

Prosperous Staffordshire Select Committee

Thursday, 20 June 2019

10.00 am

Oak Room, County Buildings, Stafford

NB. Members are requested to ensure that their Laptops/Tablets are fully charged before the meeting

John Tradewell
Director of Corporate Services
12 June 2019

A G E N D A

1. **Apologies**
2. **Declarations of Interest**
3. **Minutes of the Prosperous Staffordshire Select Committee held on 25 April 2019** (Pages 1 - 6)
4. **Staffordshire Air Quality Projects** (Pages 7 - 38)

Report of the Cabinet Member for Highways and Transport
5. **Highways Infrastructure Asset Management Policy and Strategy TO FOLLOW**

Report of the Cabinet Member for Highways and Transport
6. **Infrastructure+ and Lighting for Staffordshire Performance Review** (Pages 39 - 170)

Report of the Cabinet Member for Highways and Transport
7. **Work Programme Planning** (Pages 171 - 178)



8. Exclusion of the Public

The Chairman to move:-

“That the public be excluded from the meeting for the following items of business which involve the likely disclosure of exempt information as defined in the paragraphs of Schedule 12A (as amended) of the Local Government Act 1972 indicated below”.

Part Two

(All reports in this section are exempt)

nil

Committee Membership

Tina Clements (Vice-Chairman)	Ian Parry (Chairman)
Mike Deakin	Kyle Robinson
Keith Flunder	Jessica Shulman
Syed Hussain	David Smith
Julia Jessel	Simon Tagg
Ian Lawson	Bernard Williams
Rev. Preb. M. Metcalf	

Note for Members of the Press and Public

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Minutes of the Prosperous Staffordshire Select Committee Meeting held on 25 April 2019

Present:

Attendance	
Tina Clements	Jessica Shulman
Keith Flunder	David Smith
Julia Jessel (Vice-Chairman)	Simon Tagg
Kyle Robinson	Bernard Williams

Also in attendance: Philip White

Apologies: Ron Clarke, Mike Deakin, Bryan Jones, Rev. Preb. M. Metcalf and Ian Parry

PART ONE

51. Declarations of Interest

There were none at this meeting.

52. Minutes of the Prosperous Staffordshire Select Committee held on 1 March 2019

RESOLVED – That the minutes of the meeting of the Prosperous Staffordshire Select Committee held on 1 March 2019 be confirmed and signed by the Vice Chairman.

53. Community Learning Annual Self-Assessment & 2019-2023 Strategy and Priorities

The Committee considered the Annual Self-Assessment of the Community Learning Service. Members were also asked to approve the Community Learning Strategy and priorities for the Service for 2019-2023.

Members were informed that the Skills and Employability Service focused on a range of education and training opportunities to meet the needs of learners, the economy and the wider community, and supported delivery of the LEP priorities. The report to the Committee was about the Community Learning provision that the Service provided in Staffordshire. The portfolio of work included Community Learning and adult classroom-based learning. Members were asked to comment on the annual performance of the Community Learning provision, in order to further improve quality, outcomes for learners and in remaining a good learning provider.

Members were informed that the Service had engaged with 4658 learners over the past year, with a diverse range of providers around the County. The quality of the provision was very good, with the Service's own assessment based on the Ofsted framework, showing that 97% of the sessions were judged good or better. Over the past few years

the provision had had more of a leisure learning focus than the Service would like moving forward, and had been highlighted by the Committee the previous year. The focus of the new Strategy was on the County Council's Strategic Priorities, in particular assisting care leavers, adults with low skills particularly in English and Maths, working with people who had learning disabilities or mental health issues, those on state benefits and those from minority ethnic groups who struggled to access employment. A further focus was on families and family learning. Another Strategic priority was around health and emotional well-being.

The Committee considered details of how funding would be used and noted that there was a shift to direct it towards the priorities outlined. Leisure, health and wellbeing were now all grouped together, with the emphasis being on the health and wellbeing element. There would be an investment of £6m from the ESFA over the four-year period.

Members commented that they were pleased to see the Strategy aligned to the Council's Strategic Priorities, specifically in relation to employment and better paid jobs and the focus on digital skills development but asked if the targets were challenging enough. A member raised several questions in relation to Family English, Maths and Language and emphasised the importance of this for families where parents struggled to help their children. It had been recognised that the Family Learning provision in previous years had been underperforming and it was acknowledged that while the number of enrolments were smaller for 2017-18 the quality of provision was now a lot better. There was now a better relationship with schools, whereas previously the Service had relied on sub-contractors. For the forthcoming year £200,000 would be invested in this area, which would expand the provision. There were also more schools engaged with providing the courses and the intention was to increase this and encourage schools to interact more with their communities and not just focus on delivering their school curriculum. For future years funding would be based on demand and if necessary this could be re-prioritised.

In response to a question about the discrepancy between the number of learners and number of enrolments it was confirmed that some learners do progress through courses. It was also questioned why the enrolments for leisure were so high, and for STEM so low, as this would seem to be an area to create opportunities for people to move into employment. Also, in relation to the District Analysis, Moorlands and Lichfield were not meeting their targets and it was asked if there was anything which could be done to address this. In terms of leisure learning it was reiterated that this point was raised the previous year, and this had been taken on board. Members were informed that the purpose of leisure learning was usually about keeping older people active. Nevertheless, provision had shifted away from that in recognition of the point which had been made by the Committee that the focus should be on Strategic Plan objectives and resources were now being directed at STEM subjects.

With regard to targets, a member commented that these should be achievable but should be challenging and asked if targets were being reviewed to ensure that these were challenging and that the Service could demonstrate that they were aiming to achieve an increase in performance. It was queried why the district enrolment targets were significantly less than in previous years, when the aim should be to make progress year on year. In the light of the shift in emphasis under the new Strategy, which was very welcome, it would be appropriate to set a new set of targets. The Cabinet Member

pointed out that the targets reflected the change in terms of the new programme and new suppliers for year one. However, he assured members that he would take on board their comments on this and would be challenging these targets. Also, when returning next year and presenting targets for year two of the plan the Committee would be able to be very challenging because these would be the targets set once the Service had been through the change programme. There would need to be a focus on those districts where there was a low take up.

It was agreed that utilising the local knowledge of Community Cabinet Support Members and undertaking a piece of work to market test areas would be helpful in clarifying access to courses and local need. Officers also agreed to consider working with Work Clubs (in South Staffordshire) to see if more could be done to help young people access employment.

With regard to the Self-Assessment, it was confirmed that this used a pre-determined set of standard questions. In the light of the new Strategy it was suggested that it would be helpful to have more locally derived supplementary questions to test how successfully it was working and provide more informed feedback. Members were informed that this would be the case and the questioning would be expanded, and in addition visits would be made to providers.

The Strategy referred to more work being done around market testing and marketing courses and how people access them. A member queried what would be done differently that hadn't previously and asked how the new marketing strategy would reach out to people. Members were informed that the Service had taken a lot of learning from the Career Learning Pilot which had been undertaken, around how to engage with people.

RESOLVED That:

- a) The performance and quality assurance of the Skills and Employability's Community Learning Service, through the Annual Self-Assessment Report and areas for improvement be noted; and
- b) The comments of the Select Committee on the Community Learning Strategy and priorities for the Service for 2019-2023 be taken into consideration by the Cabinet Member for Learning and Employability and help to shape the Strategy.

54. Career Learning Pilot Presentation

The Committee received a presentation on the Stoke on Trent and Staffordshire Career Learning Pilot. Staffordshire had been one of six pilot areas selected by the DfE to participate in the pilot, which was aimed at supporting the Government's ambition for an adult education system that helps people upskill and reskill throughout their working lives. It was intended to drive up skills levels of people in work and help to improve productivity. It presented Stoke on Trent and Staffordshire LEP with an opportunity to test out new approaches to improving skills of the workforce in the LEP area. Stoke on Trent and Staffordshire LEP and partners had worked together to develop and design the pilot to meet local labour and market needs. The pilot qualifications (level 3 and above) could only be delivered by partners who already had Advanced Learner Loan facilities and premises in Staffordshire. The key things the DfE wanted to test as part of these pilots were: how best to reach adults who are in work and low skilled, or close to

returning to the labour market, this also included the use of face-to-face career guidance by the National Career Service; and whether reducing the cost of courses made targeted adults more likely to do economically valuable learning matched to local need. Key target audiences were selected and key messages put out to those target groups.

Members received details of campaign activities; priority sectors, qualifications and discounts; delivery partners; delivery plan costs; risks and mitigations; and issues and barriers. They were informed that the evaluation would focus on different outreach and engagement approaches. Initial feedback had suggested that the pilot in the Stoke on Trent and Staffordshire LEP area had been one of the most successful. The pilot in Staffordshire had tested the County Council being the lead marketing authority, whilst in other areas national bodies had been used to market the courses. The success of the pilot in Staffordshire demonstrated that the local authority was a trusted messenger in our communities, as opposed to a national organisation without a good local understanding. The pilot had shown that local marketing campaigns, using a broad range of different means, did have an effect in generating interest. A significant item of feedback was that cost was a key issue and people were very concerned about burdening themselves with debt in order to learn, so the offer to reduce the cost in order to encourage people to access training was key.

Members asked what the next steps would be, following the pilot. They were informed that the results would be available in September to indicate how many learners had actually completed courses. Members commented that it was important for adults of any background to be able to engage with learning and that there are certain skills which were lacking in the County, such as money management. They suggested the provision of simple courses which help people manage life better. It was acknowledged that the skills agenda had many facets to it and it was about the total offer and how it connected and fitted together that was important. For this pilot it was specifically about getting people to access qualifications at level 3 (A level equivalent) or above, so was reaching out to people who already had a core basic skill level, and encouraging them to upskill to hopefully impact on their aspirations and their career development.

A member commented that as a greater proportion of the workforce were self-employed or small businesses these would be the individuals who would find it difficult to upskill, not just due to the financial commitment but the time commitment, and expressed surprise that there wasn't an emphasis on different types of models of accessing learning to fit the individual. For small businesses or self-employed people the issue was around managing time which made it difficult to fit in with the more rigid timetable of more formal courses. For our local economy it was important to think about how we encourage self-employed small businesses to expand. Members were informed that under the pilot the LEP area was restricted in the number of courses that were approved for a discount by the DfE, and consequently could not choose qualifications that met local needs better, such as vacancies or future demand. A fundamental flaw had been that the courses had to be completed in 12 months and this was not possible on a part-time basis for learners in full-time employment. A member commented that it would be helpful to be able to offer courses on a bite-size modular basis. The Cabinet Member confirmed that there would be a number of changes which would be made should the programme be given back to the local authority to deliver on a rolling basis, or that when the DfE bring the national training programme forward the learning from the pilot will

enable the Authority to deliver it very well and will be able to have some influence and credit with them in terms of being a strong partner.

The Chairman requested that feedback be provided for the Committee when the results were received in September.

RESOLVED – That:

- a) The presentation be received; and
- b) Feedback on the results in September be provided to the Select Committee via a Briefing Note.

55. Work Programme

The Committee considered their Work Programme for 2018/19 and were thanked for their contribution to this. Members were informed that the draft Work Programme for 2019/20 would be brought to the next meeting, but that this currently reflected a considerable range and volume of work. Consequently they were encouraged to consider innovative ways in which this might be managed, for example via a number of Working Groups, to ensure that thorough and effective scrutiny would take place. It was agreed that the Chairman and Vice-Chairman would meet with officers in the near future for initial discussions on this.

RESOLVED – That:

- a) The Work Programme for 2018/19 be noted;
- b) The Chairman and Vice-Chairman will meet with officers for initial discussions on the draft Work Programme for 2019/20; and
- c) The draft Work Programme for 2019/20 will be brought for consideration to the next meeting of the Select Committee in June.

Chairman

Local Members' Interest
N/A

Prosperous Staffordshire Select Committee – 20th June 2019

Staffordshire Air Quality Projects

Recommendations

- a. For the committee to note the AQMA's in Staffordshire that are managed and monitored by the Borough and District Councils and the County Council's involvement in them.
- b. For the committee to note the progress being made with the current Air Quality Project that is funded by Defra and comment on progress to date and the planned actions in the coming 12 months.
- c. For the committee to note the Air Quality Ministerial Directive that has been served on NBC and SOTCC in relation to a number of roads in North Staffordshire and consider whether and how they wish to be kept informed of the emerging action plan.

Report of Cllr Helen Fisher, Cabinet Member for Highways and Transport

Summary

What is the Select Committee being asked to do and why?

1. Air Quality Management activities in Staffordshire have been taking place for several years but recently there has been an increased focus, by central government, on the potential harm caused by air borne pollution, particularly from motorised traffic.
2. It is therefore timely for the Prosperous Staffordshire Scrutiny Committee to review current activities and be made aware of the developing agenda.
3. The Prosperous Staffordshire Select Committee is asked to contribute to the debate by reviewing current activities and suggesting where the authority's limited resources should be focused on in the future.
4. The authority's current Climate Change Strategy, Green Shoots, will be refreshed over the next 12 months and will be expanded to take wider account of the wider sustainability agenda, including Clean Air. This strategy will be considered by scrutiny prior to being signed off.

Report

Background

5. "Air pollution can damage lives with harmful effects on human health, the economy and the environment. It is the largest environmental risk to the public's health, contributing to cardiovascular disease, lung cancer and respiratory diseases. It increases the chances of hospital admissions, visits to Emergency Departments and respiratory and cardiovascular symptoms which interfere with everyday life, especially for people who

are already vulnerable. Bad air quality affects everyone and has a disproportionate impact on the young and old, the sick and the poor”¹.

6. Traffic types and volumes on the road network in Staffordshire have a major impact on air quality immediately adjacent to the highway. This is a particular issue where traffic volumes are high such as the Motorway trunk road network together with some A roads in Urban areas. In addition, there will be significant agricultural emissions from farms located in Staffordshire.
7. Through the Local Air Quality Management (LAQM) system local authorities are required to regularly review and assess air quality in their areas, and to determine whether or not air quality objectives are likely to be achieved. Where exceedances are considered likely, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. Details on the LAQM process can be found in Defra's 2016 [LAQM Policy Guidance](#).
8. The vast majority of Staffordshire does not have a recognised Air Quality problem, however there are a number of locations that have been identified by the District and Borough Environmental Teams that have air quality concerns.
9. There are Air Quality Management Areas (AQMA) in 7 of our 8 Districts. For further information on AQMAs can be found here <https://uk-air.defra.gov.uk/aqma/>
10. Air pollution particularly affects the most vulnerable in society, children and older people, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas. In Staffordshire there were around 390 deaths attributable to exposure to poor air quality in 2015. Air pollution is estimated to reduce life expectancy of people by 6 months.
11. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16bn and based on this it equated to £215 million in Staffordshire. Air quality is an important consideration for our communities when people choose where to live, study and work. Good air quality is linked to the choices for schooling, training, the workplace environment and housing.

Air Quality Management Areas

12. AQMAs designated in Staffordshire are generally associated with traffic levels on the local highway network managed by the County Council and the trunk road network managed by Highways England. The AQMAs that are most significantly affected by traffic on the local highway network are located in Burton upon Trent, Newcastle-under-Lyme and Cannock. The other AQMA designations are generally related to traffic levels on the trunk road network, in particular the A5 and A38.
13. In these instances, the environmental protection officers at the District / Borough Councils work closely with both Highways England and the County Council to help resolve the exceedances. In order to share best practice and develop common solutions to reducing air pollution all key stakeholders regularly attend the Staffordshire Air Quality Forum (SAQF).

14. The SAQF delivers air quality services at the local level by exchanging local knowledge and advice and dealing with day to day issues. It feeds back on issues to the Environmental Protection Management Board (EMPB) and receives information and guidance from the EPMB. The EMPB's role is to provide strategic overview and direction for the delivery of Environmental Protection Services across the area of Central England covered by participating authorities. It consists of Chairs/secretaries of Local Environmental Protection/Air Quality Delivery Groups, Contaminated Land Groups, Midlands Joint Advisory Council (MJAC) and representatives from the Environment Agency and Public Health England. This collaborative approach is important, due to the cross-boundary nature of air quality exceedances. Whilst exceedances often occur at congested locations, the traffic can be generated by employment or educational facilities in neighbouring districts.
15. In addition to attending the Forum, transport officers at the County Council identify the appropriate transport schemes for inclusion in the Air Quality Action Plans that are prepared by the District / Borough Councils. These transport schemes are included in the relevant Integrated Transport Strategies and are recommended for inclusion in the Action Plans if they are considered to have local air quality benefits, for example traffic management measures and sustainable transport improvements that encourage reduced car use in the transport corridors within AQMAs.
16. County Council officers also feed into the District / Borough Annual Status Reports by reporting on transport schemes that have been delivered through the County Council's Capital Programme, funded predominantly through the County Council integrated transport capital block and S106 developer funds.

Department for Environment, Food and Rural Affairs (DEFRA) funded Air Quality Project

17. In late 2017, as part of the Government's £220m Clean Air Fund, all local authorities were invited to bid for monies from DEFRA to deliver projects aimed at improving air quality.
18. Working with our 8 Districts and Stoke City Council, Staffordshire County Council led a partnership programme to develop and submit our Air Quality Project (AQP) bid. All partners are members of the SAQF, within which collectively there are now 12 declared localised AQMA's, 3 proposed localised AQMA's and one regional AQMA for the City of Stoke on Trent and are committed to improving air quality across the whole of Staffordshire. A map of the AQMA locations are contained in appendix 1.
19. Staffordshire was one of 16 successful authorities in England to receive a DEFRA grant in April 2018 and were awarded £208k (£58k more than requested) of the total £2.4million pot.
20. The AQP is a 2-year project, which commenced in July 2018. The project aims for 10% reduction in local contributions of air pollutant emissions / concentrations during this period. All exceedances relate to nitrogen dioxide with values ranging up to 80 ug/m³. Reductions required to meet the annual mean objective will vary between AQMA's.
21. It is planned that this will be achieved through the delivery of a range of initiatives to raise awareness of air quality matters across Staffordshire, drive behavioural change

and scope innovative future technologies that if embraced early could have a massive impact on pollutant levels in the medium to long term.

22. Delivery is split in to 4 key elements, business engagement, school engagement, communications campaign and feasibility study to consider our role in future technology. Achievements to date are outlined in brief below. For more information on programme delivery please refer to the AQP bid contained in appendix 2.

a. Element 1 - Business Engagement – Actively work with businesses to develop travel plans to reduce single occupancy travel on journey to work. Within the AQMAs 1246 businesses were identified and 18 targeted as a priority. To date 600+ contacted, 6 are engaged (combined workforce of approx. 1200) and developing travel plans. Evaluation is through staff surveys, pre and post engagement. **Forward Plan – increase levels of engagement, monitor impact of travel plans**

b. Element 2 - School Engagement – Actively work with schools to develop travel plans and deliver calendar of campaigns to increase active travel and reduce car trips on journey to school and improve air quality outside schools. Within the AQMAs 29 schools were identified and 14 targeted as a priority. To date 15 schools, 6500 pupils and 1000 parents are actively engaged. 27 diffusion tube sites monitored, 5 months of data collected. 2 schools are installing green infrastructure and all schools have active or eco councils leading this project. **Forward Plan – increase number of schools engaged, monitor air quality outside schools, monitor modal shift.**

c. Element 3 – Air Quality Project Communication Strategy “Air Aware” – A communication strategy has been developed to support the project outcomes through the delivery of a 12-month air quality awareness campaign. A copy of the Air Aware Campaign Members Brief can be found in appendix 3. The purpose of the campaign is to inspire long- term behaviour change to reduce single person, daily travel and driving habits that are leading to harmful rises in air pollution in some areas of the county, create and grow a new audience of people taking personal responsibility for sustainable travel and create a sustainable community-led campaign to maintain awareness into the future. The campaign will be launched to coincide with Clean Air Day on 20th June, and focus on 3 key audiences (1) Wider public across Staffordshire and Stoke-on-Trent, (2) Parents in the identified areas where idling during the rush hour is considered to be the main cause of poor air pollution and (3) Commuters and businesses in identified areas where commuting is considered to be the main cause of poor air pollution. The behaviour change campaigns will be set in the context of the corporate #Doing Our Bit campaign, designed to bring forward new audiences taking more personal responsibility for taking care of themselves, their family and community. **Forward Plan – deliver campaign and evaluate success**

d. Element 4 - Electric Vehicle Charging Infrastructure Feasibility Study Aecom have been commissioned to conduct a feasibility study on behalf of the programme to inform whether there is a need for, and if so the development of, an Electric Vehicle Strategy for Staffordshire. The report will also consider alternative technologies. The final report is due shortly and will include recommendations on when and how local authorities should be involved, prioritisation of locations for infrastructure and funding and income generation opportunities. Feedback from public perception and stakeholder engagement surveys and workshops will be used to inform the report. **Forward Plan – report to inform direction and level of involvement of the**

authority in the roll out of electric vehicle charging infrastructure and the development of an E-mobility strategy.

North Staffordshire Ministerial Directive

23. Officers from Newcastle Borough Council (NBC), Stoke on Trent City Council (SOTCC) and Staffordshire County Council are jointly working under a ministerial direction² which has been issued to NBC and SOTCC to improve transport related air pollution in North Staffordshire.
24. DEFRA have advised NBC and SOTCC that nitrogen dioxide emissions must be brought within EU levels of compliance³ in the shortest possible time. Until recently the main focus of the joint team's activity was to reduce exceedances along the A53, which carries traffic between Newcastle and Hanley town centres and the A500. However, DEFRA have now advised that any interventions introduced must not increase pollution levels in the other locations identified across North Staffordshire.
25. It would appear that DEFRA officials consider that a charging Clean Air Zone (CAZ) would achieve compliance in the shortest time and this must be modelled as the default position. However, the geographical boundaries for the CAZ and the specific charging regime are a matter for the local project team to model
26. In Staffordshire the project is being led by Newcastle BC and overseen by the government's Joint Air Quality Unit (JAQU) which is composed of Civil Servants from Defra and the Department for Transport.
27. A business case comparing the benefits of a charging CAZ with any alternative scheme that achieves compliance at least as fast using the treasury's Green Book principles needs to be submitted to JAQU by 31st October 2019. All three local authorities will need to endorse the process leading to the production of the business case and also authorise the implementation of the preferred solution. Funding for implementation and mitigation will be provided by JAQU.
28. It is likely that a detailed report will need to be considered by Cabinet later in the year once the project has developed further.

Link to Strategic Plan – The Air Quality Project supports our strategic vision and the outcome that the people of Staffordshire will be healthier and more independent.

Link to Other Overview and Scrutiny Activity – Air Quality Project Team presenting to the Health and Wellbeing Board in June

Contact Officer

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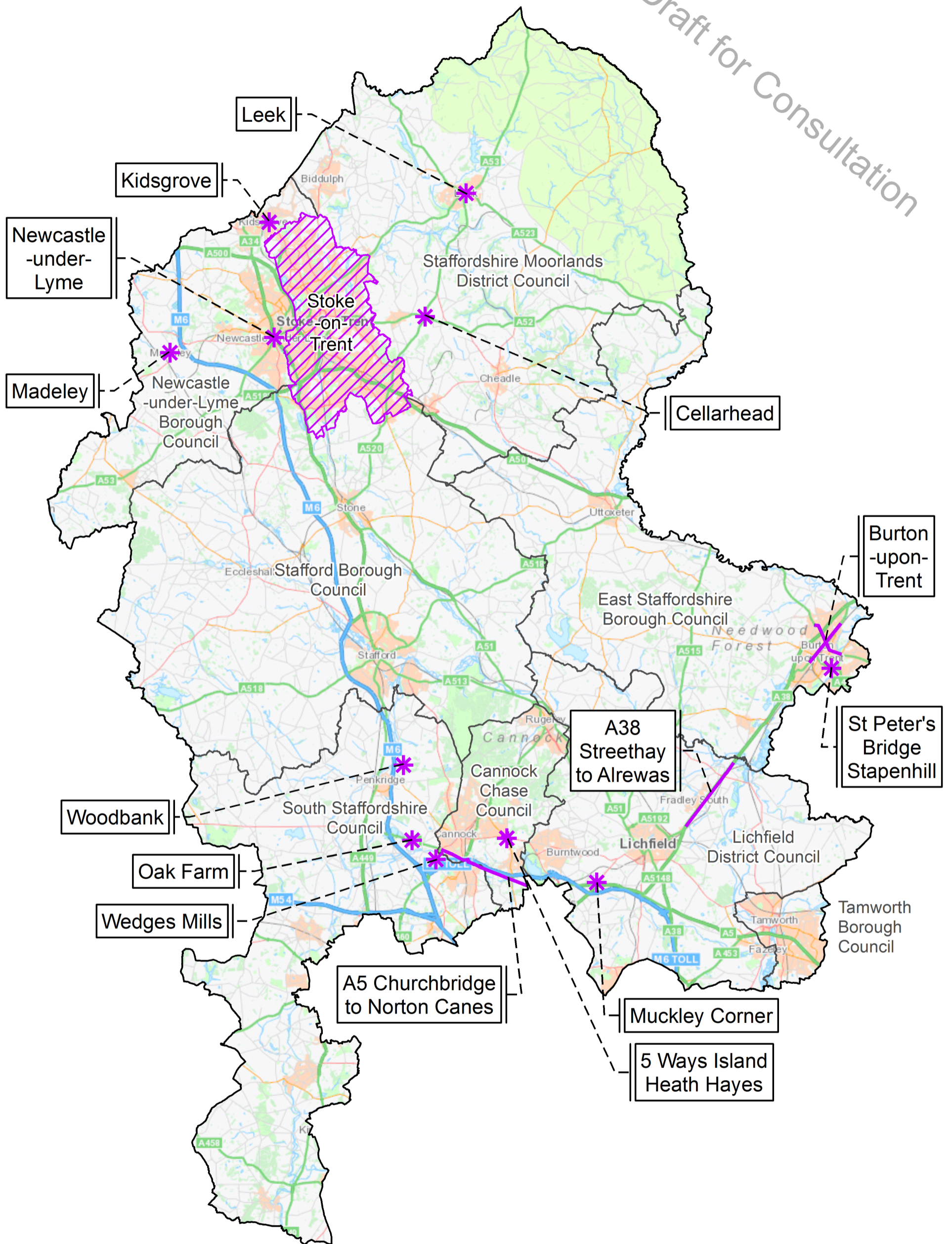
List of Appendices:

Appendix 1 - Map of the AQMA locations
Appendix 2 - Air Quality Project Bid

Appendix 3 - Air Aware Campaign - Members Brief

Notes

1. Quote from Dr Theresa Coffey (Parliamentary Under Secretary of State for Defra) and Professor Paul Cosford (Director for Health Protection and Medical Director, Public Health England)
2. In 2018 Ministerial Directions were issued to 33 local authorities, requiring them to submit studies on the steps they can take to comply with roadside NO₂ limits in the shortest amount of time. Eight 'third wave' local authorities identified by the Government are required to carry out a more detailed study outlining in detail how they will tackle the more persistent air quality problems they have identified. These studies will be presented to government by 31 October 2019 at the latest.
3. Compliance means bringing levels below the threshold legal limits for NO₂ concentration in ambient air; annual and hourly. The annual mean limit is 40 micrograms per cubic meter (40µg/m³) and the hourly mean limit is 200µg/m³.



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Q01 Staffordshire and Stoke on Trent

Background:

“Air pollution can damage lives with harmful effects on human health, the economy and the environment. It is the largest environmental risk to the public’s health, contributing to cardiovascular disease, lung cancer and respiratory diseases. It increases the chances of hospital admissions, visits to Emergency Departments and respiratory and cardiovascular symptoms which interfere with everyday life, especially for people who are already vulnerable. Bad air quality affects everyone and has a disproportionate impact on the young and old, the sick and the poor” – quote from Dr Theresa Coffey (Parliamentary Under Secretary of State for Defra) and Professor Paul Cosford (Director for Health Protection and Medical Director, Public Health England)

Air quality in Staffordshire and Stoke-on-Trent is a rural and urban mixture dominated by roads such as the M6, A34 and Trunk roads. Staffordshire will be affected by industrial pollutants because of our neighbouring authorities such as Wolverhampton and Derby. In addition there will be significant agricultural emissions from farms located in Staffordshire. There are Air Quality Management Areas (AQMA) across our region such as Burton-on-Trent, Newcastle-under-Lyme and Stoke-on-Trent.

Poor air quality is recognised as the fourth largest risk to public health behind cancer, obesity and cardiovascular disease. Air pollution is associated with a number of adverse health impacts and as a contributing factor in the onset of heart disease and cancer.

Air pollution particularly affects the most vulnerable in society, children and older people, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas. In Staffordshire there were around 390 deaths attributable to exposure to poor air quality in 2015 and an additional 110 deaths attributable in Stoke-on-Trent. Air pollution is estimated to reduce life expectancy of people by 6 months.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16bn and based on this it equated to £215 million in Staffordshire and a further £60 million for Stoke-on-Trent. Air quality is an important consideration for our communities when people choose where to live, study and work. Good air quality is linked to the choices for schooling, training, the workplace environment and housing.

Strategic case:

Following the publication of the Government’s Clean Air Strategy, and at the request of SCC’s Director of Public Health (Dr Richard Harling) and Deputy Leader of SCC (Alan White), an Air Quality Report and the initial Options Appraisal were produced highlighting the current situation across Staffordshire and detailing activities identified as potentially making a positive contribution to Air Quality.

The report was debated at the Staffordshire Health and Wellbeing Board (HAWB) and recommendations were made:

1. Develop a partnership agreement on Air Quality between Staffordshire County Council, Stoke-on-Trent City Council and the 8 District/Boroughs across Staffordshire.
2. Develop an Action Plan for Local Implementation from October 2018. This plan of work would be informed by a detailed options appraisal.
3. Develop a Communications Plan for engaging and communicating with the public on air pollution. In addition the Communications Plan would need to include Business and Commerce.
4. That we bid for any appropriate Air Quality Grants as they become available.

This is a joint bid led by Staffordshire County Council on behalf of our 8 District Councils – Tamworth Borough Council, Lichfield District Council, South Staffordshire District Council, Stafford Borough Council, Cannock Chase District Council, Newcastle-under-Lyme Borough Council and The Moorlands District Council - and Stoke on Trent City Council. All partners are members of the Staffordshire Air Quality Forum (SAQF), within which collectively there are 14 declared localised AQMA’s, 3 proposed localised AQMA’s and one regional AQMA for the City of Stoke on Trent, and are committed to improving air quality across the whole of Staffordshire.

The Staffordshire Air Quality Forum delivers air quality services at the local level by exchanging local knowledge and advice, and dealing with day to day issues. It feeds back on issues to the Environmental Protection Management Board (EPMB) and to receive information and guidance from the EPMB. The EPMB's role is to provide strategic overview and direction for the delivery of Environmental Protection Services across the area of Central England covered by participating authorities. It consists of Chairs/secretaries of Local Environmental Protection/Air Quality Delivery Groups, Contaminated Land Groups, Midlands Joint Advisory Council (MJAC) and representatives from the Environment Agency and Public Health England. This collaborative approach is important, due to the cross boundary nature of air quality exceedances. Whilst exceedances often occur at congested locations, the traffic can generated by employment or educational facilities in neighbouring districts.

The project aims for 10% reduction in local contributions of air pollutant emissions / concentrations during the 2 year period. All exceedances relate to nitrogen dioxide with values ranging up to 80 ug/m³. Reductions required to meet the annual mean objective will vary between AQMA's. This will be achieved through the delivery of a range of initiatives to raise awareness of air quality matters across Staffordshire, drive behavioural change and scope innovative future technologies that if embraced early on could have a massive impact on pollutant levels in the medium to long term.

Delivery has been broken down in to 4 key elements, with each element targeting local areas where the greatest impact can be made.

Air Quality Statement and Connectivity within Staffordshire and Stoke-on-Trent

Staffordshire County Council and Stoke City Council will take a leadership role and be a model employer in to support the overall air quality agenda and this will include the following:

- Infrastructure – Local Plans and District Strategies to reference AQM and Development Control conditions and s106 funding to consider AQM
- Linkage to Sustainability agenda and existing SCC targets, e.g. to reduce carbon emissions, increase recycling etc.
- Funding Opportunities – commitment to actively seek funding for sustainable activities that will improve air quality e.g. EV charging points and low emission vehicles

In addition any work programme will include communicating about air quality to the public and this would be based on the 6 principles based on qualitative research in 2013 for Defra which are:

- Explain what air pollution is
- Help people understand how they can protect themselves
- Explain the health impacts
- Make it local
- Explain how individuals can make a difference
- Demonstrate leadership and empower communities

Project Board supporting statement

We are excited and enthusiastic about this bid and the work programme detailed. We believe that we can make a significant improvement in air quality and make a real difference to the lives of residents across the county. We look forward to working with Defra on this exciting project.

Project Elements

Element	Detail	Audience	Outcomes
1	Business Travel Planning Individual Travel Planning via clinics/events Campaigns	Employers Employees	Decrease number of vehicle trips
2	School Travel Planning Modeshift STARS travel plan Calendar of Campaigns Annual monitoring	School employees Parents Pupils School community	Increase active travel Decrease car trips Increased awareness of air quality via campaigns
3	Behavioural Change Local bespoke campaigns Regional awareness campaigns	All above + General public via variety of media (this will be developed in a communications strategy in the first stages of project implementation)	Increased awareness of active travel, anti-idling, electric vehicles and air quality benefits
4	Electric Vehicle point project Business partnership programme to fund EV points EV project legacy programme	Employers Employees	Increase number of vehicles changing from Diesel/Petrol to Electric

Project Summary Table

			Elements			
Ref	District area	AQMA Area Specific Detail	1	2	3	4
1	Stoke on Trent (regional)	Regional	✓	✓	✓	✓
2	Newcastle under Lyme (local)	Kidsgrove Town Centre	✓	✓	✓	✓
3		Newcastle Town Centre	✓	✓	✓	✓
4		Maybank	✓	✓	✓	X
5		Wolstanton	✓	✓	✓	X
6		Porthill	✓	✓	✓	X
7		East Staffs (local)	Burton on Trent Town Centre (1)	✓	✓	✓
8	Burton on Trent Town Centre (2)		✓	✓	✓	✓
9	Cannock Chase (local)	Cannock A5 (1)	✓	✓	✓	✓
10		Cannock A5 (2)	✓	X	✓	X
11		Heath Hayes A5190	✓	✓	✓	✓
12	Lichfield (local)	Wall Island to Alrewas A38	✓	X	✓	✓
13	Tamworth (local)	School areas	X	✓	✓	X
14	Staffs Moorlands (proposed)	Leek	✓	✓	✓	✓
15		Cellarhead	✓	✓	✓	✓
16		Cheadle	✓	✓	✓	✓
17	South Staffs (local)	Wedges Mills	✓	X	✓	X
18		Woodbank, Penkridge Adj M6	X	X	X	X
19		Oak Farm, Hatherton A5	X	X	X	X

Strategic plan

Staffordshire has an Air Quality Forum (SAQF), which includes Stoke-on-Trent. Our Districts and Boroughs across Staffordshire produce an annual report, which is endorsed by Richard Harling (Director of Health and Social Care – Staffordshire County Council) and Lesley Mountford (Director of Public Health and Adult Social Care – Stoke-on-Trent City Council). This annual report also details what actions are currently being taken within Staffordshire to reduce pollution.

Stoke-on-Trent's Local Air Quality Strategy can be viewed here:

https://www.stoke.gov.uk/directory_record/84/air_quality_strategy_2013

Staffordshire Districts are producing individual strategies. Stafford Borough Council can be viewed here:

<http://www.staffordbc.gov.uk/live/Documents/Environmental%20Health/Air-Quality-Annual-Status-Report.pdf>

In addition Air Quality is now also linked to the wider "Health in all Policies" agenda.

Staffordshire and Stoke on Trent City Council joint project will deliver against each local authority's action plan as required under the local air quality management regime. Each local area has worked collaboratively on Eco Stars fleet recognition scheme for the past two years. This project has been considered a compatible continuation of the joint working group.

Following the Government's publication of the Clean Air Strategy an initial appraisal of Staffordshire air quality was undertaken. The Director of Public Health asked for a report on Air Quality that was written in partnership which included information on what we already have in Staffordshire and Stoke on Trent, what the current understanding of the health outcomes and impacts are and what options are available for local implementation. This included an initial options appraisal. After receipt of this report the Director of Public Health and the Deputy Leader for Staffordshire County Council asked for an Air Quality report with recommendations to be tabled at the December 2017 Health and Wellbeing Board.

The recommendations and outcomes are detailed below.

Develop a partnership agreement between Staffordshire County Council, Stoke-on-Trent City Council and the eight District/Borough Councils across Staffordshire to improve air quality.

- the Board agreed to send a letter to all Chief Executives asking all authorities work in partnership to deliver the best possible outcomes across Staffordshire and Stoke-on-Trent; and
- each Board member will consider their own organisation's responsibilities towards air quality.

Develop a strategy/action plan for local implementation from October 2018 (informed by a detailed options appraisal)

- the Board will assist in prioritising actions following details of the option appraisal which is expected to be brought to the Board in Spring 2018;
- air quality will be considered as part of the HiAP agenda; and
- each local authority to develop and implement their own Air Quality Strategy.

Develop a communications plan for engaging and communicating with the public on air pollution across Staffordshire and Stoke-on-Trent. In addition the communications plan should include business and commerce.

- once the Air Quality Communications Plan had been developed H&WB Members would be asked to use this within their own organisations.

Bid for any appropriate Air Quality Grants as they became available. For example Defra Air Quality Grant 2017/18 announced in November 2017.

- a partnership bid was being developed with the additional support of the Staffordshire Air Quality Forum for submission by the December 2017 deadlines;
- any grant submissions to have H&WB delegated authority from the joint Chairmen for sign off.

RESOLVED- That:

- a) an Air Quality partnership agreement be developed between Staffordshire County Council, Stoke-on-Trent City Council and the eight District Councils across Staffordshire;
- b) an action plan for local implementation from October 2018 be developed, being informed by the options appraisal;
- c) a communications plan be developed for engaging both the general public and business and commerce around issues of air pollution; and,
- d) that bids be made for any appropriate Air Quality Grants as they become available with delegated authority to sign bids off on behalf of the Board being given to the joint Chairmen.

The project targets numerous air quality exceedances with initiatives tried and tested through previous projects (elements 1 and 2). School Travel Planning using Staffordshire's Calendar of Campaigns has proven to reduce car use by up to 17.8% over a 12 month period. The intensive engagement programme will focus on the benefits of active travel with an additional campaign aimed at improving air quality. To support these initiatives an additional project to increase the use of electric vehicles will include a partnership approach where private industry will match fund EV points (Element 4). The sustainability of this project will remain after the 2 year funded period and allow for revenue to the businesses involved.

Delivery of the project initiatives will be targeted where a real difference can be made using evidence based and evaluated methods (see table showing elements to AQMA's).

The project will complement the ongoing work within schools in all areas. School Travel Planning (Modeshift STARS) was initially undertaken in Stafford (2012 to 2015) and Tamworth (2015 to 2016) through Local Sustainable Transport Funding (LSTF). Many schools within these areas continue to be engaged with annual monitoring of their travel plans showing consistent reduction in car trips on the journey to school. Bikeability National Standard cycle training is available and funded by the Department for Transport with additional modules to complement this training aimed at supporting individuals to learn to ride from a young age. Staffordshire and Stoke on Trent prioritise funding to schools where there is a pathway of training for the pupils, which would lead to an increase in young adults cycling, or in areas where there are additional issues caused by high percentage of car use to school e.g. parking, congestion, air quality, safety. This change in prioritising funding was introduced during 2017.

The proposed project has political support at all levels, with a clear delivery plan and initiatives ready to begin which link into many agenda's including SMART Staffordshire. The digital economy has grown 32% faster than the rest of the economy and while it feels like we have been living in a digital age for some time, in reality we're only at the start of this fourth industrial revolution. The pace of change and innovation is unrelenting and presents many challenges and opportunities for the county and city councils, our partners, businesses and communities. By working with businesses and communities we can support them to embrace this change and look to new ways of working, travelling and improving the local areas.

With the support of FutureGov (a leader in design, technology and change for the public sector), a group of local leaders called Network Staffordshire is working together to develop a vision and strategy for how we can really be a 'Smart Staffordshire', exploiting the opportunities provided by technology to transform our economy, education and skills, and public services. We will link the air quality project into this strategy which will provide an increased awareness and ensure air quality issues are at the forefront of all policy interventions.

At the same time, our own Digital Programme is being developed to ensure that as a council, we're embracing this digital mind-set across three key areas;

- Digital citizens - Smart People – supporting individuals to make the most of digital opportunities
- Council - Smart Working – using digital technologies to become a more efficient council
- Communities - Smart Places – enabling communities to benefit from digital opportunities

The initial options appraisal mentioned in recommendation 2 will be further developed by June 2018. We have already committed to this options appraisal regardless of the bid.

Listed below are some of the options available and we are anticipating, through the project lifetime, that other options may be added:

- Actively work with schools across Staffordshire to produce a Travel Plan to increase sustainable travel on the journey to school, reduce congestion, make the area in the vicinity of schools safer and increase physical activity.
- Improve cycle network – SCC are putting together a submission to the DoT for provision of technical support to prepare a local cycling and walking infrastructure plan for Staffordshire.
- We may need to consider clean air zone options e.g. charging and non-charging and issues around idling and the M6 corridor that cuts through Staffordshire.
- Monitor existing work placed travel plans, as required through planning process – initiatives to be implemented to increase number of sustainable journeys to work and reduce single car occupancy levels, including car share, walking, cycling, public transport and again this will improve air quality and should be cost neutral.
- Promote Smart working and agile working to businesses through Travel Plan process; reducing number of car journeys to employment sites and need to travel to meetings. SCC does now encourage staff working from home but more could be done and a county wide travel plan across workplaces in general.
- Identify a commercial partner to roll out a network of EV charging points across Staffordshire (BP have just committed to install points on all their forecourts, Nissan have points available at their garages), could be an attractive proposition for the right company as income generation will increase as popularity increases.
- Install Electric Charging points at all county and district buildings and replace pool cars with electric vehicles. This would obviously improve air quality and general health but there would be a financial cost to SCC but we may be able to offset some of the costs through funding grants and working with commercial partners.
- New planning / development applications - condition that all new houses built should have EV charging point installed and businesses should allocate a percentage of spaces with EV charging points. We should start this as soon as it's practicably possible and this wouldn't be a cost to SCC or the LA's.
- All procurement exercises to consider / measure carbon footprint.
- Encourage good practice on farms to reduce emissions (gaseous farm emissions are a large source of secondary particles).
- Educating the public – link to school curriculum, use social media and other communication channels.
- Pollution alerts and communicating about air quality to the public - use existing communication streams to share information – including My Staffs app, RTPI electronic displays at bus stops and bus stations, SCC newsletters and alerts.

Q03 Staffordshire and Stoke on Trent

The total cost of project delivery will be £195k over a 2 year period, with £150k Defra funding being sought and £45k from local contributions. The table below shows how the money will be spent -

	Package Costs £ Year 1	Package costs £ Year 2	Breakdown of cost	Local Contribution
Element 1 - Business Travel Planning Individual Travel Planning via clinics/events Campaigns	30.0k	30.0k	£25k pa to fund Business Advocate post to target businesses within specific AQMA areas, promoting smarter travel to work choices. £5k pa to fund resources including collection and analysis of survey data, and provision of "Tool box" to support workplace to promote and deliver sustainable travel incentives and initiatives, and smarter working practices.	Officer time – training and line management £5k pa Bike Bus Visits and events to support businesses £3k pa Adult cycle training £2k
Element 2 - School Travel Planning Modeshift STARS travel plan Calendar of Campaigns Annual monitoring	20.0k	20.0k	£15k pa to fund a School Travel Plan Advisor post to target schools within specific AQMA areas, to increase levels of sustainable travel on the journey to school. £5k pa to fund delivery of calendar of campaign resources.	Officer time – training and line management £5pa
Element 3 - Behavioural Change Local bespoke campaigns Regional awareness campaigns	10.0k	10.0k	Deliver a communication and marketing campaign plan over the 2 year life of the project, across the whole of Staffordshire. Costs will cover resources and cost of advertising and publicity - <ul style="list-style-type: none"> • Anti-idling campaign • Materials (posters / leaflets / adverts) • Social media targeted marketing • Use of electronic RTP1 and VMS • Web page development • Educational programme • Evaluation of campaigns 	Officer time £7k includes post project evaluation of outcomes and campaigns
Element 4 - Electric Vehicle points Business partnership programme to fund EV points EV project legacy programme	10.0k	20.0k	Pump prime development of a strategy, identify key stakeholders and scope delivery. Cost includes consultancy time, consultation and engagement events with key stakeholders and testing / trialling of technology with businesses and in house fleet of pool vehicles.	Officer time £5k pa Development of existing Infrastructure and EV assets to support countywide strategy £3k pa
Project & Strategic Management	0	0	Provide management of the Project Board for the timeline of the project. Air Quality Forum member project support	Officer time £15k To attend project board meetings
Total	£70k	£80k		£45k

Procurement:

Posts will be filled through a competitive interview process on fixed term basis aligned to the project timescales. Job descriptions and adverts are prepared to enable early project implementation and ensure the project team are effective from day one. Commissioning of any consultants will be through Staffordshire County Council's framework where available, otherwise usual OJEU processes will be followed.

The Economic Case:

The initiatives delivered within the above elements all aim to reduce single car occupancy journeys and where possible remove the need to travel altogether, having a positive impact in air quality by reducing levels of harmful emissions. Modal shift and subsequent reductions in car use represent a significant reduction in annual vehicle kilometres and carbon emissions.

Delivery costs have been calculated based on experience of delivering behaviour change projects and initiatives. The initiatives have been influenced by lessons learnt from recent project evaluation.

The County Council has an excellent track record in delivering the types of behaviour change initiatives in this package through the expertise gained over our five years of Local Sustainable Transport Fund (LSTF) delivery, including joint working with partners. Experience from delivering intensive School Travel Planning, as in element 2, demonstrates that significant modal shift can be achieved within a 12 month period. In 2015/16 the team delivered a programme of school travel plan initiatives to 28 schools in Tamworth as part of an LSTF project. As a result schools saw a reduction in car usage of up to 17.8%. Evaluation of travel data from employees at large businesses in Stafford identified an increase in the proportion of staff travelling to work by sustainable modes from 36% to 47% between 2013 and 2014, as the result of the Business Travel Plan initiatives delivered through the Stafford LSTF project.

The authority will use HEAT analysis and webTag to quantify and monetise benefits if this bid is successful, which will form part of the baseline data collection, be monitored throughout and included within final scheme evaluation.

Additionality:

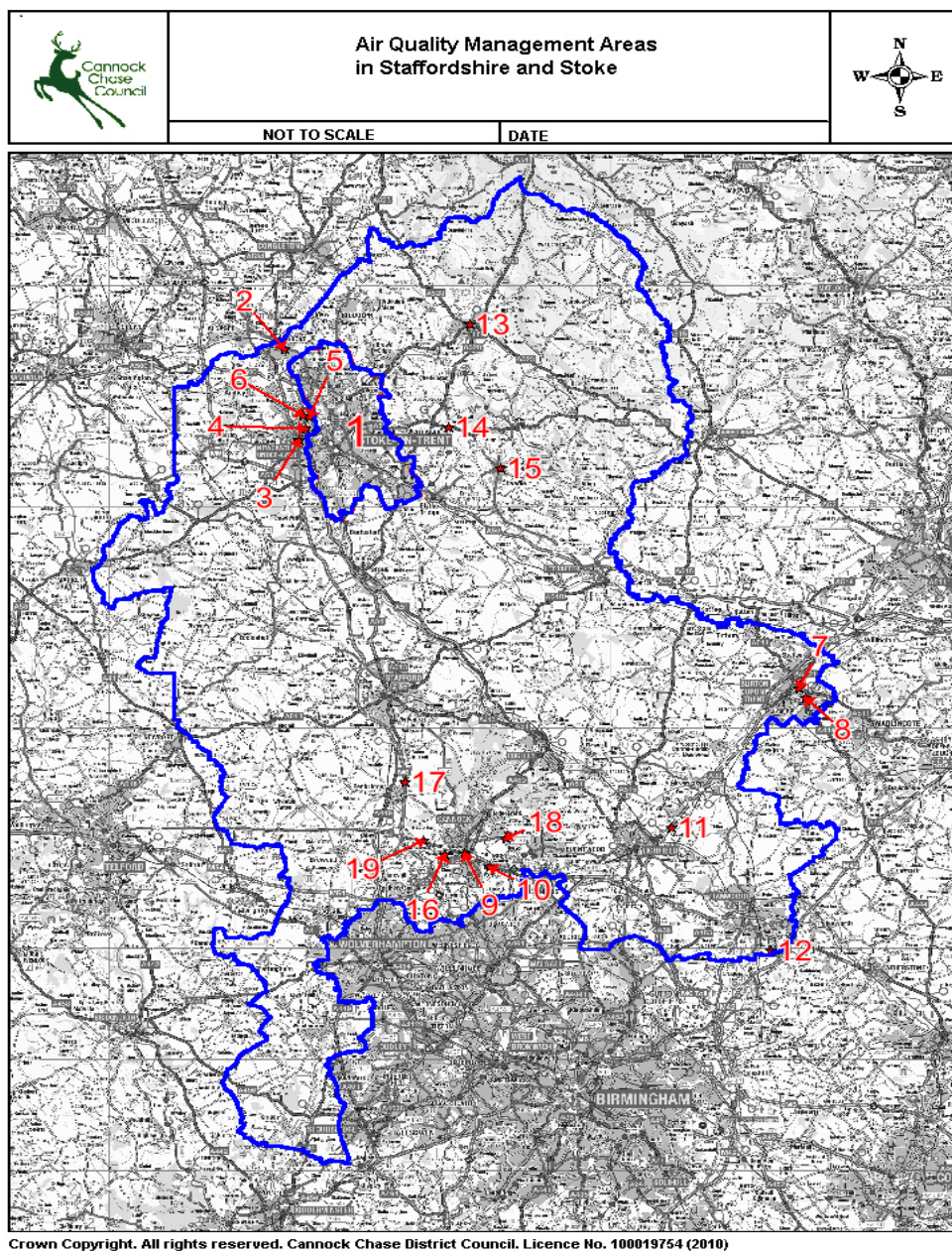
Additional benefits as a result of successful project delivery include –

- Reduced congestion as number of car commuters and cars on the school run reduce
- Employers find it easier to recruit and retain staff
- Employees more likely to be active and healthy in body and mind and less likely to be absent from work
- Increased levels of walking and cycling expected to reduce the number of people with excess weight
- Safer walking and cycling environment leading to improved safety and confidence particularly in cyclists
- Better environment creating healthier and happier communities

Audience numbers

Based on experience working with schools and businesses to produce and implement travel plans it is expected that the funded post(s) can engage with the following numbers over the course of the project timeline. There will be additional support available from SCC and SOT travel advisors working across the full county region.

	Total all areas	Engaged Year 1	Engaged Year 2	Behaviour change campaign
Number of Businesses	To be scoped in the initial planning stages per AQMA	20	20	All areas
Number of Schools	67	20	20	27



Q04 Staffordshire and Stoke on Trent

Project Management, tools, process, governance procedures and resource

The County and City council have an excellent track record in delivering the types of initiatives included in this bid through expertise gained over five years of delivering Local Sustainable Transport Fund projects. This includes joint working with partners included in this bid.

We are confident that the outcomes can be achieved, within the timescales stated, as there are no major risks involved. The majority of the initiatives have been tried and tested within Staffordshire and Stoke on Trent, with the addition of the electric vehicle point initiative that will have the benefit of experienced staff to promote to businesses during the travel planning process. This initiative will help to develop a joint EV strategy for the whole of Staffordshire and SOT, including district partners and third parties to complement the innovative collaboration between Public Health, Transport and Air Quality teams submitting this bid. This will form part of our ambitions to become a SMART county by better place shaping to improve the quality of life for our citizens

We have the delivery structures and processes in place to enable us to deliver effectively and efficiently.

Risk Management

Key Risks	Level	Managing Risk and Risk Mitigation
Delivery		
Slow start to project due to need to mobilise staff resources	Low	Stakeholders are fully informed supporting the project. County Council staff resources, experienced with business and school engagement, are in place. They will support the initial stages of the project as project preparation has already been identified and detailed in the project plan, along with recruitment and training to the funded post.
Financial		
Possible scheme cost overrun or higher than expected costs	Low	Scheme costs will be managed and benchmarked against similar schemes. If necessary, additional costs will be met locally. The scale of initiatives may be prioritised to the most effective areas.
Partnerships and consultation		
Difficulties maintaining partner support	Low	Key delivery partners will be provided with regular updates and close working will continue beyond the funding period. The Air Quality Forum provides the technical support and knowledge to ensure outcomes and actions are relevant to inform clean air strategies.
Lack of engagement and enthusiasm from businesses or schools	Low	Evidence from previous projects has shown a willingness to work with both the County and City Councils in the production of Business and School Travel Plans. The resources available to support initiatives will form part of the local contributions; these will only be available to those engaged in the travel planning process.
Communication and Marketing		
Social movement and behaviour change takes time	Medium	Proactive well planned marketing campaign supported by a comms and marketing strategy that extends beyond the 2 year time frame. This should be aligned to public health outcomes and our People helping People agenda.

Rationale

All Elements in this bid are mutually supporting as they rely on each other to maximise the outcomes. Great importance is also placed on making sure the communications strategy is directly related to outcomes and provides a legacy of integrating air quality issues into future policies and media.

Local Contribution

Local contribution source over two years	£45k	All resources in place
Resources	£5k	Resources funded by SCC and S106 – Calendar of campaigns/business clinic resources, Bike Bus
County Council, City Council and District staff resources	£15k	Public Health Officer – Project Board Chair Air Quality Forum members Strategy and Planning Officer
County Council staff resources	£25k	Officer time – line management of funded post Communications and marketing support EV Strategy officer support time Evaluation and monitoring support time

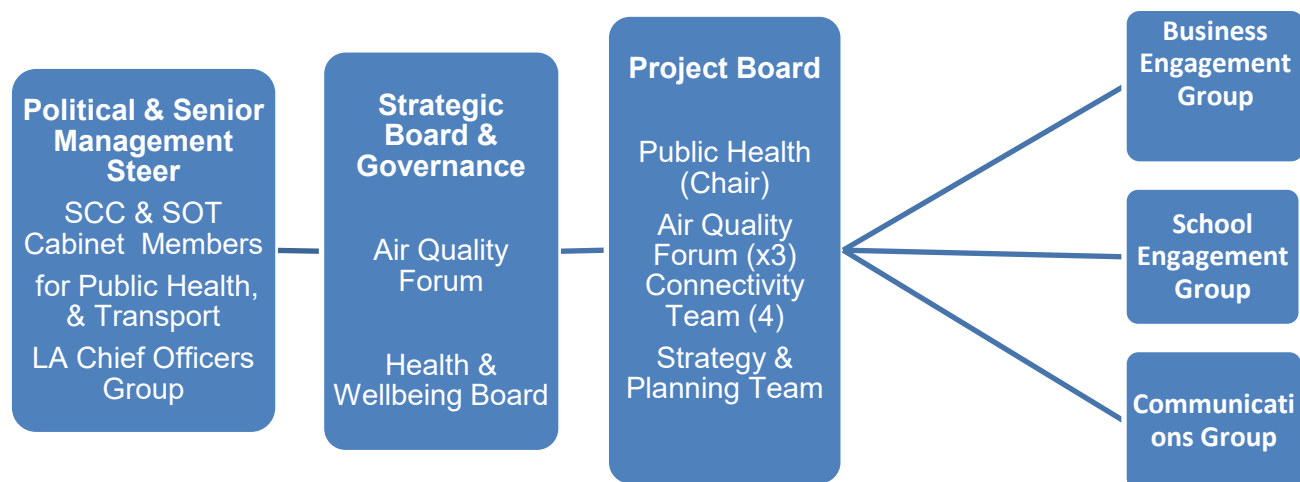
Outcomes & Deliverability (Element detail Q01)

Objective	Outcome	Elements			
		1	2	3	4
Increase awareness of air pollution causes and benefits of clean air	Increased awareness of: <ul style="list-style-type: none"> air pollutant causes changes in personal behaviour to benefit clean air in local community benefits of active travel benefits of electric vehicles innovative technology financial incentives 	✓	✓	✓	✓
To actively promote increased levels of physical activity through walking and cycling, and reduce the number of single occupancy trips	<ul style="list-style-type: none"> An overall increase of cycling and walking by 10% on the journey to school A reduction in the number of single occupancy car trips by 5% A safer environment and increased human activity within local communities Improved safety and confidence of cyclists 		✓	✓	
Demonstration of an understanding around how transport contributes to carbon emissions and air quality levels, and provision of clear solutions	<ul style="list-style-type: none"> Increased number of employees using active and sustainable modes of travel Reduced greenhouse gases Traffic reduction in AQMA's Clean air classroom initiatives to support School Travel Plans 	✓	✓	✓	✓
To develop a joint EV strategy for the whole of Staffordshire and SOT, including district partners and third party	<ul style="list-style-type: none"> Options scoped for future funding for EV points – including private investors & OLEV grants Relationships developed with local industry, including JLR. Increased numbers of EV points Increased numbers of electric vehicle trips Increased awareness and consumer confidence Modal shift from petrol/diesel to electric vehicles 	✓		✓	✓
All of the above	<ul style="list-style-type: none"> Improved air quality 	✓	✓	✓	✓

Project Governance

The following organogram demonstrates the project governance and strategic steer of the project and we already have Political and Senior Leader support. All engagement groups have the benefit of experienced staff and resources available to achieve the project outcomes.

Governance Organogram



Final Project Plan

Milestones Quarterly	Project prep	1	2	3	4	5	6	7	8	Project continuity	Key	
Appoint Project Officer	Blue										Project Officer	Yellow
Develop comms and marketing strategy	Orange									LA's continuation	PH Chair	Pink
Implement campaigns	Orange	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow		Connectivity Support	Blue
Milestone monitoring		Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow		Project Board	Orange
Initial communication to Businesses		Blue									Air Quality Officers	Light Blue
Initial communication to Schools		Blue										
Business Travel Planning				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Blue		
School Travel Planning				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Blue		
Monitoring of Business TP's						Yellow	Yellow	Yellow	Yellow	Blue		
Monitoring of School TP's						Yellow	Yellow	Yellow	Yellow	Blue		
EV - Complete stakeholder analysis to identify partners		Yellow	Yellow									
Develop EV strategy aligned to the sustainable & SMART county agenda				Yellow	Yellow	Yellow						
Options appraisal to include short/medium & long term actions		Pink	Pink									
Action plan from options appraisal				Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow		
ASR completion				Light Blue					Light Blue	Light Blue		
Evaluation - baseline data collection		Yellow							Yellow	Blue		
District and Borough Air Quality Strategies developed and completed by				Light Blue	Light Blue	Light Blue						
Strategic Board reporting			Pink		Pink		Pink		Pink	Pink		

Q05 Staffordshire and Stoke on Trent

Progress of the project will be monitored thorough the governance processes set by the relevant groups and boards involved in the bid.

Group Roles and Reporting

All groups will meet bi-monthly to ensure the project outcomes are met, any risks are identified early with recommendations implemented in a timely way.

Business Engagement Group – members of the group will include SCC & SOT Business Travel Advisors, Communications Representative, and the Project Officer funded through this bid.

The group will summarise and circulate actions and decisions minuted at meetings, and progress reports will be presented to the Project Board. This will include:

- Number and details of businesses engaged
- Number of business travel plans under development and completed
- Progress and details of third party stakeholders engaged in EV group
- Number / type of initiatives, audience reached and number of actively engaged participants

School Engagement Group – members of the group will include SCC & SOT School Travel Advisors, Communications representative, and the Project Officer funded through this bid. Decisions and actions resulting from meetings of this group will be captured in the minutes, and progress reports will be presented to the Project Board. This will include:

- Number and details of schools engaged
- Number of school travel plans under development and completed
- Number of initiatives, pupil numbers engaged and number of wider school community participants reached
- Mode of travel data – annual data collection via hands up survey

Communications Group – members of the group will ensure the communication strategy is implemented, and aligned to, and supportive of, all national air quality campaigns and case studies during the project lifetime. The group will consist of members of each of the business and school groups along with SCC communications officers.

The group will record actions and decisions within meeting notes, which will be submitted within progress reports to the Project Board. This will include:

- Campaign/Communications – including any impact of campaigns through analysis of data e.g. number of web hits, social media coverage, bounce rates, new activity
- National campaign updates

Project Board - will meet quarterly to review progress reports that will provide details on each Element to ensure the project delivery plan is on time, within budget and resources are appropriate to meet outcomes. Decisions to allocate and target additional resources, such as increasing local contributions within an element, will be made by this group. Such decisions will be reported to the Strategic Board. The Strategic Group and Project Board will ensure the project retains a high profile within the districts and local authorities. They will ensure Air Quality strategies; action plans and outcomes are achieved as stated in the Project Action Plan.

The Project Board will be chaired by the Senior Public Health Commissioning Manager Mike Calverley who will be responsible for feeding information into the District Air Strategies, reporting to the Strategic Board, Air Quality Forum, Health and Wellbeing Board (SCC & SOT) and completion of Quarterly Reports as detailed in grant submission documents Appendix D.

Monitoring & Evaluation Business and School Travel Planning

Staffordshire and Stoke on Trent use Modeshift STARS online travel planning, which supports the writing and implementation of travel plans. Modeshift STARS (Schools) and STARSfor (Businesses) provides a resource that is used by both the Travel Advisor and the named contact for the business/school. This allows for more accurate and up to date information including survey responses, initiative information and local data relevant to the plan.

This scheme has been running successfully since 2014, with schools engaged showing noticeable reduction in car usage. Schools engaged take part in the production of a plan have access to resources supplied to ensure commitment and enthusiasm for active travel is at the front of the school communication plan. The resources are a Calendar of Campaigns, using national and local active travel promotions aimed at the variety of the school audience. To complement this, the school engagement programme will include specific air quality campaigns and classroom sessions that link into the school curriculum.

The Modeshift site provides immediate data that will feed into the relevant Project Groups and Project Board. This will continue after the project lifetime with the support of the Connectivity Support Team.

Case Study – Modeshift STARS Flax Hill Junior (Tamworth)

The school joined Staffordshire STARS as part of INTO (Local sustainable Transport Funding) in 2015. Flax Hill has worked to achieve accreditation through a range of initiatives available by working with the Connectivity Team. Flax Hill was awarded Staffordshire School of the Year 2017 for their continued work at increasing active travel on the journey to school.

Walking and Scooting increased by 17.3% from 42.6% to 59.9% from 2015/16 to 2016/17.

Car usage has decreased from 26% to 18% in the same time period.



Head of School, Mrs Sue Boden, says *“I am thrilled that the children at Flax Hill Junior Academy have achieved this improvement in walking, scooting and cycling. As a very keen cyclist myself I know the benefits that regular exercise brings.*

By walking, cycling or scooting to school our children reap the health rewards at the start of the school day and hopefully this brings additional benefit to their education, such as concentration and focus.

Case Study - I54

Business engagement on the I54 site started in 2013/4, a working group was set up to support new businesses to the site to encourage sustainable travel. The group continues with businesses now self-funding activities and events. Jaguar Land Rover based on the I54 site have become an advocate for sustainable travel, working closely with SCC Business engagement staff. JLR updates the actions within their travel plan regularly, host events and complete surveys and vehicle counts.

Note: It is our intension to form stronger links with JLR to support Element 4 the Electric Vehicle strategy.

Project Monitoring and Reporting delivery chart

Element	Project outputs	Method of collection	Reporting	Knowledge share	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8
2	Baseline data collection - mode of travel (Schools)	Annual surveys - Baseline data census Oct 2017	Change in modal shift annual surveys	SMOTS Strategy & Quarterly Defra Report								
1	Baseline data - Business Travel Plans	SCC record of number of Business Travel Plans in referenced AQMA areas	Business Group & Project Board	Quarterly Defra Report								
2	No. of businesses engaged	Project engagement reporting spreadsheet	Business Group & Project Board	Quarterly Defra Report								
1	No. of schools engaged	Project engagement reporting spreadsheet	School Engagement Group & Project Board	Quarterly Defra Report								
2	No. of business TP's	Modeshift STARSfor portal	Business Group & Project Board	Quarterly Defra Report								
1	No. of School TP's	Modeshift STARS online portal	School Engagement Group & Project Board	Regional Forum								
1	No. of school initiatives	Modeshift STARS online portal	School Engagement Group & Project Board	Regional Forum								
4	EV Stakeholder group	Project Progress reports	Strategic Board	Quarterly Defra Report								
4	EV Strategy	Project Progress reports	Strategic Board	Quarterly Defra Report								
ALL	ASR completion	Annual data collection	Strategic Board	All LA's								
ALL	Air Quality Strategies developed	Project Progress reports	Project Board	Air Quality Forum								
3	No of communications	Project Progress reports	Project Board	Quarterly Defra Report								

A campaign across Staffordshire and Stoke-on-Trent to raise awareness of the impact of poor air quality and inspire long-term behaviour change



Why a campaign?

- 12 areas of AQMA (Air Quality Management Areas) – which have poorer air than European standards
- Part of wider raft of measures to reduce air pollution over 2 years
- An integrative campaign needed to raise awareness of the healthy impacts of poor air quality and inspire sustainable behaviour change to increase personal responsibility
- Not part of the approach being taken by Newcastle BC and Stoke CC as part of the Ministerial Directive (around the A53)

Aims

- Inspire long-term behaviour change to reduce single-person, daily travel and driving habits that lead to harmful rises in air pollution
- Grow a new audience of people travelling differently to reduce air pollution
- Create a sustainable, community-led approach



Audience research

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Aims

- Testing has illustrated that:
 - hard hitting messages are essential
 - we ask them to do something small to start behaviour change process
 - these elements of messaging are essential:
 - What is it?
 - How to protect family
 - Explain health impacts
 - Make it local
 - How individuals can make a difference
- Inspire long-term behaviour change to reduce single-person, daily travel and driving habits that lead to harmful rises in air pollution
- Grow a new audience of people travelling differently to reduce air pollution
- Create a sustainable, community-led approach



Universal call to action – “Small actions make a big difference to the air we breathe. Pick a small and easy action that helps you travel differently one day a week.”

3 audience - focused campaigns

Wider public

Schools

Commuters

Objectives

- Awareness of health impacts
- Behavioural intention to change ‘pledges’

- Reduce idling as the main contributor
- Reduce air pollution
- Raise awareness of health impacts

- Business focused
- Behavioural intention to pledge
- Raise awareness of health impacts

Strategy

- Year long PR campaign
- Centred around ‘monthly message’
- Driving people to pledge at DoingOurBit.info/AirAware

- School-led campaign to reduce idling
- On the ground activity combined with integrated comms

- Focus on business and impact on bottom line / CSR
- Encouraging businesses to encourage staff to pledge

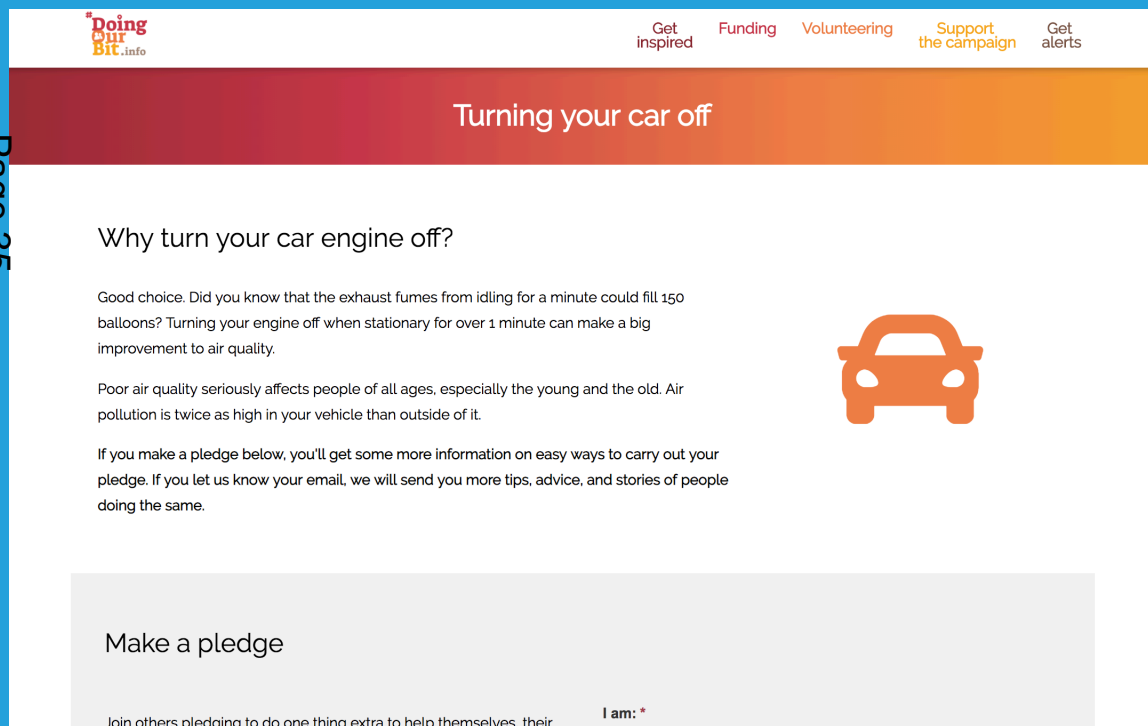
Measures

- Air pollution testing
- Awareness surveys
- Website analytics



Behavioural intention – pledging as part of #DoingOurBit

Page 35



The screenshot shows a website page with a navigation bar at the top containing links for 'Get inspired', 'Funding', 'Volunteering', 'Support the campaign', and 'Get alerts'. The main heading is 'Turning your car off'. Below this, there is a section titled 'Why turn your car engine off?' with three paragraphs of text. To the right of the text is an orange icon of a car. At the bottom of the page, there is a 'Make a pledge' section with a text input field and a label 'I am: *'. A small note at the bottom left of the page reads 'Join others pledging to do one thing extra to help themselves, their'.

- Simple actions to help travel differently one day a week
- People pledge their commitment and supported to do so with info and advice
- Social media and PR of facts about air pollution and case studies drive traffic to website
- Everyone who pledges will be taken on a journey to do more and more to help reduce poor air quality



'Idling Cars Costs Lives'



*All images are for illustration purposes only. Final items will differ.

- School lessons and activities to help pupils become aware of problems of idling
- Based around the message that 1 minute of idling = 150 balloons of pollution
- Campaign gets pupils involved in 'saving children from xxx balloons of pollution'
- Pupils tell idling parents on the school run the health dangers and encourage them to pledge



Narrative

- Pollution from vehicles creates an immense amount of air pollution.
- Recent research from the World Health Organization shows that air pollution may be damaging every organ and virtually every cell in the body, and causes head to toe harm, from diabetes and dementia to heart, liver and lung disease, nerve damage and damaged skin.
- Ultra - fine particles are carried around the body in the bloodstream, with unborn children, young children and older people being particularly vulnerable.
- Worldwide, 90% of the world's population breathes toxic air which is a bigger killer than tobacco. Whilst in Staffordshire the figure isn't as high, poor air pollution is still
- responsible for the deaths of up 390 local people every year
- But everyone can help themselves and their families to breathe easier and make a difference to reduce air pollution in Staffordshire and Stoke-on-Trent.
- By walking or cycling to work and school, we can improve our health through exercise, limit air pollution and lower greenhouse gases.

- **The Air Aware Staffordshire campaign is about raising everyone's awareness of the small, easy things we can all do to reduce air pollution and help us all breathe easier.**
- **Small actions make a big difference to the air we breathe. Pick a small and easy action that helps you travel differently one day a week. at www.doingourbit.info/airaware**



Local Members' Interest
N/A

Prosperous Staffordshire Select Committee - Thursday 20 June 2019

Infrastructure+ and Lighting for Staffordshire Performance Review

Recommendation(s)

That the Prosperous Staffordshire Select Committee (PSSC):

- a. Is provided with an update of contract performance for the Infrastructure+ partnership and Lighting for Staffordshire Private Finance Initiative (PFI) respectively; and
- b. Considers what additional performance information would be beneficial in ensuring both contracts are achieving the required aims.

Report of Helen Fisher, Cabinet Member for Highways and Transport.

Summary

What is the Select Committee being asked to do and why?

1. To receive operational performance on two long-term highway service delivery contracts: Infrastructure+ and Streetlighting Private Finance Initiative (PFI); and provide direction on future or additional performance measures necessary to demonstrate these contracts are achieving their required aims.

Report

PART 1: INFRASTRUCTURE+

Background

2. Infrastructure+ is an Overarching Agreement between Staffordshire County Council and Amey LG providing an outcome focused approach to the delivery of highway and non-property infrastructure services across Staffordshire. It is aligned to the Council's Strategic Plan through the achievement of priority outcomes as demonstrated in Appendix 1.
3. The contract went live on 1 October 2014, since then it has:
 - a. Successfully delivered over £150m of highway maintenance operations and projects;
 - b. Achieved over £30m of front-line service cost savings; and
 - c. Implemented over £100m of inward investment highway and transport infrastructure improvements to support the creation of over 10,000 new jobs and 8,500 new houses across Staffordshire.
4. A core element of the Infrastructure+ partnership is a Term Service Contract (TSC) for the maintenance, management and improvement of over 6,300Kms of highway network. Good performance in this challenging front-line service area is commercially

incentivised with priority access to additional 'call-off' contracts for the delivery of major highway infrastructure improvement projects, subject to Best-Value also being demonstrated. Major infrastructure projects have their own performance management system, including assurance around key measures such as the predictability of time, cost and quality.

5. With regards to the TSC activities the best use of resources is achieved by adopting preventive maintenance strategies and targeting resources as set out in the council's Cabinet approved Highway Infrastructure Asset Management Plan (HIAMP). This is covered in a concurrent report to PSSC.
6. However, working within the limits of the available funding means that achieving locally desirable service levels is not always possible. This elevates the need for effective local engagement, timely communication and availability of clear information. To support this need early in the life of the Infrastructure+ partnership the Prosperous Staffordshire Select Committee (PSSC) developed an Action Plan, which was agreed on 26 April 2016 and completed on 19 September 2018.

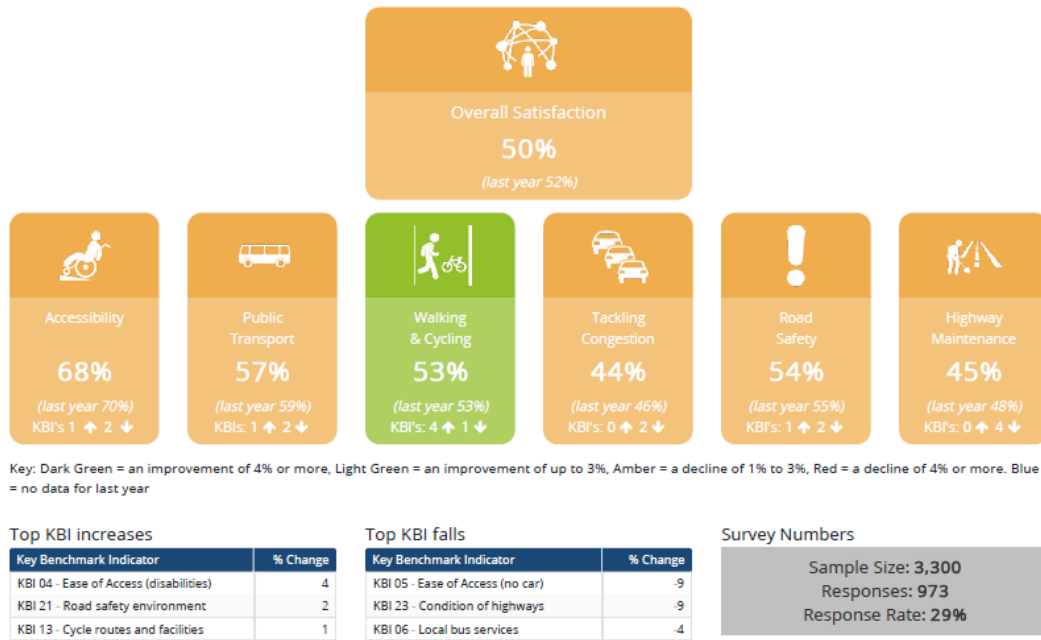
Governance Arrangements

7. The Governance Framework for Infrastructure Plus, which includes Performance Management, operates within three tiers:
 - a. Strategic Partnership Board (SPB);
 - b. Operational Commissioning Board (OCB); and
 - c. Delivery Project Teams (DPT's) and Outcome Groups (OG's).
8. The SPB generally meets three or four times per year and receives a report on performance at each of its meetings. Membership of the SPB from the county council is: Darryl Evers Director for Economy, Infrastructure and Skills (Chair); Rob Salmon Deputy Director for Finance and Resources; Mark Deaville, Cabinet Member for Commercial; Mark Winnington, Cabinet Member for Economic Growth; and Helen Fisher, Cabinet Member for Highways and Transportation.
9. The OCB generally meets monthly and receives performance reports from each of the DPTs on a rotating quarterly basis. Membership of OCB includes senior managers from both the county council and Amey.
10. The DPT's and OG's similarly meet monthly to review the performance and continually improve the services for which the respective groups are responsible. Membership is made up of operational delivery managers from both the county council and Amey. The Customer Outcome Group is chaired by Helen Fisher, Cabinet Member for Highways and Transport, and has cross-party support from other engaged local Members.

Performance Management

11. An overview of the Infrastructure+ Performance Management framework is provided in Appendix 2.
12. Operational performance is managed through a balanced scorecard process for each of the following areas:

- a. Staffing
 - b. Routine, reactive and cyclical maintenance
 - c. Asset Management
 - d. Planning
 - e. Network Management & Inspections
 - f. Quality
 - g. Laboratory
13. The scorecards compare each measure against a target to produce a score on a range of +/-1. Two targets are generally set for each measure, including one based on historic performance and a higher stretched target based on being able to secure performance improvements. Each DPT is responsible for agreeing these targets and will also seek to use wider benchmarking information across Amey or the wider sector wherever this is available.
14. Operational performance of the partnership is discussed at each meeting of the Strategic Partnership Board. At the last meeting of the SPB on 28 February 2019 operational performance was scored as +26 on a range of +/- 63 and accepted as satisfactory taking into consideration the funding constraints particularly around highway maintenance. The SPB Performance report and supporting scorecards is attached as Appendix 3.
15. There are also several other activities and programmes that require bespoke performance reporting arrangements. The following provides a summary of each.
- a. Finance: Expenditure against budget allocations is monitored through the year and adjustments made as necessary, for example to be able to respond to weather events. The partnership has an excellent track record of ensuring that service delivery is constrained to within the overall level of financial resources. Up to the end of April 2019 over 88% of Infrastructure+ supply chain expenditure has been retained within the geography of Staffordshire and neighbouring authority areas.
 - b. Value for Money: Value for money continues to be ensured through commercial competition within the supply chain (subcontractors, plant and materials) as well as benchmarking of direct labour costs and operational performance. An independent Value for Money (VfM) review completed in the summer of 2018 by the Future Highways Research Club (FHRC) concluded that: *“Infrastructure+ is providing satisfactory value for money through a forward looking and constructive partnership”* and that *“the service compares favourably to many peers and peer authorities are often keen to understand how the partnership operates”*. Additionally, early in 2019 an independent review of the Target Cost estimate for Stafford Western Access Road completed by Faithful and Gould concluded that: *“Amey’s Target cost is competitive and reflective of current market conditions”*.
 - c. Public Satisfaction: The National Highways and Transport customer survey shows a downward trend in public satisfaction for highways and transport services across the country. The largest downward movement is in the Condition of Highways, where 85% of the authorities saw their result drop by more than 4% in 2018. The other main areas of decline are in respect of Pavement & Footpath condition and general Highway Maintenance. The Overall Summary for Staffordshire County Council shows there to be a decline in levels of satisfaction across all but one of the key themes.



16. As part of the 2019/20 Infrastructure+ Business Plan the Strategic Partnership Board has agreed the following improvement-plan priorities:

- Implement new national code of practice 'Well Managed Highway Infrastructure' 2016;
- Develop Permit Scheme Business Case including consideration of delivery options;
- Review how the partnership manages third-party claims, including allocation of risk and liability;
- Maintenance management tracker and reporting;
- Develop and implement a Communication Strategy, roadmap and delivery plan;
- Develop and implement a new workforce plan;
- Review how the partnership undertakes asset management, from strategic role to life cycle planning and delivery mechanisms; and
- Review and develop an asset-based Performance Management Framework.

Extra investment strategy

17. The local road network is the council's single largest physical asset, with a gross replace value of over £7 Billion. The Government's own endorsed Asset Management approach to highway maintenance recognises that a highway network the size of Staffordshire's requires around £42m/year of sustained capital (life-adding and renewals) investment to achieve 'steady-state' condition. Staffordshire's allocation for 2019/20, inclusive of all well publicised 'top-ups' such as the Pothole Action Fund is around £20m i.e. about half of what is needed to keep the network in the same condition as it is now.

18. Additionally, reductions in Revenue Support Grant and internal pressures in social care and children's services mean that since 09/10 highway maintenance revenue budgets, which traditionally pay for the routine day-to-day management of the network, have had to make savings that now add up to over £13m/year (57%) ongoing.

19. To help achieve these savings some of the capital grant funding allocation is now being used to fund elements of routine highway maintenance traditionally funded from revenue. The consequence being that even less capital funding is available for the larger and much needed renewal and resurfacing schemes.
20. The total remaining highway revenue budget is £26m; approximately 5% of the Councils total annual revenue budget. After commitments including the streetlighting PFI, School Crossing Patrols and a range of statutory functions approximately £10m (2% of the Council's total revenue budget) remains for highway maintenance operations. This provides the following functions:
- Response to emergency defects, accidents and weather events (£3m)
 - Winter Gritting operations (£3m)
 - Grass cutting, weed treatment and tree management (£1m)
 - Signing, lining, barriers, fencing, etc. (£1m)
 - Gully emptying (£1m)
 - Other e.g. Recycling, safety equipment and training (£1m)
21. Due to the growing pressure on highway resources, reducing public satisfaction and an increasing trend in 3rd party claims Cabinet agreed a £5m/year extra investment strategy between 2017/18 – 2020/21. The aim of this money is to reduce the backlog, and associated reputational and financial liability, of long-standing low-risk potholes.
22. Progress is monitored monthly through a specific governance meeting chaired by the cabinet Member for Highways and Transport. In the 2-years to date the Extra Investment has provided c.100,000m² of additional pothole repairs, over 50miles of pothole prevention surface treatments and £1m of targeted drainage improvements. The positive effect can be seen both in terms of reducing the total number and long-standing low-risk carriageway and footway pothole defects.

Table 1: Extra Investment Progress

	01/05/2017	26/03/18	25/03/19	Notes	Trend
Total number of pothole defects recorded on network at the start of new Financial Year.	11908	9,652	7,281		↓
No. of Cat 3 defects greater than 90-days old	8812	7376	5356		↓
New customer reports of pothole defects	23,000*	19934	16565	*Report system changed in 17/18. The 16/17 data is a pro-rata estimate.	↓
Right 1 st time repair	96%	96%	96%	Quality maintained despite the increase in work volume.	↔

23. The investment strategy during 2019/20 is to provide an extra:
- £2m to provide a further 40,000m² of extra pothole repairs (approx. 9,000 individual defects);
 - £2m to provide approximately 40 miles of additional low-cost pothole prevention surface treatments; and

- c. £1m towards additional drainage repairs, targeted at locations where poor drainage is leading to premature road surface deterioration.

PART 2: LIGHTING FOR STAFFORDSHIRE

Contract Summary

24. In May 2003 Lighting for Staffordshire Ltd commenced delivery of the street lighting Private Finance Initiative (PFI) contract. The contract formerly commenced on the 19 May 2003 and will operate for a period of 25 years. Lighting for Staffordshire Ltd is a holdings company commissioned to deliver the contract via an appointed Service Provider. The appointed Service Provider tasked with works delivery is E.on Energy Solutions Ltd. E.on UK Energy Services Ltd is the majority shareholder of Lighting for Staffordshire Ltd. The value of the contract at its commencement was £250m and the Council receives a Revenue Support Grant of £1.54m per annum to support delivery of the contract.

Reasons Challenge/Aims

25. The primary reason for the PFI contract was to redress a continued lack of investment in street lighting assets to maintain the equipment at an appropriate condition level. Prior to contract commencement 24% of the street lighting stock of 99,343 assets was at significant risk of catastrophic failure. The PFI procurement route was determined as the most appropriate solution to secure the additional funds required to bring the street lighting assets up to the required standards to maintain highway safety.
26. The majority of PFI contracts complete their asset renewal programme within the first five years of operation, with the remainder of the contract period, typically 20 years, focused upon asset maintenance. The Staffordshire Street Lighting PFI contract is fundamentally different in that we have a continuous programme of asset renewal throughout the full contract period. This approach prevents a big bang scenario in future years, when a large number of assets would potentially require renewal over a short period of time, demanding a significant peak in financial demands. This also allows the authority and the PFI contractor to continuously benefit from any technological advancements that would enhance service delivery.
27. Since the contract commenced back in 2003 the number of street lighting assets on the highway network has risen from 99,343 to 108,753 as of March 2019, generating a growth of 9.5% over a 16-year period. This level of growth is anticipated to increase as more largescale developments achieve adoptable status.

Governance arrangements

28. The Governance arrangements for PFI contracts are generally undertaken by the appointed PFI contractor i.e. self-monitoring. However; as with most PFI contracts some degree of ancillary monitoring is undertaken by the authority to ensure contract compliance. For this particular contract high level governance is provided by the Lighting for Staffordshire project board whose primary focus is to monitor the delivery of the project against their financial risks. Staffordshire's officers are invited to board

meetings on an ad-hoc basis to provide input on specific elements e.g. SCC requested Contract Change Notices.

- 29. For day to day governance SCC’s officers liaise with the appointed Service provider, E.on Energy Solutions Ltd. Regular contract review meetings are held to monitor / review the delivery of the service against a series of Performance Standards 1-6 (PSI to PSVI). The Service Provider submits a monthly report that summarises progress over the specific period (Appendix 5). The Service Provider is also required to produce an annual report that provides an overview of the project achievements for the year (Appendix 6).
- 30. In addition to the above an appointed Engineering Certifier undertakes a series of additional checks against the Performance Standards PSI to PSVI. The Engineering Certifier also commissions annual external and internal audits of the asset management system. This to verify compliance with specific contract requirements.
- 31. Due to the high financial value of the contract the authorities own audit team undertake regular audits of the management and monitoring arrangements in place for the Street Lighting PFI contract. The most recent audit (2016/17) provided a level of ‘Substantial’ assurance for the management and monitoring arrangements applied to the contract.

Progress / Performance summary

- 32. In terms of performance the PFI contract has two distinct elements: asset renewal programme; and general maintenance operations.

Asset Renewal

- 33. The asset renewal programme is delivered in 5 yearly blocks and can be broken down as detailed in Table 1.0.

Table 1.0 – Asset Renewal Programme

Block Period	Target Asset No.	Actual Asset No.
IARP - (2003 to 2008)	27,059	25,503
AARP-1 (2008 to 2013)	11,590	12,188
AARP-2 (2013 to 2018)	9,370	10,616
AARP-3 (2018 to 2023)	9,170	2,053
AARP-4 (2023 to 2028)	7,700	-
Total	64,889	50,360 (at March 2019)

- 34. The asset renewal programme is continuously assessed to ensure that assets with a longer than expected life cycle are not replaced earlier than necessary. To verify this once a street lighting column reaches the age of either 25 or 35 years (depending upon construction) it is subject to a structural testing regime to maximise the life of assets with a residual life and to identify assets that have degraded earlier than anticipated.
- 35. The discrepancies in Table 1.0 between the Target and Actual number of assets replaced is due to the mechanism used for the value of an asset. Each type of asset scores points between 1 and 4 and depending upon the type of asset renewed will generate a specific points claim. We are limited to a maximum permissible points claim per Block Period due to the payment mechanism contained within the contract. We

believe that our approach when assessing which assets require renewal provides the most cost effective solution to maximise the benefits of the PFI contract.

General Maintenance

36. The PFI contract provides a consistency of funding which sustains asset condition at a manageable level. The benefits of this continuous investment with respect to general maintenance operations are significant and we consistently achieve the following outcomes from the contract:

- a. When compared to the contract commencement year, the number of reported faults has reduced by almost 50%, with emergency fault reports down by the same value;
- b. The number of lights lit at any point in time remains consistently high at over 99.4% against a performance target of 98%;
- c. A customer satisfaction rating of over 98% has been consistently achieved since the completion of the first Block period of investment IARP.

Additional Achievements

37. Following the credit crunch high value contracts such as the Street Lighting PFI contract were re-assessed for their value and to ascertain if costs could be reduced. To assist with this evaluation Ernst & Young were commissioned to independently review several of the council's high value contracts. Just prior to this commission, officers entered into negotiations with the PFI contractor with a view to achieving increased value against the requirements of the contract. Ernst & Young confirmed the officers' approach and outcomes from the negotiation process achieved maximum results on behalf of the council. A Contract Modernisation exercise was completed in December 2012, with the additional savings detailed in Table 2.0 being recovered by the council over the residual life of the contract.

Table 2.0 – Street Lighting PFI Contract Modernisation

Item	Proposal	Benefit (£000)
1.0	In accordance with HM Treasury Guidance	
1.1	Modernise the service specification whilst maintaining front line services requirements.	3,780
1.2	Insurance – annual release of insurance gain share benefits.	573
2.0	Street Light Renewal Programme	
2.1	Permit PFI partner to manage street light renewal programme on a risk managed basis.	
3.0	Energy Conservation Measures	
3.1	SCC and PFI partner to share inherent energy savings following street lighting asset renewal.	1,032
3.2	PFI partner to introduce dimming facilities for street lights included in the forward renewal plan (circa 26,000 units)	395
3.3	PFI partner to retrofit dimming facilities at previously renewed street lights (circa 15,000 units)	2,244
3.4	Those local communities which support the introduction of part night street lights, PFI partner offer to introduce the facility when included within the street light renewal programme (circa 3,200 units).	*200
3.5	Those local communities which support the introduction of part night street lights where street lighting renewal has already occurred, PFI partner offer to retrofit the facility (circa 3,200 units).	*200
4.0	Miscellaneous Items	

4.1	PFI partner to paint all columns to be renewed within conservation areas.	176
4.2	Inventory Management System – system managed by PFI partner and procured by the council. Procurement fee refund.	96
Total Benefit Over Contract Term		*8,296

* Items 3.4 and 3.5 will be subject to a formal request on behalf of local communities and will not be imposed by the county council. The take up for part night switching may therefore be lower than the figures quoted and have therefore not been included in the 'Total Benefit Over Contract Term'.

38. The total cumulative savings against each of the relevant headings applied from January 2013 to the end of December 2018 are summarised as follows:

a) Modernisation of service specification	£1,349,830
b) Insurance Savings	£429,672
c) Asset Renewal High Efficiency Lanterns	1,203,137 kWh/annum*
d) Asset Renewal Dimming	458,807 kWh/annum*
e) Retro Fit Dimming	3,829,314 kWh/annum*

(*For reference items c, d and e are subject to an agreed gain share mechanism.)

39. Converting the kWh energy savings to a fiscal value, the total SCC Financial Savings to the end of Dec 2018 is **£2,189,099.00**

LED Investment Programme

40. As part of the Contract Modernisation the core specification was amended so the authority could benefit from the rapidly advancing LED street lighting market. Since January 2013 the price of LED street lights has gradually declined and is now the standard product to be procured for illuminating the highway network. As a consequence of market changes, we now have over 13,400 energy saving LED luminaires installed across the highway network. This is great news; however, with ever increasing energy prices and a more than acceptable payback period against investments, it was recommended that an Invest to Save approach be considered to replace as many energy inefficient street lights without compromising the overarching benefits of the PFI contract.

41. Preliminary assessments indicated that we could convert approximately 36,000 existing street lights over to energy efficient LED lanterns for a cost approaching £10m. This level of investment would recover energy savings of £1m per annum. The £10m investment loan would in addition incur interest charges.

42. The above figures determined incorporation into the corporate MTFS savings strategy and established the project as an Invest to Save deliverable project.

43. Further detailed assessment was undertaken of the street lighting inventory to establish a clearly defined programme of investment. In addition, the organisation known as Salix was approached to look at funding opportunities. Salix provides interest-free Government funding to the public sector to improve their energy efficiency.

44. Following an in-depth review of the street lighting inventory with the PFI contractor and the submission of a detailed business case to Salix the authority has secured an interest free loan of £8.8m to convert over 47,000 street lights to energy efficient LED lanterns, generating energy savings of £1.6m per annum. Project delivery details are

currently being finalised with the PFI contractor and we anticipate works to commence in September / October this year with full completion of the installation programme by March 2023.

Link to Strategic Plan

The Infrastructure+ contract is aligned with the “Leading for a Connected Staffordshire” business plan as set out in Appendix 1.

Link to Other Overview and Scrutiny Activity

Highway Infrastructure Asset Management Plan (HIAMP)

Contact Officer

Name and Job Title: James Bailey, Commissioner for Highways and the Built County
Telephone No.: 01785 276591
E-Mail Address: james.bailey@staffordshire.gov.uk

List of Background Papers:

Appendix 1 – Infrastructure Plus Outcomes 2018 – 2021
Appendix 2 – Infrastructure Plus Performance Management Roadmap
Appendix 3 – Infrastructure Plus Performance Report February 2019
Appendix 4 – Lighting for Staffordshire Progress Report 191
Appendix 5 – Lighting for Staffordshire Annual Service Report 2017/18

Appendix 1 – Infrastructure Plus Outcomes 2018-2021

Staffordshire County Council Vision

“A connected Staffordshire where everyone has the opportunity to prosper, be healthy and happy”

Outcomes

Be able to access more good jobs and feel the benefits of economic growth - Positive impact on jobs and growth - increased value and prosperity

- Enable developments through new infrastructure
- Improve network availability
- Increase opportunities for Staffordshire residents and businesses

Be Healthier and more independent - Everyone in Staffordshire has a great start to life and can live and age well

- Keep the network in good condition
- The public realm is improved and enhanced
- Build community resilience
- Enable healthier and sustainable travel options

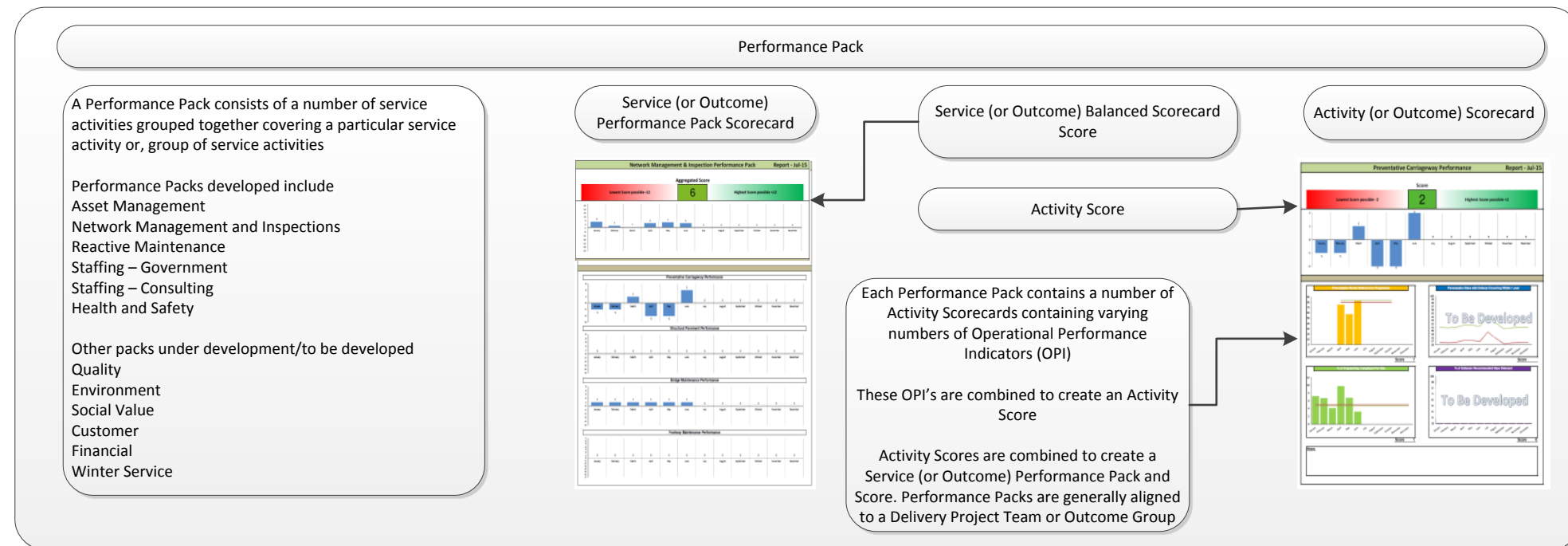
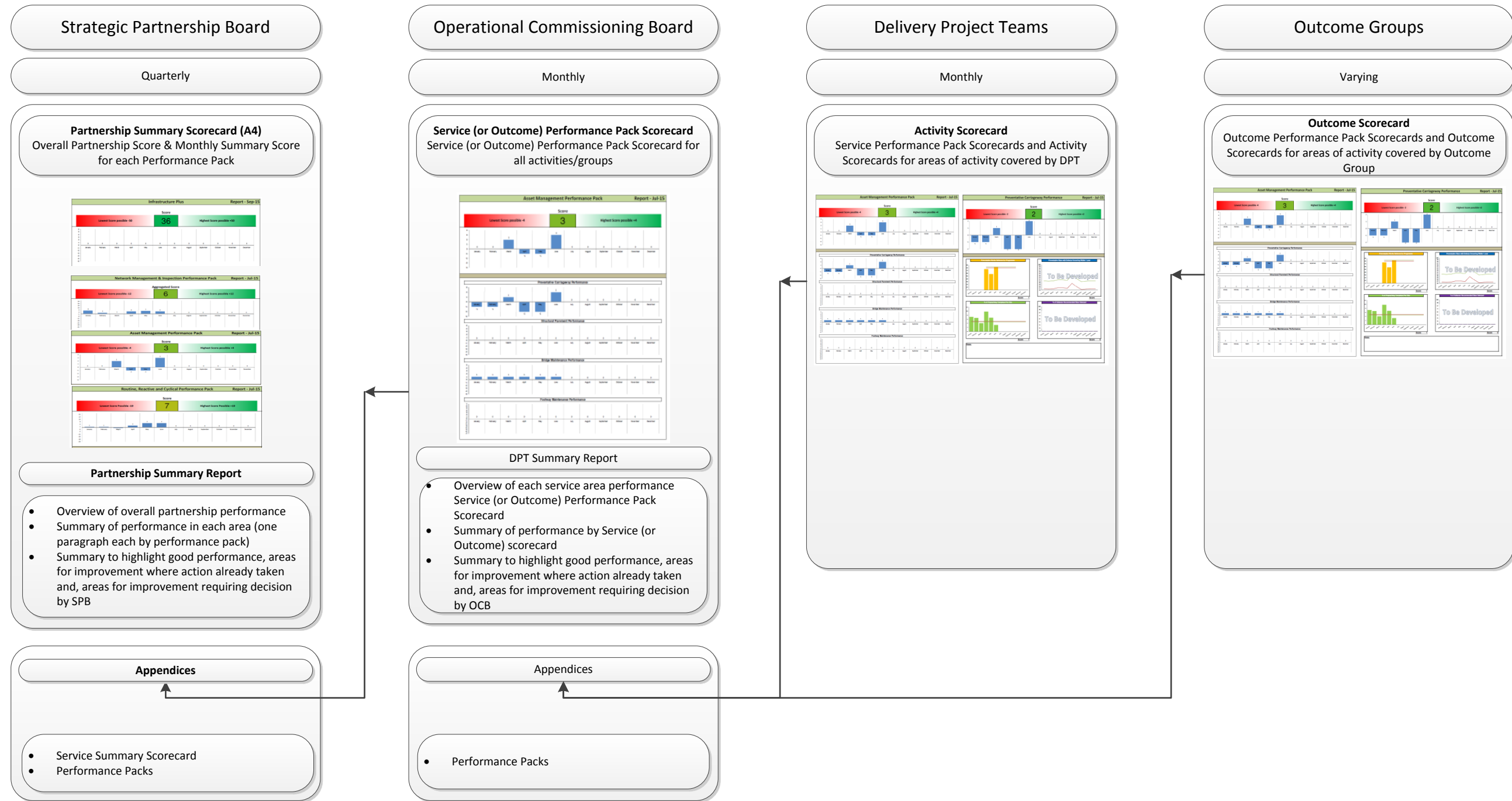
Feel safer, happier and more supported in and by their community - Customer focused – enhancing public engagement and satisfaction

- Keep the network safe for all users
- Improve resident engagement
- Improve customer satisfaction in Staffordshire County Council and to enhance its reputation
- More free flowing network

Infrastructure Plus Partnership Outcome

A sustainable and successful partnership

- Ensuring that we keep people safe from harm and empower everyone to deliver and grow
- Innovating, collaborating and sharing knowledge and best practice adapting to the changing needs of the operating environment
- To reduce the cost of delivering infrastructure services to reach the lowest whole life cost of asset ownership



INFRASTRUCTURE+
STRATEGIC PARTNERSHIP BOARD

AGENDA ITEM NUMBER	4	DATE	28 th February 2019
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TITLE OF ACCOMPANYING PAPER	Performance report – OCB Commentary & Performance Scorecards 4_1 to 4_2		
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1. DECISION / APPROVAL REQUIRED -

This report provides confirmation from the Operational Commissioning Board that across the suite of performance measures there is enough confidence that performance is either acceptable or where not, that sufficient focus is being given to improvement actions.

2. BACKGROUND / CONTEXT

Each month, the Delivery Partnership Boards (DPT) for the various I+ activities meet and review the performance of each service area and collaboratively work together on delivering improvement. Each month, the Operational Commissioning Board (OCB) receives a performance presentation from one of the DPT's arranged on a month to month cyclical basis. On a quarterly basis, the Strategic Partnership Board receive a summary report from OCB of all the performance issues from the DPT's as well as a report on cross cutting partnership themes such as staffing and safety.

3. SUMMARY OF THE ISSUE / PROPOSAL FOR DISCUSSION

Overall the OCB believes that the standard of performance within the partnership is generally good but with a few areas that still require improvements.

Areas where performance is good or improving:

- Response to emergency, Cat 1 and Cat 2 defects
- Arresting of the rate footway / carriageway defect backlog accumulation
- Construction scheme delivery
- Gully Emptying
- Highway Safety Inspections
- Recycling of highways waste material
- Health and safety management
- Delivery of 'social value' issues (not well evidenced in the KPI reports)
- Compliance with planning application timescales.
- Utility and Safety inspection programme compliance.
- Absence management (Although increased during December)
- Quality and Safety Inspection regime
- Client level Satisfaction (SCC) 9.3/10, 2018
- Average Project level satisfaction score of 9.33/10, 2018
- Attainment of ISO44001 – Collaboration

4. WIDER IMPLICATIONS THAT MAY NEED CONSIDERATION.

Staffordshire County Councils Medium Term Financial Strategy (MTFS), additional capital allocation and no deal Brexit may have implications for the Infrastructure+ contract. Implementation of Confirm Work Zone or Sales Force.

5. RECOMMENDATION BEING MADE TO THE BOARD : It is recommended that :

- (a) The Board notes and discusses the performance commentary and summary of performance provided by the Operational Commissioning Board (OCB)
- (b) That the Board approves the recommendation from the Operational Commissioning Board that although there are areas for performance improvement, on the whole, performance of the partnership is currently acceptable. Consequently, any new Best Value reports on the allocation of capital schemes should be considered on their individual merits on a case by case basis.

6. CONTACT DETAILS: - Richard Harris

1. Improvement Plan

Progress of the £5 million re-investment programme is on track for productivity, spend profile and impact despite the resource challenges posed as a result of a near doubling of expenditure on reactive patching compared to previous years. There has been a positive effect in terms of reducing the number of long-standing low-risk pothole repairs, and embracing a right-first-time and single visit approach wherever possible

Network Management and Inspections service area has seen good progress on activities in its improvement plan including training for both safety and network management inspectors, improved processes have been introduced for the handling of defects identified on utility company works including income recovery.

ISO44001 – BSI audited the Staffordshire account in October 2018 along with a number of other Amey accounts as part of the scope of the accreditation. Staffordshire were the only account to receive no non conformities as part of the process and we received confirmation of accreditation in December 2018. The progress continues to ensure that the agreed set of revised outcomes for the partnership is embedded into the development and delivery of the service.

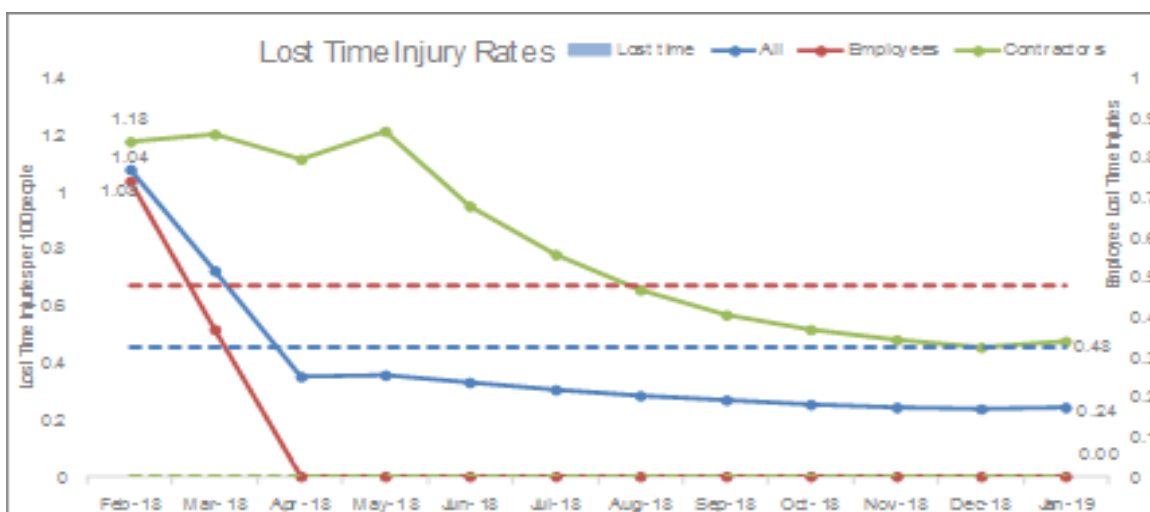
ISO55001 continues to build momentum and we have enlisted the support of Jim Towey (JPT Consulting Services Ltd) to support the process using the CoRe model, particularly in relation to the definition of roles and the performance characteristics of the asset management process.

Progress on the three business case reviews, permit scheme, asset management and risk and liability has been slower than expected as resources have been prioritised to other key priorities including the implementation of the new code of practice for highways, Well Managed Highway Infrastructure.

Operational Performance

2. Health & Safety, Environmental and Quality (HSEQ)

Staffordshire continues to be a safe and proactive account. On a 12 month rolling score, the Amey employee injury rate per 100 people is 0.00 (-100%). The all injury rate on the account (including supply chain) per 100 people is 0.24 (-77%).



The RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013) at the start of 2018 to a member of our supply chain pushed the average days lost per Lost Time Injury (LTI) rate up compared with other accounts (164). To date the injured person has not returned to work and this is captured within the statistics.

Comparisons of similar size accounts show that the Staffordshire contract is performing extremely well but we continue to ensure complacency does not creep into our activities.

Jan-19	Sector	Average Headcount	Rank	2018 Target for Ranked Value	Safety Performance Report Metrics						
					Amey Employee Injury Rate per 100 people	All Injury Rate per 100 people	Controlled Injury Rate per 100 people	Average days Lost per Injury (employees & controlled)	Average days Lost per LTI (employees & controlled)	Actions Closure Rate (in month currently)	VFL
David Ogden	Gloucester Highways	272	10	0.69	1.03	0.73	0.00	6.57	1.00	100%	100%
					↓	↑	→	↑	↓	↑	↑
David Ogden	Kent Highways	425	7	1.14	0.57	0.24	0.00	0.37	1.00	100%	100%
					↓	↓	→	↓	→	↑	↑
David Ogden	Staffordshire Highways	409	1	0.67	0.00	0.24	0.48	11.81	0.00	100%	100%
					↓	↓	↓	↑	↓	↑	↑

Any action logged in the system used to record health and safety issues (AIRSWeb) has a target close out date. The action close out rate is 100% for the Staffordshire account. Visible Felt Leadership (VFL) visits to our workforce continue to be positive. The account is required to undertake 4 VFL per month and this is happening on a regular basis.

The table below shows comparative injury statistics for the Staffordshire account over the past 4 years. Up to and including December 2018 our total injury rate was slightly above that of previous years; however the account has grown over that four year from £40m to £70m (2019). During 2018 the SMT have worked tirelessly to improve the accounts close call reporting rate and employee engagement and this has led to a 45% increase in our close call reporting from that in 2017.

Year	2015	2016	2017	2018
Total Injuries	18	10	15	17
RIDDOR	1	0	1	1
LTI's	0	0	1	0
NLI's	17	10	13	16
Total Close Calls	903	987	1319	1912

Following the RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013) at the start of 2018, a review of the partnerships CDM processes in relation to developer schemes was undertaken by Weightman's working on behalf of SCC's HSEQ team. An action plan has been developed to address the recommendations made by Weightman's and is included in Appendix 4_2.

During the period leading up to and including Christmas, the team had to deal with a challenging mental health incident involving one of our operative's. During the period the operative had tried to take his own life on several occasions, suffering from severe depression and anxiety stemming from a build-up of incidents in their home life. The mental health ambassador and first aider on contract supported the individual throughout this difficult period leading to the right help and support being

provided. Although the individual is still away from work, the signs are positive and with continue to monitor the situation.

3. Operational performance

Road condition indicators:

The latest set of condition indicators for road condition (carriageway) relate to surveys carried out on the network in 2018. The headline figures are above the performance predictions expected based on current funding and which had predicted a managed decline.

The actual performance for the percentage of roads requiring the immediate planning for major maintenance (Red) are 'A' roads = 3% (2017/18 = 3%), 'B/C' roads = 8% (2017/18 = 8%) and 'U' roads = 12% (2017/18 = 11%).

Whilst this is testament to our asset management experience and capabilities and the use of innovative preventative surface treatments the underlying condition of the network remains challenging. For example roads requiring major maintenance i.e. structural maintenance will continue to deteriorate and will lead to an increasing number of safety defects that will place additional demands on the reactive maintenance service.

Routine Maintenance, Reactive & Cyclical Performance Pack

With the exception of May 18, the overall aggregated score for Routine, reactive and Cyclical has trended positively throughout the 2018 calendar year. Including winter service, the aggregated score has achieved +2 Oct, +6 Nov and +5 Dec. Snow events and associated thaw events encountered right through until March 2018 have had a considerable ongoing impact on other areas of the Routine & Reactive service.

Reactive Maintenance Performance

The reactive maintenance performance has trended positively throughout the 2018 calendar year. On the scale of - 6 to +6, Oct, Nov & Dec scored +2, +3 & +4 respectively.

The only dip on the scorecard, was experienced in May and was associated with the high volume of high risk defects received in that month, in excess of 1,000 high risk defects were identified and a small number of defects missed their required by dates which impacted the scorecard.

Performance targets for high risk defects (Emergency, Cat1, and Cat 2) are being routinely monitored and have a good compliance rate. Performance in December was as follows:-

72 emergencies completed of which 72 were on time

50 Cat 1's completed of which 49 were on time

279 Cat 2's completed of which 260 were on time

1183 Cat 3's completed of which 285 were on time

However, performance on Cat 3 defects does not consistently meet the targets. This has been the case for 5 years plus. Cat 3 defects are addressed according to resource availability and sometimes linked to the complexity of Traffic Management arrangements required.

The overall workstack had increased back up to 22'211 by the end of the previous financial year due to the winter that was experienced and associated damage. Due to the additional deployed resource during this financial year and ongoing data cleansing & review of historic work stacks, as at the end of December 18 the overall reactive workstack stands at 15'480.

The team are progressing with a 'right first time approach' to patching but this is meaning that larger areas of patches than predicted are being required. This does however mean that the defects being addressed are less likely to fail in the near future; it also means that the number of individual defects being addressed is lower than initially projected.

Cyclical maintenance / Tree Maintenance

With regard to cyclical maintenance, discussions around MTFS pressures and reduced service provision on urban grass are still ongoing with Borough & District councils and implementation has been deferred to the 2020 cutting season at the earliest. There may be a requirement to capture all of the associated asset data for the urban grass to support these discussions.

Grass cutting and weed treatment activities are now complete for the 2018-19 financial year, and the highway hedges are being cut Dec 18/Jan 19.

In terms of customer enquiries received during the growing seasons, with the dry weather that was experienced throughout the summer months grass growth was stunted and we saw a considerable downturn in enquiries received compared to last season, conversely enquiries relating to weed growth increased during the summer months particularly in June and July.

Resource deployed on routine tree maintenance is currently static; however, our new tree officer started on contract in Jan 19 and funding levels in this area of service will have to be reviewed to deal with the anticipated increase with work identification associated with capturing the tree asset.

Cyclical maintenance – Gully Emptying

The full migration of gully cleansing management from Intouch to Confirm was completed during 2018. Gully emptying performance continues to be of a good standard, with Oct, Nov & Dec scoring +1, +2 & 0 respectively.

Countywide schedules are available on the members portal which provides individual asset I.D's, emptying frequencies & next cleanse dates. 3no new gully emptying machines arrived on contract in Nov/Dec 18 and are now in operation. The Intouch contract will not be renewed for the 2018-19 financial year which will offer up the associated savings.

Winter Service

The base line Winter service budget has been increased to £2.9m, however in a severe winter scenario, such as that experienced in 2017-18, delivering current levels of service will considerably exceed available budget and there is little scope to manage this pressure within Routine & Reactive budgets.

Network Management and Inspections

Following a substantial period of extremely high demand on the reactive resource throughout winter into early spring 18, enquiries received from May – December 18 have reduced to more manageable amounts, they are now broadly trending similar to the numbers experienced for the same periods last year.

With regard to the scorecard, the aggregated score has been as follows for the last reportable quarter: October +5, November +6, December +6.

Highway safety inspections delivered to target continues to be of a high standard, with 100% achieved in October, November and December respectively.

Network sample inspections, were broadly completed to the agreed profile for year to date as detailed in the scorecard, the DPT has taken the decision to remove the upper limit for sample A inspections as they are more sporadic and the opportunity to inspect needs to be taken whilst available.

For all Utility Companies (Category B and C inspections) the level of defects identified continue to be between 5 and 8%, Category A inspections continue to be 10% and above. Regular Quality and Performance Meetings have now been established with the top six Utility Companies where this is discussed. Virgin, BT, STW and Cadent have now provided action plans to improve their performance.

We have seen a very slight improvement with regard to the level of non-compliance relating to cores as detailed below. Carriageway has reduced from 55% to 47% and footway has decreased from in excess of 15% to 13%, however, this is still an unacceptable level of failure. In relation to the inspection team, a report was taken to and agreed at the Dec 2018 OCB, which included a request to increase network inspector numbers by 2no in order to facilitate additional coring and improve 3rd party compliance on the network. This increase in network inspector numbers will also support our transition to a permitting scheme.

2018-19 Coring Programme -Summary								
Works Promoter	BT	STW	Cadent	WPD	SSW	Virgin	Total	Average Failure Rate
Individual undertaker's sample size	15%	25%	15%	13%	10%	22%	100%	
Overall Sites								23%
Total sites	63	104	64	56	40	94	421	
Total compliant	45	87	53	42	32	61	320	
Total non-compliant	18	17	10	14	8	33	100	
Percentage compliance	71%	84%	83%	75%	80%	65%	76%	
Percentage non-compliant	29%	16%	16%	25%	20%	35%	24%	
Carriageway only								47%
Total sites	20	47	23	10	19	39	158	
Total compliant	8	33	16	1	14	19	91	
Total non-compliant	12	14	7	9	5	20	67	
Percentage compliance	40%	70%	70%	10%	74%	49%	58%	
Percentage non-compliant	60%	30%	30%	90%	26%	51%	42%	
Footway only								13%
Total sites	43	57	41	46	21	55	263	
Total compliant	37	54	37	41	18	42	229	
Total non-compliant	6	3	4	5	3	13	34	
Percentage compliance	86%	95%	90%	89%	86%	76%	87%	
Percentage non-compliant	14%	5%	10%	11%	14%	24%	13%	

Capital Programme Progress

Major schemes

The construction phase of the A50 Project A scheme is nearing completion and the junction was opened to all movements before the Christmas Break. The site offices are to be dismantled during w/c 11th March and the contractual completion will be shortly thereafter once the area has been reinstated.

The Target Cost submission for Stafford Western Access Route (SWAR) was received in early January and is the process of being scrutinised by the design team. The third-party cost review has been instructed with the deadline for completion being 22nd March. To allow sufficient time for mobilisation and achieve the proposed 8th June start date, the contract needs to be awarded by 5th April. This results in a critical two-week period to obtain the necessary authorisation to award the contract and the project team is seeking clarification on the expectations of SPB in relation to this process.

The construction of the Lichfield Southern Bypass Phase 4 rail underbridge is due to commence on 25th February. The initial element of work will be to remove vegetation along the footprint of the haul road before the commencement of the haul road construction on 11th March. An enabling works package including the above elements will be awarded to Amey Highways within the next week. The first bridge activities will commence on the evening of Saturday 1st June to install the auger piles that will form the bridge abutments. The bridge slide will be undertaken in a 100-hour rail possession over Christmas 2019. The construction costs for the bridge have increased; however, following a thorough review of all other budget elements in light of spend to date, the project is still within the £8.4m budget.

The remaining length of Lichfield Southern Bypass, between the rail underbridge and A51 London Road, is funded by Persimmon and Amey Consulting have been commissioned to prepare the detailed design. SCC/ Amey Consulting have supported Persimmon in the submission of a planning application specifically for the road construction such that it is detached from programme

dependencies relating to Persimmon's St John's development. Subject to the s278 legal process, construction is anticipated to commence in late Summer/ early Autumn.

The construction phase of the s278 works at the Development Access and Churchbridge Island, associated with the £180m Designer Outlet Village in Cannock, commenced in early November. The works were designed by Amey Consulting and are being delivered by Amey Highways. They comprise the construction of a new curved underpass beneath the A460 and construction of additional lanes to increase capacity at the busy Churchbridge gyratory

Amey Consulting were commissioned by the i54 Joint Venture Partners (SCC, SSDC and WCC) to provide Project Management and design services for the i54 Western Extension Project. The scheme was granted planning approval at SSDC's planning committee meeting on 15th January and the project team are now working towards start date on site in early Summer.

The original scope of the Branston Phase 2 scheme (including the high school pick up and drop off facility) is complete with the construction of a further car park (Phase 4) nearing completion. Amey Highways have also been commissioned to construct a new site access road, on behalf of Nurton Developments (via SCC Regen), that is due to be completed in early April.

Integrated Transport

The 2018/19 Capital Programme was formerly approved at Cabinet on the 21st June 2018. Following agreement in the Virtual team meeting on 9th March 2018 work commenced on the investigation and design of this extensive programme prior to formal approval of the programme due to significant time constraints.

Work is currently progressing on all schemes on this challenging programme. A current overspend is forecast, however due to the difficulty of some of the schemes including those potentially involving third party land and those that are considered as 'Shared Space' (which the Government have currently suspended the design guidance for), this has led to some schemes being undelivered. However these schemes will be ready for implementation in 19/20. The budget and spend of this important programme is being managed with monthly monitoring meetings with SCC colleagues.

The partnership has secured additional work from ESBC. Market Street has been designed by the design hub and will be delivered by the construction team. The scheme is expected to start in Q2 with an estimated value of £1.1m. The team worked extremely hard to meet some very challenging timescales imposed by ESBC, again showing the flexibility and determination of the partnership to deliver best value.

The partnership should consider the potential to create a 2-3 year forward programme to afford better management / prioritisation of projects, greater consistency for the delivery and supply chain and for greater budgetary control. The Integrated Transport Plan (IT) programme will continue to be tracked and reported monthly until the end of the financial year.

Asset Management

Preventative Carriageway Maintenance

There have been no preventative surface treatments since the season finished in October.

The percentage of pre-patching versus the overall site reflects the budget reductions for structural maintenance and hence the need to intervene by including more challenging 2019 preventative sites that are unlikely to benefit from structural works within the foreseeable future. At around 8% this is however within economic viability for preventative sites.

Preventative Footway Maintenance

The planned versus programme performance for footway preventative works was behind due to historically incorrect outputs being used. This is currently being reviewed by the DPT with a view to

using a realistic but challenging target in the future. An 18 month forward footway preventative programme has been developed that will allow more efficient forward planning for delivery.

Structural Maintenance Schemes

With the significantly reduced structural maintenance programme for this year, only a small number of schemes had been completed by November. However, with the additional £8.89m capital maintenance allocated in November, a new scheme programme commenced and by re-allocating additional Member funded schemes to the DfT additional finance, an effective carry over of £5m to 2019/20 has been possible. The planned duration and 12-month cost accuracy of completed schemes performance remains strong.

The Burton Bridge structures work is due to complete by March. Capital bridges schemes completed to programme and outturn cost against target cost performance has been excellent.

Whilst Inspections continue to be behind programme, we now have 2 inspection teams who are catching up with outstanding inspections. Further reach back is being sought with a view to accelerating this further.

4. Quality Management

Quality & Audit Management

Significant improvement has been made over the last quarter including the introduction and roll out of a new treatment matrix. The matrix has been operational since mid-August and audit data will be provided to the March OCB. Along with the treatment matrix the team have also rolled out a new inspection manual which is being used across the team. We are now starting to see the end to end performance of the routine maintenance process.

The aggregated score for the pack is +7 Oct, +7 Nov, +8 Dec, on a range of -10 to +10. Quality and safety audits continue to exceed the agreed schedule with 'work in progress' scores regularly achieving 4.9/5 (Stretch target 4.5). The number of inspections undertaken by the compliance team is behind the agreed schedule but it is encouraging that compliance officer audits are picking up the same positive trend. The number of PDA desk top task audits is also above the agreed benchmark and the same positive results are being found with the process.

Quality audits have also been developed by the Design Hub, specifically looking at major, structural and integrated transport projects. Although not reported, scores are regularly achieving scores in the region of 4.5-4.9/5.

Quality Assurance

The Right first time dashboard continues to be positive with an average score of 96% (Stretch target 95%). An early life failure dashboard is under development and will be tied into the roll out of the treat matrix.

Quality data from across other Amey contracts is being compiled so that regular bench marking can be undertaken against similar measures.

5. Staffing

The 12 month rolling wellness % for the team is as follows:-

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Highways	2.64%	5.93%	4.54%	3.98%	2.71%	2.34%	1.82%	2.63%	2.80%	2.36%	3.57%	4.37%
Consulting	3.39%	2.95%	3.40%	5.22%	1.75%	0.25%	0.47%	1.56%	0.51%	0.36%	1.70%	1.64%
SCC BC												

- 1328 Community involvement hours were taken by the Highways and Consulting during 2018.
- Retention on the account remains excellent. The combined Amey retention rate is 96.33%.
- Staff engagement is also positive with a focus on the SMT getting out seeing the workforce on a more regular basis.
- Employee survey results are slightly better than those of 2017, with a return rate of 124% in Highways and 89% in Consulting against a business return rate of 66%.

6. Customer

The customer pack includes the results of client satisfaction surveys (CSS) which are sent out to the Commissioner for Highways and Built County on a quarterly basis and, project satisfaction surveys (PLS) that are sent to internal and external customers to comment on individual projects and annual programmes of work.

At the end of 2017 the average CSS score was 9.2/10 with a PLS average score of 9.66/10. This positive feedback has continued during 2018 with CSS at 9.3/10 and PLS at 9.33 /10.

Work continues within the Customer DPT and a member questionnaire was sent out In December 2018. Uptake was initially slow but was championed by Cllr. Helen Fisher. The survey is now closed and with a 33% return rate. The data is currently being analysed and will be available for the next OCB in March. During 2019 we will progress with the Customer engagement strategy to the front line staff to improve the direct communication line with our residents and a new client satisfaction survey will be rolled out with surveys being undertaken based on grading. This will be undertaken on a quarterly, six monthly and annual frequencies.

Discussions are also on going regarding the implementation of either 'Confirm Workzone' or 'Sales Force'. Case studies from other Local Authorities and demonstrations of each platform are being arranged in the near future.

7. Finance performance

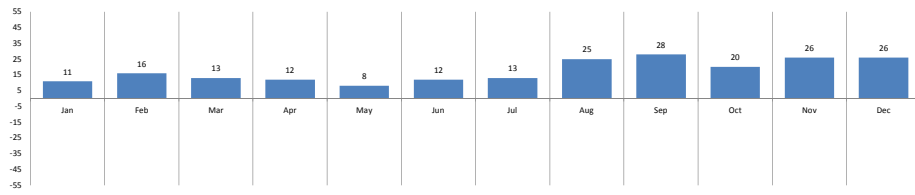
Cover in separate report

Aggregated Score

Lowest Score Possible -63

26

Highest Score Possible +63

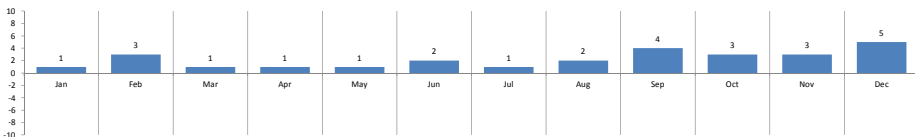


Staffing Performance Pack

Lowest Score Possible -10

5

Highest Score Possible +10

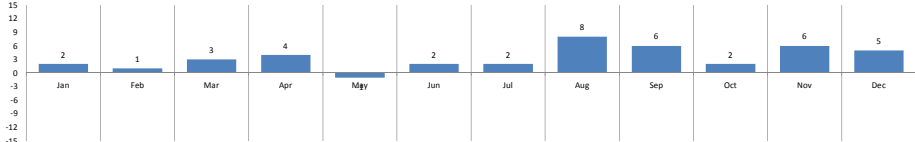


Routine, Reactive and Cyclical Performance Pack

Lowest Score Possible -14

5

Highest Score Possible +14

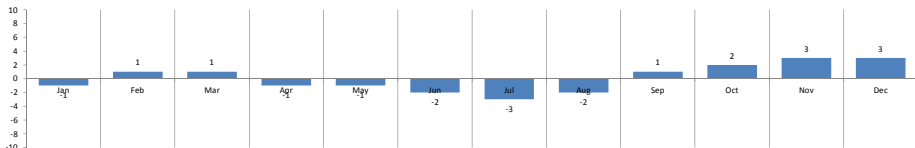


Asset Management Performance Pack

Lowest Score Possible -9

3

Highest Score Possible +9

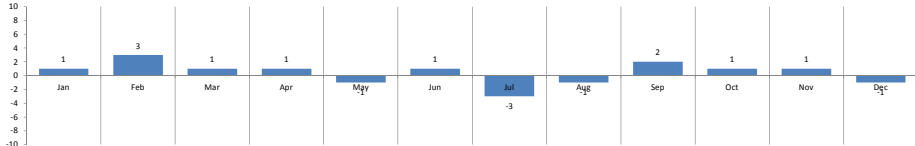


Planning & Performance Pack

Lowest Score Possible -5

-1

Highest Score Possible +5

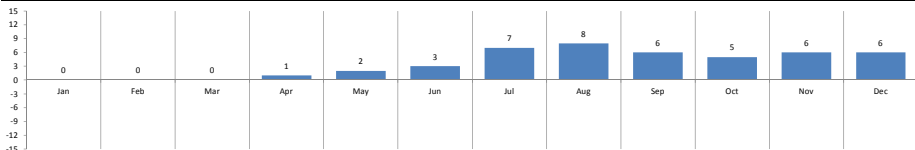


Network & Inspections Performance pack

Lowest Score Possible -9

6

Highest Score Possible +9

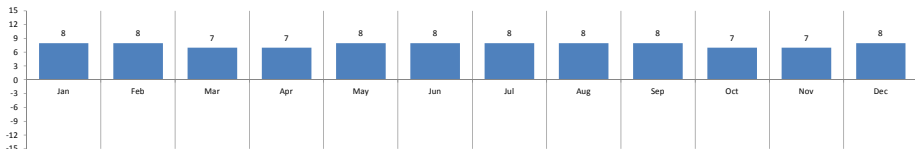


Quality Performance Pack

Lowest Score Possible -10

8

Highest Score Possible +10

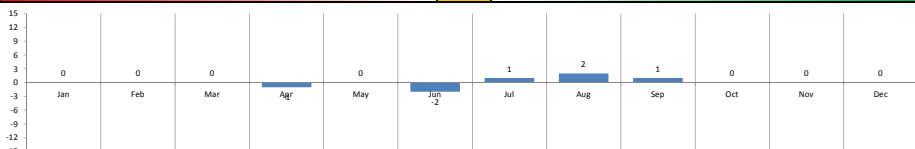


Laboratory Performance Pack

Lowest Score Possible -6

0

Highest Score Possible +6

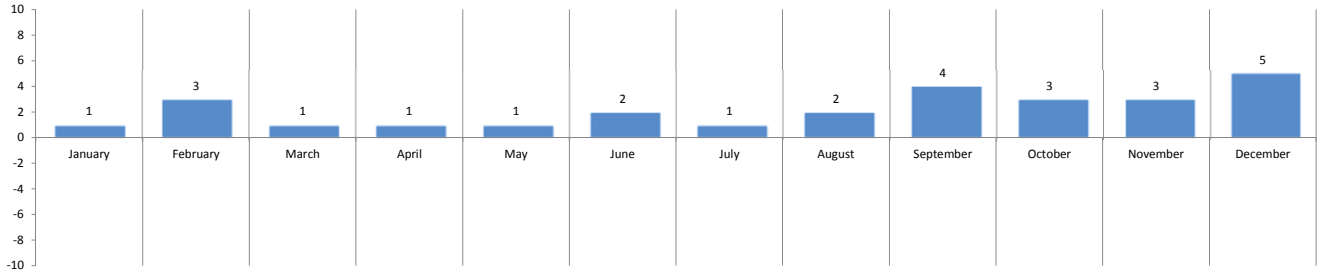


Score

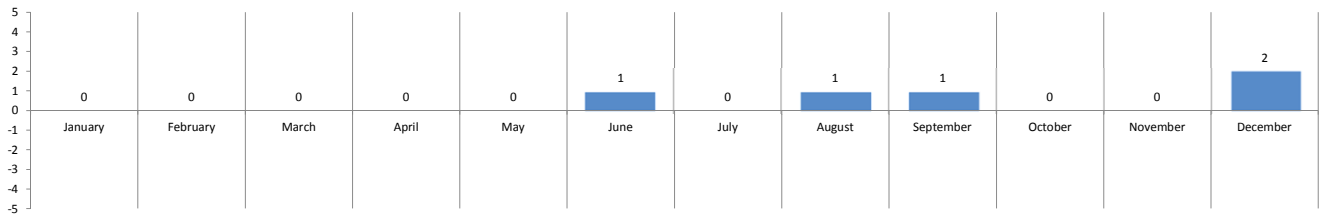
Lowest Score Possible -10

5

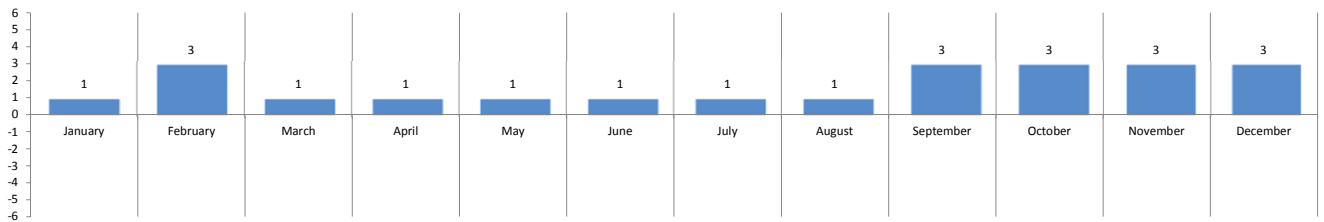
Highest Score Possible +10



Staff Figures - Highways



Staff Figures - Consulting



Staff Figures - Highways

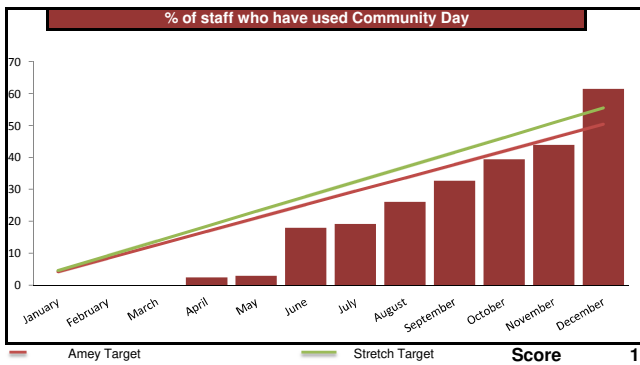
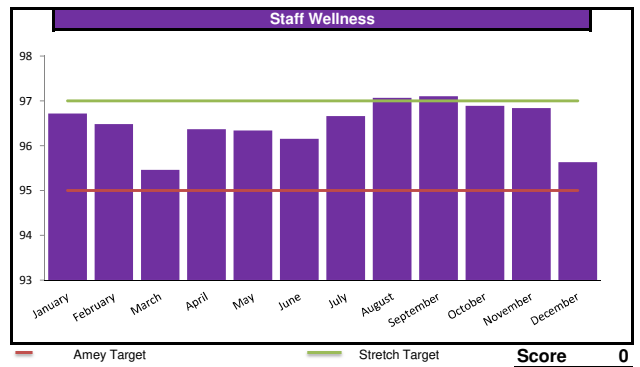
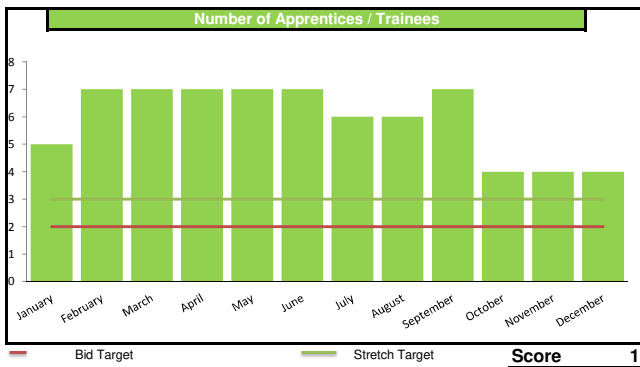
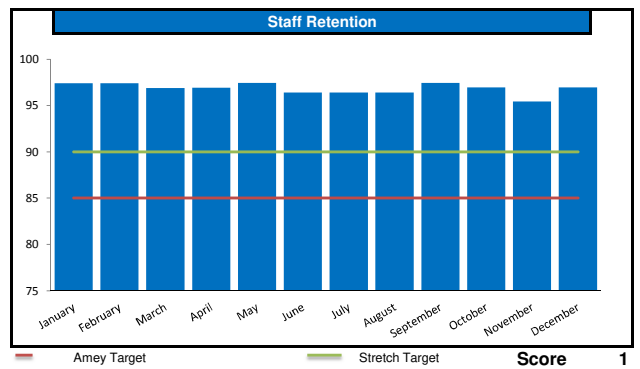
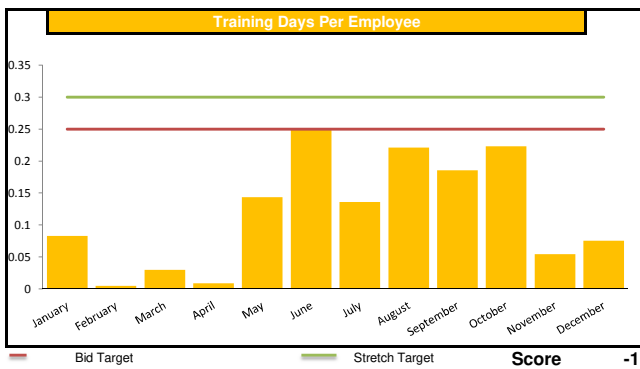
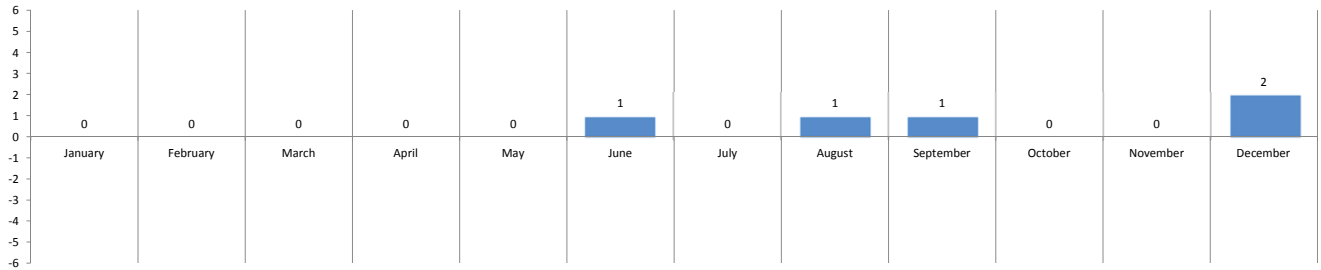
Report - Dec-18

Score

Lowest Score Possible -5

2

Highest Score Possible +5



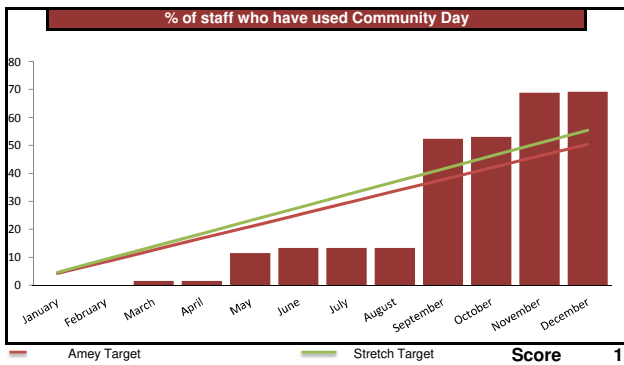
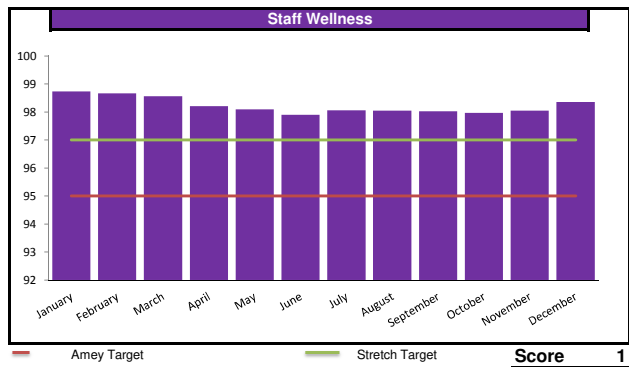
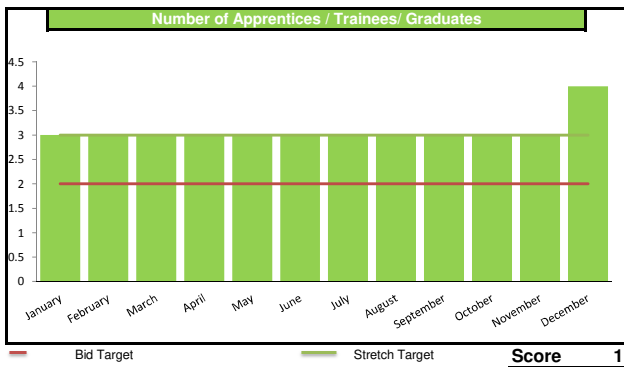
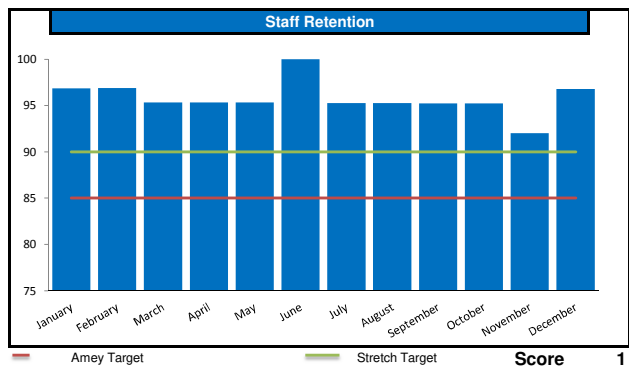
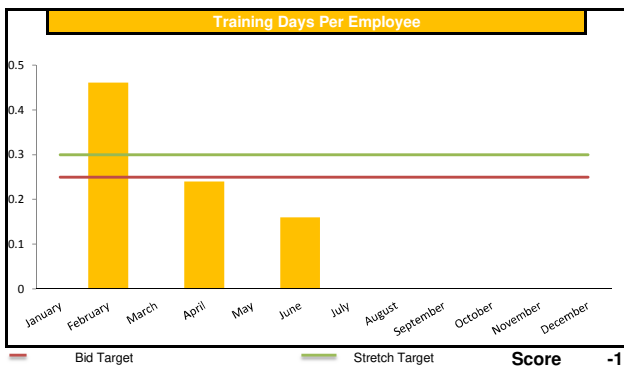
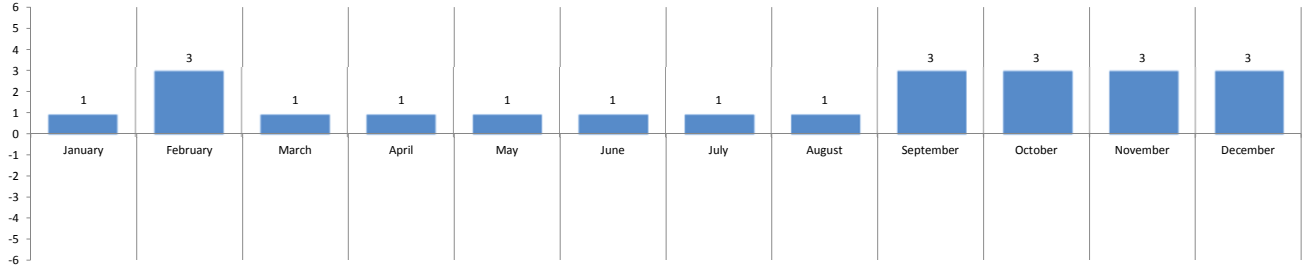
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Score

Lowest Score Possible -5

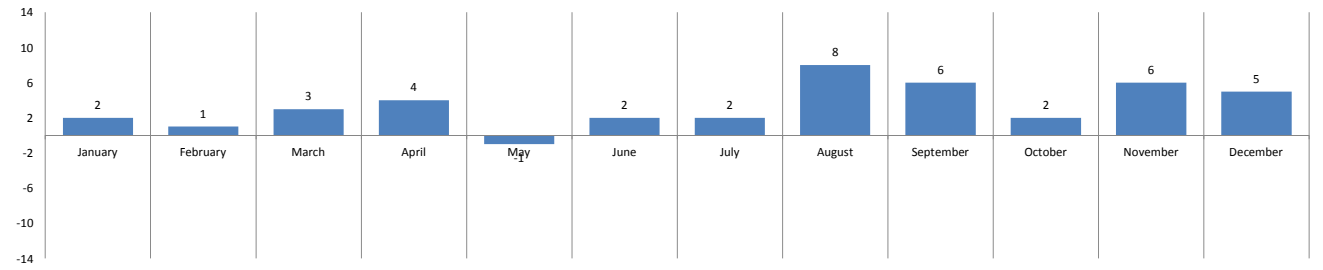
3

Highest Score Possible +5

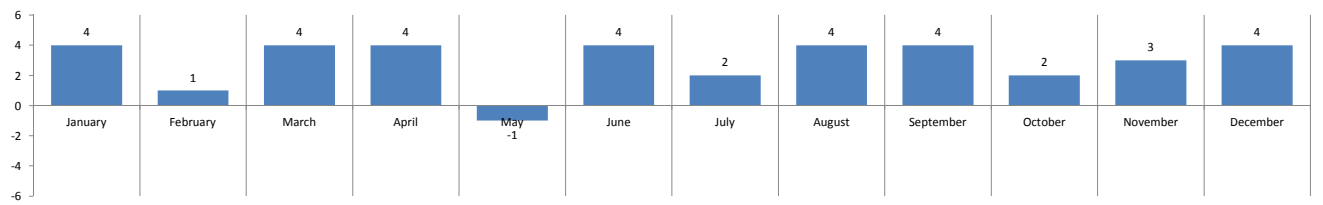


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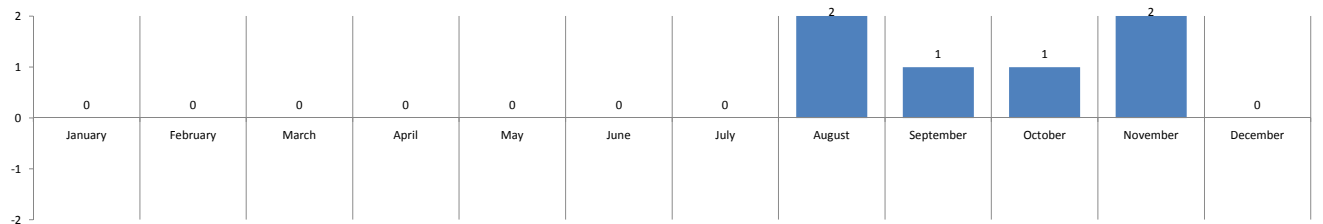
Aggregated Score



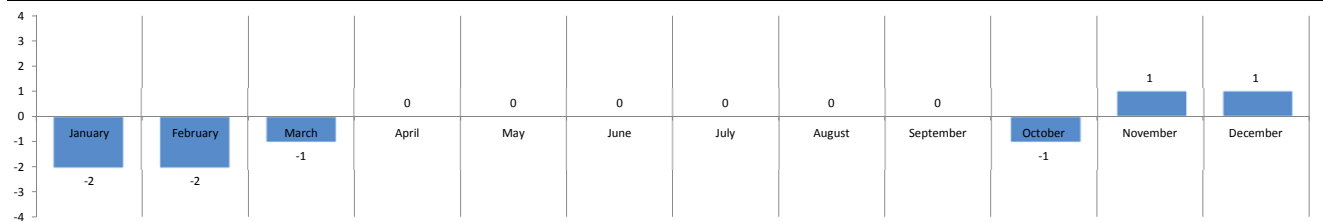
Reactive Maintenance Performance



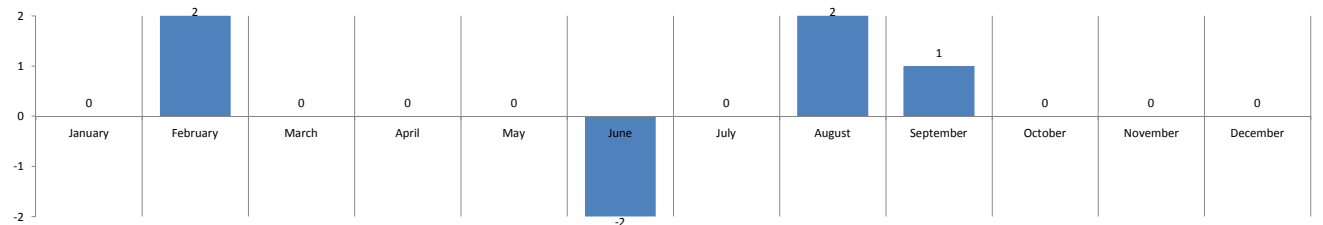
Gully Emptying Performance



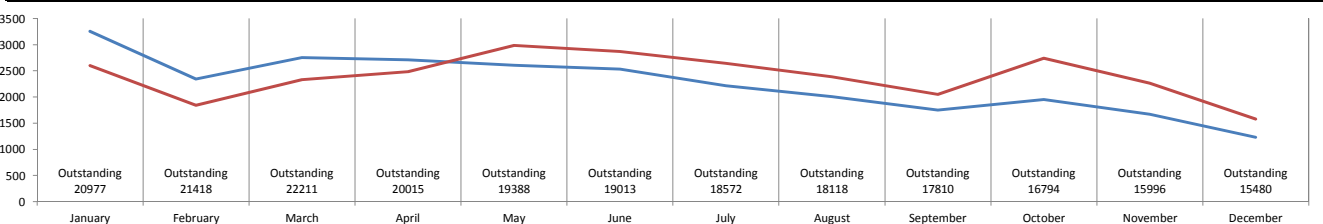
Winter Maintenance Performance



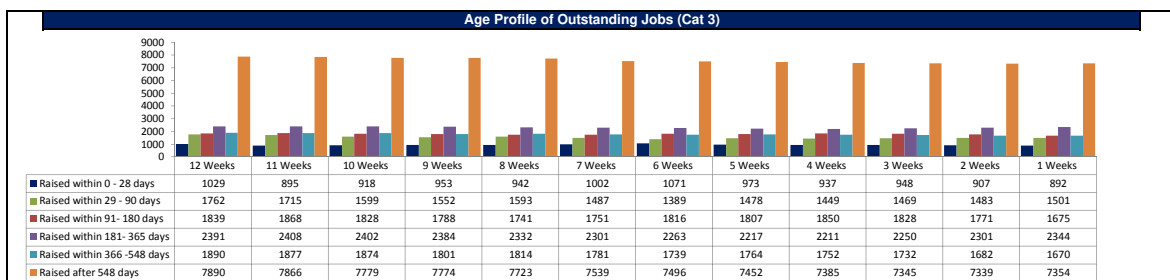
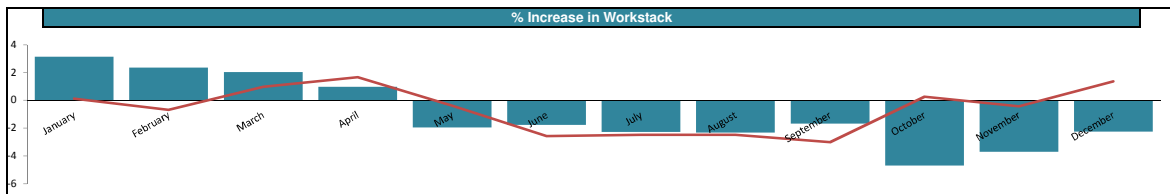
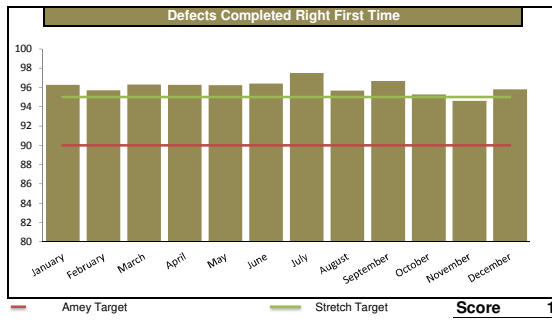
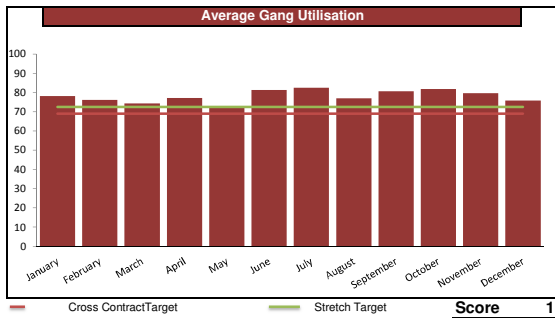
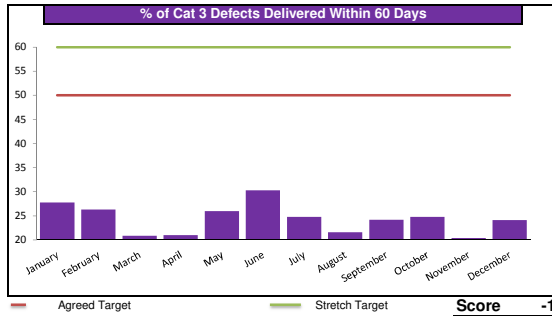
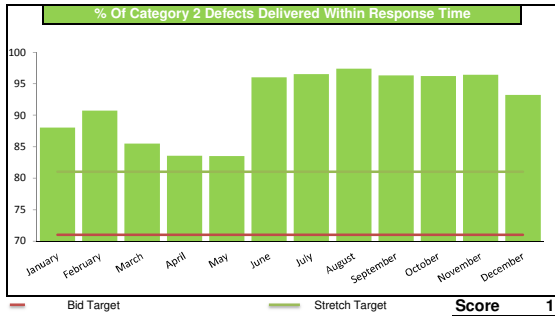
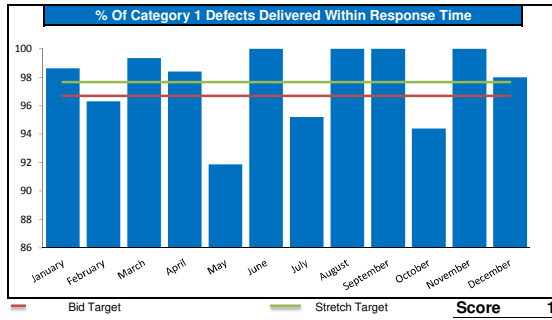
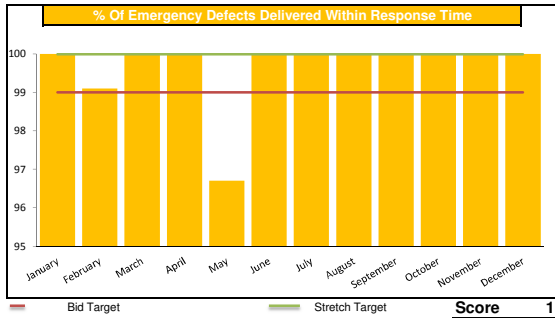
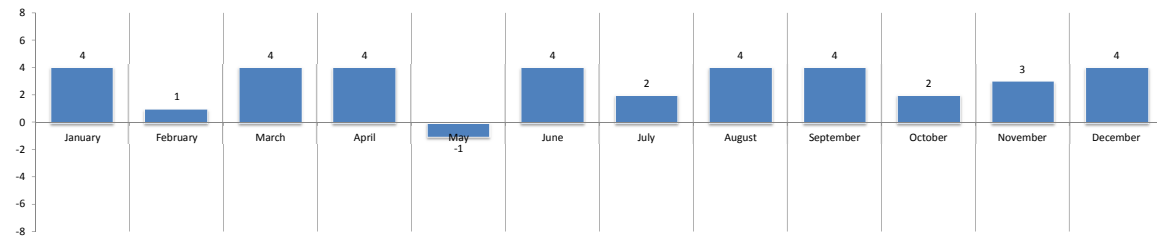
Tree Maintenance Performance



Staffordshire Safety Defects

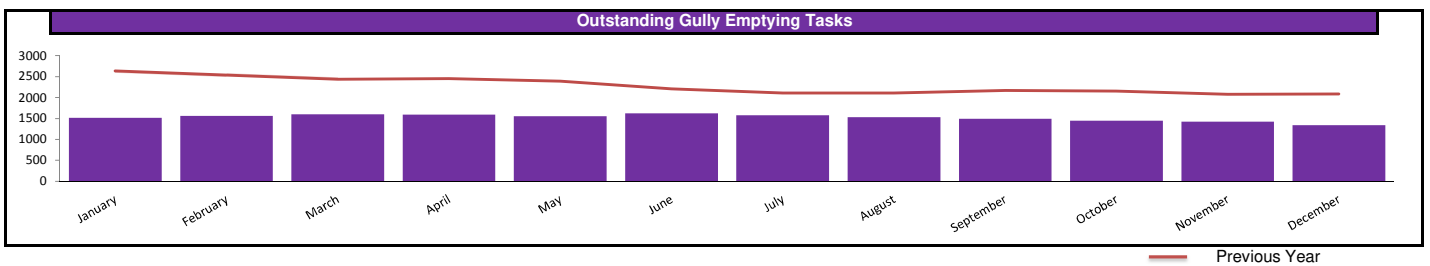
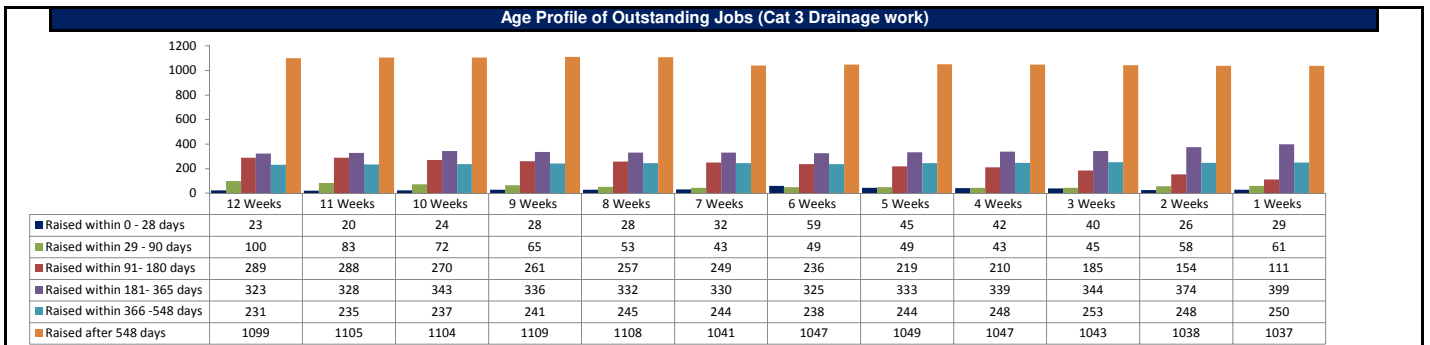
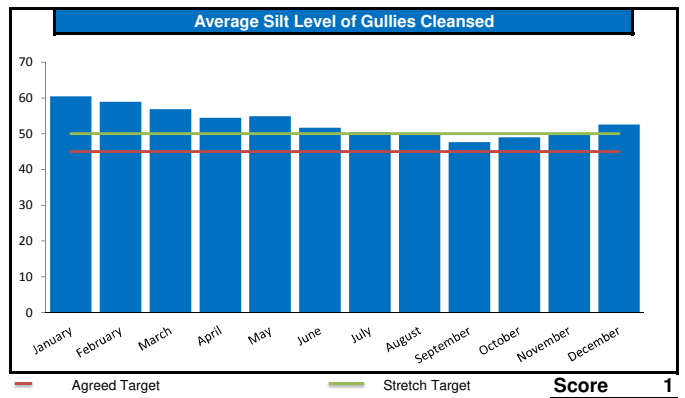
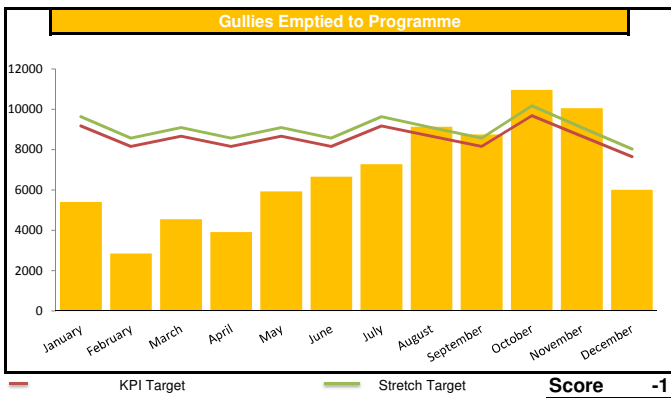
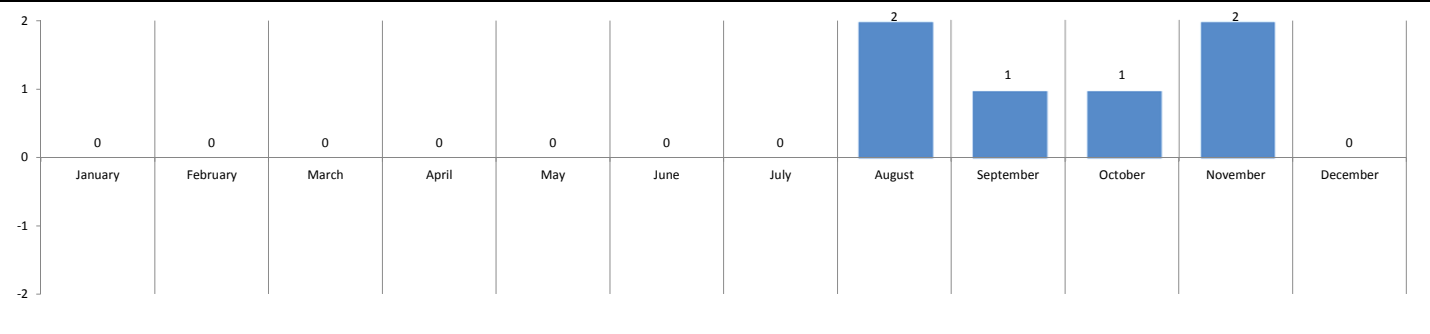


Aggregated Score



Notes:
 72 emergency completed of which 72 were on time
 50 Cat 1's completed of which 49 were on time
 279 Cat 2's completed of which 260 were on time
 1183 Cat 3's completed of which 285 were on time

Aggregated Score



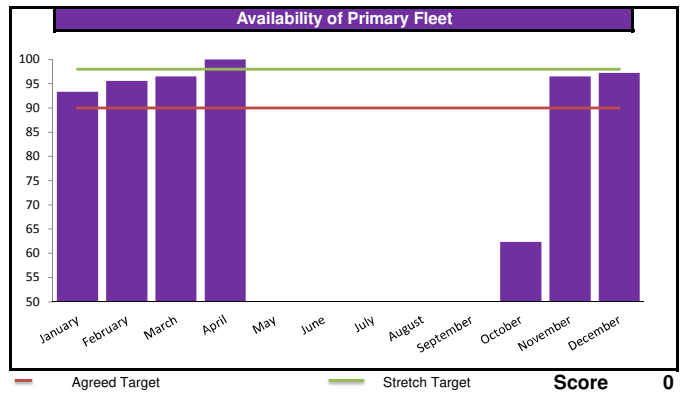
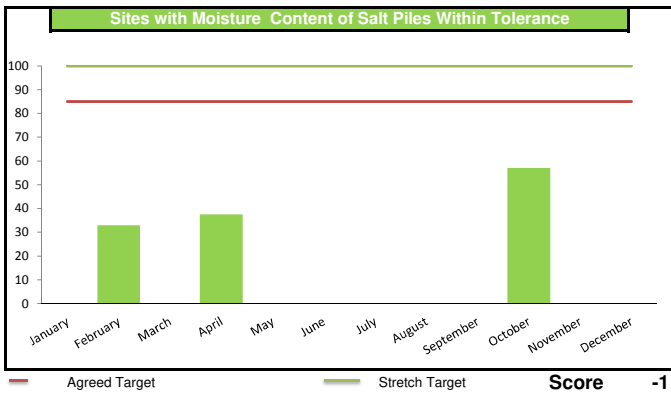
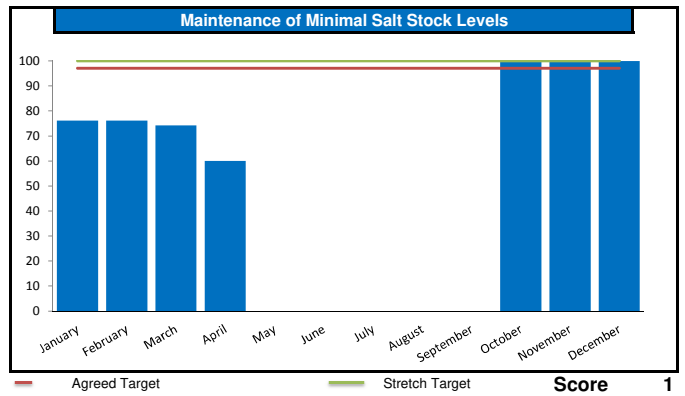
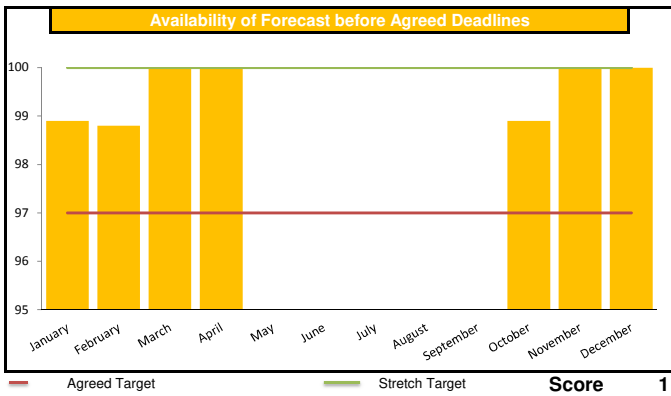
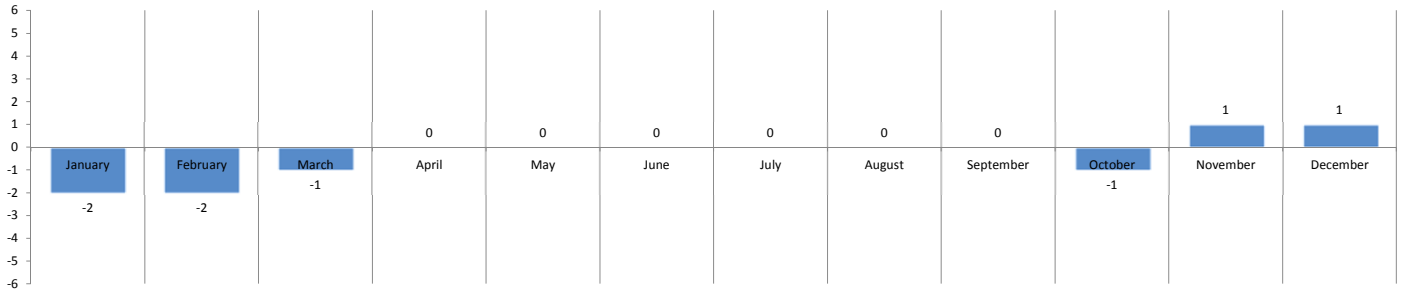
Notes:
 6017 gullies cleansed against a target of 7650 (Target allows for non operation on Christmas and boxing day only, December saw several cold weather events and substantial operative leave, we also had a partial fleet replacement).
 47 reactive Gully job completed in a month

Aggregated Score

Lowest Score Possible -4
(- 0 from May - Sept)

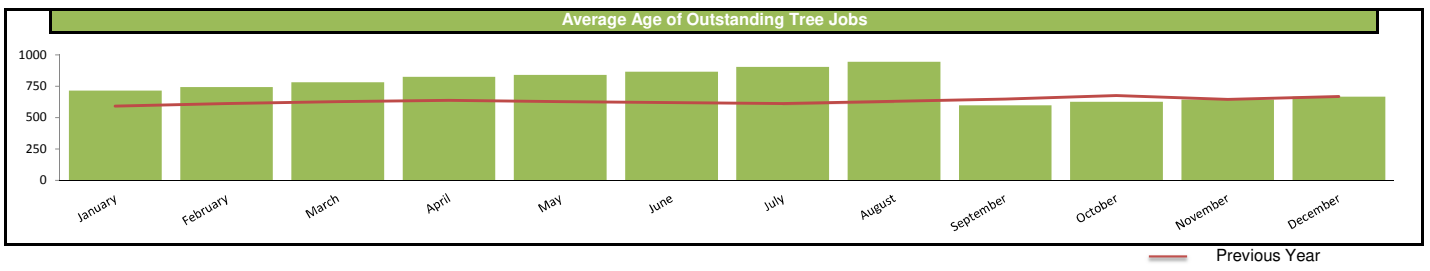
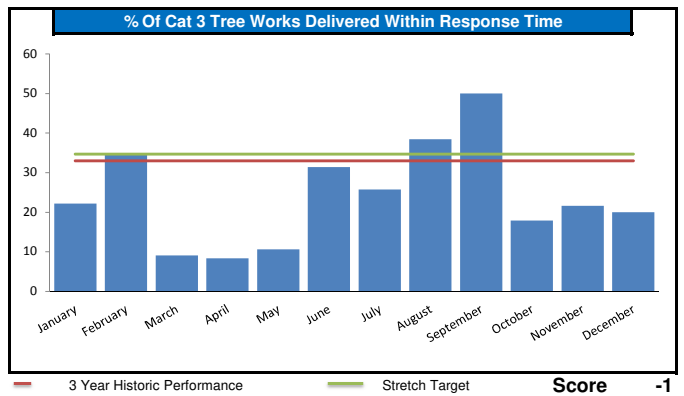
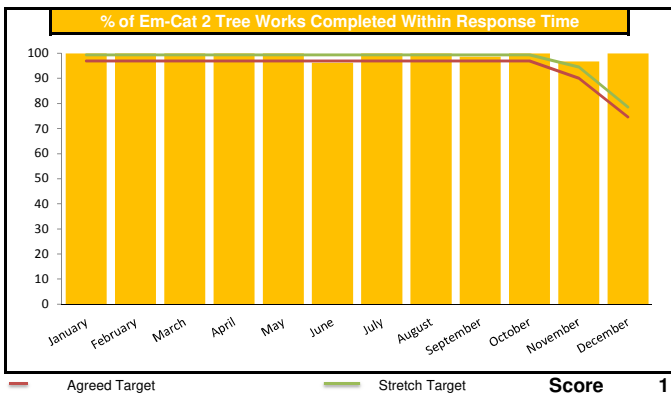
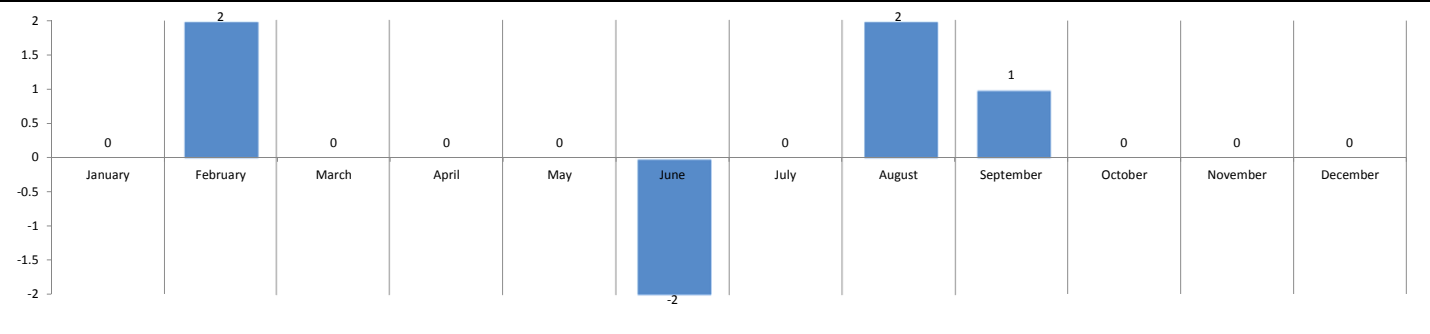
1

Highest Score Possible 4
(+ 0 from May - Sept)

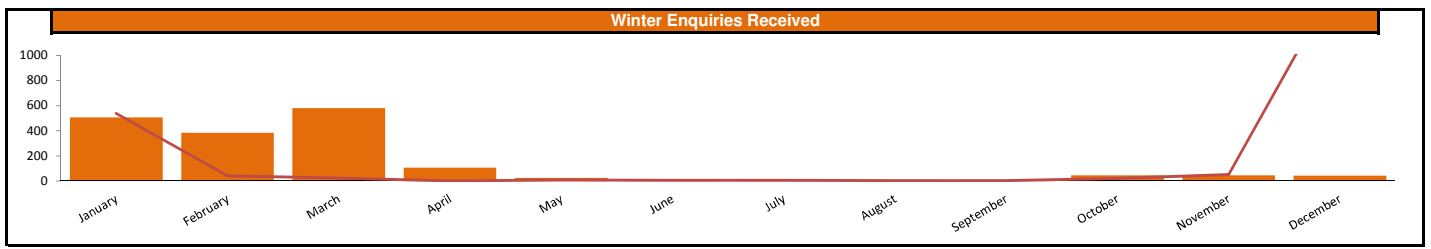
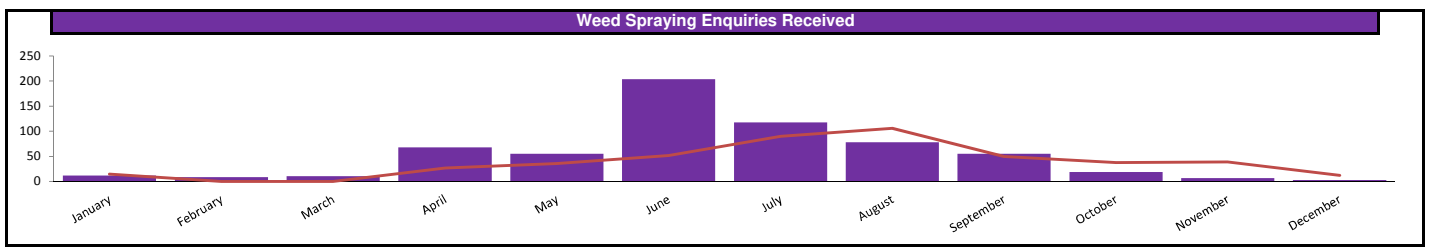
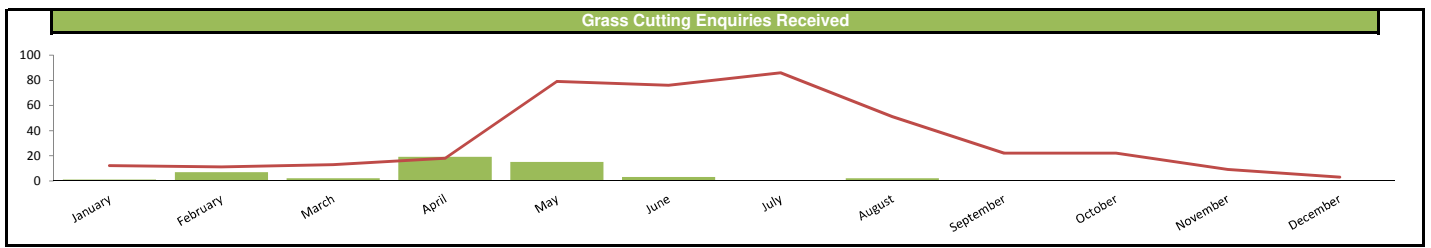
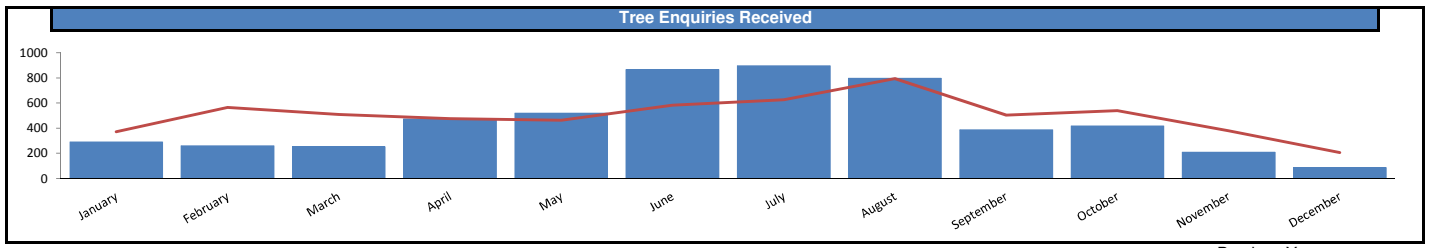
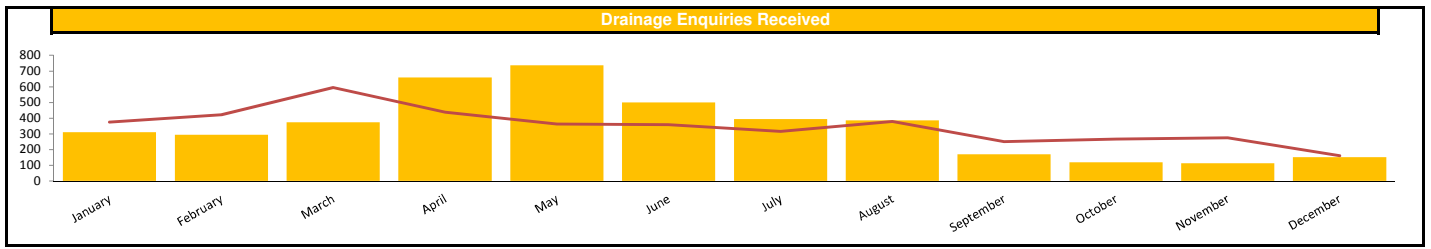


Notes:
 Salt Stock Moisture Content – 0% - Note: None of the 7 salt samples tested achieved the < 4% moisture content test. Results ranged in value from 4.7% - 6.5%.
 Primary Fleet Availability – 97.25% - Note: KPI just under achieved primarily due to suspected 'diesel bug' fuel contamination affecting two vehicles one from Stafford (13 days off road) and one from Leek (13 days off road).

Aggregated Score



Notes:
 11 Emergencies - Cat 2 tree works completed of which 11 were on time
 30 Cat 3 tree works completed of which 6 were on time
 High Risk Tree Defect targets reviewed in line with routine reactive targets and has been implemented



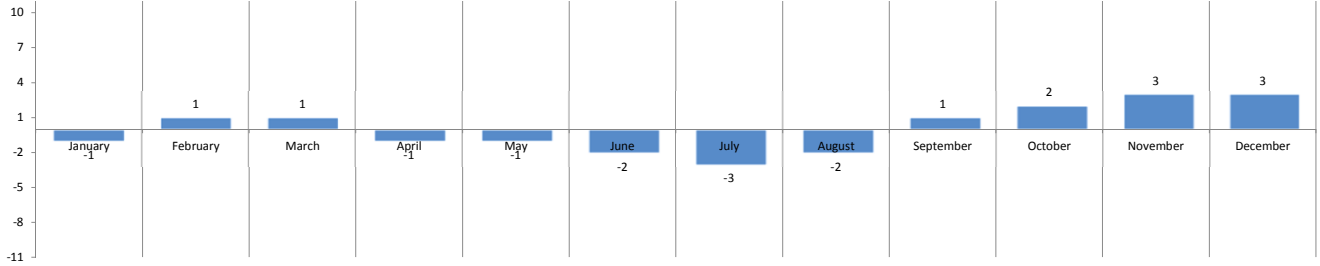
Notes:

Score

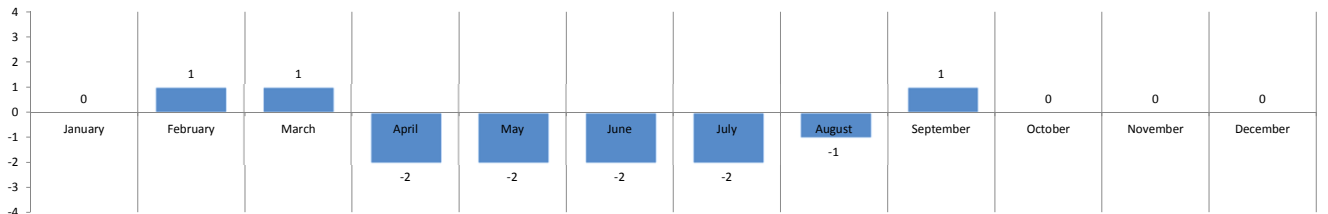
Lowest Score Possible -9
(-8 in Period Oct - Feb)

3

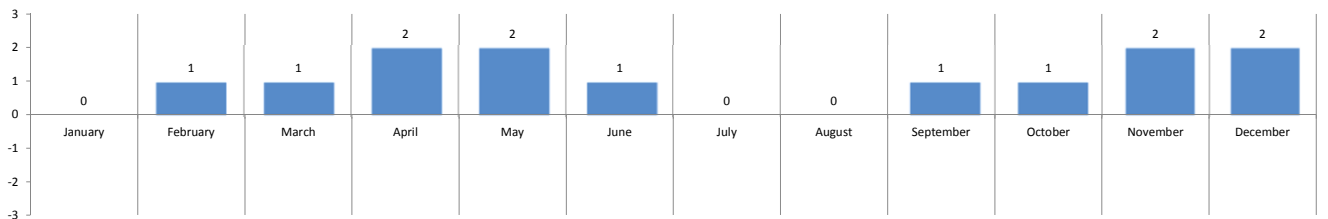
Highest Score Possible +9
(+8 in Period Oct - Feb)



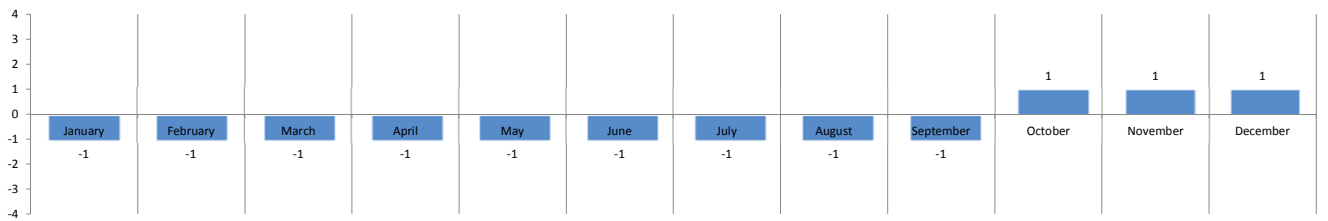
Preventative Maintenance Performance



Structural Maintenance Performance



Bridge Maintenance Performance



Preventative Maintenance Performance

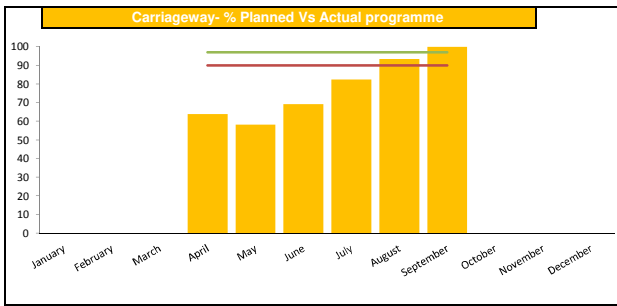
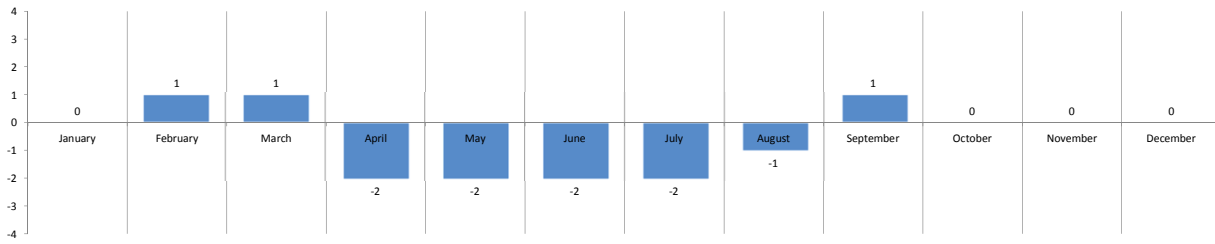
Report - Dec-18

Score

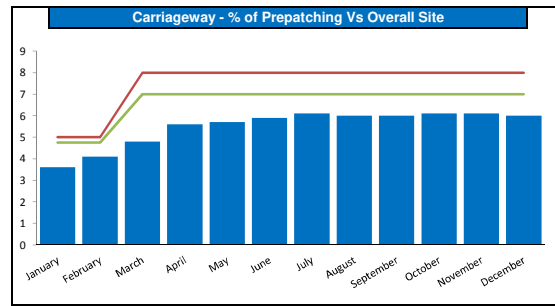
Lowest Score Possible -4
(-3 in Period Oct - Feb)

0

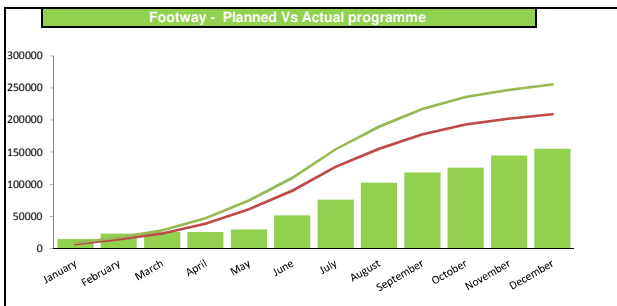
Highest Score Possible +4
(+3 in Period Oct - Feb)



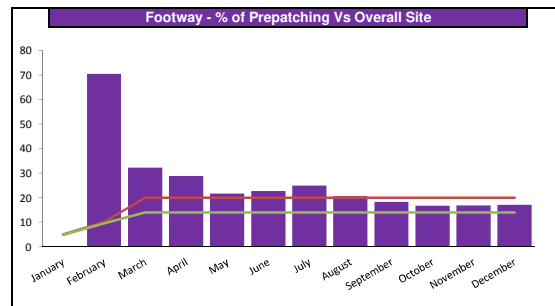
Score 0



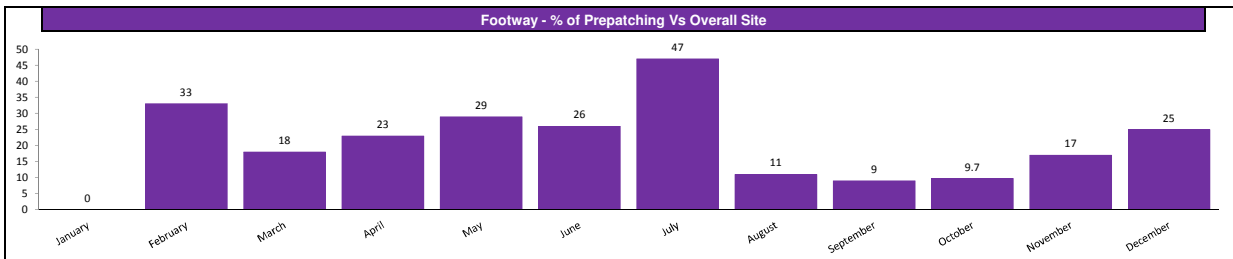
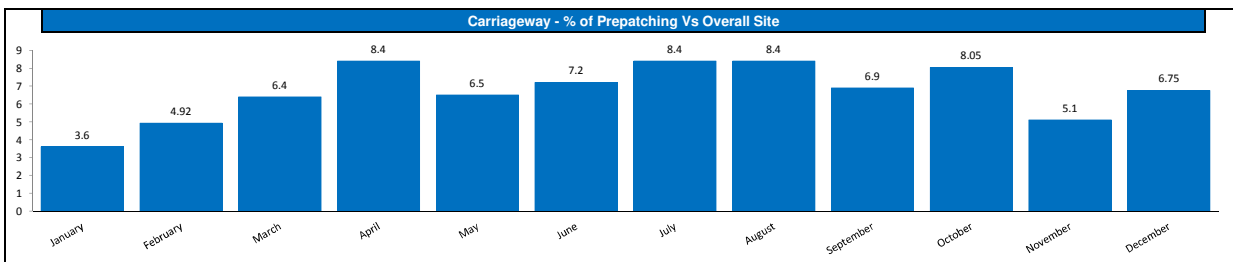
Score 1



Score -1



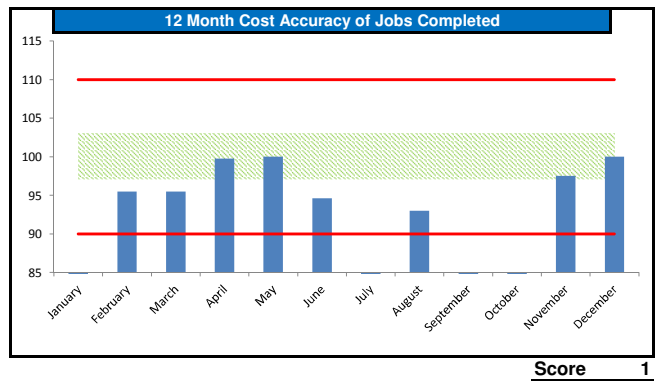
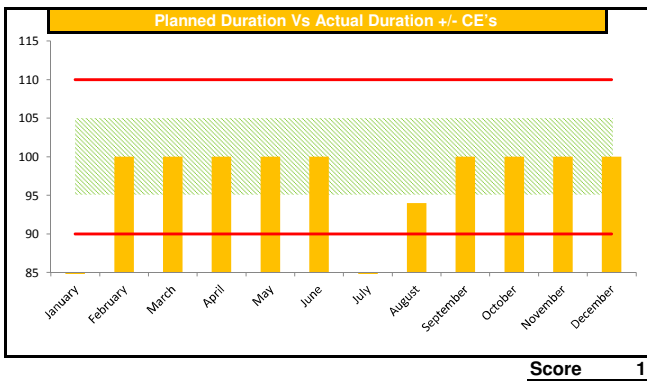
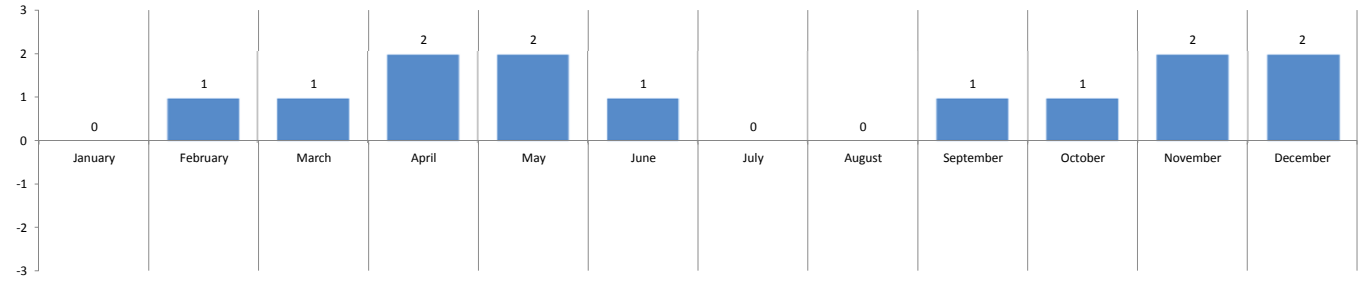
Score 0



Notes:

The performance in relation to footway and carriageway patching percentages continues to be good. The footway program target is being reviewed by the DPT due to its historic setting.

Score



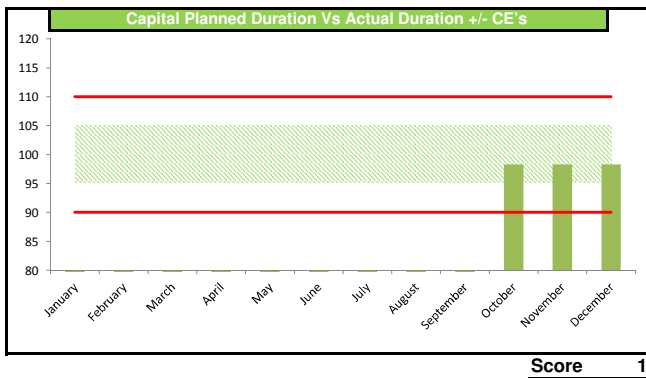
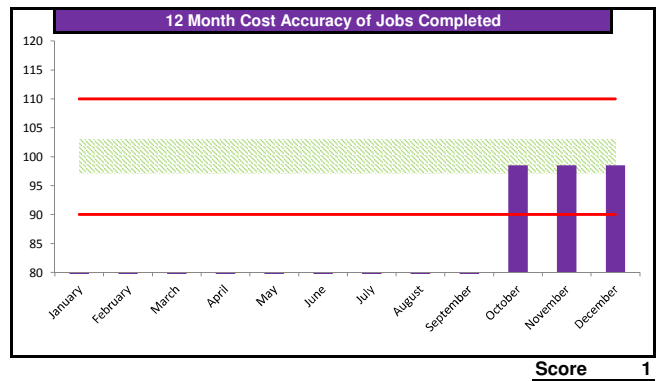
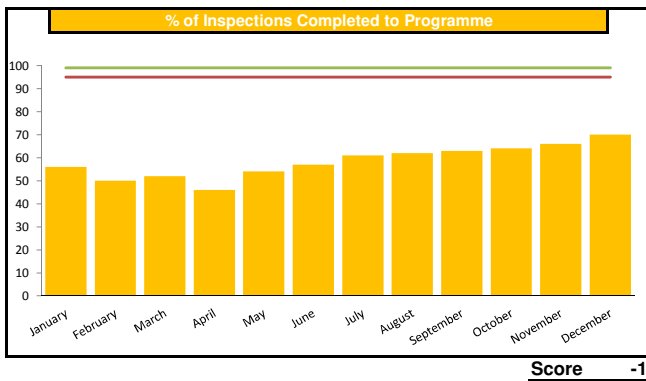
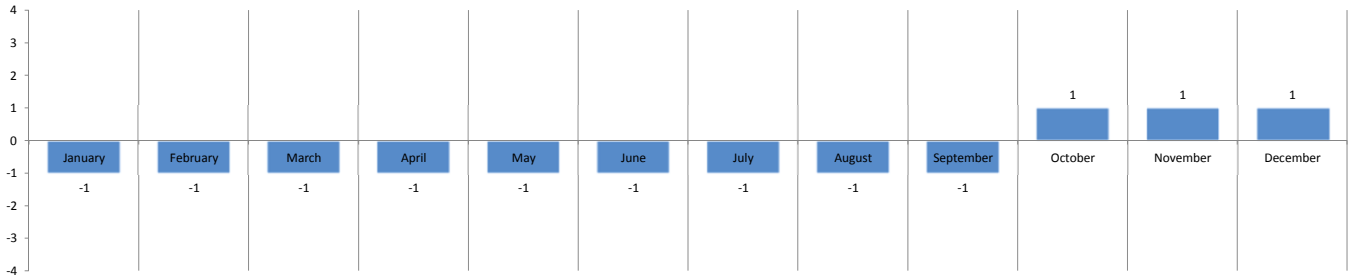
Notes:
Structural maintenance programming and cost accuracy continues to perform very well.

Score

Lowest Score Possible -3

1

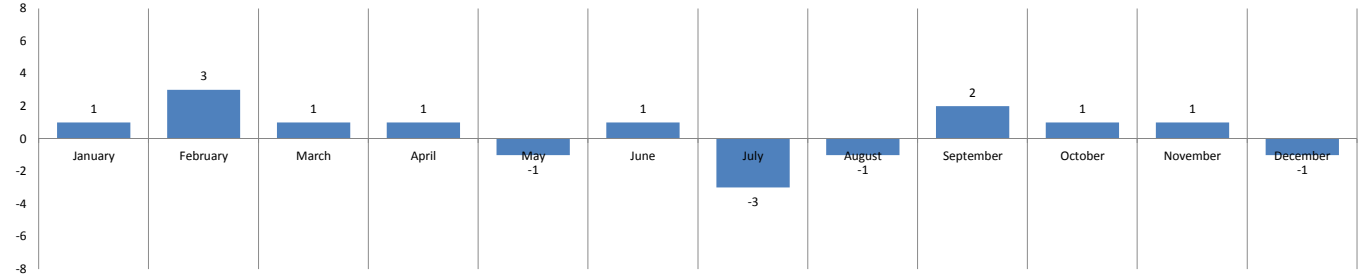
Highest Score Possible +3



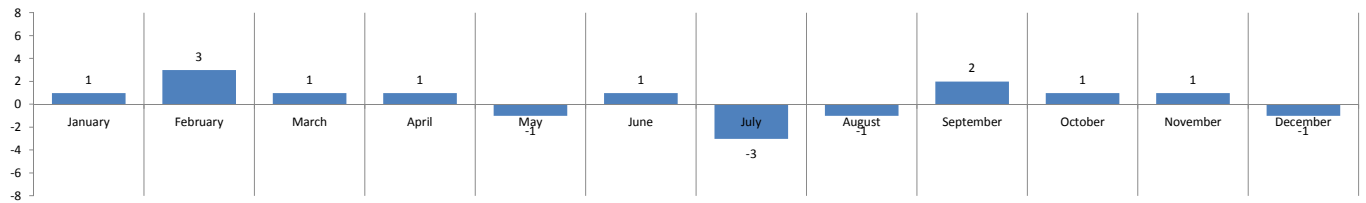
Notes:

General bridge Inspections are now running at 179% of the steady state programme reflecting the improvements made in this area over the last few months. The DPT will review the measure to ensure monthly performance is correctly reflected along with an overall performance measure. Programme planning and cost accuracy continues to perform very well.

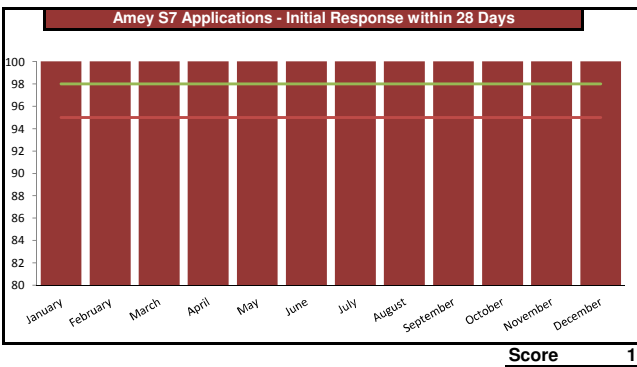
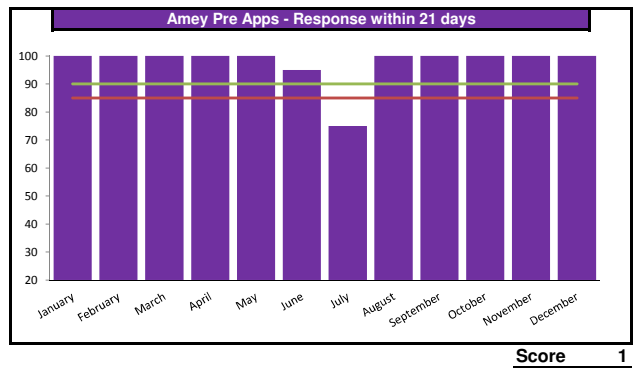
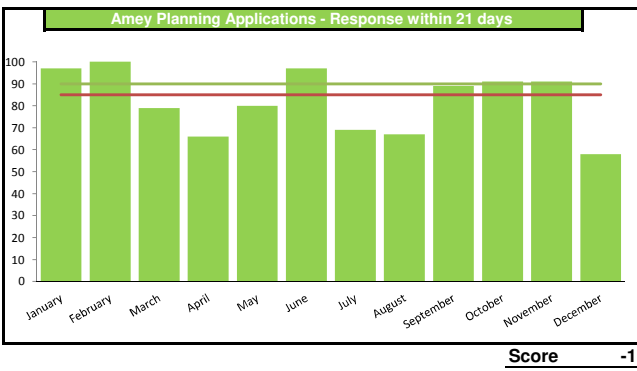
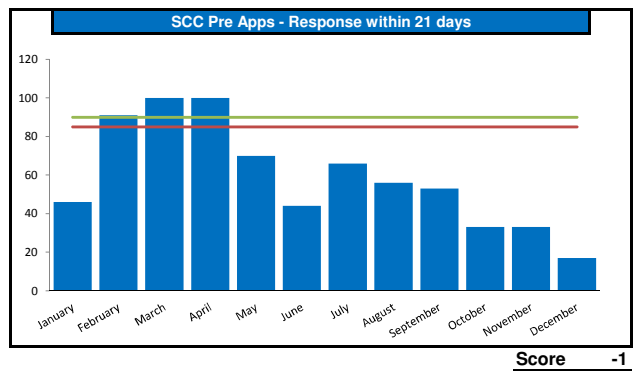
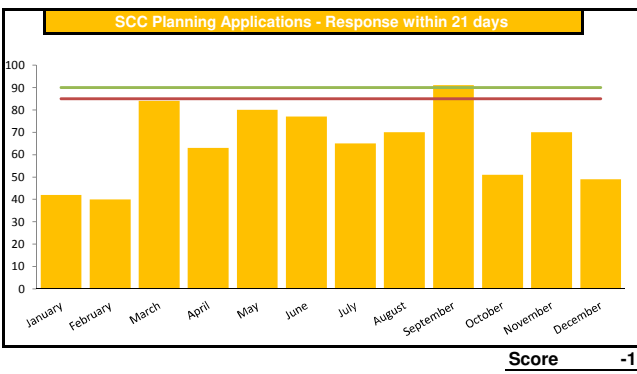
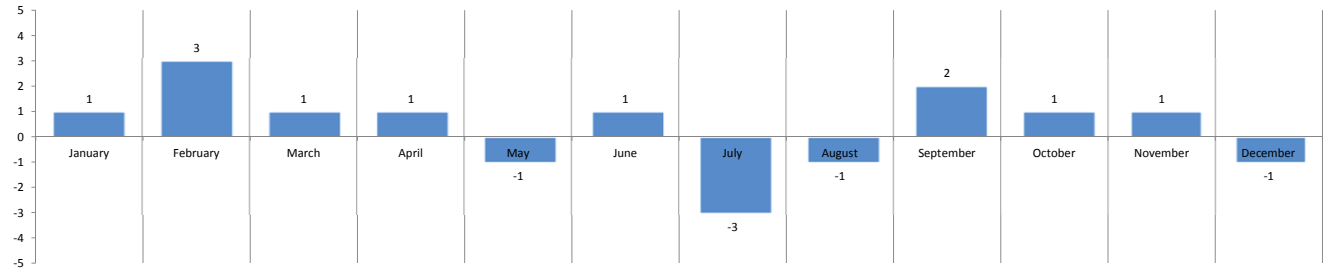
Aggregated Score



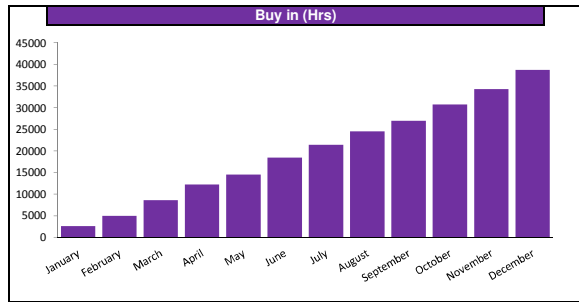
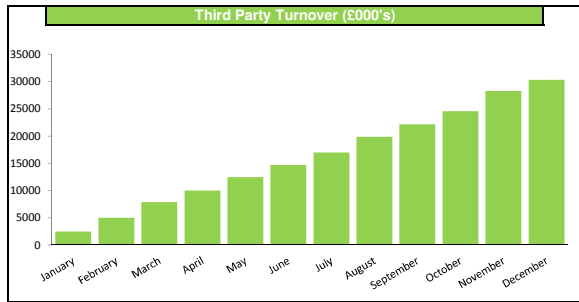
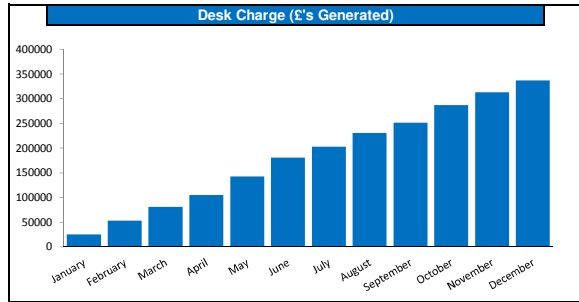
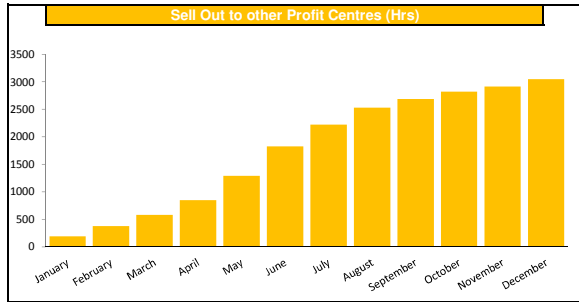
Planning I+



Score



Notes:
 Due to Receiving a substantial number of 'short dated' Planning application in Dec, see the added information below to provide an better understanding of performance figures.
 Full App - Amey Hit 75% (No : 36)

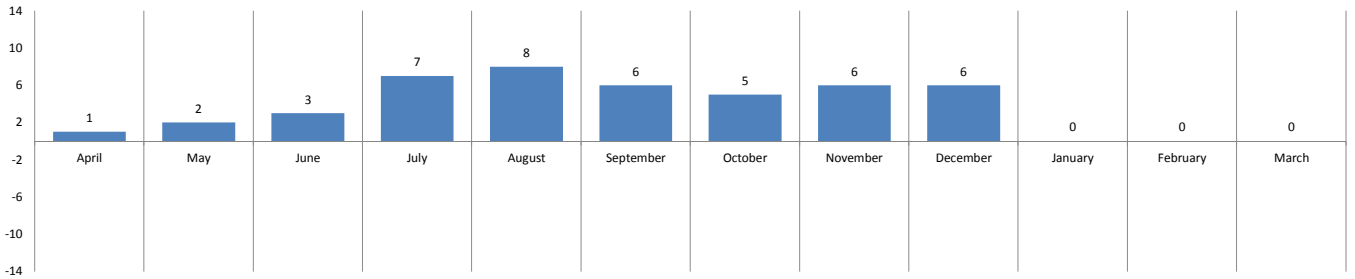


Notes:

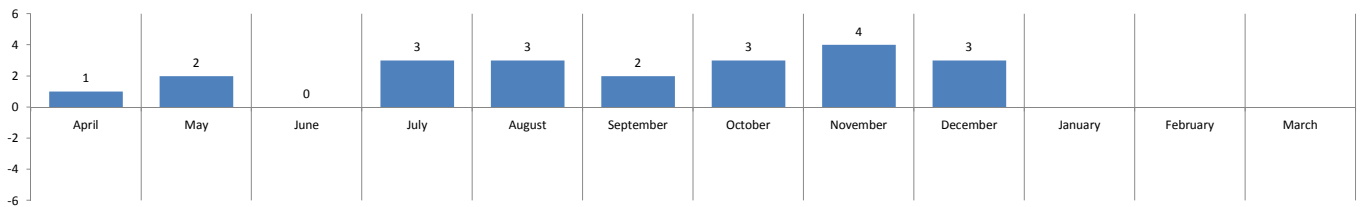
Network and Inspections

Dec-18

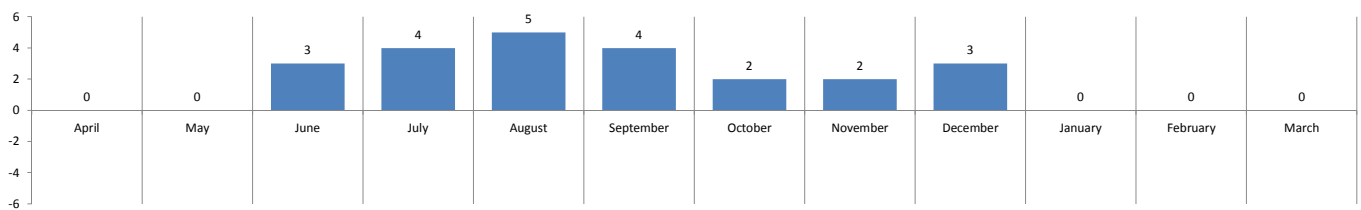
Aggregated Score



Networks Inspections



Regulations

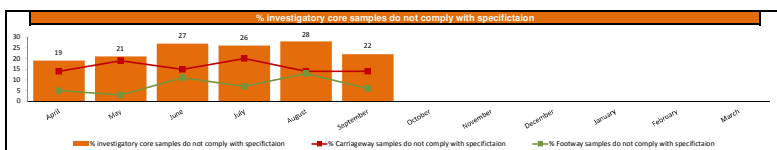
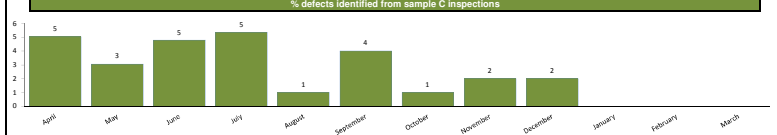
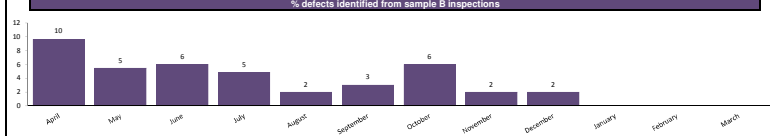
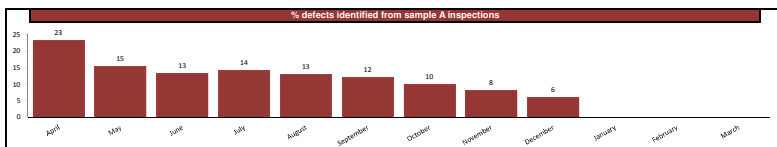
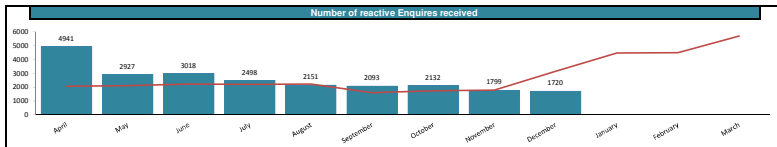
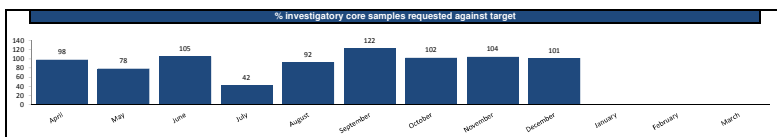
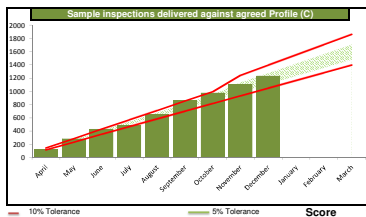
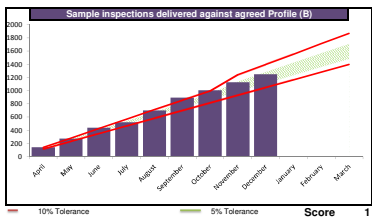
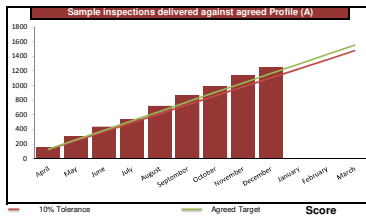
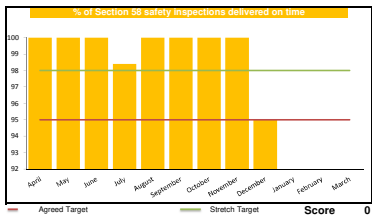
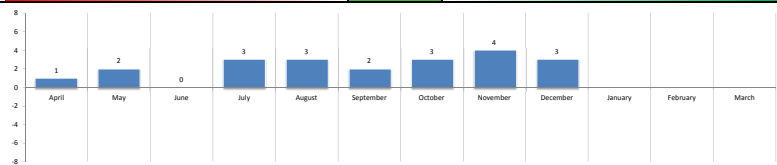


Aggregated Score

Lowest Score Possible -4

3

Highest Score Possible +4



Key Findings and Trends:

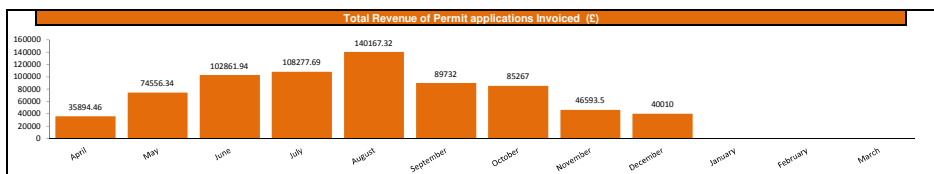
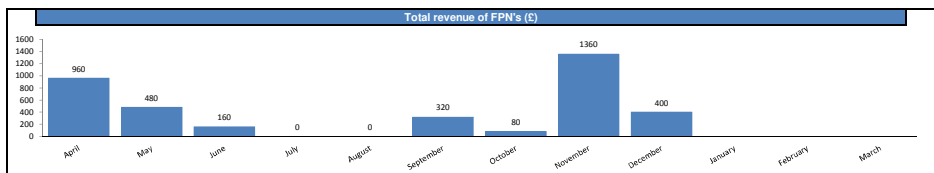
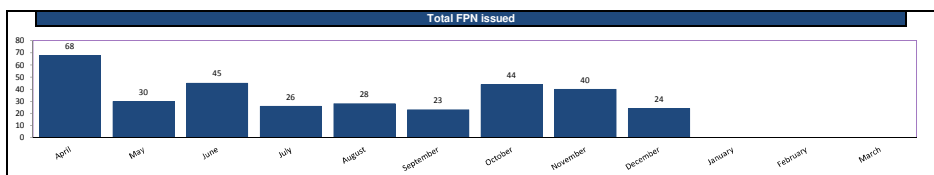
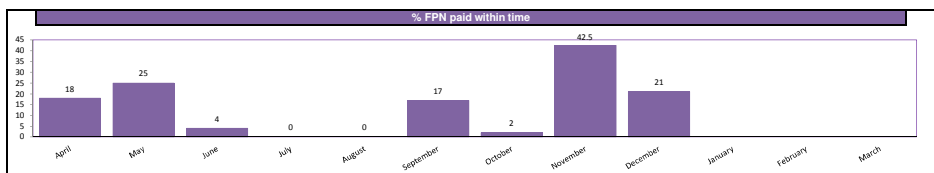
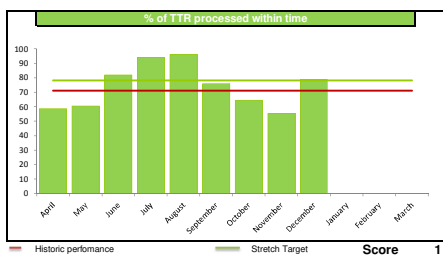
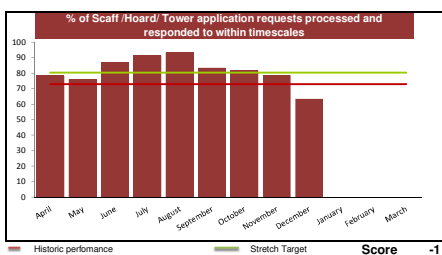
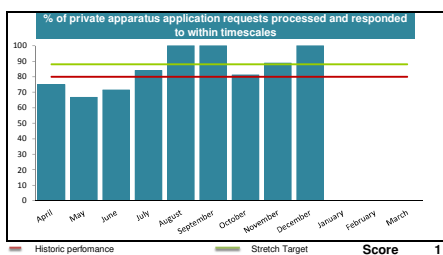
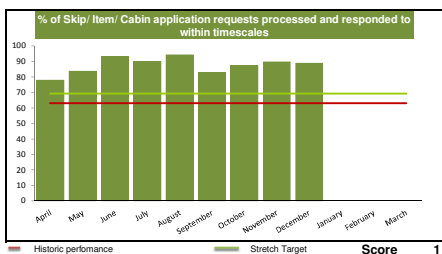
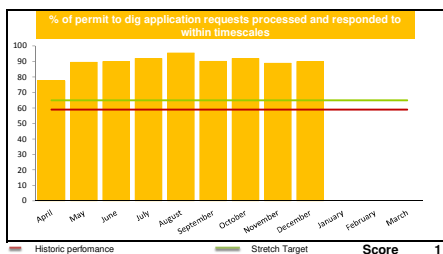
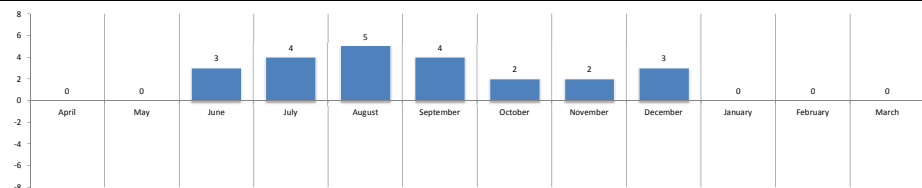
3558 safety inspection sections completed of which 186 were late
 DPT has decided to remove the high tolerance restraint on target A because, they are more sporadic and the opportunity to inspect needs to be taken when available.
 359 Total Sample Inspections completed against the target of 368.
 113 Cat A sample inspections completed against the target of 129 of which 7 Failed
 118 Cat B sample inspections completed against the target of 129 of which 2 Failed
 129 Cat C sample inspections completed against the target of 129 of which 3 Failed
 Sample b and c tolerance level has been increased to 20% in November DPT
 Due to coring process and notification to utility, coring results there is always a three months lag with results.

Aggregated Score

Lowest Score Possible -5

3

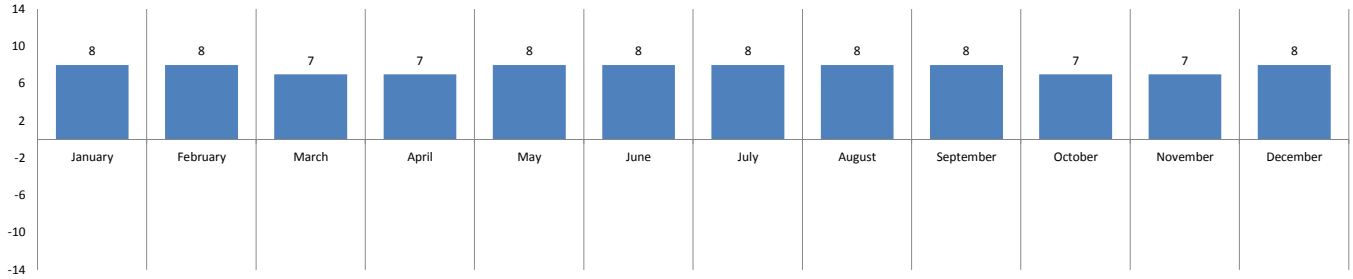
Highest Score Possible +5



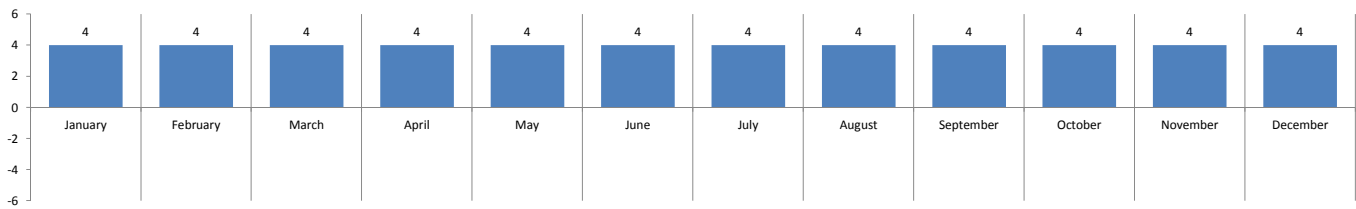
Key Findings and Trends:

- 27 of 30 permit to dig applications processed within timeframe
- 4 of 4 Private Apparatus processed within timeframe
- 12 of 19 Scaff/Hoard/Tower applications processed within timeframe
- 32 of 36 Skip/item/cabin applications processed within timeframe
- 45 of 57 TTR processed within timeframe
- TTRO turnaround is being adversely affected by our current vacancy of network planner post

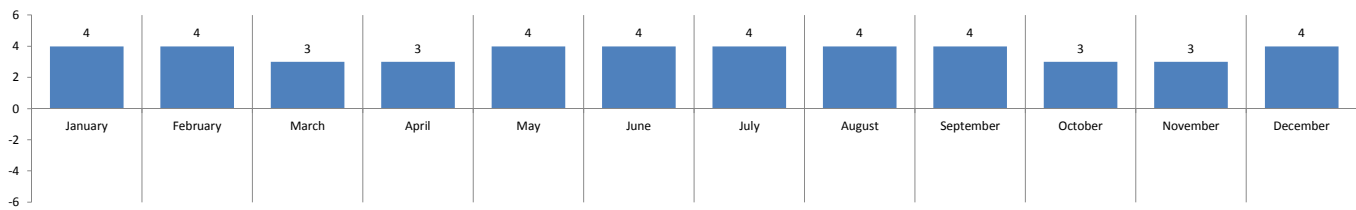
Aggregated Score



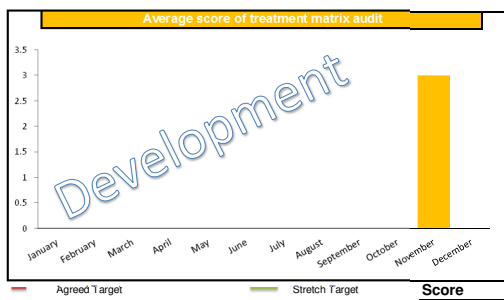
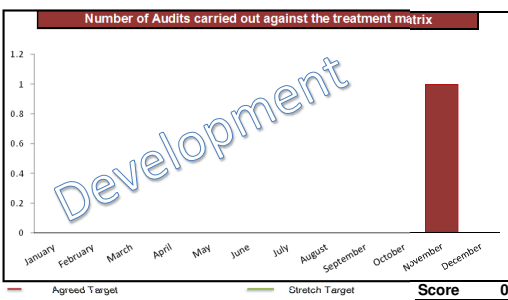
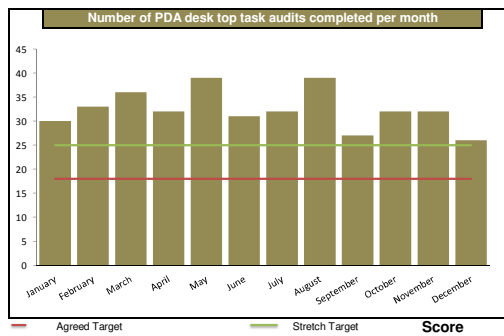
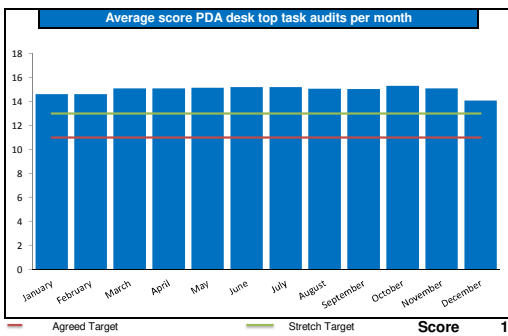
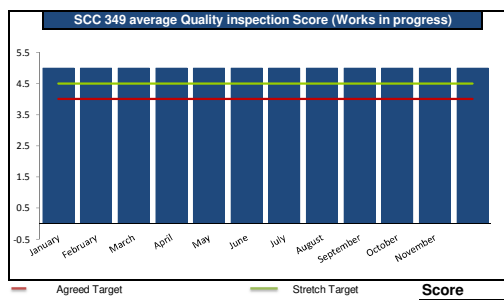
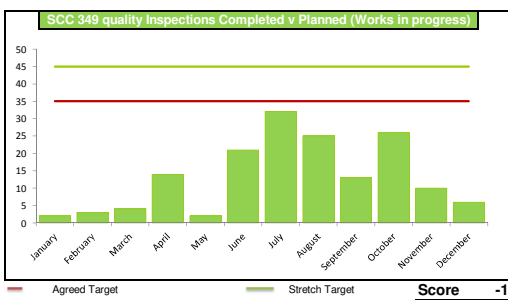
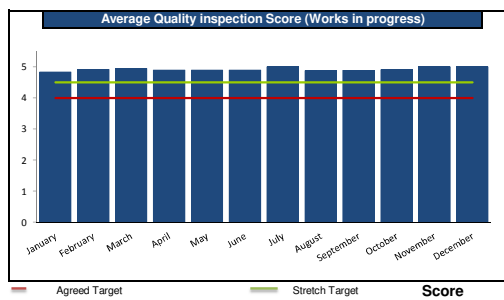
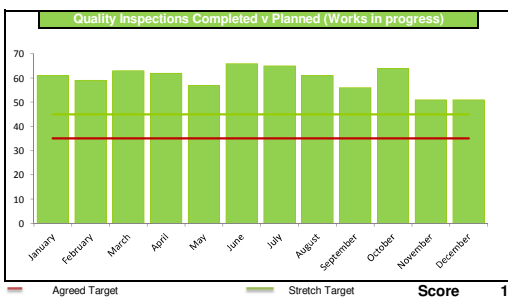
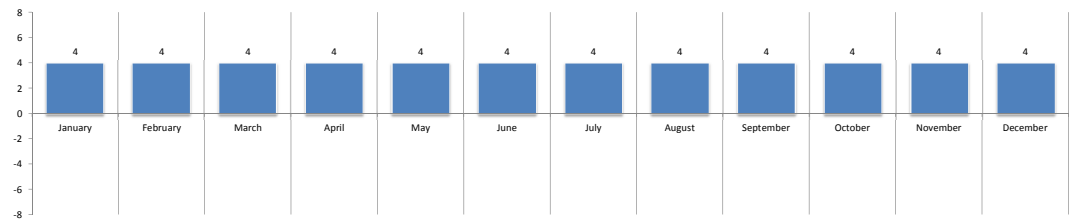
Quality & Audit Management



Quality Assurance



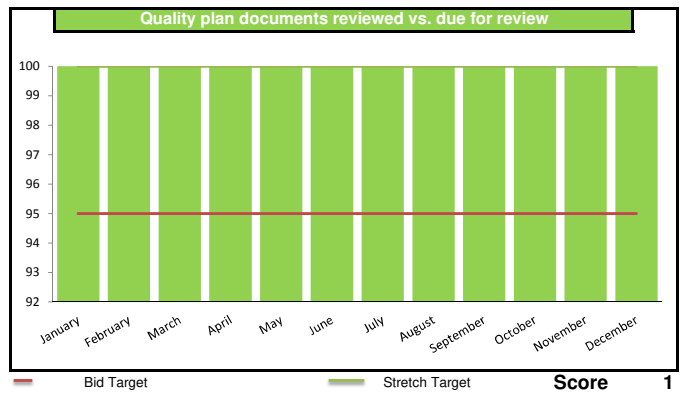
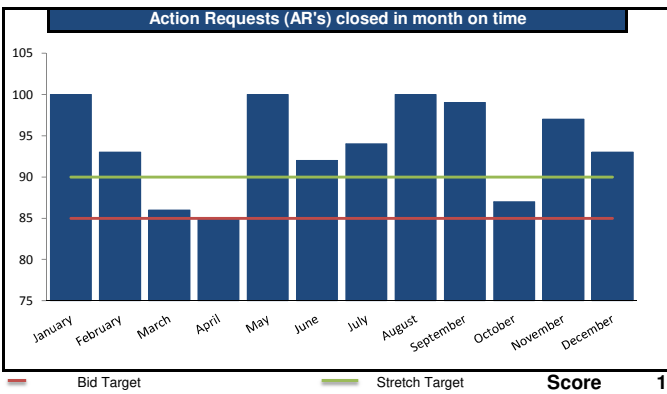
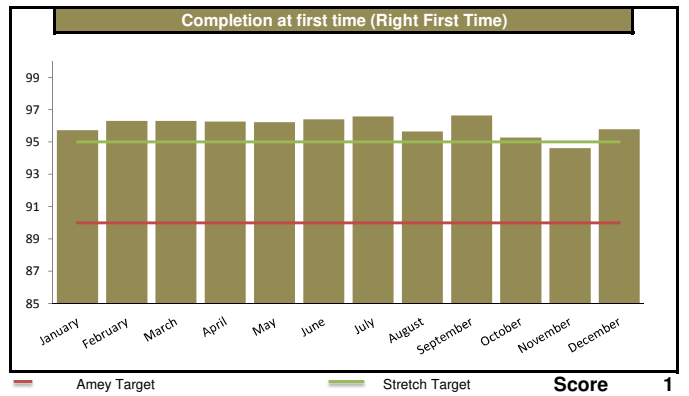
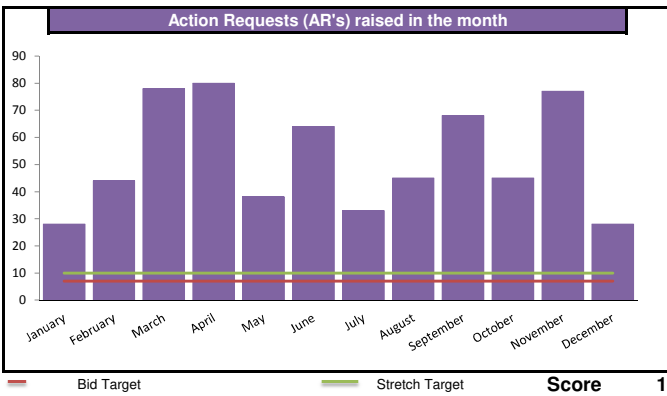
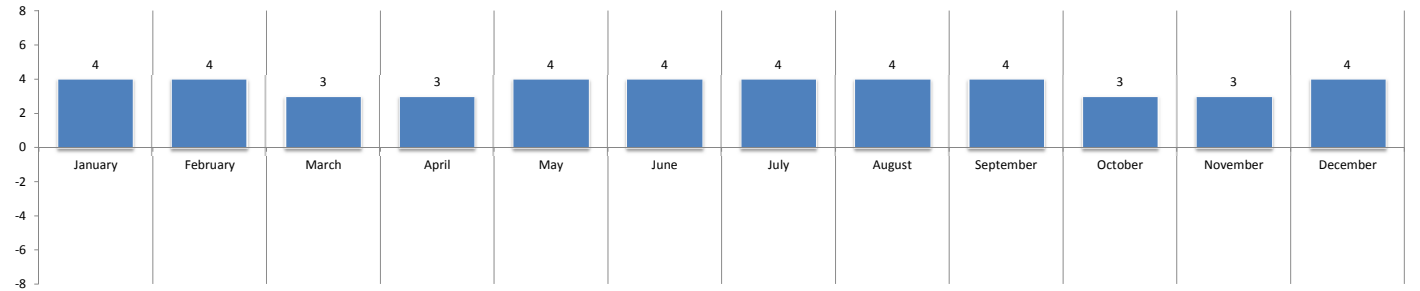
Aggregated Score



Key Findings and Trends:

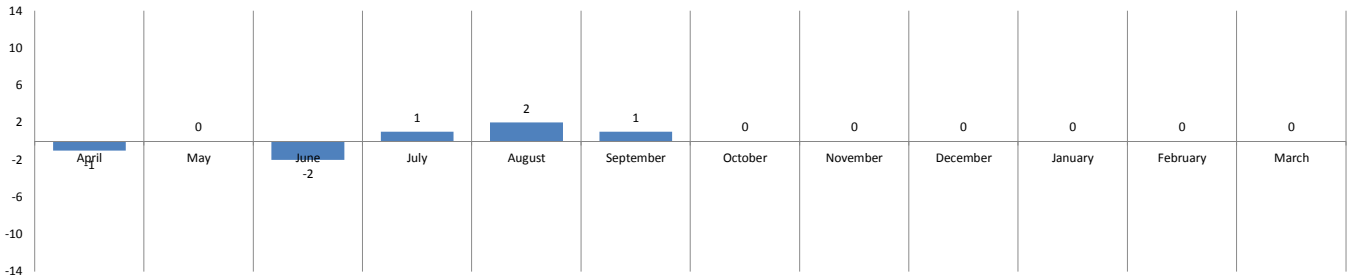
51 Completed internal quality audits target of 35
 6 SCC 349 inspections completed target of 35
 26 PDA desk audits completed target of 25
 Of the 26 completed PDA Audits 0 were carried out of treatment Matrix

Aggregated Score

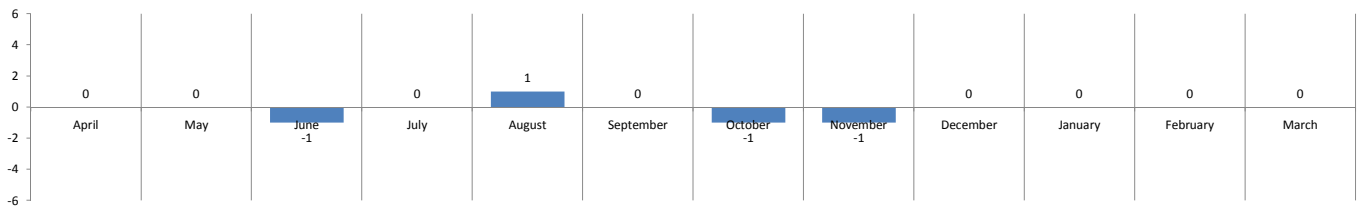


Key Findings and Trends:
 95.79% completed right first time target of 90%
 26 action requests were completed out of 28

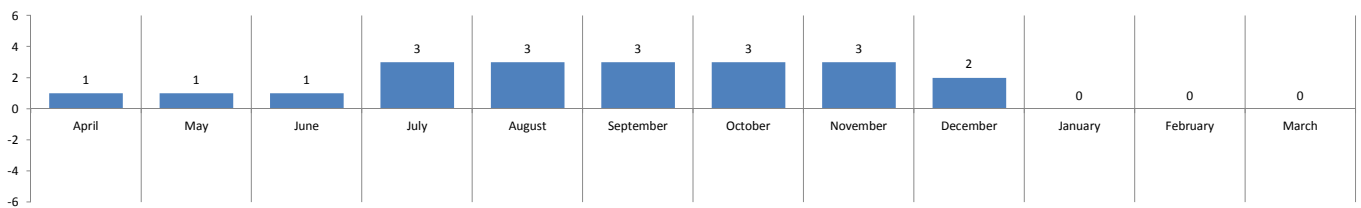
Aggregated Score



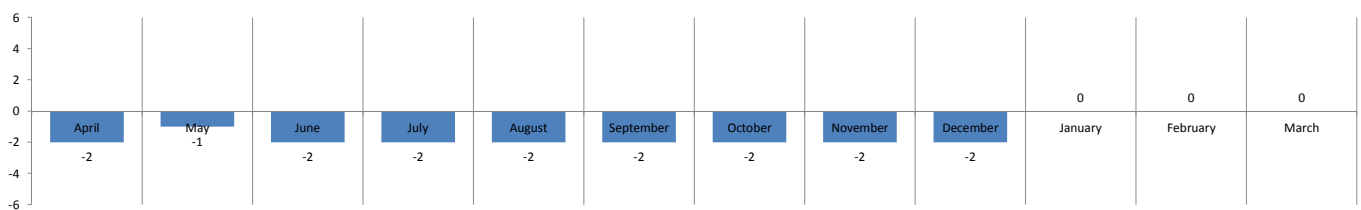
Laboratory General Measure



External Client Lab Income



SCC Lab Income

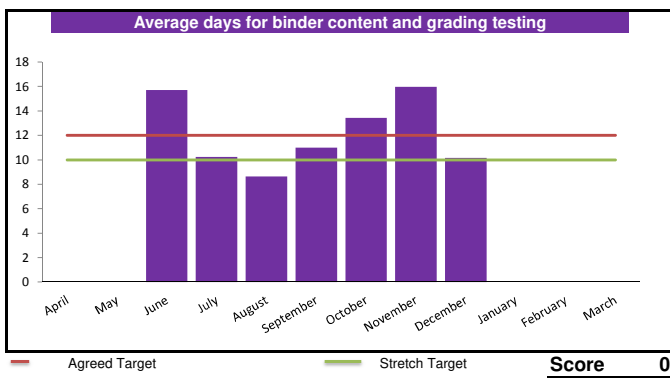
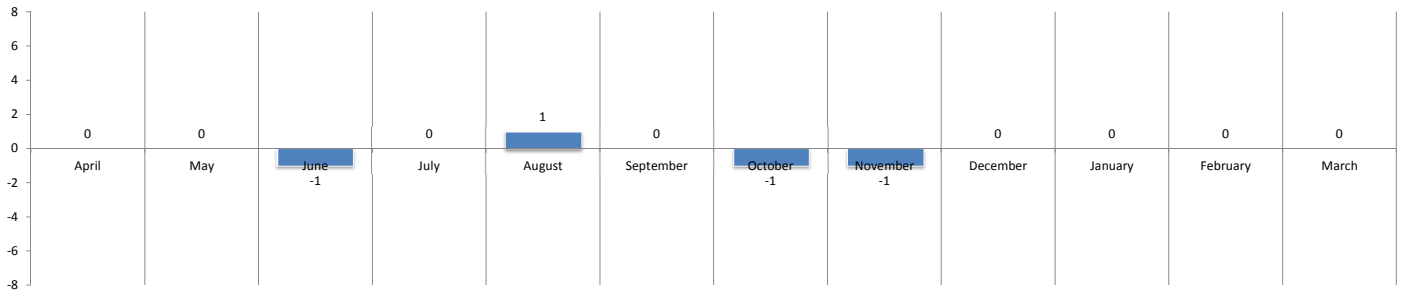


Aggregated Score

Lowest Score Possible -1

0

Highest Score Possible +1



Key Findings and Trends:

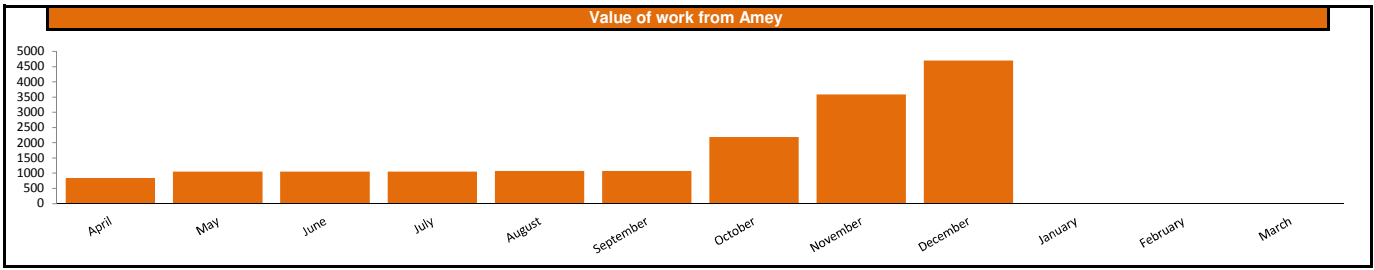
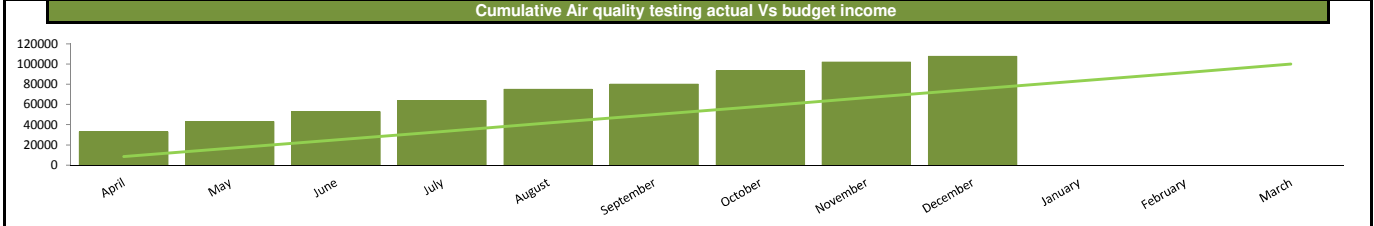
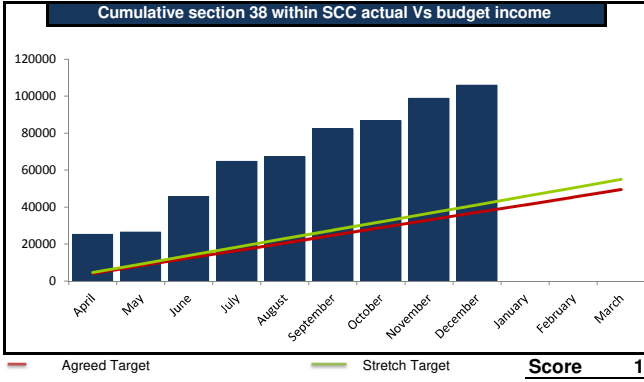
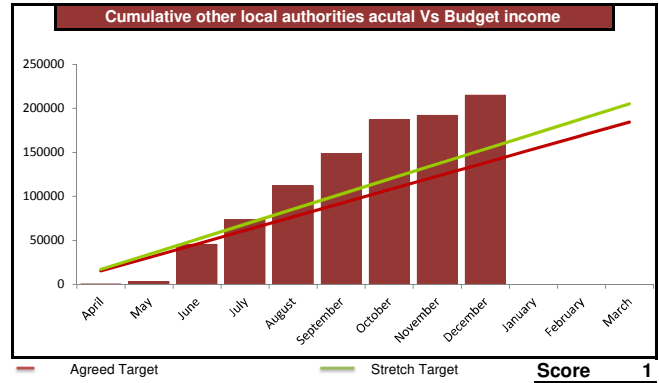
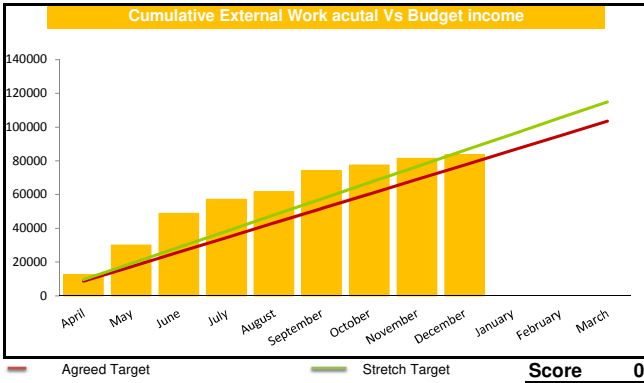
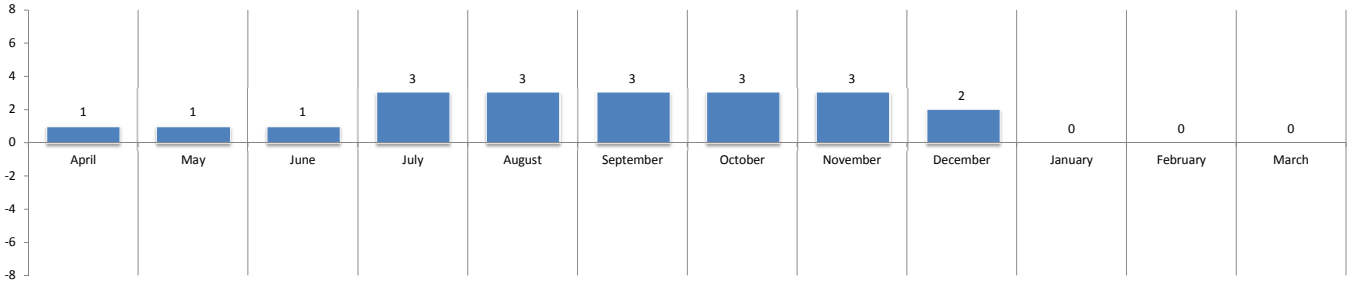
Average 10.17 days out of 23 tests.

Aggregated Score

Lowest Score Possible -3

2

Highest Score Possible +3



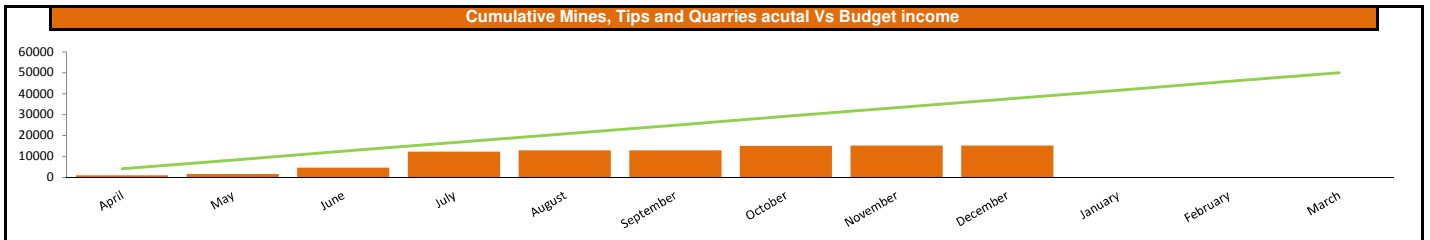
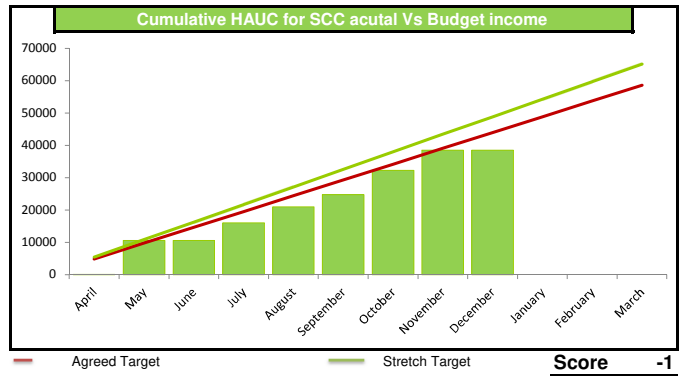
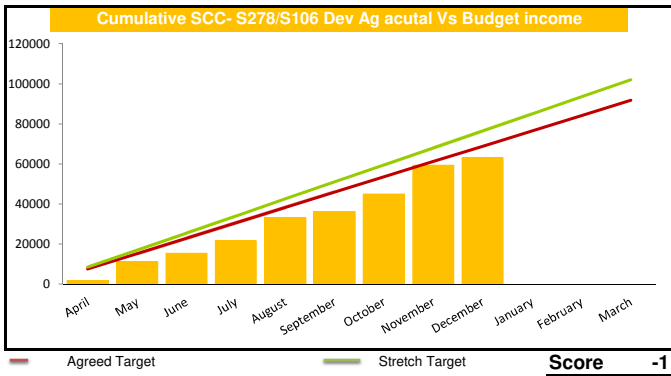
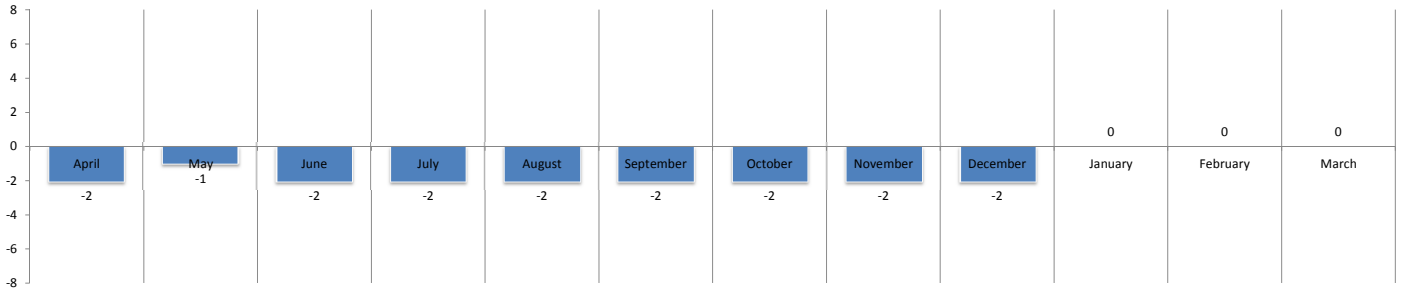
Key Findings and Trends:

Aggregated Score

Lowest Score Possible -2

-2

Highest Score Possible +2



Key Findings and Trends:



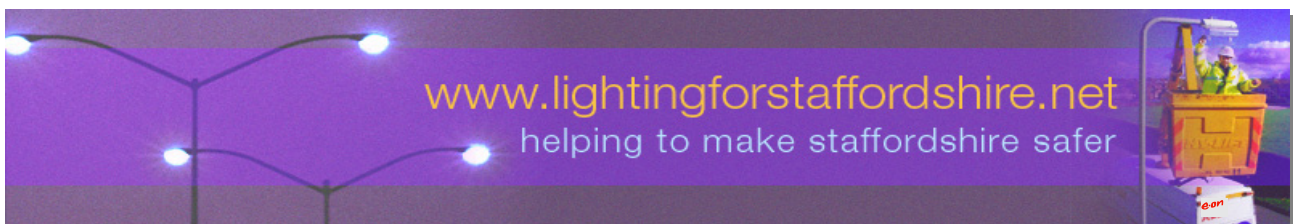
Energy Solutions Limited

HIGHWAY LIGHTING

STAFFORDSHIRE PFI

SERVICE PROVIDERS' PROGRESS REPORT

No.191: Period Ending 31 March 2019



1.0 EXECUTIVE SUMMARY

1.1 General Overview

The contract continues to progress well and in line with contract requirements.

1.2 Safety/Environmental

There was one Health and Safety / Environmental incident reported within project during the period.

Due to changes in the way that fuel data is collected by our suppliers CO² data will now be declared 1 month in arrears to avoid delays to the production of this report.

The emissions from vehicle and plant fuel use during the February 2019 period resulted in 17.8 tonnes of CO², which equates to a 30% decrease from the same period last year. The year-end total impact of CO² emissions from vehicles and plant will be measured against the previous years and reconciled for operational factors such as geographical work areas, the expectation is however that the impact will reduce year on year.

1.3 Asset Replacement

The installation teams delivered 525 points to certification for the March 2019 period. The cumulative delivery against the rolling target for AARP Block 3 is now 641 points ahead of programme.

1.4 Maintenance

The percentage of lights lit (PS2) across the period was 99.42% which is measured against a 98% target.

For the reporting period a total of 1149 fault repairs (excluding emergency call-outs) were completed which represents a 22% increase against the same period last year.

A total of 51 emergency call-outs were attended to, this represents a 43% decrease against the same period last year.

Proactive maintenance to clean and change lamps continues in line with contract requirements.

1.5 Performance Standard Deductions

No performance deductions were applied during the month.

1.6 Contract Modernisation

The process of implementing the various elements of modernisation is continuing in line with the programme as follows:

- a) Maintenance regime standards of service – the reduction in visits for maintenance regimes and night patrols have been implemented and the savings applied to the Authority.
- b) Cyclic Maintenance Realignment – the process of ensuring all assets will not exceed the application of the new regimes through early/secondary testing and lamp replacement has been completed. All savings are applied in a) above.
- c) Asset Renewal Programme – as part of the day to day activities of designed asset renewal scheme replacement, the use of modern efficient technologies can create energy saving. The Authority shares in these savings via reductions in energy consumption.
- d) Asset Renewal Dimming – in addition to c) above the new designs where required include an agreed part night dimming regime. Elexon Codes have been awarded against each regime and all savings can be declared within the overall energy declaration. The Authority shares in these savings via reductions in energy consumption.
- e) Retro fit Dimming – The programme of schemes to complete 15,000 assets before December 2015 is now complete. Savings are passed back to the Authority via reductions in energy consumption on a share basis until the initial cost of installation has been recovered by the Service Provider following which full savings are provided to the Authority.

1.7 Contract Modernisation Savings

The adjustments to the standards of service completed as part of the Contract Modernisation generate savings to the authority across the different aspects. The total cumulative savings against each of the headings provided in 1.6 above are as follows:

a) Maintenance Regime Standards of Service	£1,366,806.56
b) Cyclic Maintenance Realignment	Incl in a) above
c) Asset Renewal High efficiency Lanterns	1,235,924kWh/annum
d) Asset Renewal Dimming	467,085kWh/annum
e) Retro Fit Dimming	3,829,314 kWh/annum

The cumulative reductions in energy consumption will generate an equivalent annual Carbon (CO²) saving of 2,734 tonnes.

In line with the successful implementation of the new Asset Management System, the savings indicated in the Maintenance Regime Standards of Service above have been reduced to reflect the reversion of the costs and risk associated with the Service Provider supplying that system.

2.0 HEALTH & SAFETY, QUALITY & ENVIRONMENTAL

2.1 Introduction

E.ON Energy Solutions are acting as Principal Contractor for the purposes of the CDM Regulations.

2.2 Accidents and Incidents

There was one incident reported during the period which relates directly to the project and involved an operative sustaining multiple fractures to a finger after being struck on the hand by a kerb stone.

Near miss and hazard reporting offers an excellent opportunity to review and consider events which under other circumstances could have resulted in an accident or incident. All near miss and hazard data is catalogued and reviewed as a means of continuous improvement for our business's Health and Safety.

2.3 Environmental Impact

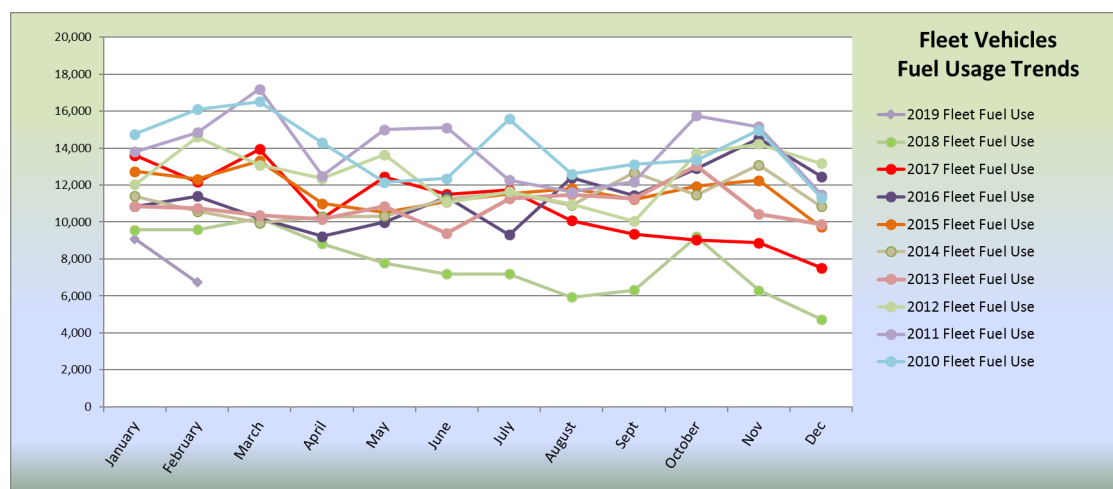
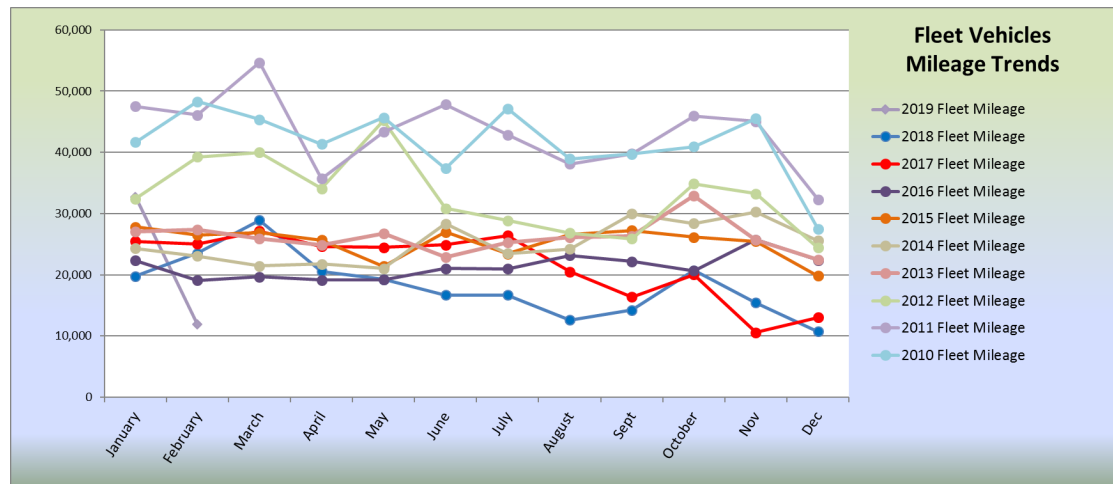
There were no environmental incidents reported within the period for the Staffordshire PFI project.

As part of the wider issues and concerns regarding the environment; the business is seeking to measure its carbon footprint in respect of building emissions and vehicle emissions in order to seek ways of reducing or mitigating the effects. The following data details the fuel consumption, mileage and CO₂ emissions for fleet used within the Staffordshire PFI business. The graphs plot fuel usage and mileage separately and can be reviewed against the same periods for previous years.

Note: From June 2017 all fuel data may be declared 1 month in arrears due to changes in the way fuel information is collected by our suppliers. This is to avoid unnecessary delays to the production of this report.

The following graphs indicate the 2019 year to date.

2019	Commercial Vehicle Emissions	January	February	March	April	May	June	July	August	Sept	October	Nov	Dec	Total YTD
Fleet	Number of Vehicles	43	43											43
	Mileage	32,727	11,912											44,639
	Diesel (Litres)	9,089	6,742											15,831
	Petrol (Litres)	0	0											0
	CO ₂ (Tonnes)	23.91	17.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41.64
Plant	Diesel (Litres)	0	0											0
	Petrol (Litres)	89	29											118
	CO ₂ (Tonnes)	0.21	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27
Total	CO ₂ (Tonnes)	24.11	17.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41.92



3.0 PROGRESS REPORT: ASSET REPLACEMENT

3.1 Introduction

Asset replacement work delivered 525 points in total for the March 2019 period. All of these points have been delivered from AARP schemes and one stop. The target requirement for the AARP block 3 is a total of 27,821 points which is due for completion in March 2023.

Since commencement of the project, the demand in road space through other infrastructure and utility delivery projects has increased considerably. The progressive increases on regulation, noticing, authorisations and permissions impact primary administrative duties extending planning and pre-construction activities which in turn impacts the ability to be flexible and reactive to certain events. In parallel with this is the increase in material procurement and delivery periods from all key manufacturers within the industry, which can impact on lead times and reactive ability to some works.

The cumulative delivery of points for the asset renewal schemes can be seen in Appendix 3 for the 5 year period.

3.2 Designs & Work in Progress

Design production for the AARP generally continues as required to meet the operational planned targets and the extended lantern delivery periods. Regular meetings are in place for the Design and County Engineers to discuss and agree best practice and application of standards where necessary for unique schemes and general day to day issues arising.

3.3 Asset Replacement Detailed Summary.

3.3.1 IARP Deferred Schemes.

All Category A and C schemes contained within the August 2008 Deed of Variation have been successfully completed.

The Category B scheme assets cannot be delivered due to significant engineering restrictions on the Horninglow Street bridge section precluding any possible column erection. The adjacent footbridge may be scheduled for replacement in future periods which should permit engineering solutions to be incorporated to replace these 3 assets. In the interim, the lanterns on the footbridge have been replaced and do provide a degree of lighting onto the highway.

3.3.2 AARP Defined Schemes

The following table details the breakdown of AARP schemes completed within the month. These were supplemented by one-stop work to equal the total points claimed.

Scheme Road Name & Area	Area	Region	Columns	Points
SAFFRON AMINGTON TAMWORTH Amington - Tamworth	Amington - Tamworth	EAST	1	3
UTTOXETER ROAD ARMITAGE Armitage with Handsacre - Lich	Armitage with Handsacre - Lich	EAST	9	30
C/WAY 06TC Kettlebrook - Tamworth	Kettlebrook - Tamworth	EAST	1	3
ALDERBROOK CLOSE ROLLESTON Rolleston - Burton	Rolleston - Burton	EAST	7	21
TWENTYLANDS ESTATE Rolleston - Burton	Rolleston - Burton	EAST	9	17
CAVERSWALL ROAD CAVERSWALL Caverswall - Moorlands	Caverswall - Moorlands	NORTH	1	0
WATERHAYES VILLAGE F/PATH Chesterton - Newcastle	Chesterton - Newcastle	NORTH	3	9
SCOT HAY ROAD SILVERDALE Keele - Stone	Keele - Stone	NORTH	1	4
MOUNT ROAD KIDSGROVE Kidsgrove - Newcastle	Kidsgrove - Newcastle	NORTH	1	4
WHITERIDGE ROAD KIDSGROVE Kidsgrove - Newcastle	Kidsgrove - Newcastle	NORTH	1	3
WESTBURY ROAD SEABRIDGE Seabridge - Newcastle	Seabridge - Newcastle	NORTH	2	8
COPPICE ROAD TALKE Talke - Newcastle	Talke - Newcastle	NORTH	1	0
OAKTREE LANE TALKE Talke - Newcastle	Talke - Newcastle	NORTH	1	4
ENDERLEY STREET NEWCASTLE Town Ward - Newcastle	Town Ward - Newcastle	NORTH	1	4
LIVERPOOL ROAD NEWCASTLE TOWN Town Ward - Newcastle	Town Ward - Newcastle	NORTH	1	4
HEATHER VALLEY HEDNESFORD Cannock Wood - Cannock	Cannock Wood - Cannock	SOUTH	1	0
CHURCH HILL KINVER Kinver - Perton	Kinver - Perton	SOUTH	1	0
BILBROOK ROAD BILBROOK Perton - Perton	Perton - Perton	SOUTH	16	54
MILL GROVE BILBROOK Perton - Perton	Perton - Perton	SOUTH	-1	-3
ALDERSLEIGH DRIVE STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	6	16
BEECHMOUNT RISE STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	3	9
FAIRMEAD CLOSE STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	7	11
GLENTHORNE CLOSE STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	3	9
GREYLARCH LANE STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	5	13
HARTSBOURNE WAY STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	9	23
HOLLYHURST STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	6	16
LEIGHSWOOD STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	1	3
MARTINDALE STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	1	3
ROOKSWOOD COPSE STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	3	7
SPREADOAKS DRIVE STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	5	15
WYCHERWOOD GARDENS STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	3	9
OUNSDALE ROAD WOMBOURNE Womborne - Perton	Womborne - Perton	SOUTH	39	90
SCHOOL ROAD WOMBOURNE Womborne - Perton	Womborne - Perton	SOUTH	20	56
SYTCH LANE WOMBOURNE Womborne - Perton	Womborne - Perton	SOUTH	28	80
		TOTAL	196	525

4.0 PROGRESS REPORT: MAINTENANCE

4.1 Introduction

The number of standard response faults and proactive repairs has decreased in the month and the number of emergency events has increased. A comparison of current trends for both emergency and standard fault responses in relation to the previous 5 years can be seen in Appendix 4.

The percentage of lights lit (PS2) remains relatively constant at 99.42% in the period. The month on month results remain fairly static and indicate a positive result continuing above the target percentage.

PS 2 Summary data can be seen in Appendix 4.

4.2 Routine Maintenance

All routine maintenance tasks for the period were completed on time.

4.3 Fault Repairs

For the period 1 – 31 March 2019, a total of 1149 fault repairs (excluding emergency call-outs) were completed by the team, representing an increase of 22% from the same period last year.

No faults were completed outside the target performance response time.

4.4 Emergency Call-Outs

For the period 1 – 31 March 2019, a total of 51 emergency call-outs were attended to by the team, representing a decrease of 43% from the same period last year.

No faults were completed outside the target performance response time.

4.5 Structural Testing

Testing continues throughout the County for those assets reaching the target age and for those schedules by previous inspection reports.

5.0 CHANGES TO INVENTORY

5.1 Accruals, Additions/Deletions and Growth

Original inventory assets as at 31/01/03	99,343
Total cumulative asset accruals to date	4013
Growth from Asset Renewal and Net additions/deletions from asset data survey	5,397
TOTAL INVENTORY	108,753

5.2 Inventory analysis by Unit Type

Belisha beacons	360
Bollards	1,805
Feeder Pillars	496
Hatpins	320
Lighting Units	93,656
School crossing flashers	208
Sign Units	11,234
Subway lights	674
TOTAL	108,753

6.0 ENERGY

There are no reported problems with the current Energy Supplier or Power Data Associates who continue to operate very effectively and efficiently as the Meter Administrator.

An external UMISO Inventory Audit has been completed and this Audit allows the Unmetered Supply operators to review the accuracy of the inventory detail in line with the unmetered supply agreement. The inventory was found to be within the agreed tolerances allowable.

The 2016 Annual review of energy by the Meter Administrator recommended no actions for improvements, the MA confirmed the current strategies were all still best practice and represented best value for the client.

7.0 PERFORMANCE STANDARDS

7.1 Introduction

Deductions which are applicable in the period against the performance standards in line with Schedule 4 of the Project Agreement are detailed below.

Details of Performance Standards are provided in Appendix 5.

7.2 PS I(b): Electrical, Structural & Optical Inspection and Testing

No deductions applicable in the period.

7.3 PS II: Lighting Equipment & Illuminated Traffic Sign Equipment Lit

No deductions applicable in the period.

7.4 PS III: Photometric Performance

90 streets were randomly selected and illuminance measured on a random unit within each street by the Night Patrollers. Checks on these readings are undertaken by the Engineering Certifier. There were no reported failures in the month.

7.5 PS IV: Operational Response

7.5.1 Responsiveness to Emergency Events

No deductions applicable in the period.

7.5.2 Non Emergency Repairs

No deductions applicable in the period.

7.6 PS V: Design, Installation, Commissioning & Decommissioning

No deductions applicable in the period.

7.7 PS VI: Records and Management

No deductions applicable in the period.

APPENDICES TO PROGRESS REPORT

- Appendix 1: Accident & Incident Register
- Appendix 2: Engineering Certifier's Report
- Appendix 3: AARP Progress Report
- Appendix 4: Performance Statistics
- Appendix 5: Performance Standard Report

APPENDIX 1

Accident & Incident Register

STAFFS PFI - ACCIDENT REGISTER – AARP Block

Ref	Date	Location	Description	Status	Action / Comments
001	11/9/08	Horninglow Road, Burton upon Trent	Operative struck by concrete street lighting column during lifting operation	Closed	Investigation complete
002	10/08/09	Monmouth Place, Clayton	Operative struck by residents' car whilst attempting to stop column installation. Police were called to the scene to protect workforce whilst work completed, no charges pressed.	Closed	Investigation complete
003	11/08/09	Lincoln Grove, Clayton	Operative manoeuvring vehicle around another E.ON parked vehicle misjudged clearance catching rear end of other vehicle. No injuries were sustained.	Closed	Investigation complete
004	01/09/09	Whitehall Lane, Kidsgrove	Operative caught bucket of MEWP on private wall dislodging bricks whilst attempting a turning manoeuvre	Closed	Investigation complete.
005	19/10/09	Pennine Way, Tamworth	Operative injured back whilst manually lifting a road breaker pack back into his vehicle.	Closed	Investigation complete.
006	29/10/09	High Street, Kinver	Operative reversed into stationary vehicle causing damage to both MEWP and private car. No injuries were sustained.	Closed	Investigation complete.
007	4/11/09	A38/A50 Island	Operative returning to depot driving round island, Driver pulled out of junction directly into path of MEWP. Minor injuries to other driver and damage to both vehicles.	Closed	Investigation complete.

STAFFS PFI - ACCIDENT REGISTER – AARP Block

Ref	Date	Location	Description	Status	Action / Comments
008	10/11/09	Anson Street, Rugeley	Operative stopped vehicle but driver behind didn't and collided with MEWP bucket. No injuries sustained but damage to both vehicles.	Closed	Investigation Complete
009	11/1/10	Water Street, Stafford.	Operative slipped on ice on untreated footpath causing injuries to his knee. This resulted in a medical treated incident and lost time of over 3 days.	Closed	Investigation Complete.
010	9/4/10	Glascote Road, Tamworth.	Whilst undertaking planned fault repairs to units under professional traffic management protection a 3 rd part vehicle collided with the crash cushion vehicle.	Closed	Investigation Complete.
011	2/6/10	Moor Street, Burton upon Trent	Operative digging around base of concrete column prior to removal was struck on the back of the head by a section of concrete that had become dislodged from the bracket arm.	Closed	Investigation Complete
012	3/6/10	Station Road Car Park, Cheslyn Hay	Undertaking routine maintenance for a Borough Council, the operative was opening a height restriction barrier to get vehicle access, the faulty barrier dropped striking the operative on the head causing an injury the required hospital treatment and four stitches.	Closed	Investigation Complete
013	21/9/10	The Green, Armitage	Whilst undertaking a routine clean and change, the lantern bowl slipped and the operative strained himself whilst preventing it from falling.	Closed	Investigation Complete

STAFFS PFI - ACCIDENT REGISTER – AARP Block

Ref	Date	Location	Description	Status	Action / Comments
014	7/12/10	Wilnecote Road, Tamworth	Whilst undertaking routine maintenance and repair, an operative slipped on the ice and snow sustaining minor bruising.	Closed	Investigation Complete
015	2/2/11	Eastern Avenue, Lichfield	Street lighting column collapsed onto passing car causing material damage to the car but no injury.	Investigation Complete	Investigation has been completed and subsequent documentation issued to the Insurance providers. Communication is still open whilst any subsequent claim is being processed.
016	13/4/11	Tutbury Road, Burton	Operative strained back whilst getting into MEWP bucket.	Closed	Investigation Complete
017	28/6/11	Ballance Street, Uttoxeter.	Operative slipped on wet grass walking to column causing pain to pre-existing back condition	Closed	Investigation Complete
018	30/5/12	A449, Wolverhampton Road, Penkridge	Operative twisted ankle caused by falling into open manhole in long grass on verge.	Closed	Investigation Complete
019	17/9/12	New Road, Hixon	Operative twisted ankle on pot hole in the tarmac footpath.	Closed	Investigation Complete
020	04/04/13	Burton Depot	Storeman changing gas bottle on Forklift truck suffered cold burn when gas leaked from faulty seal	Closed	Investigation Complete
021	05/06/13	Mariner, Tamworth	Operative was shovelling sand from the back of the lorry when he twisted and fell injuring his right calf.	Closed	Investigation Complete

STAFFS PFI - ACCIDENT REGISTER – AARP Block

Ref	Date	Location	Description	Status	Action / Comments
022	28/5/14	Western Springs Road, Rugeley	Operative was kneeling on ground digging a hole for column when felt pain in knee which did not subside.	Investigation Complete	Operative has soft tissue damage requiring absence from work and a return on prolonged alternative duties, this has been RIDDOR reported as a lost time injury.
023	28/07/14	Derby Road, Burton upon Trent	Operative stopped vehicle after noticing door open warning light was on. On alighting from the van to close the door he twisted his ankle on uneven ground causing a minor break.	Investigation Complete	Operative sustained a minor break, this has been RIDDOR reported as a lost time injury.
024	16/10/14	Farrington, Tamworth	Operative undertaking normal manual lifting operation injured his back in the process.	Investigation Complete	Operative sustained minor injury, this has been RIDDOR reported as a lost time injury.
025	17/11/14	Glascote Road F/P	Operative experienced a reoccurrence of an existing back pain whilst manual handling.	Investigation Complete	Operative sustained minor injury, this has been RIDDOR reported as a lost time injury.
026	14/5/15	Wimblebury Road, Heath Hayes	MEWP safety lowering device failed, operative considered and alighted from bucket which was not quite docked. Slipped and fell causing back injury.	Investigation Complete	Operative sustained significant bruising, this has been RIDDOR reported as a lost time injury.
027	02/06/15	Heron Road, Rugeley	Operative undertaking cyclic maintenance stepped out of vehicle into a large pot hole in the road causing his ankle to twist.	Investigation Complete	Operative sustained minor injury, this has been RIDDOR reported as a lost time injury.
028	19/06/15	The Pippins, Rugeley	Operative undertaking excavation for a new column when felt pain in back.	Investigation Complete	Operative sustained minor injury, this has been RIDDOR reported as a lost time injury.

STAFFS PFI - ACCIDENT REGISTER – AARP Block

Ref	Date	Location	Description	Status	Action / Comments
029	18/3/16	Burton Depot	Stores attendant completing a two man lift felt pain in his back.	Investigation Complete	Stores attendant sustain minor injury resulting in restricted duties for a limited time.
030	12/05/16	Burgoyne Street, Chadsmoor	Operative lost footing when climbing out of excavation and fell causing laceration which required medical treatment.	Investigation Complete	The incident did not result in any lost time, the learnings from the incident have been communicated.
031	13/07/18	Shobnall Road, Burton upon Trent	Operative lost footing when exiting the cage of MEWP and twisted ankle resulting in a sprain.	Investigation complete	Action 1: Issue of toolbox talk re-enforcing the correct method of exiting vehicles. Action 2: Review suitability of company issued Safety Footwear.
032	23/07/18	Keele Road, Keele	Operative was exiting lorry loader when twisted ankle as shifted weight resulting in fracture to ankle.	Investigation complete	Action 1: Issue of toolbox talk re-enforcing the correct method of exiting vehicles. Action 2: Review suitability of company issued Safety Footwear. Action3: Re-issue requirement that ALL incidents and accidents are to be reported to management at the EARLIEST opportunity
033	13/03/19	Stapenhill Road, Burton	Operative struck on hand by a kerb stone which resulted in multiple fractures to a finger.	Investigation ongoing	Investigation ongoing.

APPENDIX 2

Engineering Certifier's Report

Engineering Certifiers Monthly Report

March 2019

PERFORMANCE STANDARD 1 (Electrical, Structural and Optical Condition)

SERVICE PROVIDER TARGETS

Maintenance and reporting to be carried out to a high standard with no defects

Maintenance to be completed within one month of the date due, and details entered on to Asset Management System within 5 days of completion of work

Any defect reports to be actioned to ensure all equipment fully meets the requirements of the Service Specification.

The following operatives were checked during the month.

South Area. Graham Salt. (Brewood)

East Area. John Bagley. (Tamworth)

North Area. Paul Bailey. (Newcastle)

The checks were carried out with the area supervisors in attendance.

Mr Graham Salt was checked while carrying out periodic electrical testing on lit traffic bollards in the Brewood area. He was seen to be carrying out this activity as set out in the method statement for periodic electrical testing. Mr Salt was using correct traffic management and he was wearing appropriate Personal Protective Equipment (PPE). Mr Salt had made an initial site inspection and had correctly filled in the risk assessment form before starting work, also noted was Mr Salt had his field operations manual on board the vehicle for reference. Mr Salt was observed checking polarity, continuity, insulation resistance and earth loop impedance. Fuse size and the tightness of electrical connections were also checked. The supporting paperwork was filled in with the recorded test results

Mr John Bagley was checked while carrying out cyclic maintenance on lit traffic bollards in the Tamworth area. He was seen to be carrying out these activities correctly, was using correct traffic management and he was wearing appropriate Personal Protective Equipment (PPE). Mr Bagley had made an initial site inspection and had correctly filled in the risk assessment form before starting work, also noted was Mr Bagley had his field operations manual on board the vehicle for reference. Mr Bagley was observed dusting our bollard bases and re greasing the securing bolts. The clear plastic gear tray dome and all sides of the bollards were washed down. The water used for washing was frequently replaced. All lamps that were replaced were correctly date marked. The supporting paperwork was filled in correctly.

Mr Ryan Laidlaw was checked while carrying out cyclic maintenance on lit traffic bollards in the Stone and Newcastle area. He was seen to be carrying out these activities correctly, was using correct traffic management and he was wearing appropriate Personal Protective Equipment (PPE). Mr Laidlaw had made an initial site inspection and had correctly filled in the risk assessment form before starting work, also noted was Mr Laidlaw had his field operations manual on board the vehicle for reference. Mr Laidlaw was observed dusting our bollard bases and re greasing the securing bolts. The clear plastic gear tray dome and all sides of the bollards were washed down. The water used for washing was frequently replaced. All lamps that were replaced were correctly date marked. The supporting paperwork was filled in correctly.

PERFORMANCE STANDARD 2 (Lighting and Illuminated Traffic Sign Equipment to be Lit)

SERVICE PROVIDER TARGETS

At least 98% of all equipment to be correctly lit at all times

Night time Monitors to correctly record all non-compliances to an accuracy of 0.25%

Checks on the work of the Night Monitors were carried out as detailed below.

Area TM3 (Tamworth area).

There are 2174 lighting units on this monitor, the patroller Mr Tony Howell found a total of 10 faults with the Engineering Certifier check monitor identifying no additional faults resulting in a total of 10 faults recorded. This gave a result of 99.54% lit.

The number of additional faults on this monitor area was inside the acceptable tolerance as the trigger for the monitor to fail is >5.44 faults.

PERFORMANCE STANDARD 3 (Photometric Performance of New & Renewed Lighting Schemes)

SERVICE PROVIDER TARGETS

The measured Target Illuminance of all selected test sites is to meet or exceed the specified Target Illuminance for the site

90 random sites were checked by the service provider for compliance with this Service Standard.

All the sites checked had readings that met or were above the required level.

Details of the readings obtained can be found in the attached report.

The EC check monitor of 15 random units did not reveal any discrepancies, details of which can be seen in the attached report.

Photometric Testing Operative Results - March 2019

CID	Street Name	Visual Ref	Selected for test	Date Tested	Date Updated	Target Illumination	Actual Illumination	Difference
00245530	EDWIN CLOSE PENKRIDGE Penkridge - Perton	001	06/03/2019	06/03/2019	07/03/2019	48.4	48.0	-0.4
00247228	OAK AVENUE GREAT WYRLEY Great Wyrley - Perton	002	06/03/2019	06/03/2019	07/03/2019	27.7	29.06	1.36
15241068	ORCHARD CLOSE GREAT WYRLEY Great Wyrley - Perton	002	06/03/2019	06/03/2019	07/03/2019	27.7	29.05	1.35
15239435	GLENTHORNE DRIVE CHESLYN HAY Cheslyn Hay - Perton	008	06/03/2019	06/03/2019	07/03/2019	34.7	52.9	18.2
15233246	RAVEN CLOSE GREAT WYRLEY Great Wyrley - Perton	002	06/03/2019	06/03/2019	07/03/2019	27.7	28.9	1.2
00234323	PENNEYCRESS GARDENS F/STONE Featherstone - Perton	002	06/03/2019	06/03/2019	07/03/2019	45.8	46.5	0.7
00228574	WARNER ROAD CODSALL Codsall - Perton	004	06/03/2019	06/03/2019	07/03/2019	45.8	43.8	-2
00012325	REEVES GARDENS CODSALL Codsall - Perton	003	06/03/2019	06/03/2019	07/03/2019	45.8	46.1	0.3
15239057	HAZEL GARDENS CODSALL Codsall - Perton	002	06/03/2019	06/03/2019	07/03/2019	32.7	40.6	7.9
00237763	ELM GROVE CODSALL Codsall - Perton	003	06/03/2019	06/03/2019	07/03/2019	45.8	47.1	1.3
00011839	BIRCHES PARK ROAD CODSALL Codsall - Perton	003	06/03/2019	06/03/2019	07/03/2019	45.8	46.1	0.3
00235064	FALLOWFIELD PERTON Perton - Perton	001	06/03/2019	06/03/2019	07/03/2019	27.7	30.6	2.9
15238690	GREENWAYS PENKRIDGE Penkridge - Perton	001	06/03/2019	06/03/2019	07/03/2019	33.7	36.3	2.6
15239025	LEACROFT ROAD PENKRIDGE Penkridge - Perton	008	06/03/2019	06/03/2019	07/03/2019	31.4	53.4	22
15239033	GRANGE ROAD PENKRIDGE Penkridge - Perton	007	06/03/2019	06/03/2019	07/03/2019	14.1	46.3	32.2
00235713	YEW TREE ROAD PATTINGHAM Patttingham & Patsull - Perton	004	06/03/2019	06/03/2019	07/03/2019	45.8	45.9	0.1
15240196	SUCKLING GREEN LANE CODSALL Codsall - Perton	022	06/03/2019	06/03/2019	07/03/2019	35.2	77.7	42.5
00237769	WOODLAND DRIVE CHESLYN HAY Cheslyn Hay - Perton	002	06/03/2019	06/03/2019	07/03/2019	27.7	29.17	1.47
15239042	FILANCE CLOSE PENKRIDGE Penkridge - Perton	001	06/03/2019	06/03/2019	07/03/2019	35.6	47.6	12
20000081	UPLANDS CLOSE PENKRIDGE Penkridge - Perton	003	06/03/2019	06/03/2019	07/03/2019	16.6	12.46	-4.14
15244495	ANSON CLOSE GREAT WYRLEY Great Wyrley - Perton	002	06/03/2019	06/03/2019	07/03/2019	19	17.47	-1.53
15243170	OXFORD CLOSE GREAT WYRLEY Great Wyrley - Perton	002	06/03/2019	06/03/2019	07/03/2019	16.3	19.09	2.79
15253518	SCHOOL ROAD WHEATON ASTON Lapley & Stretton - Perton	003	06/03/2019	06/03/2019	07/03/2019	16.6	12.82	-3.78
00015192	FROG LANE WHEATON ASTON Lapley & Stretton - Perton	001	06/03/2019	06/03/2019	07/03/2019	12.5	10.58	-1.92
15246701	GUTHRUM CLOSE PERTON Perton - Perton	002	06/03/2019	06/03/2019	07/03/2019	21.8	29.49	7.69
00228695	THE PADDOCK CODSALL Codsall - Perton	004	06/03/2019	06/03/2019	07/03/2019	45.8	45.4	-0.4
00234328	PRIMROSE GARDENS FEATHERSTONE Featherstone - Perton	004	06/03/2019	06/03/2019	07/03/2019	45.8	45.3	-0.5

Photometric Testing Operative Results - March 2019

00109492	VALE VIEW PORTHILL Porthill - Newcastle	004	11/03/2019	11/03/2019	12/03/2019	45.8	48.5	2.7
00245996	HARTINGTON STREET WOLSTANTON Wolstanton - Newcastle	004	11/03/2019	11/03/2019	12/03/2019	27.7	31.8	4.1
00106651	SPENCER PLACE HOLDITCH Holditch - Newcastle	002	11/03/2019	11/03/2019	12/03/2019	45.8	56.8	11
00106366	COPPICE VIEW HOLDITCH Holditch - Newcastle	001	11/03/2019	11/03/2019	12/03/2019	45.8	45.5	-0.3
00240967	HALL STREET NEWCASTLE Town Ward - Newcastle	003	11/03/2019	11/03/2019	12/03/2019	27.7	29.8	2.1
00241741	WATER STREET NEWCASTLE Town Ward - Newcastle	002	11/03/2019	11/03/2019	12/03/2019	27.7	31.0	3.3
00237726	SEAGRAVE STREET NEWCASTLE Town Ward - Newcastle	001	11/03/2019	11/03/2019	12/03/2019	27.7	32.8	5.1
00108397	STANLEY GROVE MAY BANK May Bank - Newcastle	002	11/03/2019	11/03/2019	12/03/2019	45.8	51.2	5.4
00108214	HILLTOP AVENUE MAY BANK May Bank - Newcastle	006	11/03/2019	11/03/2019	12/03/2019	45.8	43.6	-2.2
00108330	PARKSIDE DRIVE NEWCASTLE May Bank - Newcastle	004	11/03/2019	11/03/2019	12/03/2019	45.8	48.6	2.8
00115128	STRATFORD AVENUE WOLSTANTON Wolstanton - Newcastle	001	11/03/2019	11/03/2019	12/03/2019	45.8	49.7	3.9
00246004	MORETON PARADE WOLSTANTON Wolstanton - Newcastle	007	11/03/2019	11/03/2019	12/03/2019	27.7	30.0	2.3
00245023	PALMERSTON STREET WOLSTANTON Wolstanton - Newcastle	001	11/03/2019	11/03/2019	12/03/2019	27.7	34.5	6.8
00114949	MARSH AVENUE WOLSTANTON Wolstanton - Newcastle	005	11/03/2019	11/03/2019	12/03/2019	45.8	48.1	2.3
00244914	ST MARYS ROAD WOLSTANTON Wolstanton - Newcastle	003	11/03/2019	11/03/2019	12/03/2019	27.7	32.9	5.2
00108491	WOOLISCROFT AVENUE NEWCASTLE May Bank - Newcastle	004	11/03/2019	11/03/2019	12/03/2019	45.8	46.4	0.6
00108113	CHAPEL STREET MAY BANK May Bank - Newcastle	002	11/03/2019	11/03/2019	12/03/2019	45.8	44.7	-1.1
00240882	SLANEY STREET NEWCASTLE Town Ward - Newcastle	002	11/03/2019	11/03/2019	12/03/2019	49.2	63.7	14.5
00240697	HAWKSTONE CLOSE NEWCASTLE Town Ward - Newcastle	001	11/03/2019	11/03/2019	12/03/2019	45.8	50.5	4.7
00237685	REFINERY STREET NEWCASTLE Town Ward - Newcastle	001	11/03/2019	11/03/2019	12/03/2019	49.2	57.6	8.4
00246412	CLUMBER GROVE CLAYTON Clayton - Newcastle	001	11/03/2019	11/03/2019	12/03/2019	27.7	34.1	6.4
00105190	NORWICH PLACE CLAYTON Clayton - Newcastle	002	11/03/2019	11/03/2019	12/03/2019	27.7	31.4	3.7
00105199	SALOP GROVE CLAYTON Clayton - Newcastle	001	11/03/2019	11/03/2019	12/03/2019	45.8	48.9	3.1
00246573	HERTFORD GROVE CLAYTON Clayton - Newcastle	003	11/03/2019	11/03/2019	12/03/2019	27.7	33.6	5.9
00105112	LEASWOOD PLACE CLAYTON Clayton - Newcastle	013	11/03/2019	11/03/2019	12/03/2019	45.8	50.7	4.9
00109625	CONISTON GROVE SEABRIDGE Seabridge - Newcastle	004	11/03/2019	11/03/2019	12/03/2019	45.8	49.9	4.1
00109657	ESK WAY SEABRIDGE Seabridge - Newcastle	003	11/03/2019	11/03/2019	12/03/2019	27.7	33.1	5.4

Photometric Testing Operative Results - March 2019

00109883	ORWELL PLACE SEABRIDGE Seabridge - Newcastle	003	11/03/2019	11/03/2019	12/03/2019	45.8	47.4	1.6
00109859	MERSEY ROAD SEABRIDGE Seabridge - Newcastle	003	11/03/2019	11/03/2019	12/03/2019	45.8	47.7	1.9
00227298	RIDGMONT ROAD SEABRIDGE Seabridge - Newcastle	005	11/03/2019	11/03/2019	12/03/2019	28.3	27.6	-0.7
00109659	ETON AVENUE SEABRIDGE Seabridge - Newcastle	002	11/03/2019	11/03/2019	12/03/2019	27.7	29.22	1.52
00242260	NORTHESK PLACE WESTLANDS Westlands - Newcastle	001	11/03/2019	11/03/2019	12/03/2019	27.7	35.1	7.4
00233427	GEORGE STREET NEWCASTLE Town Ward - Newcastle	002	11/03/2019	11/03/2019	12/03/2019	23.4	37.0	13.6
00114695	CHURCH LANE WOLSTANTON Wolstanton - Newcastle	006	11/03/2019	11/03/2019	12/03/2019	23.4	37.9	14.5
00115068	SILVERDALE ROAD WOLSTANTON Wolstanton - Newcastle	008	11/03/2019	11/03/2019	12/03/2019	33.4	23.49	-9.91
00239571	KNOLL CLOSE HAMMERWICH Hammerwich - Lichfield	002	12/03/2019	12/03/2019	13/03/2019	27.7	27.78	0.08
00245935	FOX LANE ALREWAS Alrewas - Lichfield	001	12/03/2019	12/03/2019	13/03/2019	31	55.6	24.6
15239733	BRANTWOOD AVENUE CHASETOWN Chasetown - Burntwood	001	12/03/2019	12/03/2019	13/03/2019	27.7	27.57	-0.13
15239463	FERNDALE CLOSE BURNTWOOD Chasetown - Burntwood	004	12/03/2019	12/03/2019	13/03/2019	32.7	39.1	6.4
00236849	JACKSON ROAD LICHFIELD Christchurch - Lichfield	003	12/03/2019	12/03/2019	13/03/2019	45.8	52.8	7
00238394	CHRISTCHURCH GARDENS LICHFIELD Sandfields - Lichfield	001	12/03/2019	12/03/2019	13/03/2019	27.7	33.4	5.7
00236894	MESNES GREEN LICHFIELD Sandfields - Lichfield	006	12/03/2019	12/03/2019	13/03/2019	27.7	28.21	0.51
00229205	AUTUMN DRIVE STOWE LICHFIELD Stowe - Lichfield	001	12/03/2019	12/03/2019	13/03/2019	45.8	45.8	0
00038307	NETHERSTOWE LANE LICHFIELD Stowe - Lichfield	007	12/03/2019	12/03/2019	13/03/2019	45.8	46.1	0.3
00236260	BEECHFIELD RISE LICHFIELD Boley Park - Lichfield	002	12/03/2019	12/03/2019	13/03/2019	27.7	36.6	8.9
00038471	ROCKLANDS CRESCENT LICHFIELD Stowe - Lichfield	006	12/03/2019	12/03/2019	13/03/2019	45.8	45.8	0
00238257	MALLICOT CLOSE LICHFIELD Stowe - Lichfield	004	12/03/2019	12/03/2019	13/03/2019	27.7	31.2	3.5
00236818	LOMAX CLOSE LICHFIELD Christchurch - Lichfield	001	12/03/2019	12/03/2019	13/03/2019	45.8	52.6	6.8
15238859	THE CHARTERS LICHFIELD Christchurch - Lichfield	001	12/03/2019	12/03/2019	13/03/2019	27.7	28.95	1.25
20001820	ST JOHN STREET LICHFIELD Sandfields - Lichfield	007	12/03/2019	12/03/2019	13/03/2019	30.4	32.2	1.8
15241240	CHAUCER CLOSE LICHFIELD Sandfields - Lichfield	001	12/03/2019	12/03/2019	13/03/2019	27.7	28.08	0.38
15241451	ASHLEY ROAD CHASE TERRACE Chase Terrace - Burntwood	002	12/03/2019	12/03/2019	13/03/2019	48.4	48.1	-0.3
00238531	FOXCROFT CLOSE HAMMERWICH Hammerwich - Lichfield	004	12/03/2019	12/03/2019	13/03/2019	27.7	30.2	2.5
15241848	INGE DRIVE ALREWAS Alrewas - Lichfield	001	12/03/2019	12/03/2019	13/03/2019	38.3	52.4	14.1
15248111	WARREN ROAD LICHFIELD Hammerwich - Lichfield	008	12/03/2019	12/03/2019	13/03/2019	20.5	16.75	-3.75

Photometric Testing Operative Results - March 2019

CIP20001780	STAMFORD CRESCENT BURNTWOOD Chase Terrace - Burntwood	002	12/03/2019	12/03/2019	13/03/2019	22.5	19.15	-3.35
CIP20001787	MILL WAY LONGDON Longdon - Lichfield	003	12/03/2019	12/03/2019	13/03/2019	16.6	15.19	-1.41
CIP20002848	THE CROFT LONGDON Longdon - Lichfield	001	12/03/2019	12/03/2019	13/03/2019	12.3	9.92	-2.38
15253511	KENILWORTH ROAD LICHFIELD Sandfields - Lichfield	003	12/03/2019	12/03/2019	13/03/2019	16.6	15.25	-1.35
CIP20000968	DUKE ROAD CHASE TERRACE Chase Terrace - Burntwood	002	12/03/2019	12/03/2019	13/03/2019	30.9	23.65	-7.25
CIP20002952	SWAN CLOSE LONGDON LICHFIELD Longdon - Lichfield	001	12/03/2019	12/03/2019	13/03/2019	12.3	10.24	-2.06
CIP20002858	BERKELEY WAY LONGDON Longdon - Lichfield	002	12/03/2019	12/03/2019	13/03/2019	16.6	15.27	-1.33
CIP20001074	ASHMEAD ROAD CHASE TERRACE Chase Terrace - Burntwood	005	12/03/2019	12/03/2019	13/03/2019	16.6	13.67	-2.93

Number of Items Tested 90

Photometric Testing EC Results - March 2019

CID	Street Name	Visual Ref	Operative Test Date	EC Test Date	Operative Illumination	EC Illumination	Difference	Target Illumination
00246412	CLUMBER GROVE CLAYTON Clayton - Newcastle	001	11/03/2019 21:03:50	12/03/2019 20:50:21	34.1	34.2	0.10	27.7
00109625	CONISTON GROVE SEABRIDGE Seabridge - Newcastle	004	11/03/2019 21:26:50	12/03/2019 20:20:21	49.9	49.5	-0.40	45.8
00109657	ESK WAY SEABRIDGE Seabridge - Newcastle	003	11/03/2019 21:30:50	12/03/2019 20:10:21	33.1	33.2	0.10	27.7
00246573	HERTFORD GROVE CLAYTON Clayton - Newcastle	003	11/03/2019 21:15:50	12/03/2019 19:35:21	33.6	33.1	-0.50	27.7
00105112	LEASWOOD PLACE CLAYTON Clayton - Newcastle	013	11/03/2019 21:20:50	12/03/2019 19:20:21	50.7	49.9	-0.80	45.8
00105190	NORWICH PLACE CLAYTON Clayton - Newcastle	002	11/03/2019 21:08:50	12/03/2019 20:35:21	31.4	32	0.60	27.7
00105199	SALOP GROVE CLAYTON Clayton - Newcastle	001	11/03/2019 21:12:50	12/03/2019 19:50:21	48.9	48.7	-0.20	45.8
00245530	EDWIN CLOSE PENKRIDGE Penkridge - Perton	001	06/03/2019 21:36:23	07/03/2019 21:39:57	48.0	48.1	0.10	48.4
15239042	FILANCE CLOSE PENKRIDGE Penkridge - Perton	001	06/03/2019 21:26:23	07/03/2019 21:50:57	47.6	47.1	-0.50	35.6
00015192	FROG LANE WHEATON ASTON Lapley & Stretton - Perton	001	06/03/2019 22:05:23	07/03/2019 22:35:57	10.58	10.41	-0.17	12.5
15239033	GRANGE ROAD PENKRIDGE Penkridge - Perton	007	06/03/2019 21:31:23	07/03/2019 22:06:57	46.3	45.9	-0.40	14.1
15238690	GREENWAYS PENKRIDGE Penkridge - Perton	001	06/03/2019 21:39:23	07/03/2019 21:28:57	36.3	36	-0.30	33.7
15239025	LEACROFT ROAD PENKRIDGE Penkridge - Perton	008	06/03/2019 21:45:23	07/03/2019 21:16:57	53.4	53.1	-0.30	31.4
15253518	SCHOOL ROAD WHEATON ASTON Lapley & Stretton - Perton	003	06/03/2019 22:14:23	07/03/2019 22:20:57	12.82	12.91	0.09	16.6
20000081	UPLANDS CLOSE PENKRIDGE Penkridge - Perton	003	06/03/2019 21:50:23	07/03/2019 21:05:57	12.46	12.49	0.03	16.6

Number of Tests - 15

PERFORMANCE STANDARD 4 (Records and Management).

SERVICE PROVIDER TARGETS

To correctly record details and times as required by appendix G of the Service Specification

To meet or exceed the operational response times of appendix H of the Service Specification.

The Service Specification does not require the Engineering Certifier (EC) to directly monitor Operational Response. The EC does however carry out random checks when undertaking checks of the other performance standards.

During the month 9 individual fault tickets and 5 emergency call outs, chosen at random were monitored to check that the actual attendance times were as recorded on the Asset Management System.

In all cases the actual repair and call out dates and times agreed with those subsequently recorded.

PERFORMANCE STANDARD 5 (Design, Installation, Commissioning and Decommissioning)

SERVICE PROVIDER TARGETS

To identify and replace items of equipment that do not meet the service requirements of Appendix B
To correctly design all new works and to ensure that they meet the Service Requirements of Appendix N
Carry out all works correctly and within the timescale of Appendix I
Record all details and times so that any non compliance can be monitored.

A minimum of 10% of new designs were examined and the design process reviewed to ensure the correct procedures had been followed. All designs checked appeared to have been correctly prepared.

New Lighting Schemes submitted as completed were checked and verified for compliance with the Service Specification.

31 X one stop column replacements were inspected during the month.

Any noted defects were passed on to the Asset renewal team for rectification.

PERFORMANCE STANDARD 6 (Records and Management)

SERVICE PROVIDER TARGETS

To operate the Records and Management System in accordance with the requirements of Appendix G and Appendix S.

The Engineering Certifier shall arrange for the Asset Management System used to ensure compliance with the response times of Appendix G to be audited by an Internal Auditor twice per year and by an External Auditor once per year.

Any non-compliance with the response times shall be recorded by the auditor.

The external audit for the period 2018-2019 took place on April 18th 2018 at the Bilborough office. The results of which have been published.

The first internal audit for the period 2018-2019 took place on August 7th 2018 at the Bilborough office. The results of which have been published.

The second internal audit for the period 2018-2019 took place on 12th December 2018 at the Derby office. The results of which have been published.

GENERAL COMMENTS/SUMMARY

P.S 1

An operative from each of the 3 areas was observed carrying out cyclic maintenance activities. Follow up checks of the Asset Management System were completed.

P.S 2

The night patrol selected for the monitor was: -

Area TM3 (Tamworth area).

There are 2174 lighting units on this monitor, the patroller Mr Tony Howell found a total of 10 faults with the Engineering Certifier check monitor identifying no additional faults resulting in a total of 10 faults recorded. This gave a result of 99.54% lit.

The number of additional faults on this monitor area was inside the acceptable tolerance as the trigger for the monitor to fail is >5.44 faults

P.S 3

90 randomly selected sites were checked by the service provider for compliance with this Service Standard the EC check monitor of 15 randomly selected units did not reveal any discrepancies.

P.S 4

Audits of 5 Emergency Callouts and 9 Non-Routine Maintenance Repairs were made and checked for response times and the updating of the Asset Management System.

P.S 5

The Engineering certifier will continue to check 100% of newly completed schemes. A total of 31 X one off column replacements were inspected during the month. A minimum of 10% of new designs were checked for compliance with Appendix F.

P.S 6

Any non-compliance with the response times shall be recorded by the auditor.

The external audit for the period 2018-2019 took place on April 18th 2018 at the Bilborough office. The results of which have been published.

The first internal audit for the period 2018-2019 took take place on August 7th 2018 at the Bilborough office. The results of which have been published.

The second internal audit for the period 2018-2019 took take place on 12th December 2018 at the Derby office. The results of which have been published.

LIGHTING FOR STAFFORDSHIRE

Page 12 of 12

COMPLIANCE WITH PERFORMANCE STANDARDS

Report: March 2019

- 12 -

Customer Satisfaction Survey.

The customer satisfaction survey revealed an overall satisfaction rating of 95.6%

Accrual Inspections.

The Engineering Certifier inspected all accruals submitted for the month.

Auxiliary Monitoring / Joint Inspections.

The auxiliary monitor of cyclic maintenance and 1 stop column replacement took place with the Area lighting Engineer from Staffordshire County Council being present. Joint inspections of new sites were also made with the Area Lighting Engineer from Staffordshire County Council.

S M BOLD ENGINEERING CERTIFIER 31/03/19

APPENDIX 3

AARP Progress Report

 Staffordshire PFI Project	Document Reference	PS1a
	Security Clearance	PFI Team
	Document Author	Christian Downing
	Date	02/04/2019

Performance Standard 1a - AARP BIK3

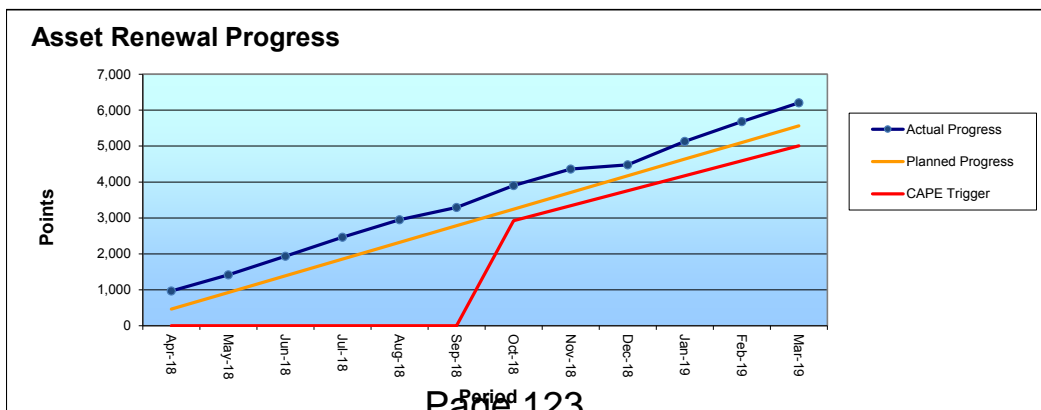
Cumulative to 31st March 2019

Section	Cumulative	Previous	Month
Units:			
Columns	4,768	4,572	196
Total Units	4,768	4,572	196
Points:			
Columns	35,024	34,499	525
AARP block 1 column payment deferrals	226	226	0
Total Points	35,250	34,725	525

Staffordshire PFI Asset Renewal, AARP Block 3 Programme.
April 2018 to March 2023.



Design Phase	Period	Month	OPERATIONAL PROGRAMME			OPERATIONAL ACTUAL PROGRESS		PERFORMANCE AGAINST PROGRAMME	
			Monthly Planned Output Points	Cumulative Planned Output Points	CAPE Trigger Points Value	Monthly Actual Progress	Cumulative Actual Progress	Progress Against Op Programme +/-	Progress Against CAPE Trigger +/-
Phase 1	April 2018	1	464	464	n/a	967	967	503	n/a
	May 2018	2	464	927	n/a	448	1,415	488	n/a
	June 2018	3	464	1,391	n/a	519	1,934	543	n/a
Phase 2	July 2018	4	464	1,855	n/a	531	2,465	610	n/a
	August 2018	5	464	2,318	n/a	486	2,951	633	n/a
	September 2018	6	464	2,782	n/a	339	3,290	508	n/a
Phase 3	October 2018	7	464	3,246	2,921	610	3,900	654	979
	November 2018	8	464	3,709	3,338	460	4,360	651	1,022
	December 2018	9	464	4,173	3,756	117	4,477	304	721
Phase 4	January 2019	10	464	4,637	4,173	656	5,133	496	960
	February 2019	11	464	5,100	4,590	547	5,680	580	1,090
	March 2019	12	464	5,564	5,008	525	6,205	641	1,197
Phase 5	April 2019	13	464	6,028	5,425				
	May 2019	14	464	6,491	5,842				
	June 2019	15	464	6,955	6,260				
Phase 6	July 2019	16	464	7,419	6,677				
	August 2019	17	464	7,882	7,094				
	September 2019	18	464	8,346	7,511				
Phase 7	October 2019	19	464	8,810	7,929				
	November 2019	20	464	9,273	8,346				
	December 2019	21	464	9,737	8,763				
Phase 8	January 2020	22	464	10,201	9,181				
	February 2020	23	464	10,664	9,598				
	March 2020	24	464	11,128	10,015				
Phase 9	April 2020	25	464	11,592	10,433				
	May 2020	26	464	12,055	10,850				
	June 2020	27	464	12,519	11,267				
Phase 10	July 2020	28	464	12,983	11,684				
	August 2020	29	464	13,446	12,102				
	September 2020	30	464	13,910	12,519				
Phase 11	October 2020	31	464	14,374	12,936				
	November 2020	32	464	14,837	13,354				
	December 2020	33	464	15,301	13,771				
Phase 12	January 2021	34	464	15,765	14,188				
	February 2021	35	464	16,228	14,606				
	March 2021	36	464	16,692	15,023				
Phase 13	April 2021	37	464	17,156	15,440				
	May 2021	38	464	17,620	15,858				
	June 2021	39	464	18,083	16,275				
Phase 14	July 2021	40	464	18,547	16,692				
	August 2021	41	464	19,011	17,110				
	September 2021	42	464	19,475	17,527				
Phase 15	October 2021	43	464	19,938	17,944				
	November 2021	44	464	20,402	18,362				
	December 2021	45	464	20,866	18,779				
Phase 16	January 2022	46	464	21,330	19,197				
	February 2022	47	464	21,793	19,614				
	March 2022	48	464	22,257	20,031				
Phase 17	April 2022	49	464	22,721	20,449				
	May 2022	50	464	23,184	20,866				
	June 2022	51	464	23,648	21,283				
Phase 18	July 2022	52	464	24,112	21,701				
	August 2022	53	464	24,575	22,118				
	September 2022	54	464	25,039	22,535				
Phase 19	October 2022	55	464	25,503	22,952				
	November 2022	56	464	25,966	23,370				
	December 2022	57	464	26,430	23,787				
Phase 20	January 2023	58	464	26,894	24,204				
	February 2023	59	464	27,357	24,622				
	March 2023	60	464	27,821	25,039				

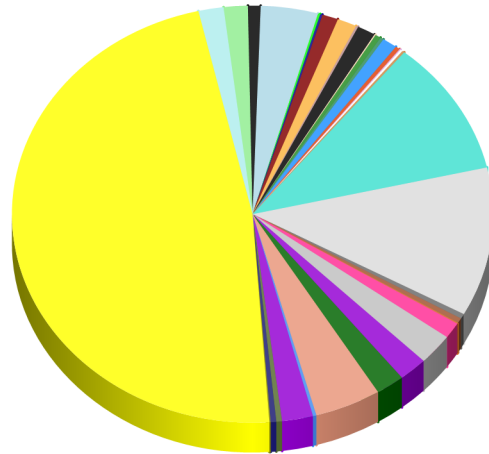


APPENDIX 4

Performance Statistics

Monthly Reporting Statistics - Staffordshire PFI
01 March 2019 to 31 March 2019

Number of Faults by Description



Beacon Out	5	0.38%
Bollard Damage	1	0.08%
Bollard Out	16	1.23%
Confirmation	31	2.39%
Consecutive Lights Out	25	1.92%
Dayburner	25	1.92%
Emergency Response	58	4.46%
Fit Sleeve (Planned Rep)	3	0.23%
Flickering/Flashing	27	2.08%
Intermittent	5	0.38%
Lantern Damage	5	0.38%
Lantern Missing	1	0.08%
Light Out	617	47.50%
New Installation - Non Private Cable	22	1.69%
New Installation - Planned In Light	21	1.62%
New Lantern Required	11	0.85%
No Supply - Non Private Cable	50	3.85%
No Supply - Private Cable	2	0.15%
Non-Offensive Graffiti	2	0.15%
Painting	14	1.08%
Permanent Removal	17	1.31%
Planning Inspection	2	0.15%
Plate Twisted	16	1.23%
Post Leaning	1	0.08%
Pruning	5	0.38%
Re-Align	3	0.23%
Rebuild Foundations	13	1.00%
Renumber	4	0.31%

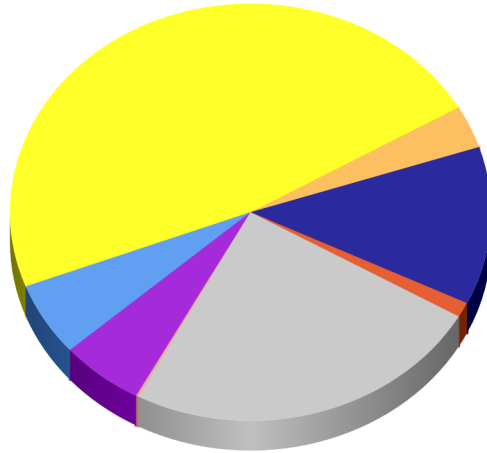


Monthly Reporting Statistics - Staffordshire PFI
01 March 2019 to 31 March 2019

REplace Cut Out - Planned In Light	1	0.08%
Replace Cutout Non - Private	2	0.15%
School Flasher Out	2	0.15%
See Comments	137	10.55%
Sign Out of Light	150	11.55%
Street Light Dim or Flickering	5	0.38%
Total:	1299	100%

Monthly Reporting Statistics - Staffordshire PFI
01 March 2019 to 31 March 2019

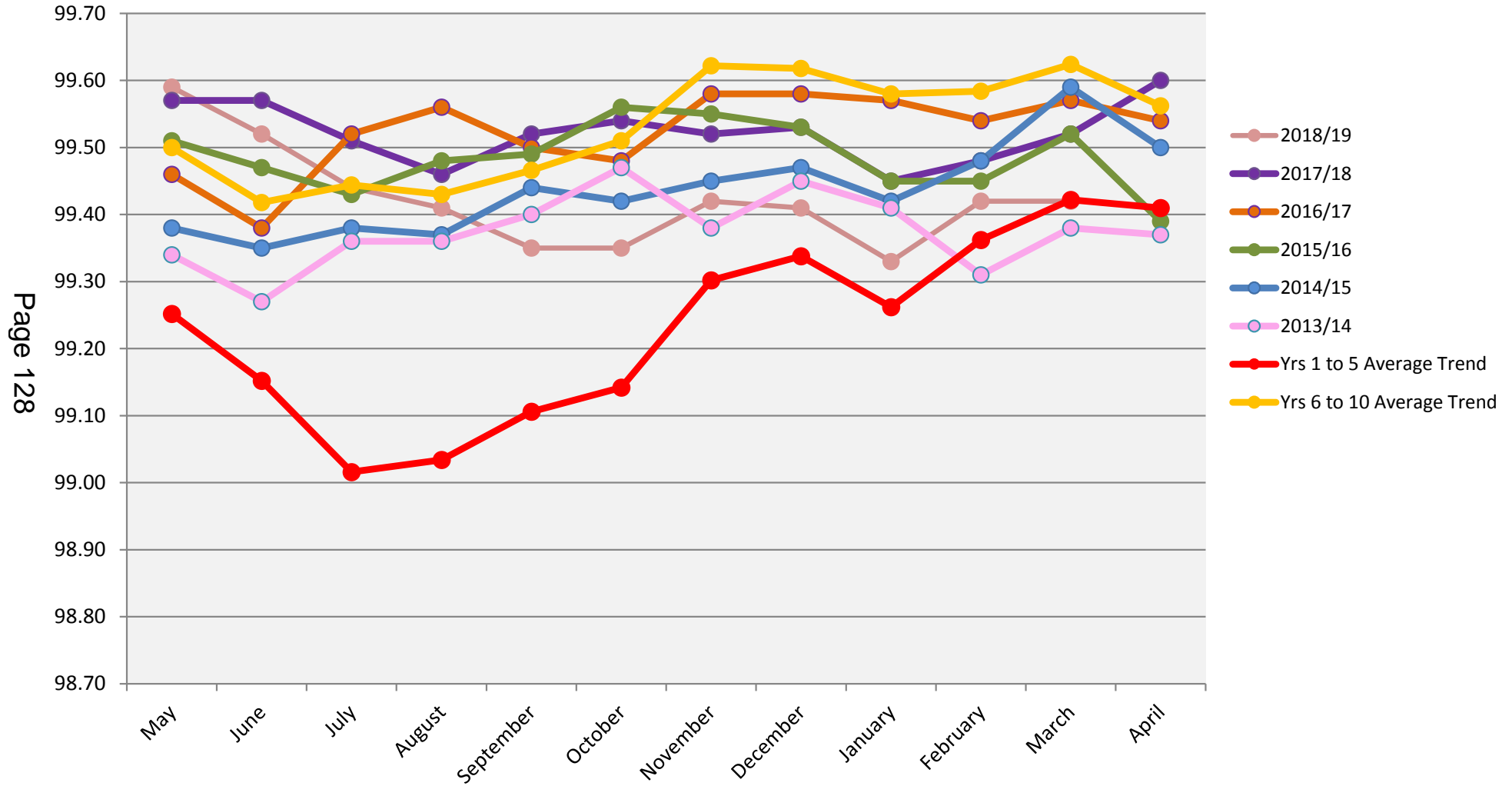
Number of Faults by Source



Call Centre	317	24.40%
Clarence	2	0.15%
Cyclic Maintenance	73	5.62%
Email	74	5.70%
Night Patrol	616	47.42%
Operative	43	3.31%
Supervisor	159	12.24%
Telephoned	15	1.15%
Total:	1299	100%

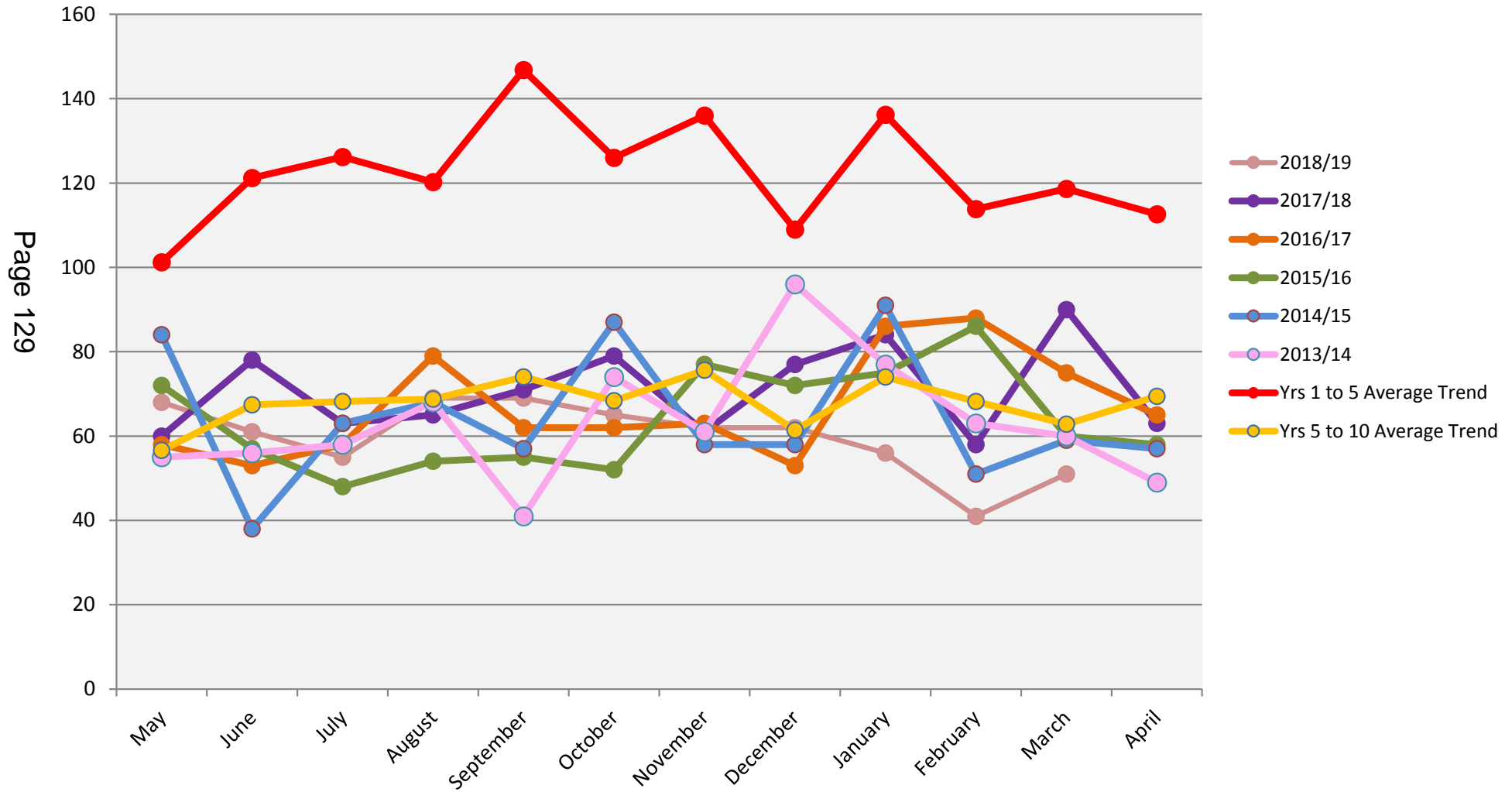


PS 2 - Percentage of Lighting Equipment Lit



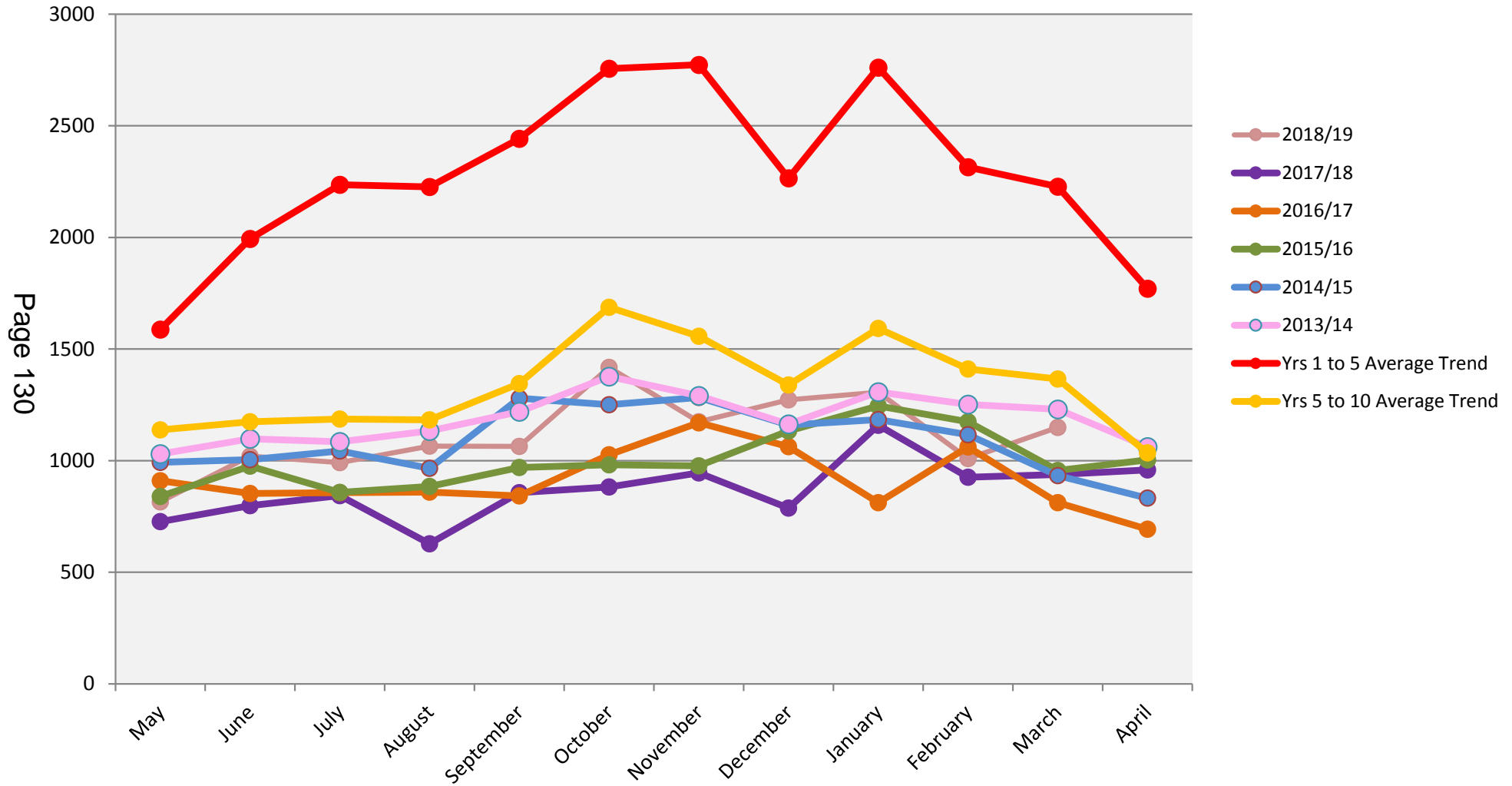


PS 4a - Emergency Events By Volume





PS 4b - Fault Repairs By Volume



APPENDIX 5

Performance Standard Report

Performance Standard Report

Report No: 191
 Period: 1-Mar-19 to 31-Mar-19

Summary

Monthly Amount (MADt)	1,075,997
Number of days in Period (N)	31
Items of Apparatus at end of previous Period (U)	108,435
Items in all New/Renewed Lighting Systems (T)	26,421
Indexation Factor (RPIFCy)	1.6123

$RPIFCy = (RPLY-1 / RPIo)$

RPLY-1 @ Feb 2018 278.6

RPIo @ Feb 2002 172.8

RPIFCy 1.6123

£

PS I(b)

Electrical, Structural & Optical Inspection & Testing -

PS II

Lighting Equipment Lit -

PS III

Photometric Performance -

PS IV

Response to Emergency Events -

Non-emergency Repairs -

PS V

Design, Installation, Commissioning & Decommissioning -

PS VI

Records and Management -

Total Deductions -

Staffordshire Street Lighting PFI
Performance Standard Report

Report No: 191
1-Mar-19 to 31-Mar-19

PS 2 - Lighting Equipment Lit

Deduction = $MADt \times \{((98 - P) \times 3) + 3\} / 100$

where:

P = Percentage Lit = $100 - \{(N \times 100) / M\}$

Patrol	Area	Date	M	N		P
BM1	Burton (Victoria, Horninglow, Anslow, Branston)	18/03/2019	2309	16		99.31
BM2	Burton (Burton Town, Stretton)	20/03/2019	2087	8		99.62
BM3	Burton (Winshill, Stapenhill)	28/03/2019	2093	6		99.71
BM4	Burton (Shobnall, Waterside)	31/03/2019	2222	11		99.50
BM5	East Staffs (Uttoxeter Heath & South)	21/03/2019	1835	17		99.07
BM6	East Staffs (Mayfield, Denstone, Rocester, Marchington)	27/03/2019	1128	10		99.11
BM7	East Staffs (Tutbury, Rolleston, Barton-u-Needwood, Yoxall, Abbots Bromley)	15/03/2019	1837	15		99.18
CM1	Cannock (Rugeley, Etchinghill, Brereton)	19/03/2019	3741	2		99.95
CM2	Cannock (Cannock Wood, Heath Hayes, Chadsmoor, Pye Green)	29/03/2019	4738	4		99.92
CM3	Cannock (Norton Canes, Longford, Hawkes Green)	18/03/2019	4722	29		99.39
CM4	Cannock (Colwich, Weston, Salt)	24/03/2019	1073	8		99.25
LM1	Lichfield (Christchurch, Stowe, Streethay)	04/03/2019	2233	13		99.42
LM2	Lichfield (Boley Park, Sandsfields)	13/03/2019	2062	20		99.03
LM3	Lichfield (Whittington, Fazeley, Wiggington, Drayton Basset, Hints)	08/03/2019	1485	14		99.06
LM4	Lichfield (Shenstone, Wall, Hammerwich)	15/03/2019	1471	9		99.39
LM5	Lichfield (Chase Terrace, Chasetown, Burntwood)	22/03/2019	2089	15		99.28
LM6	Lichfield (Boney Hay, Longdon, Armitage, Handsacre)	29/03/2019	1761	17		99.03
LM7	Lichfield (Kings Bromley, Alrewas, Mavesyn Ridware)	29/03/2019	1282	9		99.30
MM1	Moorlands (Biddulph, Brown Edge)	10/03/2019	2873	18		99.37
MM2	Moorlands (Warslow, Waterhouses, Ipstones, Kingsley)	04/03/2019	1029	12		98.83
MM3	Moorlands (Leek, Bradnop, Tittesworth)	05/03/2019	2574	18		99.30
MM4	Moorlands (Cheadle, Alton, Checkley)	07/03/2019	2312	20		99.13
MM5	Moorlands (Cheddleton, Endon and Stanley, Werrington)	12/03/2019	2095	18		99.14
MM6	Moorlands (Draycott, Forsbrook, Caverswall, Dilhorne)	10/03/2019	983	3		99.69
NM1	Newcastle (Porthill, Wolstanton, Maybank, Thistleberry, Clayton)	06/03/2019	3234	3		99.91
NM2	Newcastle (Newchapel, Kidsgrove, Butt Lane, Talke)	12/03/2019	2950	17		99.42
NM3	Newcastle (Town Ward, Silverdale)	07/03/2019	2635	23		99.13
NM4	Newcastle (Holditch, Cross Heath, Westlands, Seabridge)	06/03/2019	2720	20		99.26
NM5	Newcastle (Chesterton, Bradwell, Halmerend)	11/03/2019	2414	11		99.54
NM6	Newcastle (Subways)	12/03/2019	394	7		98.22

Staffordshire Street Lighting PFI
Performance Standard Report

Report No: 191
1-Mar-19 to 31-Mar-19

PS 2 - Lighting Equipment Lit

Deduction = $MADt \times \{((98 - P) \times 3) + 3\} / 100$

where:

P = Percentage Lit = $100 - \{(N \times 100) / M\}$

Patrol	Area	Date	M	N		P
OM1	Mid Staffs (Audley, Bignall End, Betley, Madeley, Keele, Ashley)	11/03/2019	2492	14		99.44
OM2	Mid Staffs (Swynnerton, Barlaston, Fulford, Stone)	12/03/2019	3948	21		99.47
OM3	Mid Staffs (Stone Rural, Titensor, Swynerton)	13/03/2019	1052	18		98.29
PM1	South Staffs (Dunston, Huntington, Penkridge, Brewood)	17/03/2019	3025	14		99.54
PM2	South Staffs (Cheslyn Hay, Great Wyrley, Essington, Featherstone)	19/03/2019	3580	17		99.53
PM3	South Staffs (Codsall, Perton, Patshull, Pattingham)	20/03/2019	2962	13		99.56
PM4	South Staffs (Lower Penn, Wombourne, Swindon, Himley, Kinver)	14/03/2019	2860	17		99.41
SM1	South Staffs (Lower Penn, Wombourne, Swindon, Himley, Kinver)	22/03/2019	4376	25		99.43
SM2	Stafford (Littleworth, Rising Brook, Highfields, Rowley)	05/03/2019	3619	11		99.70
SM3	Stafford (Creswell, Seighford, Gnosall, Eccleshall)	26/03/2019	1186	3		99.75
SM4	Stafford (Baswich, Weeping Cross, Wildwood)	01/03/2019	1773	11		99.38
TM1	Tamworth (The Leys, Leyfields)	17/03/2019	37	9		75.68
TM2	Tamworth (Bolehall, Amington, Glascote)	03/03/2019	2496	8		99.68
TM3	Tamworth (Stonydelph, Belgrave)	25/03/2019	2589	13		99.50
TM4	Tamworth (Wilnecote, Dosthill, Kettlebrook)	29/03/2018	2178	23		98.94
TM5	Tamworth (Cycle Routes)	08/03/2019	3183	17		99.47
TM6	Tamworth (Cycle Routes)	22/03/2019	461	3		99.35
SM5	Stafford	28/03/2019	637	0		100.00
			108,835	630		99.42

Total Deduction - PS 2

-

**Staffordshire Street Lighting PFI
Performance Standard Report**

Report No: 191
Period: 1-Mar-19 to 31-Mar-19

PS 3 - Photometric Performance

Deduction = ((MADt/U) x (N/S) x T) x 5

where:

N = no. of failures recorded

S = no. of lighting systems sampled

CID	Street	Unit #	Target	Actual	Variance	Sampled (S) enter '1' or '0'	Failures (N) enter '1' or '0'
245530	EDWIN CLOSE PENKRIDGE Penkridge - Perton	1	48.4	48	-0.4	1	0
247228	OAK AVENUE GREAT WYRLEY Great Wyrley - Perton	2	27.7	29.06	1.36	1	0
15241068	ORCHARD CLOSE GREAT WYRLEY Great Wyrley - Perton	2	27.7	29.05	1.35	1	0
15239435	GLENTHORNE DRIVE CHESLYN HAY Cheslyn Hay - Perton	8	34.7	52.9	18.2	1	0
15233246	RAVEN CLOSE GREAT WYRLEY Great Wyrley - Perton	2	27.7	28.9	1.2	1	0
234323	PENNEYCRESS GARDENS F/STONE Featherstone - Perton	2	45.8	46.5	0.7	1	0
228574	WARNER ROAD CODSALL Codsall - Perton	4	45.8	43.8	-2	1	0
12325	REEVES GARDENS CODSALL Codsall - Perton	3	45.8	46.1	0.3	1	0
15239057	HAZEL GARDENS CODSALL Codsall - Perton	2	32.7	40.6	7.9	1	0
237763	ELM GROVE CODSALL Codsall - Perton	3	45.8	47.1	1.3	1	0
11839	BIRCHES PARK ROAD CODSALL Codsall - Perton	3	45.8	46.1	0.3	1	0
235064	FALLOWFIELD PERTON Perton - Perton	1	27.7	30.6	2.9	1	0
15238690	GREENWAYS PENKRIDGE Penkridge - Perton	1	33.7	36.3	2.6	1	0
15239025	LEACROFT ROAD PENKRIDGE Penkridge - Perton	8	31.4	53.4	22	1	0
15239033	GRANGE ROAD PENKRIDGE Penkridge - Perton	7	14.1	46.3	32.2	1	0
235713	YEW TREE ROAD PATTINGHAM Pittingham & Patsull - Perton	4	45.8	45.9	0.1	1	0
15240196	SUCKLING GREEN LANE CODSALL Codsall - Perton	22	35.2	77.7	42.5	1	0
237769	WOODLAND DRIVE CHESLYN HAY Cheslyn Hay - Perton	2	27.7	29.17	1.47	1	0
15239042	FILANCE CLOSE PENKRIDGE Penkridge - Perton	1	35.6	47.6	12	1	0
20000081	UPLANDS CLOSE PENKRIDGE Penkridge - Perton	3	16.6	12.46	-4.14	1	0
15244495	ANSON CLOSE GREAT WYRLEY Great Wyrley - Perton	2	19	17.47	-1.53	1	0
15243170	OXFORD CLOSE GREAT WYRLEY Great Wyrley - Perton	2	16.3	19.09	2.79	1	0
15253518	SCHOOL ROAD WHEATON ASTON Lapley & Stretton - Perton	3	16.6	12.82	-3.78	1	0
15192	FROG LANE WHEATON ASTON Lapley & Stretton - Perton	1	12.5	10.58	-1.92	1	0
15246701	GUTHRUM CLOSE PERTON Perton - Perton	2	21.8	29.49	7.69	1	0
228695	THE PADDOCK CODSALL Codsall - Perton	4	45.8	45.4	-0.4	1	0
234328	PRIMROSE GARDENS FEATHERSTONE Featherstone - Perton	4	45.8	45.3	-0.5	1	0
109492	VALE VIEW PORTHILL Porthill - Newcastle	4	45.8	48.5	2.7	1	0
245996	HARTINGTON STREET WOLSTANTON Wolstanton - Newcastle	4	27.7	31.8	4.1	1	0
106651	SPENCER PLACE HOLDITCH Holditch - Newcastle	2	45.8	56.8	11	1	0
106366	COPPICE VIEW HOLDITCH Holditch - Newcastle	1	45.8	45.5	-0.3	1	0
240967	HALL STREET NEWCASTLE Town Ward - Newcastle	3	27.7	29.8	2.1	1	0
241741	WATER STREET NEWCASTLE Town Ward - Newcastle	2	27.7	31	3.3	1	0
237726	SEAGRAVE STREET NEWCASTLE Town Ward - Newcastle	1	27.7	32.8	5.1	1	0
108397	STANLEY GROVE MAY BANK May Bank - Newcastle	2	45.8	51.2	5.4	1	0
108214	HILLTOP AVENUE MAY BANK May Bank - Newcastle	6	45.8	43.6	-2.2	1	0
108330	PARKSIDE DRIVE NEWCASTLE May Bank - Newcastle	4	45.8	48.6	2.8	1	0
115128	STRATFORD AVENUE WOLSTANTON Wolstanton - Newcastle	1	45.8	49.7	3.9	1	0
246004	MORETON PARADE WOLSTANTON Wolstanton - Newcastle	7	27.7	30	2.3	1	0
245023	PALMERSTON STREET WOLSTANTON Wolstanton - Newcastle	1	27.7	34.5	6.8	1	0
114949	MARSH AVENUE WOLSTANTON Wolstanton - Newcastle	5	45.8	48.1	2.3	1	0
244914	ST MARYS ROAD WOLSTANTON Wolstanton - Newcastle	3	27.7	32.9	5.2	1	0
108491	WOOLISCROFT AVENUE NEWCASTLE May Bank - Newcastle	4	45.8	46.4	0.6	1	0
108113	CHAPEL STREET MAY BANK May Bank - Newcastle	2	45.8	44.7	-1.1	1	0
240882	SLANEY STREET NEWCASTLE Town Ward - Newcastle	2	49.2	63.7	14.5	1	0
240697	HAWKSTONE CLOSE NEWCASTLE Town Ward - Newcastle	1	45.8	50.5	4.7	1	0
237685	REFINERY STREET NEWCASTLE Town Ward - Newcastle	1	49.2	57.6	8.4	1	0
246412	CLUMBER GROVE CLAYTON Clayton - Newcastle	1	27.7	34.1	6.4	1	0

**Staffordshire Street Lighting PFI
Performance Standard Report**

Report No: 191
Period: 1-Mar-19 to 31-Mar-19

PS 3 - Photometric Performance

Deduction = ((MADt/U) x (N/S) x T) x 5

where:

N = no. of failures recorded

S = no. of lighting systems sampled

CID	Street	Unit #	Target	Actual	Variance	Sampled (S) enter '1' or '0'	Failures (N) enter '1' or '0'
105190	NORWICH PLACE CLAYTON Clayton - Newcastle	2	27.7	31.4	3.7	1	0
105199	SALOP GROVE CLAYTON Clayton - Newcastle	1	45.8	48.9	3.1	1	0
246573	HERTFORD GROVE CLAYTON Clayton - Newcastle	3	27.7	33.6	5.9	1	0
105112	LEASWOOD PLACE CLAYTON Clayton - Newcastle	13	45.8	50.7	4.9	1	0
109625	CONISTON GROVE SEABRIDGE Seabridge - Newcastle	4	45.8	49.9	4.1	1	0
109657	ESK WAY SEABRIDGE Seabridge - Newcastle	3	27.7	33.1	5.4	1	0
109883	ORWELL PLACE SEABRIDGE Seabridge - Newcastle	3	45.8	47.4	1.6	1	0
109859	MERSEY ROAD SEABRIDGE Seabridge - Newcastle	3	45.8	47.7	1.9	1	0
227298	RIDGMONT ROAD SEABRIDGE Seabridge - Newcastle	5	28.3	27.6	-0.7	1	0
109659	ETON AVENUE SEABRIDGE Seabridge - Newcastle	2	27.7	29.22	1.52	1	0
242260	NORTHESK PLACE WESTLANDS Westlands - Newcastle	1	27.7	35.1	7.4	1	0
233427	GEORGE STREET NEWCASTLE Town Ward - Newcastle	2	23.4	37	13.6	1	0
114695	CHURCH LANE WOLSTANTON Wolstanton - Newcastle	6	23.4	37.9	14.5	1	0
115068	SILVERDALE ROAD WOLSTANTON Wolstanton - Newcastle	8	33.4	23.49	-9.91	1	0
239571	KNOLL CLOSE HAMMERWICH Hammerwich - Lichfield	2	27.7	27.78	0.08	1	0
245935	FOX LANE ALREWAS Alrewas - Lichfield	1	31	55.6	24.6	1	0
15239733	BRANTWOOD AVENUE CHASETOWN Chasetown - Burntwood	1	27.7	27.57	-0.13	1	0
15239463	FERNDAL CLOSE BURNTWOOD Chasetown - Burntwood	4	32.7	39.1	6.4	1	0
236849	JACKSON ROAD LICHFIELD Christchurch - Lichfield	3	45.8	52.8	7	1	0
238394	CHRISTCHURCH GARDENS LICHFIELD Sandfields - Lichfield	1	27.7	33.4	5.7	1	0
236894	MESNES GREEN LICHFIELD Sandfields - Lichfield	6	27.7	28.21	0.51	1	0
229205	AUTUMN DRIVE STOWE LICHFIELD Stowe - Lichfield	1	45.8	45.8	0	1	0
38307	NETHERSTOWE LANE LICHFIELD Stowe - Lichfield	7	45.8	46.1	0.3	1	0
236260	BEECHFIELD RISE LICHFIELD Boley Park - Lichfield	2	27.7	36.6	8.9	1	0
38471	ROCKLANDS CRESCENT LICHFIELD Stowe - Lichfield	6	45.8	45.8	0	1	0
238257	MALLICOT CLOSE LICHFIELD Stowe - Lichfield	4	27.7	31.2	3.5	1	0
236818	LOMAX CLOSE LICHFIELD Christchurch - Lichfield	1	45.8	52.6	6.8	1	0
15238859	THE CHARTERS LICHFIELD Christchurch - Lichfield	1	27.7	28.95	1.25	1	0
20001820	ST JOHN STREET LICHFIELD Sandfields - Lichfield	7	30.4	32.2	1.8	1	0
15241240	CHAUCER CLOSE LICHFIELD Sandfields - Lichfield	1	27.7	28.08	0.38	1	0
15241451	ASHLEY ROAD CHASE TERRACE Chase Terrace - Burntwood	2	48.4	48.1	-0.3	1	0
238531	FOXCROFT CLOSE HAMMERWICH Hammerwich - Lichfield	4	27.7	30.2	2.5	1	0
15241848	INGE DRIVE ALREWAS Alrewas - Lichfield	1	38.3	52.4	14.1	1	0
15248111	WARREN ROAD LICHFIELD Hammerwich - Lichfield	8	20.5	16.75	-3.75	1	0
CIP20001780	STAMFORD CRESCENT BURNTWOOD Chase Terrace - Burntwood	2	22.5	19.15	-3.35	1	0
CIP20001787	MILL WAY LONGDON Longdon - Lichfield	3	16.6	15.19	-1.41	1	0
CIP20002848	THE CROFT LONGDON Longdon - Lichfield	1	12.3	9.92	-2.38	1	0
15253511	KENILWORTH ROAD LICHFIELD Sandfields - Lichfield	3	16.6	15.25	-1.35	1	0
CIP20000968	DUKE ROAD CHASE TERRACE Chase Terrace - Burntwood	2	30.9	23.65	-7.25	1	0
CIP20002952	SWAN CLOSE LONGDON LICHFIELD Longdon - Lichfield	1	12.3	10.24	-2.06	1	0
CIP20002858	BERKELEY WAY LONGDON Longdon - Lichfield	2	16.6	15.27	-1.33	1	0
CIP20001074	ASHMEAD ROAD CHASE TERRACE Chase Terrace - Burntwood	5	16.6	13.67	-2.93	1	0

Performance Standard Report

Report No: 191
1-Mar-19 to 31-Mar-19

PS 6 - Records & Management

Deduction = £50 x RPIFCy x W x M x {1.1^(M-1)}

where:

M = no. of consecutive elapsed days exceeding response time

Activity	Weighting	M	£ per activity	No.	£ Total
Data Entry 1 day late	0.1	1	8.06	-	-
Data Entry 2 days late	0.1	2	17.73	-	-
Data Entry 3 days late	0.1	3	29.26	-	-
Data Entry 4 days late	0.1	4	42.92	-	-
Data Entry 5 days late	0.1	5	59.01	-	-
Data Entry 6 days late	0.1	6	77.90	-	-
Data Entry 7 days late	0.1	7	99.97	-	-
Data Entry 8 days late	0.1	8	125.67	-	-
Data Entry 9 days late	0.1	9	155.52	-	-
Data Entry 10 days late	0.1	10	190.08	-	-
Data Entry 12 days late	0.1	12	276.00	-	-
Data Entry 13 days late	0.1	13	328.90	-	-
Data Entry 14 days late	0.1	14	389.62	-	-
Data Entry 16 days late	0.1	16	538.79	-	-
Data Entry 19 days late	0.1	19	851.59	-	-
Data Entry 20 days late	0.1	20	986.05	-	-
Data Entry 28 days late	0.1	28	2,959.16	-	-
<u>Customer Care</u>					
Telephone answer/response %	0.5	1	40.31	-	-
Written correspondence	0.1	14	389.62	-	-
Consultation for Asset Renewal	5	1	403.07	-	-
Notify property owners	5	1	403.07	-	-
AMS energy accuracy	1	1	80.61	-	-
Publish customer care charter	1	1	80.61	-	-
Update & republish charter	1	1	80.61	-	-
Update & republish website	1	1	80.61	-	-
Freephone facility	1	1	80.61	-	-
Annual reports	0.5	1	40.31	-	-

Performance Standard Report

Report No: 191
 1-Mar-19 to 31-Mar-19

PS 6 - Records & Management

Deduction = £50 x RPIFCy x W x M x {1.1^(M-1)}

where:

M = no. of consecutive elapsed days exceeding response time

Activity	Weighting	M	£ per activity	No.	£ Total
Update competence register	0.5	1	40.31		-
Council request for meeting	5	1	403.07		-
Submit SARP as Appx 'M'	1	1	80.61		-
Total Deduction - PS 6					-

**STAFFORDSHIRE COUNTY COUNCIL
HIGHWAY LIGHTING
PRIVATE FINANCE INITIATIVE CONTRACT**

**ANNUAL SERVICE REPORT FOR PERIOD
19TH MAY 2017 TO 18TH MAY 2018**



**Staffordshire
County Council**

www.lightingforstaffordshire.net
helping to make staffordshire safer





Introduction

This report is prepared by the Service Provider, E.ON Energy Solutions Limited, in accordance with its obligations contained under Schedule 4, Part B.

Contents

- 1.0 Introduction by Staffordshire County Council**
- 2.0 Project Overview**
- 3.0 Introduction to E.ON**
- 4.0 Progress Report**
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- 7.0 Annual Environmental Plan**
- 8.0 Annual Innovation Plan**
- 9.0 Summary**

1.0 INTRODUCTION AND FOREWORD BY STAFFORDSHIRE COUNTY COUNCIL

Prior to the commencement of the Street Lighting Private Finance Initiative (PFI) contract Staffordshire County Council was responsible for 99,000 units of street lighting equipment. With an average design life for a street light of 25 - 30 years and with 24 % of street lights age expired, there was significant risk to the public from street lighting column failure. The annual investment budget fell considerably short of providing an acceptable solution to a rapidly degrading lighting stock and hence a longer term solution was developed in the form of a PFI. In May 2003 Lighting for Staffordshire commenced a programme of renewal and maintenance works for the 25 year term PFI contract. This would ensure the condition of the County's road lighting stock would be maintained at the appropriate level for the foreseeable future.

The Project will therefore provide a continuous investment programme that will halt and reverse equipment degradation through the provision of a modern standard of road lighting which is and will continue to be designed to provide an economic and effective level of lighting whilst protecting and enhancing the environment.

The PFI project forms an integral part of Staffordshire County Council's priority outcomes and aims by the provision of good lighting and an efficient lighting service to support our Vision – A connected Staffordshire, where everyone has the opportunity to prosper, be healthy and happy.

Mark Deaville
Cabinet Support Member for
Highways and Transport



2.0 PROJECT OVERVIEW, MAY 2018

The Staffordshire Highway Lighting PFI project launched in May 2003 as a partnership between Staffordshire County Council and Lighting for Staffordshire targeting the County's 99,000+ street lights, illuminated signs and bollards to provide longevity through structured maintenance and replacement regimes to assist in improving road safety, reductions in crime and the fear of crime.

Maintenance activities including timely lamp changes, lantern and bollard cleaning, periodic electrical and structural inspections keep the assets in good working order whilst those assets reaching the end of their maintainable life are programmed for replacement.

24 hours a day, 365 days a year coverage is provided as standard to ensure that those unforeseen emergency events that could cause harm to residents or property are dealt with quickly and professionally to reduce risks.

Performance monitoring of the services provided is ongoing and continuous by Lighting for Staffordshire, Staffordshire County Council and Government appointed National Auditors.

Over the past 15 years the street lighting industry has grown and developed at a significant and amazing pace which can be partly attributed to funding investments through PFI's and the genuine desire to provide innovative energy saving solutions to provide sustainable support to something most people take for granted. There are continuing developments such as lamp sources that use up to 70% less energy, systems that use Wi-Fi to remotely control lights and in built dimming capabilities that reduce power consumption and output whilst most of us sleep.

This report concentrates on the targets and achievements of year 10 of the Annual Apparatus Renewal Programme (AARP), 19 May 2017 to 18 May 2018 as well as a look ahead to our future plans and aspirations.

Paul Slade
Regional Operations Manager
 **Energy Solutions Limited**
Infrastructure Services

3.0 Introduction to E.ON

We are one of the UK's leading power and gas companies - generating electricity, and retailing power and gas. We're part of the E.ON group, the world's largest investor-owned power and gas company employing around 9,500 people in the UK alone.

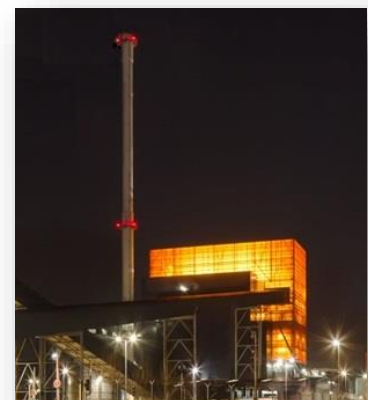
Our vision is to deliver a market leading customer experience, and drive future business growth.

Around five million people get their electricity and gas from us at home and at work – making us one of the top energy companies in the UK. As part of the E.ON group, we're also one of the top energy companies in the world.



We want to be a company people can trust and are always looking at ways to make energy cleaner. We're producing more energy from renewable sources like wind and water and at present we have 20 operational wind farms, along with being a partner in the world's largest offshore wind farm, the London Array. We have dedicated biomass plants at Lockerbie and Blackburn Meadows and the first wave power generator in the UK. We're not stopping there though as we've got plans to produce at least 1,500MW more renewable energy.

We've also built a number of Combined Heat and Power (CHP) plants, which are much more efficient than traditional power plants. As well as making energy cleaner, we want to make it simpler. We've talked to customers to find out what they want and have introduced things like clear, single-sheet bills and fewer tariffs that are easier to understand. We're doing more to help customers save energy and money too, by giving them free energy saving hints and tips.



Our Generation business is involved in every link of the energy chain, producing electricity from a portfolio of world-class power stations and researching new technologies to meet the needs of our customer base.

In the UK Climate and Renewables focus is on wind, both onshore and offshore, and dedicated biomass.

E.ON Energy Solutions Limited is responsible for offering low carbon energy solutions to businesses and Local Authorities across the UK, through a full value chain of services to our customers, from initial research and development through to retail energy supplies. Our solutions can range from simple advice, to a complete, design, supply, install and on-going maintenance of "turnkey" packages utilising all onsite renewable technology on both new and existing developments ranging from a single property, such as a school, through to complete heat and power networks and energy centres on large regeneration or new build projects including ESCo provision.

Electric Vehicle charging is at the heart of E.ON's strategy to be partner of choice for



sustainable energy and mobility solutions. As part of this vision we have created a global E.ON Drive business which is focussed on delivering electric vehicle infrastructure on scale and support our drive to have one of the largest networks in the UK and Europe.

At E.ON we're proud to be shaping the energy world of tomorrow and together with our partners (Nissan, DriveNow, GreenMobility, Sixt) we believe we can electrify people's journeys.

E.ON has a strong track record in installing and operating EV networks on a large scale across major cities in Europe and also connecting cities and countries with our network. We are committed to developing innovative solutions and being at the forefront of new and emerging technologies. We offer a full end to end solutions including hardware, fully integrated backend systems and digital solutions. We install, manage and operate extensive networks across many countries such as Denmark where we manage a network of 3500 posts.

The E.ON Energy Solutions team of Infrastructure Services has extensive operational and management experience in the external lighting market; providing a true one-stop-shop offering from design, consultancy and construction through to connection and long term maintenance for street lighting.

We have continued to transform our business to meet demands and expectations of the future. We provide consistent support to our strategic objectives and improve efficiency through closer sharing of best practice, resource and knowledge and have continued to

welcome new people who will energise, focus and invigorate what is already a highly frenetic and motivated team.

We have continued with investment into our Street Lighting fleet to the tune of over £2 million and now have vehicles that are not only more efficient but also carry additional safety features.



To support our sustainable growth, we have expanded our portfolios outside of our normal geographic boundaries as well as the solutions we can offer to both new and existing customers. With the advent of 'smart city' technologies, the humble street light plays an important part as the most prolific and strategically placed asset to assist in the necessary upgrading and development of the infrastructure in the new age.

Our recent transition into becoming an accredited internal training provider for our Apprenticeship Programme, coupled with our positive mentoring scheme, ensures our Apprentices receive the very best training and support throughout their development. It provides consistent and positive reinforcement of our safety methods and culture throughout this very important period of training and helps to build a foundation of personal ownership of safety for themselves, their colleagues and the public that they serve. This commitment to training and development was most noticeably recognised by the Highway Electrical Association in 2017 when we were awarded the Apprentice of the Year at their annual conference, where we were also successful in achieving the Large Contractor of the Year award.

4.0 PROGRESS REPORT

4.1 Asset Renewal Progress Update

Our asset renewal teams review the condition of every lamppost within the County considering their age profile to make sure that they continue to be structurally safe, economically viable to maintain and not likely to become structurally defective through age degradation or environmental factors. Those units failing any of the categories are programmed, using an additional assessment of risk, for replacement either as single units or as complete schemes where the majority of the lampposts in the road are affected and require replacement.



Every road throughout the County has a designated classification, which is not simply dependent upon a road being an A or B road, but also considers usage, location, speed, traffic flows, and the like. This classification is what ultimately determines the appropriate level of lighting required for that road and it is from this information that the lighting design can be determined. Furthermore, we can determine where we can implement dimming strategies to reduce night time light levels and with that, the energy consumed.



When considering new schemes and any alterations required to meet this, existing locations are considered to reduce unnecessary disturbance to the footpaths and ultimately the community. Where this is not possible, new locations are selected as sympathetically as possible within the existing road layout but this may mean new positions where street lights have not previously been.

Staffordshire remains the only operational PFI with an asset replacement programme spanning the 25-year contract term. Other contracts replace all units within an intensive 5-year programme irrespective of condition, rather than utilising the maximum life of the asset and replacing units when necessary. This method of contract delivery provides a smoother, more sustainable and affordable replacement programme when the new assets require review again in approximately 40 years.

The continuous cycle of replacement has enabled us to consider new technologies as they emerge. When new products or wholesale technological advancements become available we can consider benefits such as reductions in ongoing maintenance costs, improved

lighting abilities that may reduce the number of assets requiring to be installed, reduced power consumption which reduces energy costs alongside other factors that may detrimentally affect how we deliver quality into the lighting stock.



LED (Light Emitting Diode) technology has been one of the fastest growing and most beneficial advancements to the industry since the external lighting market commenced. We initially introduced the new lanterns into residential areas of Staffordshire for two reasons - this represented a higher proportion of the assets and provided the same type of white light technology we were already

using. After considering the level of energy savings that could be made alongside the potential reductions in maintenance, this became a viable solution. Good value has continued to be returned when considering the excellent performance of the lanterns and the ability to utilise multilevel dimming.

Initially, we held off using this technology to meet our primary, higher classification road lighting solutions due to the initial investment costs failing to balance the investment and return. However, as the technology progressed and the highly competitive market drove down costs, the solution reached the point where it could be rolled out as a standard solution throughout replacement programmes. There will always be occasions where this solution is not viable or suitable for the location and in those instances more traditional lamp sources will still be used.

To better explain the benefits and considerations that led us to implement LED technologies the following adequately sums up the history and primary reasons why this was, and still is, too good to refuse; all previous street lighting lanterns utilised lamp technology based upon how elemental gases and chemicals generate light when they are ignited or subject to heat. All lanterns therefore had an initial "warm up" period as the temperature of the gases increased to the point where optimum light was



produced. Switch on times were therefore set to allow the lamp warm up to be completed when the light was needed. LED lamp switch on is instantaneous and by removing the warm up period we can switch lights on fractionally later, and whilst seven or eight minutes per lantern per night may not sound like a huge saving, when this is multiplied across the whole of the UK's lighting network, it quickly becomes tangible and substantial.



LED lanterns offer a versatile light output whilst significantly reducing energy consumption. In 2003 SOX lamps were used and the 26-watt output lamp consumed 59 watts of energy to generate this. Next onto the market came PLL (compact fluorescent lighting) and the 36-watt output lamp consumed the same energy to generate this, which was a significant improvement as it represented a 38% saving in energy for every change made. We can now utilise the LED equivalent scheme, which in most cases can be achieved with a lamp that consumes less than 22 watts per hour. Compared to PLL, this

presents a saving of 38%, and when compared back to SOX lamps that were used at the start of the contract, we are now making a combined saving of over 62% without any further consideration for the potential to apply dimming. These efficiencies further benefit from the optical distribution ability of LED lanterns, which means we can utilise more of the existing column positions to mitigate any growth in the number of assets a road needs to illuminate it to the standards required.

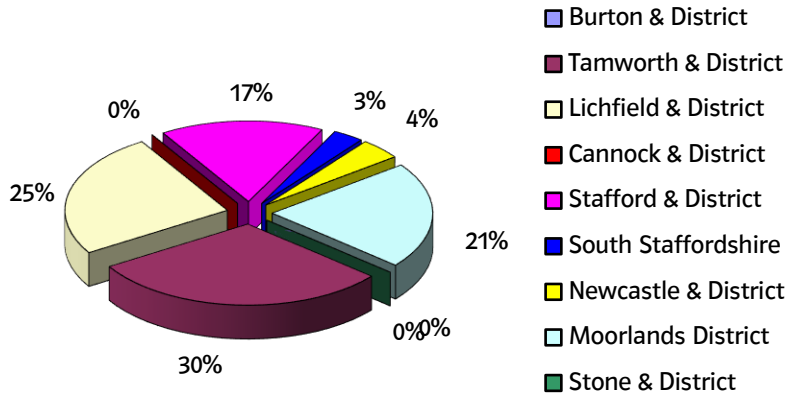


Our delivery objective has always been to ensure that our replacement programme is distributed throughout the County over each period as opposed to concentrating solely in one district or area. This allows the benefits the new lighting brings to be displayed regionally and reduces prolonged disruption in any area.

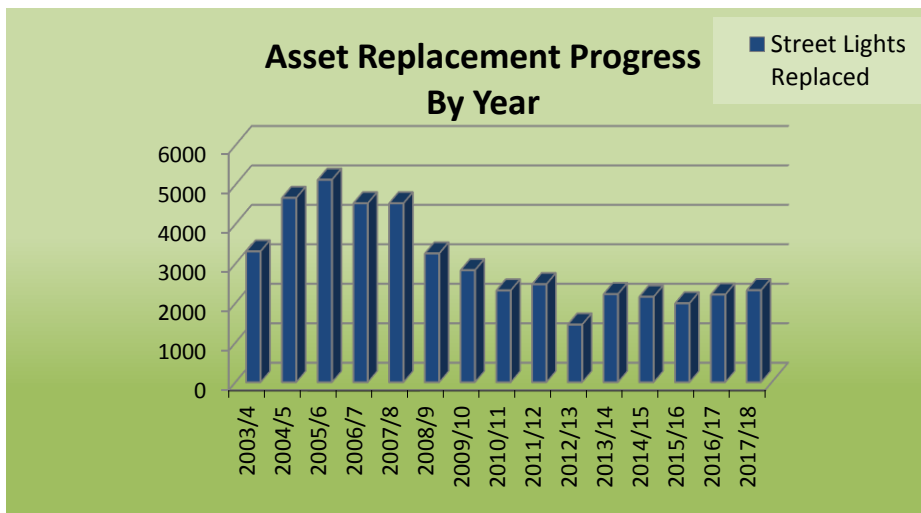
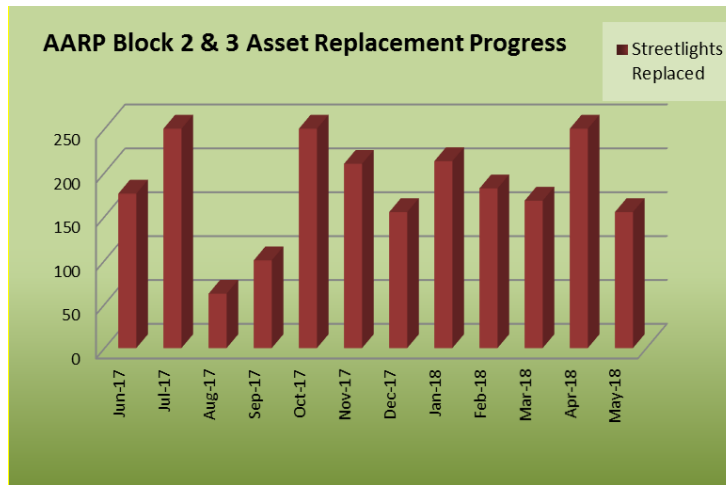


The following activity report shows the districts across the region that have benefited from new column installation in the last year;

**Street Lighting Columns Installed By Area
 2017 to 2018**



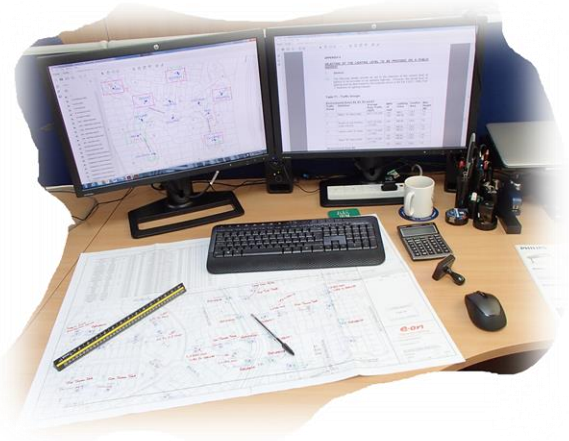
To date we have replaced more than 45,000 street lights and the graphs below indicate the number of columns replaced each month during the 2017/2018 period along with the overall street lighting replacement progress since contract commencement;



4.2 Programme Delivery

Our planned delivery programme is updated every three months and to ensure this is visible and readily available, it is shared with Staffordshire County Council, and other district and borough councils within the county.

Columns are primarily selected for replacement in accordance with their age, but we also understand that some columns are more resilient than others and plan our anticipated working patterns by using data collected over the past 15 years, data collected by the Authority prior to project commencement, and our extensive industry knowledge. We have completed a full programme review to determine a general programme of commencement



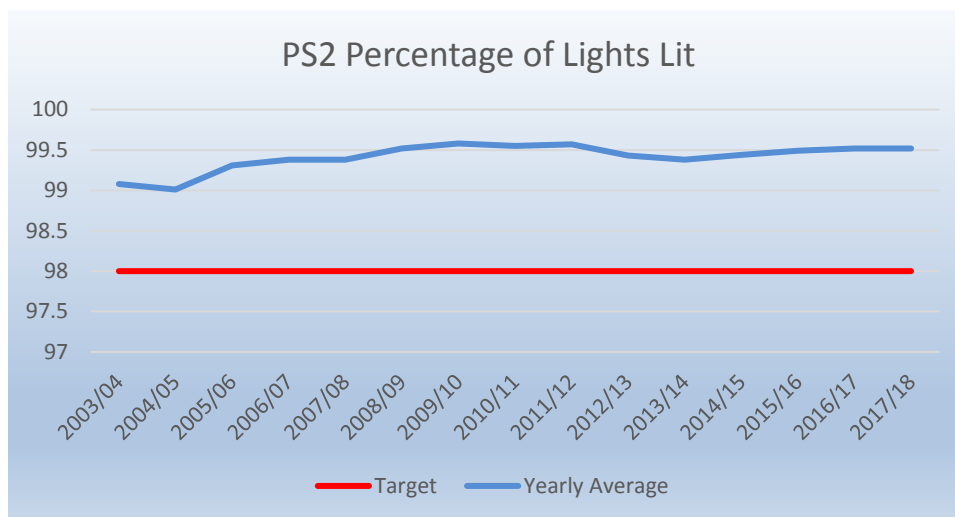
for each and every road up until the contract conclusion in 2028. Whilst this may be subject to small changes through accelerated deterioration, planning in line with other County developments and the like, we can now provide better information for any interested party regarding our whereabouts for the remainder of the project.

A summary of the data is also accessible by all members of the public and any other interested parties via our dedicated website. The website also includes an overview of our contract activities, answers to Frequently Asked Questions and links to Staffordshire County Council and E.ON websites.

4.3 Maintenance Progress Update

Well planned, well managed and suitably invested cyclic maintenance regimes are, to us, the most important part of the project. Our dedicated teams ensure that all street lights, illuminated signs and bollards remain lit and in a good condition – safe and operationally. This involves a strict programme of lantern cleaning, lamp changes, electrical and structural inspections as well as night patrols and illuminance checks to make sure that each asset continues to perform as designed and required. The project includes a specific performance target to maintain the number of lights that are lit across the County; above a threshold of 98% which, when you consider that we currently maintain over 108,500 units within the County, this is no small achievement.

The following chart shows the progress since contract commencement against the target requirements and with an average of over 99.4% lights lit, it is an excellent achievement and demonstrates our year on year commitments.



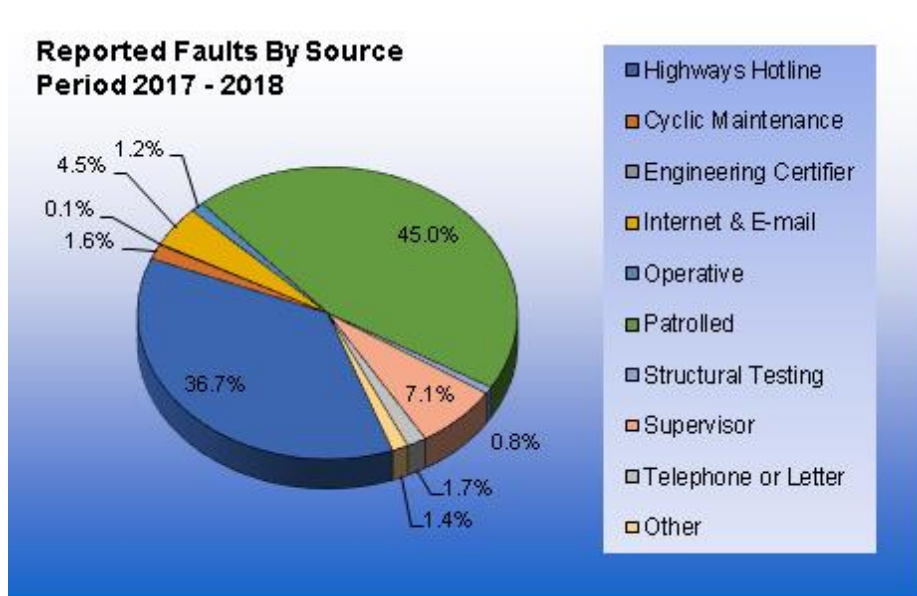
Although street lights are designed to be robust to endure the environmental impacts of day to day operation, it is not surprising that faults occur when we factor in the stresses caused by temperature shifts ranging from -20°C to +30°C, driving rain, heavy winds and snowfall. There are several ways that we can be made aware of faults by members of the public – telephone calls and emails directly or via the Staffordshire County Council Highways Hotline. We also undertake night patrols that look at every street light and lit sign once a month to check whether they are operating effectively. Our maintenance teams, supervisors, engineers and managers also provide input by reporting issues they find. Due to the



investment in equipment, increase in maintenance inspections and robust work programming (such as clean and change schedules), we have observed a general decrease in the number of reactive faults that are reported.

Each fault received is recorded within the Asset Management System to ensure the details are recorded to create a detailed history for each individual asset. This provides data that can be reviewed to identify trends, support strategic plans, and assist external agencies, such as the Police when investigation road traffic incidents or other criminal investigations.

The chart below shows the percentage split of where fault reports are generated from, the general public plays an important role in this with nearly 40% of all information coming from this route.



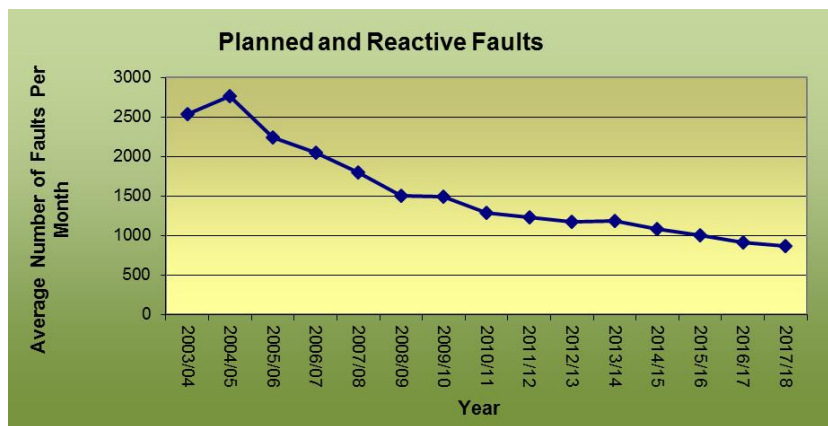
Fault repairs have specific timescales and targets for completion, such as 5 working days to attend and rectify an out of light fault. This timescale commences when we become aware of the issue and financial penalties are applied when the timescales are not met. Of the 277,539 fault reports received since project commencement, we have completed 931 of these outside of the target response time, which equates to only 0.34%.

Where street lights are fed directly from the underground electrical network owned and operated by Western Power Distribution, the Distribution License Holder (DLH) for the region, any necessary power failures caused by cable faults and the like can only be repaired by them. Each regional DLH is regulated by OFGEM for their response and duties to attend all kinds of electrical faults. Whilst this takes a little longer than our normal 5 day response times we still continue to monitor attendance times and ensure work is completed quickly and efficiently.

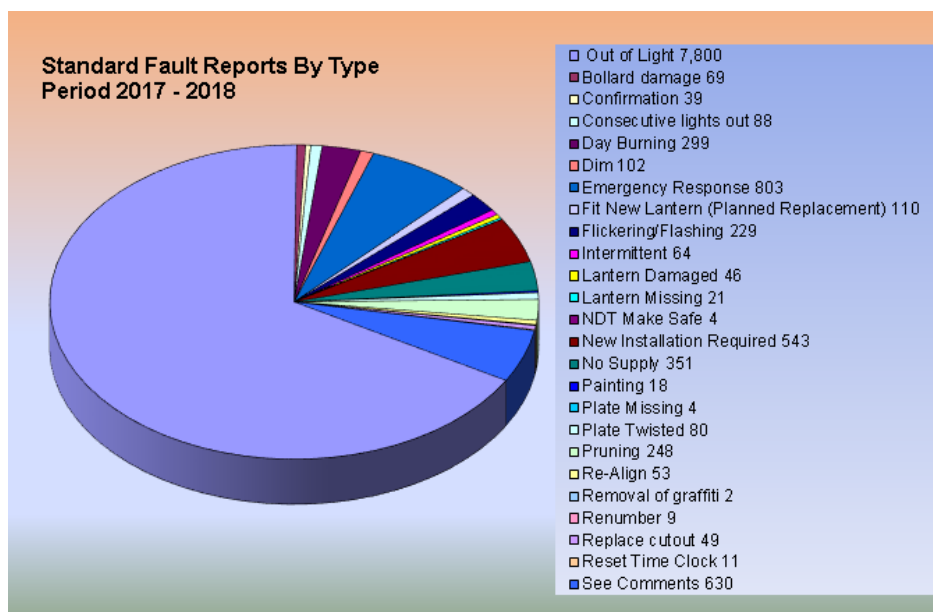


Where we identify equipment that does not meet our standard, we will complete rectification work with the aim of minimising loss of service to the public and preventing a system failure. For the purpose of this report, such work has been excluded from the data to provide a clearer indication of the actual failures rather than internally monitored works.

The following indicates the total number of faults we have attended to each year since project commencement;



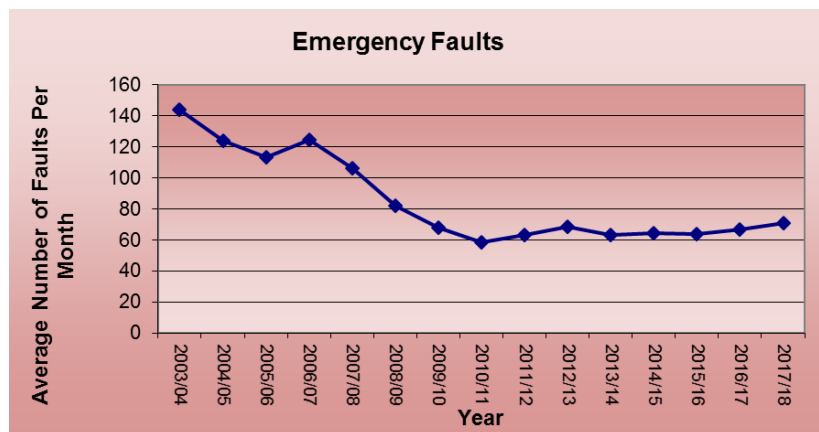
The following chart indicates the type of faults we have attended to over the year, and by maintaining this level of data we are able to spot trends year on year which help us plan future works and strategies.



Emergency events are those that have the potential to cause serious harm or damage to members of the public or property. Our permitted response time to attend and make events of this nature safe is limited to two hours. Our teams are available 24 hours a day,

365 days a year and out of the 849 reported emergency events in this period, all were attended to within these timescales. Of the 15,359 emergency events that have been reported since project commencement, only 7 were attended to outside the target and all of these occurred within the first 5 months of the contract mobilisation.

The following chart shows the average number of emergency call-outs our teams have attended to each year since the project began. It is good to see that well-targeted asset investment has also helped to reduce these events since contract commencement.



The decorative appearance of the assets can play an important part in making the street scene look clean and attractive. All new lampposts carry an industrial appearance due to the galvanised finish, which is applied to help prevent rust and limit environmental damage, but they quickly become part of the landscape. Any units we identify that fail to meet the strict criteria that surrounds the decorative condition, but are still otherwise serviceable, may be painted to restore a good appearance and provide a protective finish.



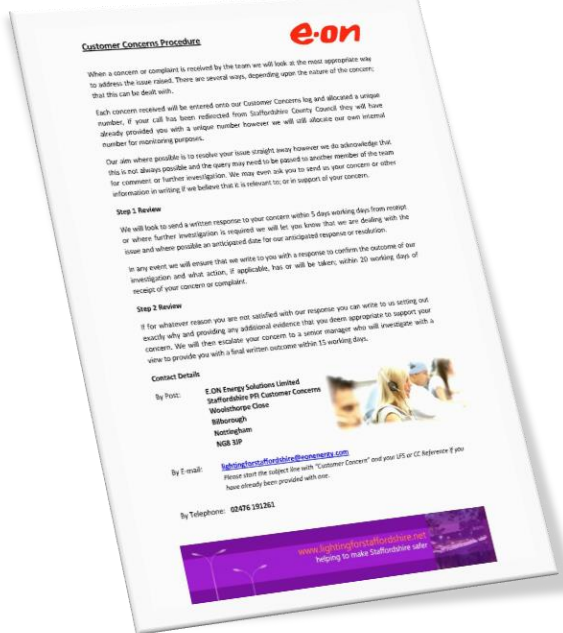
Painting, except in certain conservation areas where it is purely provided as a decorative finish, is only applied as an aid against the aging process. The paint systems used are selected because of their high durability, anti-graffiti coating, long lasting anti-fade properties, and anti-rusting agents, which help to not only prevent premature ageing but in some cases, can also help to slow down any rusting that has commenced.



5.0 CUSTOMER CARE

5.1 Progress Update

Staffordshire is home to over 860,000 people and covers a geographically diverse area of some 1,012 square miles. It is therefore important that as a project team we apply a consistent, practical and even approach to all concerns, enquiries and complaints received. Ensuring that there is a balance between the requirements of the individual, the community and any statutory or contractual duties placed upon us can, at times, be difficult and challenging. Every concern is considered on its own merits and where possible we try to put ourselves in the position of the complainant, however there are sometimes concerns that cannot be resolved to everyone's satisfaction.



Our customer care process starts at the design stages of any scheme, with consideration being given to the planned locations and positioning of the lampposts. In considering how to proceed we must balance the final locations required to meet the design with the existing positions, the potential aesthetic impact, and of course the overall safety impact for highway users. However, where customer relocation requests do not meet with our priority factors of reducing energy consumption and street clutter, they will not be considered.

We do appreciate that the final positioning of some units can be unpopular at an individual level. However, this is often due to alternative solutions carrying high economic and environmental impact, such as the net increase of the number of units in a street – which in turn increases energy and maintenance costs unreasonably. We also look at the benefits to the community and throughout the County when considering our outcome.



The team respond to each concern or complaint raised individually either in person, by telephone, letter or e-mail. In some cases where an agreement cannot initially be reached, Staffordshire County Council mediate by reviewing the concern and recommendations proposed before deciding upon a solution.

We also monitor customer satisfaction with maintenance activities we have carried out. We contact individuals who have reported a fault within the month and complete a telephone survey, which consists of a series of questions designed to provide feedback on how easy it was to make contact with us, how easy it was to report the fault and how quickly we completed the repair. The chart below indicates the level of customer satisfaction throughout the year against the baseline target;



By working closely with Local Authorities, Parish Councils and law enforcement agencies as part of our planning and day to day activities we aim to deliver an acceptable scheme. In Conservation areas and Areas of Special Interest the level of consultation and agreement via the local Conservation Officers and Local Authorities enables us to secure approval and, where necessary, additional funding to enhance the aesthetics of a new lighting system.

Our website, www.lightingforstaffordshire.net, contains links to report faulty lights, documents our Customer Care Charter and Customer Concerns procedure, Frequently Asked Questions, and an updated list of roads to be included within asset renewal programme.

6.0 CRIME AND SAFETY IMPROVEMENT PLAN

6.1 Project Progress

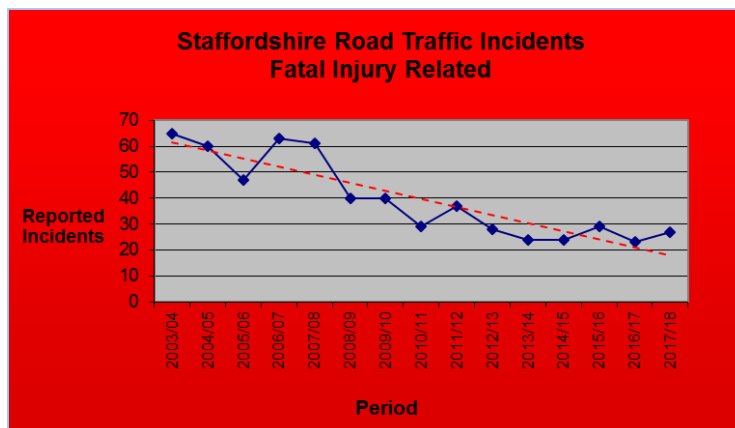
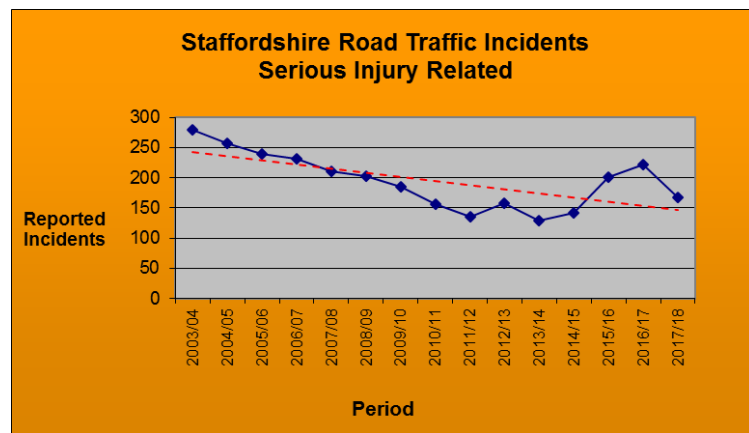
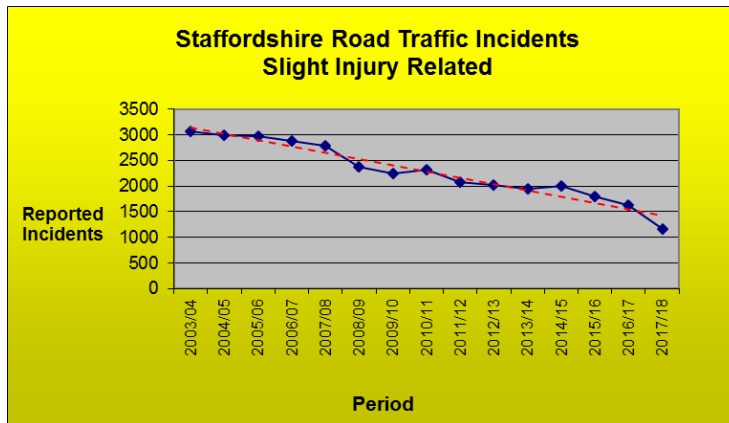
With more and more cars on the road each year, coupled with investment in smart motorways and primary road networks, it is important to consider safety. Studies are undertaken every year to establish the best way of doing something, and whilst some often appear conflicting it is important to consider that each must be taken in context for the situation, which will naturally differ depending on the road type, speed and general usage. It is unlikely that any single strategy will can eliminate all incidents and road traffic collisions but combinations of different strategies being sensibly delivered will make improvements over time.



Whilst there is clear evidence to show that traffic calming measures such as speed humps will have an immediate impact on vehicle speed and therefore reduce incidents, the same cannot be said for new lighting schemes. It is documented that white light technology enhances colour at night leading to an increase in object definition, and therefore the ability to better judge distance and speed and the recognise hazards and obstacles, makes a significant difference to road safety.

The new street lights delivered since project commencement combine with other primary highway strategies and initiatives to help provide a safer network and environment for residents, pedestrians and drivers as well as a deterrent for criminal activity. Studies continue to maintain that well-lit streets lead to a reduction in the fear of crime as communities are more inclined to venture out after the hours of darkness; and the resultant increase and confidence in people traffic can deter criminals from their activities.

The overall downward trend of road traffic incidents resulting in personal injury has continued within Staffordshire over the past 15 years as can be seen from the attached charts. Note the information contained below includes our regions motorway networks but excludes the City of Stoke on Trent;



7.0 ANNUAL ENVIRONMENTAL PLAN

7.1 Project Aims and Progress

E.ON holds social responsibility at the core of all business activities whether it is delivering clean sustainable energy through on or off-shore wind farms or investment into the development of clean technologies such as battery storage to store renewable energy derived from our district heating plants to be able to release back into the community when needed.



As part of our commitment to the environment we ensure that our processes and operations continue to be challenged and externally audited within the strict guidelines of our national accreditation to ISO 14001; Environmental Management standards.

Within the street lighting industry our focus is to ensure that our environmental impact is reduced so far as practicable in terms of;

the waste that we produce, how we dispose of our waste, our carbon footprint from the energy consumed, and the way that we procure and use new materials and products.

7.2 Waste Management

Naturally, removing and replacing faulty or life expired parts creates waste, from lamps and lanterns right through to the soil we dig up to access the underground electrical cable network.

It is a requirement for all waste electrical products to be treated in accordance with the WEEE (Waste Electrical and Electronic Equipment) directives. All waste lamps, of which some may contain potentially environmentally harmful chemicals, gases and coatings, are segregated and collected by specialist carriers and treated to ensure that the chemicals are neutralised and the glass components are separated from the metal elements for onward recycling and reuse.

Where possible, we reuse good quality lanterns from defective units to be able to maintain some of the more traditional stock throughout the County, which reduces our waste impact at source.

Careful selection and management of our waste contract partners ensures that we do as much as we can to reduce our environmental impact. As part of our initial waste management, we provide separate skips for different waste types such as metal, concrete, WEEE, tarmac and spoil. This means we can reduce follow-up costs by ensuring that secondary segregation at waste transfer stations is minimal and contamination is reduced. In working this way throughout all parts of our highways business we have an impressive record of waste management and control with less than 1% of our entire waste product streams being sent to landfill.

The increased usage of LED technology will not necessarily improve our recycling statistics, over 99% would be hard to beat, but the move away from traditional lamp sources will reduce the types of waste and improve the overall environmental impact with chemical waste being removed from the manufacturing and recycling of the product.

7.3 Energy Consumption

Since the contract commenced in 2003 the unit cost of energy has soared by over 300%. Throughout the country this has placed significant strain upon households and businesses alike, including the provisions of public services such as street lighting.

The wholesale cost of energy only equates to around 35% of the overall street lighting unit rate. Network costs, costs of the underground and overhead cable network and distribution system make up a further 23%, with environmental and social obligations supporting 'green' initiatives and taxation contributing a further 30%. The final portion is



made up from the operating costs of the energy suppliers. Social responsibility therefore comes at a cost but the interventions and investments ultimately reduce losses and wastage at the consumption end of the chain which will ultimately save cost and increase efficiency in the long run.

Day to day, almost everything we do relies in some part on energy consumption and due to cost increases, we have all had to rethink our personal strategies in the workplace and at home to reduce energy. Energy reduction has always been a driver for the contract operationally. However, the significant increases in energy costs have forced us, and the industry, to rethink our approach to creating, delivering and maintaining sustainable, low energy street lighting solutions.

Like the phasing out of domestic tungsten filament lamps, our early intervention to remove mercury tungsten lamps netted initial savings of over 500,000 kWh per year and the asset renewal programme has continued to steadily reduce energy costs through the careful design and lantern selection processes adopted.

The technologies available in 2003 were set to save around 30% of energy consumption, and, as previously set out, LED based lanterns have far exceeded these expectations. Previous reports have detailed the additional investment strategy of applying dimmable controls to the majority of newly installed lanterns providing multiple stepped reductions in light output, and subsequent energy cost, to suit the environment.

Since 2012 we have measured the direct impact of asset renewal and the implementation of the dimming strategy and this has a cumulative effect of providing annual energy savings of over 1,359,000 kWh.

In September 2015 we completed a significant two year investment programme to retrofit dimmable control gear into existing higher wattage lanterns. The investment package saw sustainable annual savings of over 3.8 million kWh which equates in today's rates to almost £500,000.

Staffordshire County Council have provided additional investment in the last few years for further intervention measures which will have long term advantages. These include the de-illumination of various signs and bollards throughout the region which under changes in the Traffic Signs Regulations no longer need to be lit.

Over the course of the last 15 years we have, through the ongoing commitment and determination of those involved in the project, delivered savings in energy that mean we now have an energy consumption significantly less than where we started in 2003 even though there are now more than 9,300 assets on the network due to new housing developments, new roads and other investments in the road network than we started with.

7.4 Light Pollution

Light pollution has remained a challenging perception for the last 10 years, but this has now effectively been combatted by technological advancements. Upward light spillage,



or the city glow effect, has been significantly reduced as new lanterns have an upwards light ration of less than 1% compared to 35% for ones being removed, which in turn means that there is more light focussed on the highway.

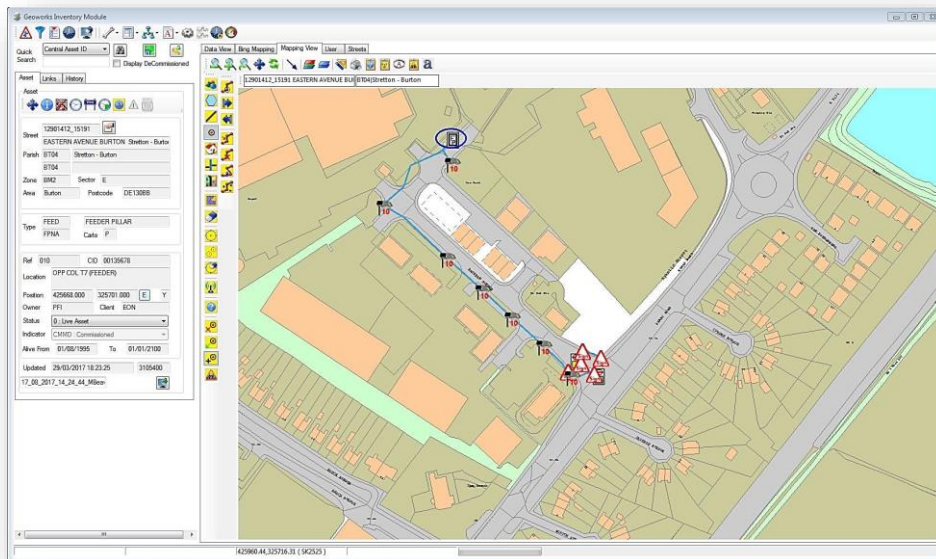
Whilst it will never be possible to completely stop resident concerns regarding light pollution, our records indicate that there is a reduction.

8.0 ANNUAL INNOVATION PLAN

8.1 Project Progress

As previously mentioned, innovation and technological advancement has been significant during the last few years. The industry has been revolutionised by affordable LED solutions, stand-alone dimmable controls and a range of other measures that reduce energy consumption and increase light output. Whilst the momentum of change is set to continue, we have maintained our focus on ensuring products we have invested in are protected rather than being pushed aside by other new developments.

Following the implementation of Geoworks 7, we have continued to build on our asset knowledge base by ensuring the system was fully operational and completely embedded into our processes.



8.2 Contract Modernisation

In 2012 we completed the Contract Modernisation Review which looked at the key delivery outputs of the services required under the contract. In doing this we could address some elements of the output requirements to rationalise maintenance regimes and realise savings. The following summarises the ongoing benefits we have seen from this process.

8.3 Contract Modernisation - Maintenance

Maintenance activities, which account for over 60% of the contract deliverable cost, have been addressed to make significant savings by changing basic cyclic attendances. We



have realigned dates for all maintenance activities to ensure that we complete all activities in one visit therefore improving efficiency and reducing vehicle costs associated with multiple visits. We also reduced the number of night patrols and bollard washes to align winter and summer regimes.

We have now achieved net savings and cost reductions in excess of £1.5 million to date. In addition to this, we have also made significant energy reductions, which provides a monthly financial saving for the project. We anticipate that the savings will meet or exceed the £4.5 million target by the end of the contract period.

8.4 Contract Modernisation – Asset Renewal

To embrace the emerging technological advancements and energy saving devices, a full review of design parameters and requirements was undertaken to ensure we continue to be efficient and relevant in meeting the lighting requirements and objectives for Staffordshire.

The full use of LED technology within the residential areas, combined with multi-static dimming features to reduce light output and energy consumption, is providing savings in line with planned forecasts and the more recent inclusion of higher classification roads will now start to show increased benefits.

The energy saving benefits as described earlier in this report will be carefully monitored as we progress and we fully expect further improvements and enhancements over the coming years.

8.5 Future Plans

The revised Traffic Signs Regulations and General Directions guidelines by the Department for Transport has provided a relaxation of illuminated sign requirements which will benefit the highway network moving forwards. Retrospectively altering signs to remove power supplies has investment costs that may not be recouped from the

savings within immediately viable lifespans. The implementation is being worked alongside other interventions such as individual or wholesale asset replacement programmes determined by the PFI intervention.

We currently operate a full remote monitoring system within our northern region PFI's which is a Wi-Fi linked, management system capable of making individual or blanket changes to lanterns. This can include the switch on or off times, the amount and time of when dimming will apply as well as monitoring the status of the lantern to determine if it is on or off and some predictive likely causes of a failure. Whilst the cost and need within Staffordshire has kept us away from delivering this, there are locations that would benefit from this.

As part of our 2017/18 innovation deliveries, we have included an updated socket system within all new LED lanterns. From there we will be able to test micro control systems to determine benefit and application needs specifically for our environment as well as prepare the infrastructure for Smart City technology as it develops.



9.0 SUMMARY

The 2017/18 period has seen the project focus on consolidating processes and operational deliverables in a back to basics approach delivering a good quality, efficient, cost effective and robust service. Operational changes at higher level will lead to localised changes to enhance and provide better accountability of the services we offer.

We have continued to provide best value through our chosen technology solutions, annual energy reduction, and combined maintenance regime changes, which have all delivered savings back to the Authority.

The Asset renewal and maintenance operations are on or ahead of target having replaced over 2,300 units in the period taking us to over 45,000 assets replaced since project commencement, light lit have been well above the target of 98% with an annual average of 99.41%.

We have attended to nearly 11,000 routine fault reports as well as over 800 emergency events, night patrols have continued throughout which equates to over 1.3 million individual inspections and maintenance activities has seen over 33,000 assets attended to for routine checks.

If you would like to find out more about the Staffordshire PFI Project or E.ON UK, please visit our websites at www.lightingforstaffordshire.net or www.eon-uk.com or write to us at:

E.ON Energy Solutions Limited
Staffordshire PFI Team
Woolsthorpe Close
Bilborough
Nottingham
NG8 3JP

If you would like to report a street lighting fault please visit the Lighting for Staffordshire or Staffordshire County Council website, telephone the Highways Hotline on 0300 111 8000 or e-mail the details to highways@staffordshire.gov.uk



Staffordshire
County Council

Local Members' Interest

Prosperous Staffordshire Select Committee

20 June 2019

Work Programme Planning

Recommendation

1. That the Select Committee considers this report and considers any amendments/additions that they may wish to add to the 2019-2020 work programme.

Report of Scrutiny and Support Manager

Summary

What is the Select Committee being asked to do and why?

2. At the end of the municipal year the closing work programme needs to be reviewed to consider what outstanding work needs to be included on the new year's programme.

3. Any areas of new work can also be considered for inclusion on the new work programme, with consideration also given to how these will be addressed.

Report

Background

6. Each municipal year Select Committees develop a new work programme. As work programmes are organic documents that change throughout the year, very often there will be areas of work outstanding at the close of each municipal year.

7. With reference to the Work Programme presented to the Committee on 25 April, there are only two items that have not been addressed in the 2018-19 Work Programme to this year's Work Programme. These are: Entrust Service Level Agreement Key Performance Indicator Working Group and Update on Elective Home Education.

8. Mindful of the volume of items on the Work Programme the Chairman and Vice Chairman met with the Scrutiny and Support Manager and Scrutiny and Support Officer on 15 May to consider ways of managing the Work Programme going forward. The outcome of this discussion is appended as Appendix A to this report.

9. Following a meeting on 28 May the Safe and Strong Communities Select Committee asked that an item on the impact on educational outcomes of children not in full-time education. Members expressed concern regarding the safeguarding implications of children not in full-time education and concerns regarding the capacity of pupil referral units to cope with increasing numbers of referrals.

Contact Officer/s:

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Appendices/Background papers:

- Prosperous Select Committee Draft Work Programme 2019-2020



Prosperous Staffordshire Select Committee Work Programme 2019/20

This document sets out the work programme for the Prosperous Staffordshire Select Committee for 2019/20.

The Prosperous Staffordshire Select Committee is responsible for scrutiny of highways infrastructure and connectivity, flood and water management, education, learning and skills. As such the statutory education co-optees will sit on this committee. The Work Programme is linked to the Vision, Outcomes and Priorities detailed in the Council's Strategic Plan 2018-2022.

We review our work programme at every meeting. Sometimes we change it - if something important comes up during the year that we think we should investigate as a priority. Our work results in recommendations for the County Council and other organisations about how what they do can be improved, for the benefit of the people and communities of Staffordshire.

County Councillor Ian Parry

Chairman of the Prosperous Staffordshire Select Committee

If you would like to know more about our work programme, please get in touch with Tina Gould, Scrutiny and Support Manager, 01785 276148 or by emailing tina.gould@staffordshire.gov.uk

Work Programme Items carried over from 2018/19			
Item	Date of meeting when item is due to be considered	Details	Action/Outcome
Update on Impact of the Education and Skills Strategy Cabinet Member: Philip White Lead Officers: Tim Moss, Andrew Marsden, Anthony Baines	November 2019	At their meeting on 14 December the Committee agreed that they wished to receive an update on the progress on the Strategy.	
Post Brexit Economic Funding Cabinet Member: Mark Winnington Lead Officer: Anthony Hodge	To be advised	Requested at the Triangulation Meeting on 17 October 2018.	(Government has promised full consultation on the UK Shared Prosperity Fund. Pre-decision scrutiny).
Community Transport and Supported Bus Network Cabinet Member: Mark Deaville Lead Officer: Clive Thomson	To be advised	At their meeting on 14 November the Committee agreed to monitor the impact of the removal of bus subsidies going forward. The Leader of the Opposition also requested that a report come back to the Committee on benchmarking with other local authorities.	
Update on Elective Home Education Cabinet Members: Mark Sutton/Philip White Lead Officers: Tim Moss/Karl Hobson		At their meeting on 14 December 2018 the Committee agreed that they wished to receive an update on EHE.	Briefing Note
Follow Up on the Reorganisation of Further and Higher Education Arrangements with Entrust Cabinet Member: Philip White	To be advised	Requested at the meeting on 14 December.	Check issue(s)
Additional Items for Discussion			
Highways Infrastructure Asset Management Policy and Strategy	20 June 2019	To include feedback on the Infrastructure+ Customer Outcomes Group	Item on HIAMP previously scheduled for September to be brought forward and included on June agenda.

Cabinet Member: Helen Fisher Lead Officer: James Bailey/David Walters			
Infrastructure+ and Lighting for Staffordshire Performance Review Cabinet Member: Helen Fisher Lead Officer: James Bailey	20 June 2019		
New Item: Staffordshire Air Quality Projects Cabinet Member: Helen Fisher Lead Officer: Clive Thomson/Louise Clayton	20 June 2019		
Work Programme Planning Lead Officer: Tina Gould	20 June 2019		
School Attainment and Improvement Cabinet Member: Philip White Officer: Tim Moss	26 July 2019	Annual update on examination results. (<i>urgent, usually considered in January</i>)	
Capital Programme: Funding for New Schools Cabinet Member: Philip White Lead Officer: Andrew Marsden	26 July 2019		
Rights of Way Cabinet Member: Helen Fisher Lead Officer: Janene Cox/Nicola Swinnerton/Paula Dalton	14 November 2019	Previously considered on 19 July 2018/18 January 2019. Members may wish to continue to monitor progress with dealing with the backlog of Section 53 applications.	To challenge progress made in dealing with applications vs the investment made.
Performance of the Highways Contract to include PFI Street Lighting (new item) Highways Infrastructure Asset Management Plan Cabinet Member: Helen Fisher Lead Officer: James Bailey/Mary Anne Raftery	17 January 2020		Six monthly updates to Select Committee.
Economic Growth Programme Cabinet Member: Mark	To be advised	Six monthly updates requested. Last considered on 1.3.19	

Winnington Officers: Anthony Hodge			
Draft Strategic Infrastructure Plan Cabinet Member: Mark Winnington Lead Officer: Anthony Hodges/Mark Parkinson	To be advised	To include Delivering Housing in Staffordshire	
Delivering Housing in Staffordshire Cabinet Member: Mark Winnington Lead Officer: Anthony Hodge	To be advised	Six monthly updates requested. Last considered on 1.3.19 To deal with within the Draft Strategic Infrastructure Plan NB Vice Chairman's concern regarding County Council ability to influence widths of roads on new estates.	
Superfast Broadband Cabinet Member: Mark Winnington Lead Officer: Anthony Hodges/Paul Chatwin			Briefing note with reference to map that Members can access that details coverage.
New item: How Well are Small and Medium Sized Businesses Supported by Post 18 Education Cabinet Member: Philip White Officer: Anthony Baines	To be advised	Working Group – scope to be developed. How do we grow entrepreneurships? Have we got the right conditions in Staffordshire? To invite Chamber of Commerce and SME's to give evidence.	
Countryside Estate Review Cabinet Members: Gill Heath/Mark Winnington Lead Officer: Emma Beaman		Update on key recommendations requested at the meeting on 18.1.19	If no significant changes request a Briefing Note.
New item: Libraries Strategy Cabinet Member: Gill Heath Officer: Janene Cox/Catherine Mann	To be advised	Pre-decision scrutiny. (Further adjustments to model to meet MTFS savings).	
Community Learning Service – Outcomes from Investment Cabinet Member: Philip White Lead Officers: Anthony			Suggest Briefing Note

Baines/Preeya Buckley			
Entrust - Progress Cabinet Member: Mark Deaville Lead Officer: Ian Turner	To be advised	Initial contract runs from 1.8.19 – 31.7.20, with option to extend for a further 3 years. Update on contract; contract performance. Impact of change in local authority expectations.	

Working Groups

New item: SEND Working Group Cabinet Member: Mark Sutton Lead Officer: Tim Moss	To report back 19 September 2019	Three representatives of the Committee will participate in a Working Group to consider the Joint local area SEND inspection in Staffordshire and draft action plan. First meeting to take place on 29.3.19. Second meeting to take place on 21 June	
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<p>Membership</p> <p>Ian Parry (Chairman) Tina Clements (Vice Chairman) Keith Flunder Sayed Hussain Julia Jessel Ian Lawson Kyle Robinson David Smith Simon Tagg Bernard Williams Mike Deakin (Co-optee) Rev. Preb. Michael Metcalf (Co-optee) Jessica Shulman (Co-optee)</p>	<p>Calendar of Committee Meetings at County Buildings, Martin Street, Stafford ST16 2LH</p> <p>20 June 2019 26 July 2019 19 September 2019 14 November 2019 17 January 2020 28 February 2020 16 April 2020</p>
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