

The issues being raised and the Council's current approach to addressing them presents a confusing parking landscape to customers, which leads to problems such as congestion on key routes and at commercial centres, dissatisfaction with enforcement protocols, overspill at some car parks and spare capacity in others, impacts upon business viability and detriment to residential street quality.

Historically, most of these issues have been managed separately within the Council but there is now an obvious need to address parking management more holistically to overcome these challenges, through the introduction of a borough-wide strategy. This report presents an opportunity for members to determine the scope of issues that need to be addressed in such a strategy for further consideration by the end of the year.

## Background

Wokingham as a borough is undergoing a significant road transport transformation, with regeneration of the town centre itself planting seeds of anticipation and optimism for continued economic growth. To respond to that optimism, capitalise on the opportunity for growth across the Borough and deal with the transportation challenges it presents the Council needs to put in place a road network and infrastructure that is responsive, sustainable and fit for purpose.

The Council's plans for economic growth and sustainability rely upon its delivery of a progressive programme of parking control measures that will help it support the local economy and these measures will need to focus on keeping its road network, particularly in core areas and close to rail, bus and major road corridors, free from congestion and the detrimental effects of traffic and pollution.

Effective parking management is integral to these objectives and a robust parking management strategy enables the Council to strike the right between demands for accessibility by private car, the needs of Wokingham's growing and changing population, the quality of its residential communities and the economic and operational opportunities presented by new technology.

Wokingham Borough Council does not have a current Parking Management Plan. The Council adopted its previous Parking Management Strategy in 2011, drawing together key issues, recommendations and actions which were used to generate Statements of Intent which were assigned 'short', 'medium' and 'long' term timescales.

The resulting Action Plan covered 28 areas and 45 Statements of Intent and whilst there have been subsequent intentions to undertake a borough-wide review, with the aim of establishing parking policies and management procedures, these have been overtaken by decisions to address immediate parking issues, rather than develop a longer term plan with an agreed set of procedural policies and an implementation plan.

As a consequence, the continued growth in car ownership and use, increased demand for on-street parking restrictions by residents and members, the absence of a comprehensive parking plan for managing off-street availability and pricing in the context of on-street impacts, the introduction of CPE and changes to our local road network have all contributed to a confusing parking landscape for our customers.

This in turn has had a major impact on the Council's resources for managing the increased number of requests, demands and complaints to the Council regarding parking management issues, the associated problems of congestion and road safety on key routes, dissatisfaction with enforcement protocols, and overspill at some car parks and spare capacity in others.

The purpose of a Borough-wide Parking Management Plan would therefore be to clearly define the Council's vision for parking management, in support of the regeneration and economic development of Wokingham as a Borough.

The Plan should form a statement of the Council's understanding of the issues affecting residents and businesses; show its commitment to the future management of demand and supply, against a backdrop of broader transportation and mobility needs, rapidly

developing technology and set out a strategy for meeting our wider aspirations for the Borough as a connected network of places and localities.

## Analysis of Issues

### WBC Parking Management Responsibility

The Council currently has responsibility for managing parking provision in three forms;

- **On-street parking.** This is parking within the public highway with enforcement now undertaken by Wokingham Borough Council. On-street parking can include free parking places, disabled parking places, Residents' parking zones and paid-for parking (typically through pay and display);
- **Council off-street car parks.** These are provided by the Council and are for the use of the general public. Where charges apply these generally relate to the length of stay. Car parks can be both for short and long stays and includes our Park & Ride sites; and
- **Private off-street car parks.** These are privately owned and operated for use by a variety of users including the public, residents and employees. The Council can influence these through planning controls.

The Committee's recommendations on the type and scale of issues affecting each of these forms of parking provision is sought.

### Legislative Background

The **Road Traffic Regulation Act 1984** places a statutory duty upon all local highway authorities to make Traffic Regulation Orders in order to control traffic for road safety and movement and to manage on-street parking provision within their areas.

The **Traffic Management Act 2004** places a network management duty upon Wokingham Borough Council to keep traffic flowing, and to co-operate with other authorities to the same end. Local authorities have to exercise all of their functions that have an impact on traffic in a more co-ordinated way. This Act places a strong emphasis on the local authority taking responsibility for parking enforcement through the development and implementation of Civil Parking Enforcement.

**Part 6 of the Traffic Management Act 2004** is the legal framework that enables Wokingham to undertake Civil Parking Enforcement in order to help manage the issues of indiscriminate and illegal parking. The Act also places a duty on the Council to manage the flow and safety of traffic efficiently.

**The Committee's recommendations for matters to be considered may cover;**

#### 1. On-street Parking

- Resident Parking
- Developer Parking Standards
- Disabled Parking
- Footway Parking & Obstruction
- Bicycle/Motorcycle Parking

- Other matters of relevance to members

## 2. Off-Street Parking Issues

- Tariffs & Charges
- Permits/Concessions
- Technology & Systems – such a ticket machines, barriers
- Disabled Parking provision
- Bicycle/Motorcycle Parking provision
- Other matters of relevance to members

## 3. Parking Enforcement Issues

- Enforcement protocols
- Penalty charge procedures
- The scale of enforcement activity
- Light-touch enforcement approaches to Obstruction & Anti-social Parking
- Other matters of relevance to members

## HOW TO RESPOND

Members are invited to submit their views and those of constituents to the Council's Traffic Management, Parking & Road Safety Team Manager through the [traffic.management@wokingham.gov.uk](mailto:traffic.management@wokingham.gov.uk) email inbox.

The opportunity to comment will remain open until 31<sup>st</sup> March 2019, following which a summary of the comments received and outline of the key issues to be addressed will be sent to all Committee members. A draft strategy document will be developed by officers thereafter, with a view to presenting it to the Committee in the Autumn.

## FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

***The Council continues to face severe financial challenges over the coming years as a result of reductions to public sector funding and growing pressures in our statutory services. It is estimated that Wokingham Borough Council will be required to make budget reductions of approximately £20m over the next three years and all Executive decisions should be made in this context***

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	Nil (Nil)	n/a	n/a
Next Financial Year (Year 2)	£10,000 (n/a)	Yes	Revenue
Following Financial Year (Year 3)	Nil	n/a	n/a

<b>Other financial information relevant to the Recommendation/Decision</b>
A nominal sum of £10,000 has been estimated as the cost of developing a Borough-wide Parking Management Strategy, based on responses to the scoping of such a strategy received from members.

<b>Cross-Council Implications</b>
N/A

<b>Reasons for considering the report in Part 2</b>
N/A

<b>List of Background Papers</b>
None at this stage

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<b>TITLE</b>	<b>Work Programme 2019/20</b>
<b>FOR CONSIDERATION BY</b>	Community and Corporate Overview and Scrutiny Committee – 11 February 2019
<b>WARD</b>	None Specific
<b>LEAD OFFICER</b>	Andrew Moulton, Assistant Director, Governance

## **OUTCOME / BENEFITS TO THE COMMUNITY**

Effective Overview and Scrutiny helps to improve services, holds decision makers to account and engages with local communities. In so doing it helps to demonstrate that the Council and other public service providers are open and transparent and are delivering high quality, value for money services.

## **RECOMMENDATION**

The Committee is requested to suggest potential scrutiny items for inclusion in the 2019/20 work programme, with reference to the work programme covered in the 2018/19 municipal year (Annex A).

## **SUMMARY OF REPORT**

Effective work programming is a Member-led process aimed at shortlisting and prioritising issues of community concern together with issues arising out of the Council Plan and major policy or service changes. It aims to:

- reflect local needs and concerns;
- prioritise topics for scrutiny which have the most impact or benefit;
- involve local residents and stakeholders;
- be flexible enough to respond to new or urgent issues.

Each year the Overview and Scrutiny Management Committee approves work programmes for itself and the Council's three Overview and Scrutiny Committees.

The Committee is requested to suggest potential additional items for inclusion in the 2019/20 work programme.

## Background

An effective Overview and Scrutiny function is underpinned by robust work programming. Effective work programming lays the foundations for targeted scrutiny of issues of local importance. It helps to ensure that Overview and Scrutiny adds value and makes a difference. Effective work programming helps to:

- prioritise issues for in-depth work where Overview and Scrutiny can make an impact and add value;
- reduce the need for “information only” reports;
- achieve a balance between pre-decision scrutiny, policy development and performance/budget monitoring;
- contribute at an earlier stage in the decision making process;
- increase public and stakeholder involvement in Overview and Scrutiny;
- retain flexibility in order to respond to urgent issues arising during the year.

The issues identified for consideration by Overview and Scrutiny should be of interest or concern for local residents and generate public interest and involvement in the Overview and Scrutiny process.

In order to generate ideas and involvement from local residents, community groups and stakeholders the Council’s website and social media are used to publicise the development of the work programme and to invite suggestions for items to be included.

Annex A to the report sets out items that have been covered in the Committee’s work programme for 2018/19. The Committee is requested to consider the list of items and to discuss its priorities for the 2019/20 municipal year and to suggest any potential additional items to be included in the 19/20 work programme.

Annex B to the report sets out items currently on hold and items that have been suggested to be included in the Committee’s 2019/20 work programme.

Members may also wish to add further items to the work programme and consider how each item will be addressed, e.g. through reports to the Committee or the establishment of time limited Task and Finish groups.

## FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces severe financial challenges over the coming years as a result of the austerity measures implemented by the Government and subsequent reductions to public sector funding. It is estimated that Wokingham Borough Council will be required to make budget reductions in excess of £20m over the next three years and all Executive decisions should be made in this context.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	0	NA	NA
Next Financial Year (Year 2)	0		
Following Financial Year (Year 3)	0		

<b>Other financial information relevant to the Recommendation/Decision</b>
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None
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<b>List of Background Papers</b>
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None
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<b>Date</b> 1 March 2019	<b>Version No.</b> 1.0

## Community and Corporate Overview and Scrutiny Committee

### Work Programme 2018/19

1.	Reviewing the work of the Community Safety Partnership, the effectiveness of local policing and fire and rescue services
2.	Exercising the Council's flood risk management responsibilities by monitoring flood risk activities and partnership working with towns and parishes
3.	Monitoring the Council's Capital and Revenue expenditure
4.	Monitoring the Wokingham Town Centre regeneration project (including car park provision) including an evidence session with the Federation of Small Businesses
5.	Reviewing the Council's partnerships with Town and Parish Councils and the voluntary sector
6.	Reviewing service developments relating to waste and recycling services
7.	Reviewing highways and transport issues including the new highways contracts, customer service, car parking and cycling facilities
8.	Reviewing the proposed development of the Coppid Beech Park and Ride site
9.	Monitoring the implementation of Civil Parking Enforcement
10.	Reviewing the condition of footways, kerbsides and road signs – request from Finchampstead Parish Council
11.	Monitoring the impact of changes to train services
12.	Reviewing the process for setting fees and charges in the Public Protection service
13.	Input into new policies through pre-decision scrutiny of draft proposals
14.	Appointing Task and Finish Groups as appropriate

## Community and Corporate Overview and Scrutiny Committee - Current draft Work Programme items for future meetings

### Items on Hold

<b>Market Place Road Safety Audit</b>	To receive and consider the final Market Place road safety audit.
<b>Market Place Financial Audit</b>	To receive and consider the final Market Place financial audit.

### Items Suggested for 2019/20

<b>Budget Scrutiny</b>	To undertake a scrutiny review of specific areas of the 2020/21 budget and its associated budget setting process.
<b>Burial Ground Review</b>	To undertake a review of burial ground capacity within the Borough.

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