

Cabinet

Wednesday 17 March 2021

10:00

Virtual Meeting via Microsoft Teams

NB. Attendance by the public and press is via webcast only which can be viewed here - <https://staffordshire.public-i.tv/core/portal/home>

John Tradewell
Director of Corporate Services
9 March 2021

A G E N D A

1. **Apologies**
2. **Declarations of Interest in accordance with Standing Order 16**
3. **Decision notice of the meeting held on 17 February 2021** (Pages 1 - 10)
4. **Leader's Update**
Oral report of the Leader of the Council
5. **Minutes of the meeting of the Property Sub-Committee held on 3 March 2021** (Pages 11 - 14)
6. **Update from Covid Member Led Local Outbreak Control Board** (Pages 15 - 16)
7. **Staffordshire Means Back to Business**
 - a) Staffordshire Means Back to Business - Supporting Our Tourism, Hospitality and Leisure Employment Sectors (Pages 17 - 26)
 - b) Staffordshire Means Back to Business - Staffordshire and Stoke-on-Trent Business Loan Fund (Pages 27 - 38)
8. **Capital Programme for Schools 2021/2022** (Pages 39 - 64)
Cabinet Member for Education (and SEND)
9. **Highways and Transport Capital Programme 2021/22** (Pages 65 - 114)
Cabinet Member for Highways and Transport
10. **Holiday Activities and Food Programme (Department of Education)** (Pages 115 - 128)

Cabinet Member for Children and Young People

11. **Decisions taken by Cabinet Members under Delegated Powers** (Pages 129 - 130)
12. **Forward Plan of Key Decisions** (Pages 131 - 136)
13. **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 Part 1 of Schedule 12A (as amended) of Local Government Act 1972 indicated below”.

PART TWO

(All reports in this section are exempt)

14. **Waste Disposal Arrangements in the North of Staffordshire from 2025 - TO FOLLOW** (To Follow)

(Exemption paragraph 3)

Cabinet Member for Environment, Infrastructure and Climate Change

15. **HWRC Update - TO FOLLOW** (To Follow)

(Exemption paragraph 3)

Cabinet Member for Environment, Infrastructure and Climate Change

Membership

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| Alan White (Chairman) | Jonathan Price |
| Mark Deaville | Charlotte Atkins |
| Mark Sutton | Johnny McMahon |
| Mike Sutherland | David Williams |
| Philip White | Victoria Wilson |
| Gill Burnett | Julia Jessel |

Note for Members of the Press and Public

Filming of Meetings

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Recording by Press and Public

Recording (including by the use of social media) by the Press and Public is permitted from the public seating area provided it does not, in the opinion of the chairman, disrupt the meeting.

DECISION NOTICE

Cabinet Meeting - 17 February 2021

Present: Mark Deaville, Julia Jessel, Johnny McMahon, Jonathan Price, Mike Sutherland, Mark Sutton, Alan White (Chairman), Philip White, David Williams and Victoria Wilson.

Cabinet Support Member in attendance - Gill Burnett

PART ONE

80. Declarations of Interest in accordance with Standing Order 16

The following Member declared an interest in accordance with Standing Order 16.5:-

| Member | Minute Nos. | Interest | Reason |
|---------------|--------------------|-----------------|---------------------------|
| Mark Deaville | 85 | Personal | Owner of a small business |

81. Decision notices of the meetings held on 20 and 27 January 2021

Decision – That the notes of the meetings held on 20 and 27 January 2021 be approved.

82. Leader's Update

Decision – That the oral report of the Leader of the Council giving an update on a range of issues including 15 million of the most vulnerable people in the UK being offered their first vaccination against Covid-19 (including more than 250,000 Staffordshire residents); the news of a Stafford case of the South African variant and the request for adults in Stafford borough to get tested in the coming weeks; the county council's "Do it to Feel Good" campaign which offers loads of useful hints and tips on keeping active and staying healthy in body and in mind; the Council securing £1.5m from Government to protect the victims of domestic abuse and their children; and the launch of a new loan scheme for rural businesses which will provide an extensive package of support during the pandemic, to help them bounce back and return to profit quickly and sustainably; be noted.

83. Minutes of the meeting of the Property Sub-Committee held on 3 February 2021

Decision – That the minutes of the meeting of the Property Sub-Committee held on 3 February 2021 be received.

84. Update from COVID-19 Member Led Local Outbreak Control Board

Reasons for the Decision – To consider an update from the COVID-19 Member Led Local Outbreak Control Board including the number of cases of Covid-19 across the

country and in Staffordshire falling but remaining high, placing on-going pressure on the NHS; the vaccination programme was proceeding according to the priority groups defined by the Joint Committee for Vaccination and Immunisation, with those at highest risk from Covid-19 vaccinated first; most residents of care homes for older people and those aged 80 and above had already received their first dose of the vaccine and the NHS was now focusing on vaccinating frontline health and social care workers who provide care for clinically vulnerable people, as well as those aged 70-79, and individuals who were clinically extremely vulnerable; the next groups to be vaccinated were those aged 65-69 and individuals with a range of underlying health conditions; and the Council and its partners continuing efforts to prevent and control the spread of the virus with more testing being made available for people with and without symptoms.

85. Staffordshire Means Back to Business

Decision – That the oral report of the Deputy Leader and Cabinet Member for Economy and Skills giving an update on “Staffordshire Means Back to Business” activity including the following matters be noted:

- UK clothing firm Asos’s decision to build a £90million distribution centre in Staffordshire at Fradley Park, Lichfield, creating 2,000 jobs over the next three years.
- A £48million distribution base for national retailer Pets at Home has been approved in Stafford creating 1,200 jobs.
- Pledges from District and Borough Councils in Staffordshire totalling just under £3M to support the following initiatives:
 - Staffordshire 500, Apprentices Wage Support
 - Nil Cost Training for Employers Top Up Project
 - Small Business “To Thrive” Financial Support
- The Council taking ownership of the former Magistrates building in Stafford which will form part of the Eastgate regeneration scheme.
- The extension of i54 in South Staffordshire and the discussion with a potential investor on the site.
- 158 people signing on to the Staffordshire Start Up Scheme.
- The Council’s new Start-Up Business Loans scheme was now operational.
- The work with the Council’s Destination Management Partners to support the Leisure Tourism and Hospitality sectors.

86. Climate Change Strategic Development Framework



“Climate change is a huge issue which impacts all of us, both now and in the future. It is crucial that we take steps now to tackle climate change and its effects, so we can all look forward to a greener future for the county.

This framework reflects on the work we have done so far to tackle climate change in the county and sets out how we will achieve net zero carbon emissions by 2050.

Everyone can play their part in reducing our carbon emissions. This will take years, not months, but I am

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| | <p>confident that with all of our services taking action, and through our work with partners and the wider community, we will be able to reach this target”.</p> <p>Julia Jessel, Cabinet Member for Environment, Infrastructure and Climate Change</p> |
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Reasons for the Decision – To consider the Council’s proposed Climate Change Strategic Development Framework which sets out, in simple terms, the Authority’s approach to the complex challenge of achieving net carbon zero which is a legal requirement set by government in May 2019.

Decision – (a) That (subject to any final minor changes required by the Cabinet Member for Environment, Infrastructure and Climate Change) the Authority’s Climate Change Strategic Development Framework document be noted and approved.

(b) That the progress that has been made in reducing the Authority’s carbon emissions since 1991 be noted.

(c) That the significant positive carbon reduction that has been made on the Authority’s own carbon emissions since the declaration of the Climate Change Emergency in July 2019 be noted.


87. Implementation of the updated Staffordshire County Council Education Infrastructure Contributions Policy (SEICP)

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|  | <p>“It is essential that we ensure there are enough school places available for children in the county, and that any child who wants to learn in a mainstream school has the opportunity to do so. Therefore, it is important we assess the impact of any new housing development and ensure we have sufficient places.</p> <p>Updating our contributions policy means we can continue to secure enough mainstream and early years places, as well as securing special education places and home-to-school travel assistance for eligible pupils”.</p> <p>Jonathan Price, Cabinet Member for Education (and SEND)</p> |
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Reasons for the Decision – To consider the updated Education Planning Obligations Policy, now called “Staffordshire Education Infrastructure Contributions Policy” (SEICP) in response to new and revised guidance/legislation. The Policy outlines the Council’s approach to assessing the impact of new housing developments on mainstream and early years educational provision and the appropriate mitigation measures.

Decision – That the implementation of the updated “Staffordshire Education Infrastructure Contributions Policy” from 1st March 2021 be approved.

88. SEND Strategy


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|  | <p>“We want all children with special educational needs and disabilities to be able to reach their potential by receiving the right support at the right time in their own communities, at their local school or place of education.</p> <p>We have worked hard to meet increased demand and part of that development process has been to work closely with partners, professionals and parents to find the best way forward.</p> <p>This strategy lays down the principles upon which our work will be based, particularly using the funding available to have pupils educated more inclusively closer to home, while multiple groups work together better for each child’s benefit.”</p> <p>Jonathan Price, Cabinet Member for Education (and SEND)</p> |
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Reasons for the Decision – To consider the updated SEND Strategy 2021-26 which details how the Council and its partners will support the inclusion of all children and young people, particularly those with Special Educational Needs and Disabilities (SEND). This Strategy builds on the outcomes of the 2018 Ofsted/CQC Local Area SEND Inspection and the Written Statement of Action.

Decision – (a) That the update to the SEND Strategy, in light of the responses received during the consultation period, be noted.

(b) That the Staffordshire SEND Strategy be approved as the core vision and key priority areas that the County Council, along with the Clinical Commissioning Groups (CCGs) and partners (including education and health providers) will use to drive our ambition for improving provision for our children and young people.

89. Staffordshire History Centre: National Lottery Heritage Fund - Round Two Submission

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|  | <p>“Staffordshire’s residents have been making history for thousands of years; as traders, inventors, writers and first-hand witnesses of the changes to Britain from the Anglo-Saxon period to the 21st century.</p> <p>These invaluable collections allow both individuals and communities to reflect on our past and inform our future.</p> <p>If our round two bid for National Lottery Heritage Funding for the Staffordshire History Centre project is successful, it will create imaginative and exciting ways to connect Staffordshire people and their stories, and at the same</p> |
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| | <p>time, will secure access to historic collections for the next fifty-five years.”</p> <p>Victoria Wilson, Cabinet Member for Communities and Culture</p> |
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Reasons for the Decision – To consider the round two bid for National Lottery Heritage Funding for the Staffordshire History Centre project which, if successful, will create imaginative and exciting ways to connect Staffordshire people and their stories, and at the same time, will secure access to historic collections for the next fifty-five years.

Decision – (a) That the Round Two application to deliver the Staffordshire History Centre (which will provide additional storage, release the current QB Archive Outstore and support the Property Strategy) be submitted to the National Lottery Heritage Fund on 1 March 2021.

(b) That if the application referred to above is successful, the Deputy Chief Executive and Director for Families and Communities be authorised to accept the grant funding, terms and conditions, and, in consultation with the Cabinet Member for Communities and Culture, deliver the project.

(c) That the planned capital investment and project delivery costs of £6.332m for the four-storey extension of the Staffordshire Record Office be approved (subject to confirmation of NLHF funding) and that this is added to the Council’s capital programme.

(d) That additional revenue provision of £0.196m be made from 2023/24 to meet the additional costs of this property venture.

90. Digital First – Update and Plan for the Digital Principle

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|  | <p>“Staffordshire County Council has already embarked on an ambitious programme, working with partners wherever possible, to transform how the public can access our services in a digital age.</p> <p>This authority’s resilience during the first wave of the Covid-19 pandemic also demonstrated our ability and willingness to use new ways of working.</p> <p>Now the many projects detailed in this paper, taken together, are another step in the essential process of moving Staffordshire’s residents and businesses forward so that we are equipped to take advantage of new opportunities as they arise.”</p> <p>Mike Sutherland, Cabinet Member for Finance and Resources</p> |
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Reasons for the Decision – To consider a new strategy for the digital principle called ‘Digital First’ which builds on the progress the Council has made with digital so far and

sets out how the Authority will become a genuinely digital organisation for the 21st century.

Decision – (a) That the progress made by the digital principle to date be noted.

(b) That a new strategy for the digital principle called Digital First, be agreed.

(c) That the proposed delivery plan for Digital First, featuring 32 projects and continuous digital improvement for the organisation, be agreed.

91. Integrated Performance Report 2020-21 - Quarter 3



“The Covid-19 pandemic continues to have a considerable impact on our finances and operations – though we have met the challenge with the whole council working incredibly hard to support our communities through this difficult time.


Our ongoing work with the NHS to combat the spread of coronavirus in Staffordshire has included identifying hotspots with targeted community testing programmes and latterly supporting the vaccine roll-out. We have now distributed six million items of PPE to care staff, social workers and other frontline roles in addition to the provision of PPE to over 2,000 small businesses. Through our #DoingOurBit initiative, 109 community groups have now received grants and we have continued to support our schools and early years settings in any way we can.

Our five-year economic recovery programme has seen a new year launch of proposals to work with our district and borough councils on new support programmes for businesses and to increase employee and apprenticeship skills. It follows on from our comprehensive business start-up support package. Meanwhile our major regeneration projects continue at pace and we have seen more companies commit to invest in Staffordshire and create hundreds of jobs.

Covid-19 will remain a huge challenge throughout this year and beyond. However we can assure people that our effective management of our finances and operations have put us in a strong position as we move forward; and we are confident that with the rapid roll-out of the vaccine and continued efforts of all partners, our residents and businesses, there is light at the end of the tunnel.”

Alan White, Leader of the Council

“The ongoing Covid-19 pandemic remains a huge

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|  | <p>challenge to our finances, but one which we continue to manage resolutely.</p> <p>At the end of Quarter 3, the latest revenue forecast outturn shows a forecast overspend of £600,000 which equates to 0.1 per cent of our budget. This compares to £1.8m for Quarter 2.</p> <p>The pandemic will undoubtedly impact on the county council and its finances in the months and years to come. However, we can assure people that our effective management of them means we retain our focus on supporting those most in need, our communities and businesses as we move forward from this difficult period.”</p> <p>Mike Sutherland, Cabinet Member for Finance</p> |
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Reasons for the Decision – To consider an overview of the County Council’s progress, performance and financial position in delivering against its Strategic Plan and Delivery Plan.

Decision – That the report be received.

92. Supportive Communities - Update and Delivery Plan 2021/22

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|  | <p>“This council is committed to working with communities and the voluntary sector to deliver local, financially sustainable services that are valued by those who need them.</p> <p>This approach showed its value during 2020 when those in need received a wide range of help and support, including food deliveries, collection of medical prescriptions and a friendly voice at the end of the phone.</p> <p>Our intention now is to further improve the digital-based support available and, with the help of communities, the voluntary sector and parish councils, use different approaches to ensure those who are ‘digitally excluded’ are not left behind”.</p> <p>Johnny McMahon, Cabinet Member for Health, Care and Wellbeing</p> |
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Reasons for the Decision – To consider the achievements of the Supportive Communities Programme during 2019/20, including its response to the Covid-19 pandemic and subsequent lessons learned, and the Council’s aims and priorities for 2020/21.

Decision – (a) That the ‘lessons learned’ from the Supportive Communities Programme in 2020 be noted.

(b) That the achievements of the programme so far be noted.

(c) That the high level aims and priorities for the programme in 2021/22 be agreed.

93. Decisions taken by Cabinet Members under Delegated Powers

Decision – That the following decisions taken by Cabinet Members under delegated powers be noted:

| Cabinet Member | Decision |
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| Cabinet Member for Health, Care and Wellbeing | In approving that the Council proceeds to consult with clients, carers and staff regarding the refurbishment of an older persons Day Centre in Lichfield to use for provision of services. |
| Cabinet Member for Health, Care and Wellbeing | Approval to passport the additional monies received from the Ministry of Housing, Communities and Local Government for the Disability Facility Grant to the district/borough councils and to enter into agreements with district/borough councils regarding the transfer of the additional monies. |
| Deputy Leader and Cabinet Member for Economy and Skills | Approval to the amended Heads of Terms for the purchase of the former Magistrates Court Stafford. |
| Cabinet Member for Environment, Infrastructure and Climate Change | Approval in principle to the Staffordshire Flood Risk Management Plan measures detailed in Measure Development Tool for 2021-2027. |

94. Forward Plan of Key Decisions

The Forward Plan of Key Decisions for the period 17 March to 21 July 2021, which detailed the following issues, was approved:

| Subject Matter | Contact |
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| Capital Programme for Schools 2021/2022 | Name: Ian Turner Tel: (01785) 277228 |
| Highways and Transport Capital Programme 2021/22 | Name: James Bailey Tel: (01785) 276591 |
| Holiday Activities and Food Programme (Department of Education) | Name: Natasha Moody Tel: 07976 191079 |
| Protect and Prepare Board | Name: Janene Cox Tel: (01785) 278368 |
| Waste Disposal Arrangements in the North of Staffordshire from 2025 | Name: Clive Thomson Tel: (01785) 276522 |
| HWRC Update | Name: Clive Thomson Tel: (01785) 276522 |
| Integrated Performance Report 2020-21 - Quarter 4 | Name: Andrew Donaldson/ |

| | |
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| | Rob Salmon Tel: (01785) 278399/ 276354 |
| Staffordshire Community Learning Annual Self-Assessment Report 2019-20 | Name: Anthony Baines Tel: (01785) 895984 |
| Child Exploitation and Missing Children & Young People Service | Name: Natasha Moody Tel: 07976 191079 |

95. Exclusion of the Public

Decision – 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 Part 1 of Schedule 12A (as amended) of Local Government Act 1972 indicated below.

PART TWO

96. Specialist Education Provision for Pupils with Education, Health and Care Plans (EHCPs) Aged 11-19 Years (Exemption paragraph 3)

Reasons for the Decision – To consider proposals to secure special educational day provision in an Ofsted registered school to meet the needs of 25 young people aged 11 – 19 years with Education, Health and Care Plans (EHCPs) or undergoing an EHCP Assessment with Social, Emotional and Mental Health Needs (SEMH).

Decision – That the recommendations contained in the report be agreed.

Alan White
Leader of the County Council

Minutes of the Property Sub-Committee Meeting held on 3 March 2021

Present: Alan White (Chairman)

Mark Deaville
Julia Jessel

Philip White (Vice-Chairman)

Apologies: Jonathan Price

PART ONE

330. Declarations of Interest

There were no Declarations on Interest on this occasion.

331. Minutes of the Meeting held on 3 February 2021

RESOLVED – That the minutes of the meeting held on 3 February 2021 be confirmed and signed by the Chairman.

332. Lease of Sites to Academies

a) Miscellaneous Sites

The Sub-Committee considered a report proposing the granting of licences to Underlet. Under the current Lease for Thomas Russell Junior School, underletting is not permitted and at Birds Bush Primary School, underletting is only permitted for three years.

RESOLVED – That approval be delegated to the Cabinet Member for Commercial Matters.

b) Redbrook Hayes Community Primary School

The Sub-Committee considered a report proposing the surrender of the existing academy lease dated 1 February 2019 and the granting of a new lease for the site excluding the Library, for a 125 year period and at a peppercorn rental in line with the expectations of the Department for Education for those schools converting to Academy status.

RESOLVED – That approval be given for the surrender of the existing academy lease and the granting of a new 125 year lease, at a peppercorn rental, for Redbrook Hayes Community Primary School.

c) The Kings CE(A) School

The Sub-Committee considered a report proposing the transfer of part of the freehold interest in the Site, an Academy Lease for the remainder of the Site and a Deed of Easement to grant further rights over the area of the Site to be leased for the benefit of the adjoining leisure centre.

RESOLVED – That approval be given for the transfer of part of Site to The Lichfield Diocesan Board of Education and a Lease of the remainder of the Site to the Three Spires Trust or such other Academy nominated by the DFE, together with a Deed of Easement to grant further access rights over the Site for the benefit of the adjoining leisure centre.

d) Manor Hill Primary School

The Sub-Committee considered a report proposing the transfer of the site from Persimmon Homes Limited to Staffordshire County Council in accordance with the terms of the s106 Agreement and the granting of a lease of the site to the Creative Learning Partnership Trust who occupy the adjoining Manor Hill First School for a 125 year period and at a peppercorn rental in line with the expectations of the Department for Education for those schools converting to Academy status.

RESOLVED – That approval be given for the completion of the transfer of the site from Persimmon Homes Limited to Staffordshire County Council and the granting of 125 year lease, at a peppercorn rental, to Manor Hill First School.

333. Exclusion of the Public

ESOLVED – 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 paragraph of Part 1 of Schedule 12A of the Local Government Act, 1972.

334. Sale of Old Lichfield Library, The Friary, Lichfield - Proposed Exclusivity Agreement (Exemption paragraph 3)

The Sub-Committee considered the proposal to grant an exclusivity agreement to GR8 Space Limited to bind the Council to only sell the property to that company for the period of the exclusivity agreement proposed to expire on 29 August 2021.

RESOLVED – That subject to the terms indicated in the report, approval be given to grant an exclusivity agreement with the proposed purchaser of the Old Library, The Friary, Lichfield to GR8 Space Limited or a subsidiary of that company for a term expiring 29 August 2021 and agreement on the other proposed terms of the exclusivity agreement be delegated to the Assistant Director for Commercial and Assets.

335. Codsall Library - Terms of Proposed Lease (Exemption paragraph 3)

The Sub-Committee considered a report proposing that Staffordshire County Council will move from the current library to a newly constructed library within the same building and take on a new ten year lease from South Staffordshire District Council.

RESOLVED – That subject to the terms indicated in the report, approval be given for the surrender of existing lease and the taking of a new ten year lease on premises newly constructed within South Staffordshire District Council's offices on Wolverhampton Road, to replace the current library premises within the same building, minor

amendments to be agreed during lease completion subject to the delegated approval of the Assistant Director of Commercial and Assets.

336. Burntwood Rugby Club, The Sportsway WS7 3PH - Proposed Lease (Exemption paragraph 3)

Details were submitted for the proposed lease renewal and payment of arrears at Burntwood Rugby Club.

RESOLVED – That subject to the terms discussed and indicated in the report, approval be given to grant a new lease to Burntwood Rugby Club for a period of 25 years. Rent arrears were to be recovered by a combination of immediate payment and a repayment plan.

337. Holding No.7 Old Wood Estate, Blithbury Road, Rugeley, WS15 3HW - Proposed Sale (Exemption paragraph 3)

Revision of proposals agreed by Property Sub-Committee on 6 January 2021.

Details were submitted of the terms for the proposed sale of Holding No. 7 Old Wood Estate, Blithbury Road, Rugeley, Staffordshire WS15 3HW at increased price comprising of 34.66 acres.

RESOLVED – That approval be given to the sale of Holding No. 7, Old Wood Estate, Blithbury Road, Rugeley, comprising of Farm Holding and woodland of 34.66 acres on the Terms indicated in the report.

Chairman

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| Local Members Interest |
| N/A |

Cabinet - Wednesday 17 March 2021

Update from Covid Member Led Local Outbreak Control Board

Introduction

1. The number of cases of Covid in Staffordshire and across England continues to fall, and the pressure on the NHS is abating. HM Government on 22 February issued a Roadmap from lockdown with indicative dates for release of restrictions subject to continued success with the Covid vaccination programme and the NHS able to cope with the number of cases and complications. An increase in infections after schools return to classroom teaching on 08 March is expected.

Covid vaccination

2. The Covid vaccination programme is making good progress and the vaccine is proving effective at limiting the number of cases and complications. NHS have now vaccinated over 400,000 people with a first dose, and the vaccination programme is proceeding according to the priority order defined by the Joint Committee for Vaccination and Immunisation, with those at highest risk from Covid vaccinated first.
3. Covid vaccine uptake has been excellent among residents of care homes for older people, those aged 65 and above, and people deemed clinically extremely vulnerable. The NHS is now vaccinating people with a range of health conditions as well as unpaid carers and with those aged 55-64. Special Covid vaccination clinics are being held in those communities where uptake is poorest to maximise coverage. Covid vaccines remain the best way to protect ourselves and our families, and the Council encourages all residents to take up the offer of vaccination.

Planning for 2021/22

4. Whilst we hope that we will not have anything like as many cases of Covid in the future as we have suffered during 2020/21 we have to expect that the virus will continue to circulate long term. The Council is planning to maintain Covid defences for at least the next financial year in order to keep cases and complications low and protect our freedoms and livelihoods. This includes testing, contact tracing and isolation of cases and close contacts, as well as managing outbreaks of infections and supporting the most vulnerable. These arrangements are set out in our updated Covid Local Outbreak Management Plan.
5. The Council would like to thank Staffordshire residents and businesses for the sacrifices they have made during the pandemic. We would also like to thank our staff as well as partners for their extraordinary efforts over the last year. It is important that everyone continues to play their part in controlling the spread of the virus: with the prospect of restrictions being eased, no-one wants to see a return to another lockdown.

List of Background Documents/Appendices:

[COVID-19 Local Outbreak Control Plan](#)

Contact Details

| | |
|------------------------|--|
| Report Author: | Dr Richard Harling |
| Job Title: | Director for Health and Care |
| Telephone No.: | 01785 278700 |
| E-Mail Address: | richard.harling@staffordshire.gov.uk |

Cabinet Meeting on Wednesday 17 March 2021

Staffordshire Means Back to Business - Supporting Our Tourism, Hospitality and Leisure Employment Sectors



Cllr Philip White, Deputy Leader and Cabinet Member for Economy and Skills said,

“Staffordshire is home to world-class visitor attractions that attract visitors from across the UK and beyond every year.

Our tourism, hospitality and leisure sectors contribute £1.87billion to the Staffordshire economy every year. The pandemic has hit those sectors directly with a significant knock-on effect to people and businesses across the county.

We want to build on the extensive support we’ve already delivered to Staffordshire businesses in the past year. Working through a revitalised Destination Management Partnership with other local authorities we want to reignite tourism in Staffordshire and turn up the volume on the amazing attractions that call our county home

The recently launched Staffordshire story and brand-new approach to marketing our great county presents a further opportunity to ‘reboot’ the activities and priorities of the Destination Management Partnership and provide the impetus for us to reinforce Staffordshire’s position as the nationally valued centre of the UK.

We believe these proposals will help our visitor economy emerge from the current difficult period, take advantage of the ‘Staycation’ opportunities that lie ahead and build a better future for tourism and for the people who work within the industry in Staffordshire.”

Report Summary:

Our visitor economy of tourism, leisure and hospitality businesses has been one of the worst hit sectors by the Covid 19 pandemic.

The wider sector is significant within Staffordshire, supporting some 32,000 jobs and contributing £1.87 billion to our economic output.

Over the past 12 months we have worked tirelessly to support the visitor economy as part of five-year Staffordshire Means Back to Business Covid 19 recovery strategy. From our Emergency Grant scheme, our PPE Starter Pack programme and more recently our work to add value to Additional Restrictions Grant funding we have worked tirelessly to support the business sectors that most need our help.

Building on our existing activities, in this report we set out the county council’s proposed approach to deliver a refreshed offer for supporting our visitor economy to

recover, transform and take advantage of the new opportunities that will emerge as we move away from the pandemic.

Through our own investment and working collaboratively with our partners within the sector and other local authorities across Staffordshire we are setting out our support to kickstart our visitor economy and enable the sector to thrive into the future.

Recommendations

I recommend that:

- a. Cabinet note the contents of this report which sets out the County Councils position to support the direction of travel of the Staffordshire Destination Management Partnership (DMP), including the suggested future offer and related proposals.
- b. Cabinet approve use of the balance of the 2021/22 MTFS investment into Economic Development and our Economy, post Covid 19, (which is £200,000) for enhanced support for our visitor economy.
- c. That part of the MTFS investment is to be used to assist the DMP in 2021/22, to develop a 3 year fixed term post to act as the champion and advocate for rebooting our Tourism, Hospitality and Leisure sector, and to cover the inhouse costs of the Digital Marketing Officer for 3 years.
- d. That remaining investment from 2021/22 along with enhanced contributions from other local authorities will be used to deliver continuity funding to the DMP in the anticipation of reduced private sector funding, and enhanced marketing activity through the DMP to strongly promote Staffordshire as a visitor destination, aligned to the new Staffordshire Story.

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| Local Members Interest |
| N/A |

Cabinet – Wednesday 17 March 2021

Staffordshire Means Back to Business - Supporting Our Tourism, Hospitality and Leisure Employment Sectors

Recommendations of the Deputy Leader and Cabinet Member for Economy and Skills

I recommend that:

- a. Cabinet note the contents of this report which sets out the County Councils position to support the direction of travel of the Staffordshire Destination Management Partnership (DMP), including the suggested future offer and related proposals.
- b. Cabinet approve use of the balance of the 2021/22 MTFS investment into Economic Development and our Economy, post Covid 19, (which is £200,000) for enhanced support for our visitor economy.
- c. That part of the MTFS investment is to be used to assist the DMP in 2021/22, to develop a 3 year fixed term post to act as the champion and advocate for rebooting our Tourism, Hospitality and Leisure sector, and to cover the inhouse costs of the Digital Marketing Officer for 3 years.
- d. That remaining investment from 2021/22 along with enhanced contributions from other local authorities will be used to deliver continuity funding to the DMP in the anticipation of reduced private sector funding, and enhanced marketing activity through the DMP to strongly promote Staffordshire as a visitor destination, aligned to the new Staffordshire Story.

Report of the Director of Economy, Infrastructure and Skills

Reasons for Recommendations:

1. One of the hardest hit sectors following the Covid 19 pandemic is tourism, hospitality, and leisure. These sectors are of significant value and profile to us as a county council and we have delivered a significant amount of business support to the visitor economy as a key component of our five-year strategy to recover from the Covid 19 pandemic.
2. Among our key support programmes, we have launched an Emergency Business Grant Scheme, a PPE Starter Pack Programme, Administered the SME Restart and Kickstarting Tourism Programme and directed numerous businesses to appropriate support and other advice.
3. We now have the opportunity to complement our existing support, to lead a transformation of our visitor economy and its businesses, championing them and, revitalising and driving forward our support for them. But this can only be done in

- partnership with the private sector and through enhanced two tier working to address both strategic and local issues.
4. This report sets out how we propose to enhance assistance to the Destination Management Partnership (DMP), both immediately and for the longer term including the County Council's own tourism team to:
 - a. Support targeted marketing and campaigns to maximise Staffordshire's profile and to attract more visitors, most notably through bringing in house the County's Digital Marketing Officer post to be integrated with the work of the DMP.
 - b. Oversee and commission research and intelligence to inform the activities of the visitor economy sector and to shape our offer and future priorities.
 - c. Through the Place Board, and with the assistance of all key stakeholders, develop our lobbying and advocacy work to influence key policy makers, to shape the direction of the sector and maximise Staffordshire's role and profile.
 - d. Work towards greater integration with district and borough councils across Staffordshire and with Stoke-on-Trent City Council to deliver local and countywide priorities.
 - e. Develop targeted business support activities and signposting to help the visitor economy renew and transform following on from the Covid 19 pandemic.
 5. These form part of a wider set of proposals for a refreshed offer for our visitor economy which have been presented to and endorsed by the DMP's Board. This report requests formal Cabinet approval to proceed with the proposals and for the investment identified.

Background

6. The value of tourism and the visitor economy to Staffordshire is significant and in 2019 was estimated to contribute some £1.87 billion of Gross Value Added economic impact (almost 10% of the Staffordshire total), with more than 28 million visitor trips made and an estimated 32,000 employees within the sector.
7. Given the challenges of the Covid pandemic to our core visitor season in 2020 and now into the early months 2021, these figures are expected to have reduced considerably and we have yet to see the full negative impact.
8. However, with the resilience and diverse offer of the sector in Staffordshire, along with attractions and destinations of national significance, we believe there are many opportunities for the sector to thrive in the future.
9. Our tourism and visitor economy play a significant role in bringing the 'Staffordshire Story to life' adding value to and informing our activities to bring investment into Staffordshire. As a consequence, it is allied to, and an integral part of Staffordshire as a place, presenting numerous opportunities and resources to socialise and champion our recently launched place brand.
10. Furthermore, there is an appetite among the local partners who collaborate through our Destination Management Partnership (DMP) to review its operations. In this report we are suggesting the County Council's preferred approach to a

revitalised offer which brings life to the Staffordshire story and with their agreement, working towards greater integration, with other local authorities across Staffordshire. Our approach is also about the public sector enabling the visitor economy to take advantage of the opportunities that lie ahead by providing a kick-start, in the short to medium term, which allows the private sector to focus on recovery and to once again thrive.

The Destination Management Partnership (DMP)

11. The DMP (Destination Staffordshire) is a primarily public Destination Management Organisation. Its primary administration and operational delivery sit within the County Council's Business and Enterprise team. Around 35% of the funding for the partnership comes from the private sector with the remainder of funding from the public sector (either by local authority funding or via grant funding).
12. The overarching priority of the DMP is to ***set the direction for Staffordshire's visitor economy sector.***
13. Of a total annual operating budget of around £260k (2020/21 budget), Staffordshire County Council is the main funding partner (contributing £125k per annum). In addition, from the District and Borough Councils of Staffordshire and Stoke-on-Trent City Council a further £45k in public sector funding is currently committed, giving an overall public sector contribution of circa £170k.
14. It is a wider partnership beyond the local government community and the DMP operates as a partnership of tourism businesses, with separate (non-County Council) branding as Destination Staffordshire, which operates as the Tourist Board for Staffordshire.
15. The total value of financial contributions to the DMP from private sector businesses is circa £90k.

Current DMP operating model and resourcing

16. Current staffing capacity for the DMP is hosted within Staffordshire County Council and consists of 1 Full Time Equivalent post (the Senior Marketing Officer). Additional support is provided by the Digital Marketing and Social Media Executive, who is appointed on a fixed term basis through the Marketing Services contract commissioned and administered on behalf of the DMP.
17. The DMP is a publicly led partnership and with current experiences of the pandemic in mind, our conclusion is that the 'Public' operating model remains the most relevant Operating Model for Destination Staffordshire at this time, to enable the visitor economy businesses to focus on their own recovery.
18. The team has experienced unprecedented demand and challenges in supporting the Staffordshire visitor economy to respond and recover through the Covid-19 pandemic. This has seen the team's focus shift from a largely business-to-consumer approach, to a business-to-business focus, and a constant need to

remain agile and responsive to the changing global/national environment which has impacted so much on our visitor economy.

19. There is a strong case to reinforce this capacity, enabling a renewed level of support to the transformation efforts of our tourism, hospitality and leisure businesses and the wider visitor economy, and to encourage the sector to thrive into the future. More details in relation to this increased capacity and the financial resources involved are set out below.
20. To ensure that the Staffordshire visitor economy can be fit for the future, respond to challenges posed by the pandemic and transform to take advantage of future opportunities, members of the DMP Board agreed in at their Board meeting in September 2020 that a review of the operations of the DMP was timely.
21. As such, a set of proposals forming a 'refreshed offer' for the DMP were presented to the DMP Board at its meeting on 9th March 2021. The proposals for the refreshed offer are set out in further detail below.

Suggested proposals for a refreshed offer

22. Having carefully considered the opportunities for the reinvigoration of our visitor economy, the medium-term (circa 3 years) future direction of travel for the DMP could be shaped around 4 key themes and 2 enablers, underpinned by and as a key vehicle for, telling the Staffordshire story.

23. Key themes:

- **Targeted marketing and campaigns** to maximise Staffordshire's profile and to attract more visitors. (This could include 'paid for' advertising to maximise search engine optimisation, development of campaigns at the local and hyper local level and building on the potential demand for 'staycations' with an ambition of increasing the dwell time of overnight visitors in particular)
- **Overseeing and commissioning research and intelligence** to inform the activities of the visitor economy sector and to shape our offer and future priorities. (Using timely market responsive data – ideally in close partnership with businesses and providers and wider contextual data to shape and inform our activities – for example through customer segmentation and targeted demographic marketing)
- **Lobbying and advocacy work** to influence key policy makers to shape the direction of the sector and maximise Staffordshire's role and profile. (Using our wealth of high-profile private sector, third sector and public sector advocates to champion Staffordshire at every opportunity)
- **Business support activities and signposting** to help the visitor economy renew and transform following on from the Covid 19 pandemic. (Using targeted business support activities to encourage potential diversification, innovation and growth opportunities within the visitor economy as well as fostering a strong new network of start-up businesses)

24. Enablers:

- **Utilising the Staffordshire story and place brand resources**, assets, and established channels to promote and grow the Staffordshire visitor economy and bringing the story to life through compelling examples. (Using the resources to create a cohesive and value-added perspective for Staffordshire and reinforcing the 'Staffordshire Layer' which allows businesses and organisations to thrive and confidently demonstrate the mutual benefits of the Staffordshire identity)
 - **Enhanced two tier working between District and Borough Councils, Stoke-on-Trent City Council and Staffordshire County Council**, creating greater connectivity between Staffordshire wide and local issues and delivery mechanisms. (Maximising potential financial and other resources to ensure that the visitor economy is encouraged to thrive, and businesses are supported in the best and most appropriate way)
25. It will be important to reflect on these proposals, ensuring that they maintain their relevance within the changing nature of the visitor economy as we transition beyond the heights of the Covid pandemic and to consider how they can be shaped to meet the future direction and priority activities of both the DMP and the Staffordshire Place Board.

A new Staffordshire story and place brand

26. The launch of the Staffordshire story brings many opportunities to further raise the profile of Staffordshire. It is underpinned by our tourism and visitor economy offer which includes nationally significant attractions such as Alton Towers Resort, Drayton Manor Park, the National Memorial Arboretum and the National Brewing Centre among others. Along with the FA's national football centre at St. George's Park, these assets are all integral to the message that Staffordshire is the nationally valued centre of the UK.
27. A newly constituted Place Board has been convened to oversee the direction of the Staffordshire story and place marketing activity and held its first meeting in February 2021. Given the obvious synergies with the DMP, there will need to be a strong link between the DMP and the Place Board. The Place Board currently includes representatives from Drayton Manor and Lichfield Cathedral, ensuring there is a strong visitor economy cohort as well as the Deputy Leader and Cabinet Member for Economy and Skills from Staffordshire County Council. There will be opportunity for more representatives from our attractions to join the board in future.
28. Co-ordination of key place branding activity will be led by the Place Brand Manager who started work in mid-February. To ensure a strong synergy between the key areas of work the Place Brand Manager will be invited to regularly attend DMP Board meetings and to facilitate future relevant opportunities.

Resource and Value for Money Implications

29. As identified earlier in this paper, the DMP has a current operating revenue budget of around £260k per annum of which £125k is funded by Staffordshire County Council, £45k from other local authorities and £90k from the private sector.
30. Given the need to help our tourism and visitor economy bounce back from the pandemic there is a compelling case for the public sector partners who contribute to the DMP to consider their current investment into the partnership.
31. With potential future investment, through enhanced two-tier working to maximise public sector resources and the opportunity to maximise collective benefit and impact for the Staffordshire visitor economy, the opportunities for transformational change are current.
32. This is even more so given a likelihood that consumers will spend more of their leisure time in their local areas and a predicted surge in 'staycation' type holidays while the practicalities of international travel remain uncertain.
33. We are working closely with our local authority partners to explore options for enhanced subscription into the DMP to complement the proposed investment from the County Council to enable the key activities and priorities which will allow the sector to transform.
34. The extent of how this investment and potential resources can be used will be determined by the DMP Board in consultation with the Place Board.
35. Current staffing capacity for the DMP is based within Staffordshire County Council and consists of 1 Full Time Equivalent post (the Senior Marketing Officer which is funded through SCC budgets). Additional support provided by the Digital Marketing and Social Media Executive, who is appointed on a fixed term basis through the Marketing Services contract that is commissioned and administered on behalf of the DMP.
36. To provide additional capacity to the DMP it is recommended that a Partnership Business Development Manager should be appointed for an initial 3-year period. The initial focuses for this role would be in relation to delivery of the enhanced marketing offer outlined above and maximising the potential to bring private sector income into the partnership in the future. Inclusive of on costs this is expected to relate to an investment of up to £194,000 (subject to job evaluation) over 3 years.
37. It is also recommended that the appointment of the Digital Marketing and Social Media Executive (whom is currently appointed through a contract via the DMP's PR agency) is formalised as a Staffordshire County Council post to work collaboratively with the DMP and support other key place making activity. The salary for this post currently amounts to circa £35k inclusive of expenses and on costs. Again, this would be for a 3 year period.
38. The importance of this post is critical to our operational success as the Social Media presence of the DMP continues to grow as a fundamental aspect of

marketing Staffordshire both for the DMP and the Place Board. Bringing this post in house as an SCC appointment, will provide additional security to this crucial part of the DMP operation and more certainty over its future for the next 3 years rather than being considered as a component of the overall DMP budget.

39. Cabinet will recall that an investment to support Economic Development activities and our Economy has been made through the Medium-Term Financial Strategy. The balance of this investment for 2021/22 currently stands at around £200,000. Our intentions are to therefore to use this investment to part fund the proposals which are set out in this report.
40. Finally, an independent national review has been launched by DCMS to 'examine and assess the role, structure and performance of Destination Management Organisations across England'. The proposals in this report and considered by the DMP will be flexible enough to respond to any recommendations made by DCMS.
41. The proposals contained in this report will ensure that we have a properly funded DMP with a renewed focus, the right support in place for businesses in this sector to thrive, and put Staffordshire in the best possible position to attract visitors over the next few years.

Conclusion

42. This report has highlighted the crucial period that our tourism and visitor economy is facing as we look to recover from the Covid 19 pandemic.
43. The economic value of the sector is well recognised with much wider linkages into the food and drink production sector and with its contribution to wider quality of life, the wellbeing of our people and communities and components to our investment offer its importance should not be understated.
44. Over the past 12 months we have successfully led a number of programmes to support our economy and as part of these, the businesses within the visitor economy. The proposals in this paper set out how we intend to enhance this support further with a focus of support to our businesses within the sector.
45. With the launch of the Staffordshire story and place brand along with the appetite of DMP Board members to refresh the offer of the DMP, there is a real chance to support our visitor economy at a time when it needs it most and bring real life to the Staffordshire story as part of a joined up approach to our wider place marketing offer.
46. This report sets out our recommendations for how Staffordshire County Council could make investments to support the refreshed DMP offer and Cabinet are asked to endorse this approach.

List of Background Documents/Appendices:

None

Contact Details

Assistant Director: Anthony Hodge, Assistant Director for Business and Enterprise

Report Author: Jonathan Vining
Job Title: Head of Economic Growth and Delivery
Telephone No.: 01785 277353
E-Mail Address: jonathan.vining@staffordshire.gov.uk

Cabinet Meeting on Wednesday 17 March 2021

Staffordshire Means Back to Business – Staffordshire and Stoke-on-Trent Business Loan Fund



Cllr Philip White, Deputy Leader and Cabinet Member for Economy and Skills said,

“The business loan fund supports small viable companies to access essential finance where they have struggled with commercial lenders.

This, like all the programmes we have launched since our Staffordshire Means Back to Business strategy began last summer, is targeted support where it is needed most. We have worked successfully with BCRS for a long time and will combine our efforts with colleagues at Stoke-on-Trent for this round of funding.

Originally set up in the aftermath of the 2008 financial crash, in 2021 we are focusing on overcoming the immense challenges to businesses resulting from Covid-19. The loan fund has previously enabled businesses to expand, diversify and take on new employees. It has supported companies across a range of sectors from manufacturing to professional services.

Over the next three years we will build on this success – supporting 200 businesses which will contribute to our economic growth and create jobs in our communities.”

Report Summary:

Following the report considered by Cabinet in December 2020, this is a further report to meet that commitment and demonstrates our ongoing and clear support for our economy.

The Staffordshire and Stoke-on-Trent Business Loan Fund has made a significant contribution to the local economy by supporting viable small businesses across Staffordshire and Stoke-on-Trent, with the provision of loans from £10,000 to £50,000. Over the project course of 10 years, the county council has been the accountable body of five contracts to the value of £5.7m (including sought match funding) and has helped to support almost 200 businesses, creating and safeguarding more than 1,300 jobs. Since November 2015 under the most recent and final three-year contract, this loan fund has enabled 44 small businesses to access finance, to help them to create new jobs whilst developing and progressing their growth and expansion plans. By December 2018, total loans of over £1.5m had safeguarded and created 244 jobs.

This phase of the Business Loan Fund ended in December 2018 and has been instrumental to the success and development of business growth in the County, which has generated an impressive socio-economic impact. This supports the county councils pledge to deliver value for money for residents and businesses and enable our residents to access employment and feel the benefits of economic growth.

The proposal is to establish a new phase of the revolving loan fund based on previous successful arrangements (Staffordshire Small Business Loan Fund) working with BCRS, to support SMEs capable of development and growth, who are unable to secure finances from commercial sources. The proposed fund will also provide a focus for rural businesses across Staffordshire as part of the priorities for rural businesses outlined by the All Party Working Group on the economy at the County Council and in the forthcoming rural economic strategy. This covers a range of small sized business sectors and forms part of Staffordshire County Councils response to COVID-19 economic recovery and the county's future economic prosperity. It is intended for the fund to be launched in April 2021 and act as a viable alternative lending option as a revolving loan fund.

Recommendations

I recommend that Cabinet:

- a. Support the establishment of a new joint Staffordshire County Council / Black Country Reinvestment Society (BCRS) business loan fund as a long term debtor of £490,000 along with other contributions from BCRS (£555,224), City of Stoke-on-Trent Council (£108,710), ERDF (£736,886) and the North Staffordshire Risk Capital Fund (£109,180), to create a new revolving loan fund (RLF) of £2m;
- b. Support the allocation of £490,000 of Staffordshire County Council funding, focussed on supporting rural businesses in Staffordshire; and
- c. Support the proposed joint operation of the fund with BCRS that will include a 2% commission on any introduced successful rural loans to contribute towards County Council staffing costs;
- d. Give authority to the Director of Economy, Infrastructure and Skills to authorise entering into the contract with BCRS to manage the Business Loan Fund as detailed in this report.

| |
|-------------------------------|
| Local Members Interest |
| N/A |

Cabinet – Wednesday 17 March 2021

Staffordshire Means Back to Business – Staffordshire and Stoke-on-Trent Business Loan Fund

Recommendations of the Deputy Leader and the Cabinet Member for Economy and Skills

I recommend that Cabinet:

- a. Support the establishment of a new joint Staffordshire County Council / Black Country Reinvestment Society (BCRS) business loan fund as a long term debtor of £490,000 along with other contributions from BCRS (£555,224), City of Stoke-on-Trent Council (£108,710), ERDF (£736,886) and the North Staffordshire Risk Capital Fund (£109,180), to create a new revolving loan fund (RLF) of £2m;
- b. Support the allocation of £490,000 of Staffordshire County Council funding, focussed on supporting rural businesses in Staffordshire; and
- c. Support the proposed joint operation of the fund with BCRS that will include a 2% commission on any introduced successful rural loans to contribute towards County Council staffing costs;
- d. Give authority to the Director of Economy, Infrastructure and Skills to authorise entering into the contract with BCRS to manage the Business Loan Fund as detailed in this report.

Report of the Director of Economy, Infrastructure and Skills

Reasons for Recommendations:

Background

1. The Staffordshire Business Loan Fund has contributed significantly towards creating the right conditions for economic growth across the whole of Staffordshire, resulting in better paid jobs for residents, which remains a top priority for Staffordshire County Council. With 99.6% of businesses in Staffordshire being SMEs, programmes such as the business loan fund have been key to supporting the development and growth of small businesses. SMEs are considered to be at greater risk to the effects of economic shocks, particularly under the current circumstances around COVID-19.
2. The county council has been the accountable body of five contracts over a ten year period, to the value of £5.7m (including sought match funding) and has helped to support almost 200 businesses, creating and safeguarding more than 1,300 jobs. Since November 2015 under the most recent and final three-year contract, this loan fund has enabled 44 small businesses to access finance, to help them to create

new jobs whilst developing and progressing their growth and expansion plans. By December 2018, total loans of over £1.5m had safeguarded and created 244 jobs.

3. The County Council has contributed £2.5m towards the total £5.7m pot, with £147k North Staffordshire Risk Capital Fund, £155k from Stoke-on-Trent Council, £855k European Regional Development Fund (ERDF) and the remainder £2m from recycled ERDF and other funds that are at BCRS's disposal. These funds are made available for reinvestment by BCRS in Staffordshire and Stoke businesses once each of the loan funds are repaid. Under the terms and conditions of the ERDF element of the loan fund, this resource must be retained and reinvested to support SMEs.

Proposal

4. This proposal builds on the success and strengths of previous phases of the Staffordshire Business Loan Fund managed through BCRS and proposes to utilise existing eligibility criteria and processes. As BCRS are required to reinvest money from previous funds the County Council and City of Stoke-on-Trent Council are contributing an amount to increase the size of the fund rather than setting up their own loan funds. This approach will allow more businesses to be supported.

5. The funding loan package of £2m will be made up of contributions from:

| | | |
|-----------------------------------|---|------------|
| a. Staffordshire County Council | - | £ 490,000* |
| b. City of Stoke on Trent | - | £ 108,710 |
| c. ERDF to be recycled | - | £ 736,886 |
| d. North Staffs Risk Capital Fund | - | £ 109,180 |
| e. BCRS | - | £ 555,224 |

**The £490k Staffordshire County Council contribution is to be paid back by BCRS to the County Council as part of the Contract 4 agreement.*

6. The £490k of funding to be returned to the County Council will be used to repay the cost of Staffordshire County Council contributing to earlier rounds of the fund therefore Staffordshire County Council will essentially have to find 'new money' to contribute to this new round.
7. Due to the level of risk involved in making Loans to small businesses, BCRS will make a provision of 30% (thirty percent) of the Funding to cover Bad Debts. This will be set against the proposed Loans from the County Council which will therefore be repayable as a total of £343,000 (three hundred and forty-three thousand pounds).
8. Applicants must be existing businesses within the Stoke on Trent and Staffordshire area and have up to a maximum of 50 employees. They must be viable at the time of application and loans will be made to businesses proposing activities that will assist economic growth. A focus on productivity and safeguarding jobs will be a key outcome of the revolving loan fund.

9. The County Council's £490,000 contribution will provide a focus for supporting small rural businesses in Staffordshire; however, this does not exclude loans being available to small businesses in urban areas. The remainder of the fund to be used for lending to small businesses across Stoke on Trent and the rest of the county. This does not preclude a higher proportion of these monies being used for rural businesses if there is sufficient demand.
10. Loan amounts will be between £10,000 to £50,000 and repayable over a maximum 5-year period. BCRS will charge interest at a rate of between 8 – 16%, depending on the applicant's business case and risk.
11. The scheme is only available for small businesses declined from commercial funding sources.
12. Discussions between the County Council and BCRS have also agreed that the terms of engagement and operation of the fund with BCRS will now include a 2% commission on any introduced loans to contribute towards the County Council's staffing costs. The 2% commission will be based on the initial £490k County Council contribution.

Proposed Timescales

- a. Launch of loan fund April 2021
- b. First loan applications to be considered May 2021
- c. Quarterly updates to SLT on performance
- d. Annual performance review
- e. Loan period ends April 2024
- f. BCRS to re-pay agreed loans amount to SCC April 2029

Finances

| | |
|---------------------------------------|-------------------|
| Staffordshire County Council | £ 490,000 |
| City of Stoke on Trent | £ 108,710 |
| ERDF to be recycled | £ 736,886 |
| North Staffs Risk Capital Fund legacy | £ 109,180 |
| BCRS contribution | £ 555,224 |
| Total Fund | £2,000,000 |

Outputs

- a. Businesses supported: 50
- b. Jobs safeguarded or created: 120

Risks Identified

13. The proposed new phase of the Staffordshire Business Loan Fund is based upon a successful ten-year operation and relationship with BCRS therefore the perceived risks are thought to be minimal. However, the following risks need to be considered:

- a. Demand may exceed the Business Loan Fund £2m allocation. The scale of the loan fund is considered appropriate to take its place alongside other government and locally delivered lending options for businesses currently available and will target businesses that have been refused loan finance from other lenders. Loans will be awarded on a first come first served basis.
- b. Demand may not reach the £2m Business Loan Fund allocation if potential applicants do not come forward for the loans. By continuing the previous collaboration between the County Council and BCRS, the loan fund will be efficiently managed by and delivered through an experienced and established lender who understands business propositions and lending requirements. The loan fund will form part of the BCRS portfolio of lending options.
- c. Terms of the Business Loan Fund, particularly with a significantly higher interest rate, may prove unpopular with businesses and therefore affect take up. The Business Loan Fund is an option for businesses who have been declined lending on more favourable terms due to a range of issues including risk. Therefore, the higher interest rate is charged to accommodate higher risk businesses and allow for a higher potential for loan repayment default and any necessary recovery costs
- d. High level of default on loan repayments. It is accepted that there may be some business failures, but steps will be taken to ensure that the business proposition is viable and robust by a combination of Growth Hub advice and the established processes and checks deployed by BCRS. Also, the repayment default rate of the previous BCRS managed Staffordshire Small Business Loan Scheme experienced a default rate of 30%. The County Council's economic role in referring business applicants to the scheme in collaboration with the Growth Hub will try to ensure that only the most robust business applicants benefit from the loans.

Subsidy Control (Previously called State Aid)

- 14. BCRS (as the Fund Manager), will ensure during the duration of the contract and following termination of this Contract, the provisions governing subsidy control (replaced the EU state aid scheme when the UK left the EU) have been and will be fully complied with and the Fund Manager acknowledges that it shall not be the responsibility of the County Council to carry out investigations or monitoring of any kind in respect of any subsidy issues that arise out of or in consequence of the operation of this Contract.

Conclusion

- 15. To conclude, the Business Loan Fund was initially established as a response to the recession and the need to address the lack of finance available to support viable businesses. As the loan fund has developed, it has focussed more heavily on enabling the diversification, growth and development of our small business community. A variety of businesses have benefitted from the financial support including design, marketing and IT consultants, manufacturing companies, training providers, logistics and other professional service providers. By supporting nearly

200 businesses it has and will continue to make a significant contribution towards the economic growth and prosperity of the County. The proposed new phase seeks to continue this positive legacy in supporting businesses who find it difficult to access finance for their growth from commercial sources. This requirement is even more evident as the county's economy endeavours to progress beyond the current COVID-19 pandemic.

Legal Implications

16. The contractual arrangement with BCRS will be based upon the previous contract prepared by Legal Services for the period December 2015 to December 2018. The County Council will be detailing how the Business Loan Fund will be managed and will be entering into the contract on behalf of City of Stoke on Trent Council. Legal Services will assist with reviewing and updating the contract as necessary to take account of any statutory changes including data protection and subsidy control provisions.
17. BCRS were previously commissioned through an open tender process, however as the majority of the funding is held by BCRS to be reinvested the County Council along with City of Stoke-on-Trent Council have decided to invest the amounts detailed in this report to increase the pot available to BCRS. Although BCRS may retain 30% for bad debt, the risk rests with BCRS if more than 30% of the fund is not repaid by businesses.

Resource and Value for Money Implications

18. Resources are being made available as detailed above. The County Council's requested contribution of £490,000 is the same amount as is being returned as per Contract 4 (running from December 2015 to December 2018) of the Business Loan Fund.

List of Background Documents/Appendices:

Black Country Reinvestment Society SLA

Community Impact Assessment – Summary Document

Contact Details

| | |
|------------------------|--|
| Report Author: | Ian Jackson |
| Job Title: | Rural Development Manager/Staffordshire 'LEADER' Programme Manager |
| Telephone No.: | 01785 854306 / 07815 827147 |
| E-Mail Address: | ian.jackson@staffordshire.gov.uk |



Staffordshire
County Council

Community Impact Assessment Checklist and Executive Summary

Name of Proposal:

Staffordshire and Stoke on Trent Business Loan Fund

Project Sponsor:

Darryl Evers, Director for Economy, Infrastructure & Skills

Project Manager:

Nicola Kent, Head of Funding Business & Enterprise

Date Completed:

24/02/21

Final Checklist

Prior to submitting your Community Impact Assessment (CIA), please ensure that the actions on the checklist below have been completed, to reassure yourself / SLT / Cabinet that the CIA process has been undertaken appropriately.

| Checklist | Action Completed | Comments/Actions |
|--|------------------|---|
| The project supports the Council's Business Plan, priorities and MTFS. | Yes | |
| It is clear what the decision is or what decision is being requested. | Yes | |
| For decisions going to Cabinet, the CIA findings are reflected in the Cabinet Report and potential impacts are clearly identified and mitigated for (where possible). | Yes | |
| The aims, objectives and outcomes of the policy, service or project have been clearly identified. | Yes | |
| The groups who will be affected by the policy, service or project have been clearly identified. | Yes | |
| The communities that are likely to be more adversely impacted than others have been clearly identified. | Yes | |
| Engagement / consultation has been undertaken and is representative of the residents most likely to be affected. | No | This is Contract 6 of the Business Loans Scheme and experience of managing the previous 5 contracts has helped us identify those who might be affected. |
| A range of people with the appropriate knowledge and expertise have contributed to the CIA. | Yes | |
| Appropriate evidence has been provided and used to inform the development and design of the policy, service or project. This includes data, research, engagement/consultation, case studies and local knowledge. | Yes | |
| The CIA evidences how the Council has considered its statutory duties under the Equality Act 2010 and how it has considered the impacts of any change on people with protected characteristics. | Yes | |
| The next steps to deliver the project have been identified. | Yes | |

Executive Summary

The Executive Summary is intended to be a collation of the key issues and findings from the CIA and other research undertaken. This should be completed after the CIA and research has been completed. Please structure the summary using the headings on the left that relate to the sections in the CIA template. Where no major impacts have been identified, please state N/A.

| | Which groups will be affected? | Benefits | Risks | Mitigations / Recommendations |
|--|---|-----------------|--|---|
| <p>PSED</p> <p>What are the impacts on residents with a protected characteristic under the Equality Act 2010? Highlight any concerns that have emerged as a result of the equality analysis on any of the protected groups and how these will be mitigated. It is important that Elected Members are fully aware of the equality duties so that they can make an informed decision, and this can be supported with robust evidence.</p> | Those from a non-English speaking background and those with disabilities that make it difficult for them to complete written application forms. | | That the scheme could be difficult for those identified groups to access. | Assignment of an Advisor to work with clients through all stages of the application process |
| <p>Health and Care</p> <p>How will the proposal impact on residents' health? How will the proposal impact on demand for or access to social care or health services?</p> | None | | | |
| <p>Economy</p> <p>How will the proposal impact on the economy of Staffordshire or impact on the income of Staffordshire's residents?</p> | All businesses who are finding it difficult to access finance | | The impacts of COVID-19 could make safeguarding and job creation difficult in 2021 2022. | This programme will safeguard and create new jobs as a condition of the loan |
| <p>Environment</p> <p>How will the proposal impact on the physical environment of Staffordshire? Does this proposal have any Climate Change implications?</p> | It is unlikely to have a negative impact on the built environment and the loan scheme could be accessed by | | The maximum loan is £50,000 so could not be used for large projects. | This programme could be used by businesses to build or refurbish premises on a small scale. |

| | Which groups will be affected? | Benefits | Risks | Mitigations / Recommendations |
|--|--|---|---|--|
| | businesses hoping to make improvements to their premises | | | |
| Localities / Communities | It will impact on business owners, | It will benefit businesses who are finding it difficult to access finance | Ensuring businesses in rural areas know about the scheme. | £490,000 of the loan scheme is specifically designated for businesses in rural areas. This scheme will be widely publicised through the Comms Team and BCRS. |
| How will the proposal impact on Staffordshire's communities? | | | | |

Cabinet Meeting on Wednesday 17 March 2021

Capital Programme for Schools 2021/2022



Cllr Jonathan Price, Cabinet Member for Education (and SEND) said,

“Every child in Staffordshire deserves the best possible education, and to leave school or college with the skills they need to succeed in the workplace or further education. Added to this, it is widely recognised that the quality of school buildings can help or hinder learning and teaching”.

Our capital programme for the next year is designed to ensure we make the most of the funding we have, and work with schools to improve school infrastructure. This way, we can ensure the county’s children are learning in the best environment possible.”

Report Summary:

Approval of the Schools Capital Programme for 2021/22. The Schools Capital Programme funding is made up of 2 central government grants; School Condition Allocation (SCA) and Basic Need. Additional capital funding for schools comes from other government bid grants, contributions from schools, developers and other stakeholders.

Recommendations

I recommend that Cabinet:

- a. Considers the report and approves the Schools Capital Programme 2021/22 investment proposal set out in the supporting appendices.
- b. Agrees that the Assistant Director for Commercial and Assets monitors progress and makes any necessary in-year alterations in agreement with the Cabinet Member for Education (and SEND).
- c. Delegates authority for the Director of Corporate Services to approve:
 - i. All subsequent call-off contracts under the CWM framework Agreement to be awarded and entered into with the successful providers under the CWM Framework Agreement.
 - ii. Any novation of call-off contracts to new providers or variations to the terms of call-off contracts, in accordance with the Public Contract Regulations 2015.

| |
|-------------------------------|
| Local Members Interest |
| N/A |

Cabinet – Wednesday 17 March 2021

Capital Programme for Schools 2021/2022

Recommendations of the Cabinet Member for Education (and SEND)

I recommend that:

- a. Considers the report and approves the Schools Capital Programme 2021/22 investment proposal set out in the supporting appendices.
- b. Agrees that the Assistant Director for Commercial and Assets monitors progress and makes any necessary in-year alterations in agreement with the Cabinet Member for Education (and SEND).
- c. Delegates authority for the Director of Corporate Services to approve:
 - i. All subsequent call-off contracts under the CWM framework Agreement to be awarded and entered into with the successful providers under the CWM Framework Agreement.
 - ii. Any novation of call-off contracts to new providers or variations to the terms of call-off contracts, in accordance with the Public Contract Regulations 2015.

Report of the Director of Corporate Services

Reasons for Recommendations:

1. Staffordshire is a great place to live, work and invest where most people enjoy a good quality of life. There are over 400 schools and academies providing education for around 120,000 primary, middle, and secondary pupils. Every Staffordshire child deserves the best possible education and to leave school or college with the learning and skills that they need to succeed in further education or the workplace. A strong economy relies on a high performing education system to produce the workforce of the future, and young people with the right skills, attitude, and ambition to meet the needs of our employers or to start a business of their own.
2. It is widely recognised that the quality of school buildings can help or hinder learning and teaching. Well-designed buildings and pleasant surroundings can lead to better attendance and concentration as well as motivation and self-esteem - factors which can improve performance. Staffordshire's Schools Asset Management Plan (AMP) and Statement of Priorities (StOP) ensure that capital spending is clearly aligned to corporate priorities and delivers value for money.

Summary

3. The Schools Capital Programme is made up of:

- a. Maintenance/Improvement projects
 - b. Basic Need/pupil place provision projects
4. The funding available to deliver the 2021/22 capital programme includes:
- a. Government Capital Grant School Condition Allocation (SCA)
 - b. Government Basic Need Capital Grant
 - c. Section 106 contributions from developers
 - d. Contributions from schools (DFC)
 - e. Third Party contributions
 - f. Contributions from other Government grants and bids including:
 - i. Free Schools
 - ii. Special Provision Capital Fund
5. The DfE is yet to confirm the 2021/22 SCA allocations (expected in Spring) so the School's Capital Programme 2021/22 is based on an estimated SCA of £3.9m. The programme will need to be reviewed once the funding allocation is announced to ensure affordability and that investment is targeted in SCC maintained schools (excluding Basic Need). The DfE confirmed that the Basic Need allocation for 2021/22 is £0. This is because the need for additional school places in Staffordshire is deemed by the department to be because of housing developments and not birth-rates.
6. In October 2020, the Department for Business, Energy and Industrial Strategy (BEIS) launched the Public Sector Decarbonisation Scheme which will allocate £1bn of grant funding to encourage green investment aligning with the Government's Net Zero and clean growth goals. SCC submitted 2 bids (corporate buildings and maintained schools) for projects that align with the Grant Scheme objectives to deliver stimulus to the energy efficiency and low carbon heat sectors, supporting jobs and to deliver significant carbon savings in the public sector. On 04 February 2021 we were informed that the maintained schools bid had successfully progressed to the Technical Approval stage. The BEIS will confirm funding allocations for the successful applications in March 2021.
7. Table 1 provides the breakdown of the funding for 2021/22.

| Allocation | £ |
|---|-----------|
| LA School Capital Allocation (SCA) 2021/22 - Estimate | 3,900,000 |
| LA School Capital Allocation (SCA) Re-phased from Previous Years | 212,577 |
| Basic Need Re-Phased from Previous Years | 9,105,383 |
| Basic Need 2021/22 | 0 |
| SEND Special Provision Capital Fund/Additional Places Re-phased from Previous Years | 650,000 |

| Allocation | £ |
|---|-------------------|
| Total SCE (R) - Supported Cap Exp (Rev) | 13,867,960 |
| School Contributions (DFC) | 63,959 |
| S106 Contributions | 4,006,714 |
| TOTAL Capital Funding | 17,983,633 |

Planned Replacement Programme

8. Condition surveys of schools are conducted on a 3-year rolling programme to assess the condition of the buildings. This information is held in a database which identifies the most urgent categories of need. Every school has been provided with an Asset Management Plan (AMP) on which local decisions on capital projects can be made. The condition grades are: -
 - a. Good – performing as intended with day-to-day servicing needs only
 - b. Satisfactory – performing as intended but with minor deterioration
 - c. Poor – not performing as intended or with major defects
 - d. Bad – life expired and/or at serious risk of imminent failure

9. The latest AMP condition survey information identifies work totalling £29.7m in the 3 highest priority categories (excluding Academies and Voluntary Aided schools), with work to the value of circa £2.9m identified under priority 1. Previous programmes of maintenance work have focussed on the priorities identified in the AMP, and these have been successful in addressing a significant amount of condition backlog issues. These figures don't consider the works completed in 2020/21.

10. The Planned Maintenance approach enables a co-ordinated programme of repairs and allows resources to be targeted where they are most needed to reduce the effects of unsatisfactory premises on pupils' education. As part of the due diligence process Academy sponsors will wish to ensure that the buildings are in a good state of repair. The Maintenance Programme forms the basis for ensuring that building can be transferred in a safe and satisfactory condition.

Asbestos Containing Fuse Boards

11. The fixed electrical testing programme highlighted several schools that still have electrical fuse boards that were manufactured using asbestos containing materials (ACM's). The risks associated with asbestos are now widely known, thousands of people have reportedly been affected by the inhalation of asbestos fibres either directly or indirectly and sadly hundreds have already lost their lives as a result. As part of the planned maintenance programme we will remove the 'dated' boards and replace with modern non-ACM equipment in SCC maintained schools. We will write to Academies and VA schools that still have ACM boards to provide advice/support.

Climate Change/Sustainability Programme

12. Tackling climate change is one of the key principles underpinning everything we're committed to do in our Strategic plan. The Climate Change Act was passed in 2008 and established a framework to develop an economically credible emissions reduction path. As a council, SCC is determined to do our bit to reach carbon net zero by 2050. Failure to comply with the legislation carries significant financial penalties. The County Council is committed to helping save energy and reduce carbon emissions and energy saving features are incorporated into building projects wherever possible. Our carbon baseline is around 50,000 tonnes (tCO₂e). This figure would have been significantly higher if not for innovative solutions we've already put in place to reduce our impact on the environment. Around half of Staffordshire's CO₂ emissions are due to buildings and some 80% of the property assets are schools. The challenge is now to remove the remaining 50,000 tonnes of carbon emissions and the school estate has a vital role to play in meeting increasing CO₂ reduction targets. It's expected that schools will make a financial contribution to any projects carried out to achieve this.
13. Electricity prices have continued to rise. The commodity price of electricity has remained relatively constant in recent years and the increasing cost is predominately through increasing energy taxes, which are being used to support renewable technologies, these are passed through in the unit price of electricity. "Pass through charges" have increased from 50% of the delivered cost in 2014/15 and now make up over 60% of the total electricity bill and these are forecast to increase year on year. As the biggest revenue costs after staffing, we need to reduce costs to limit the burden on school resources. It is essential that capital funding is made available for programmes to replace inefficient electric heating systems with 'wet' systems; upgrade old pipework; install new energy controls that monitor usage; insulation and installing new LED lighting. Prioritisation methodology targets schools where modernising plant or equipment provides best value returns on investment. In addition to direct financial savings, the investment provides a better learning environment for staff and students through improved heating & lighting.
14. It is important to note that in addition to the targeted sustainability projects, many of our other investments improve our carbon footprint with the schools becoming more energy efficient.

Priority Capital Projects Programme

15. Staffordshire recognises the importance that the school environment has in educational attainment and that capital investment is essential to support projects that are not driven by condition. The impact of re-modelling or refurbishing areas to provide more suitable facilities is significant. Research carried out by the University of Salford ('Clever Classrooms') revealed that the environmental factors of a classroom can have significant impact upon the learning and academic progress of students. The report revealed that progress could be improved by as much as 16 per cent in just one year with considered implementation of positive air quality, decor and natural light.

16. The Priority Capital Projects Portfolio encourages schools to use some of their Devolved Formula Capital (DFC), variable dependant on the size of the project/school circumstances to contribute to the works enabling the funding to stretch further.
17. The District Officers identify priority projects in their areas and liaise with the schools about making contributions. All projects are assessed, weighted, and ranked so that a 'cut-off' point can be established as to which projects the capital funding can support. If savings are achieved, then the next project on the list is added to the portfolio.

Toilet Refurbishment

18. Historically, the design of school toilets has generally not been good for a complex set of reasons. Typically, children are reluctant to use them; when they are used, they are often the centre of behaviour and discipline problems. Prominent amongst the consequences are health problems and dehydration problems. Dehydrated children work less well.
19. There is considerable evidence highlighting the current issues with school toilets and the effects these have on pupils. An effective layout, high quality fittings and finishes, efficient cleaning, and maintenance, together with good access policies, are all essential to ensure that school facilities are valued. Overcoming common problems – such as the negative effects on short and long-term health caused by pupils avoiding drinking enough water or visiting the toilet – can have a positive influence on pupils' welfare, willingness and ability to learn, their behaviour, morale and attendance levels.
20. The schools where toilet refurbishment is a priority have been identified and we will endeavour to complete as many projects from the list in accordance with the funding allocation.

SEND Special Provision Fund

21. Across Staffordshire, 3 in 100 people are currently living with a learning disability and 11 in 100 people with a physical disability. SCC believes that all children and young people, irrespective of background or needs, are entitled to a good education that enables them to fulfil their potential. Improving access to education, participation in the school curriculum and educational achievement for pupils with disabilities is vital to ensure equality of opportunity, to support pupils to reach their educational potential and improve their future outcomes.
22. There are 23 maintained and academy Special Schools and 6 maintained Pupil Referral Units (PRU) and academy Alternative Provision (AP) within Staffordshire with approximately 2,500 pupils in attendance. 5 of the special schools have residential education provision and some have listed building status. In addition, there are 4 Autism Outreach Centres and a Speech Language Centre. Recently SCC has been developing resource bases to support pupils who do not have an EHCP as a preventative initiative within mainstream settings. At the end of

September 2020, there are 6,048 pupils with Education Health Care Plans (EHCPs) and SCC currently support 12,758 pupils with SEND in mainstream settings.

23. Staffordshire County Council intend to use the remaining Special Provision Capital Funding to Develop Resource Bases at Mainstream Schools for children and young people with Education, Health and Care Plans (EHCP), with Social, Emotional and Mental Health (SEMH) and/or Autistic Spectrum Condition (ASC). A consultation on the focus of this funding has been completed. Expressions of interest were requested from education settings interested in developing a Resource Base. These have been received and are currently being evaluated.

Basic Need

24. The County Council has a statutory duty to ensure that there are enough school places in the area, promote high educational standards, ensure fair access to educational opportunity, and promote the fulfilment of every child's educational potential. Staffordshire's highest priority for investment in schools is the provision of new places to meet basic need. The process of school place planning is complex in terms of the housing market in each area of the county; receipt of capital funding from government and developers; the use of Community Infrastructure Levy (CIL) at some Local Planning Authorities; changes in parental preference and individual school performance; births and inward and outward migration; new government legislation and policy; building costs; the increasing number of autonomous academies. All these factors combine to create a volatile environment.
25. Consideration of projected numbers from population trends and planned housing development within the county clearly demonstrate where there is a need to expand provision to meet growth. Projected investment required in new basic need projects by 2031 is estimated circa £240m. Communities will look to us to work creatively and ensure that new school buildings are value for money. Officers are continually monitoring numbers, securing S106 funding and updating the basic need requirements for each area as more information becomes available.

Proposed Investment 2021/22

26. Table 2 provides the profile of the proposed areas of investment in the Schools Capital Programme 2021/22. A breakdown of the individual projects can be seen in Appendices 1 to 5.

Table 2: Schools Capital Programme 2021/22

| Maintenance/Improvement Projects | £ |
|--|---------|
| New Starts - Planned Replacement Programme Maintenance | 930,000 |
| New Starts - Planned Replacement Sustainability | 870,000 |
| New Starts - Climate Change/Sustainability Programme | 370,164 |
| New Starts - Priority Capital Projects | 912,991 |
| New Starts - Toilet Refurbishment Projects | 564,402 |

| | |
|--------------------------------------|-------------------|
| New Starts - Health and Safety | 100,000 |
| SEND Special Provision Fund Projects | 650,000 |
| Continuation of other Projects | 962,436 |
| Basic Need Projects | 12,794,762 |
| Total Capital Programme | 18,156,755 |

**A list of the proposed projects can be found in the attached appendices.*

Strategic Priorities

27. In the current economic climate, where there is a considerable degree of uncertainty around the provision of capital funding to support schools and education, it is imperative that the County Council has a pre-determined set of priorities already in place so that it has the flexibility and responsiveness it will need to act on those capital funding streams as soon as they become available.
28. There will continue to be more demand for capital investment than there will be resources available to meet that demand. In turn this will mean that choices, sometimes very difficult choices, will have to be made. The County Council is committed to ensuring that the process of determining priorities for capital investment is open and transparent. Key features of this approach include:
- a. consultation with the Deputy Chief Executive and Director for Families and Communities, the Cabinet Member for Education (and SEND) and the County Commissioner for Access to Learning to determine local priorities.
 - b. published criteria for the assessment of priorities in the Asset Management Plan, and open access to the information held within it on all schools (Planned Maintenance Programme).
 - c. consultation with all relevant partners, including schools and the three Dioceses, both directly and through the Local Management of Schools Consultative Committee (LMSCC).
 - d. consultation with the Assistant Director for Education, Strategy and Improvement.
29. In accordance with these principles and approaches, the following strategic priorities have been identified for capital investment in schools:
- a. securing enough school places, both the provision of new places where numbers are increasing, and the removal of surplus places, so that resources available to schools are used most efficiently.
 - b. develop 'in-county' provision for children and young people with Special Educational Needs, Disability (SEND) and vulnerable groups providing them access to the right support at the right time in the right way so that they can

access high quality learning and skills opportunities so that they can realise their aspirations and lead a fulfilling and independent life.

- c. improving educational standards by addressing highest priority condition issues ensuring schools are safe, warm, and dry through the Planned Maintenance Programme.
- d. meeting climate change and sustainability targets.
- e. delivering projects that make a difference to the school environment that are not condition driven but will have a significant impact through the Priority Capital Projects Portfolio.
- f. refurbishment of toilet facilities that are designed and fitted out to a standard that discourages anti-social behaviour and vandalism.
- g. ensuring that Staffordshire's Pathway schools are fit for purpose to allow children with mobility problems access to mainstream education.

Programme Management

- 30. Approval is sought for the Assistant Director for Commercial and Assets to continue with the practice of monitoring progress and making any necessary in-year alterations in agreement with the Cabinet Member for Education (and SEND).
- 31. Approval is sought to continue with the practice of bringing forward capital works to offset slippage on individual projects to ensure that the capital programme achieves budget targets 'in year'. There are provisional plans to bring forward c£218k of works above an overall programme of £18m in 2021/22. These provisions are based on previous years programme performance and the intention is to finance some of the 'advance-spend' from savings made in procuring the programme. Provision will be made in 2022/23 to finance any outstanding balance.

Procurement of Works

- 32. Construction Projects – in line with Staffordshire County Council's ('Council') own Procurement Regulations, it is a requirement to utilise a 3rd party contract vehicle where available. Whilst the Council has previously procured its own traditional-build construction projects framework in the absence of any ideal option at the time, there is now a credible opportunity to procure Council construction projects from the recently-let Construction West Midlands ('CWM') Framework Agreement (an arrangement procured and led by Birmingham City Council, Solihull Metropolitan Borough Council and Sandwell Metropolitan Borough Council). Commencing October 2020 for a period of 4 years (with the option for an extra 2), this arrangement has been procured compliantly, will see project values of up to £2b, mimics the ethos and operation of the typical construction Framework which the Council would wish to procure, and allows access to a governance team that is driving developments in framework best practice at a regional and national level. The Council does also recognise the competence and professional delivery of the

providers recently appointed to this arrangement with many already working with the Council and its partner on current projects.

33. Maintenance Works – will continue to be procured in line with the Councils Procurement Regulations, turning to our own Framework arrangements where applicable

List of Background Documents/Appendices:

Community Impact Assessment - Summary Document

Appendix 1 - Planned Replacement Programme 2021/22

Appendix 2 - Climate Change/Sustainability Programme 2021/22

Appendix 3 - Priority Capital Projects 2021/22

Appendix 4 - Toilet Refurbishment Programme 2021/22

Appendix 5 - Basic Need Projects

Contact Details

Assistant Director: Ian Turner, Assistant Director for Commercial and Assets

Report Author: Stuart Lane

Job Title: Head of Schools Asset Strategy

Telephone No.: 07800 626560

E-Mail Address: stuart.lane@staffordshire.gov.uk



Staffordshire
County Council

Community Impact Assessment – Checklist and Executive Summary

Name of Proposal: Capital Programme for Schools 2021/2022
Project Sponsor: Councillor Jonathan Price
Project Manager: Stuart Lane
Date: 18/01/21

Final Checklist

Prior to submitting your Community Impact Assessment (CIA), please ensure that the actions on the checklist below have been completed, to reassure yourself/ SLT/ Cabinet that the CIA process has been undertaken appropriately.

| Checklist | Action Completed | Comments/Actions |
|--|------------------|---|
| The project supports the Council's Business Plan, priorities and MTFS. | | The Schools Capital Programme (SCP) priorities are determined by the outcomes of the Schools Asset Management Plan (AMP). The SCP is funded by 2 central government grants; School Condition Allocation (SCA) and Basic Need. Additional capital funding for schools comes from other government bid grants, income from capital receipts, contributions from schools, developers and other stakeholders. |
| It is clear what the decision is or what decision is being requested. | | Approval of the 2021/22 Schools Capital Programme is required. |
| For decisions going to Cabinet, the CIA findings are reflected in the Cabinet Report and potential impacts are clearly identified and mitigated for (where possible). | | A full CIA has been completed and the Executive Summary is included in the Cabinet report |
| The aims, objectives and outcomes of the policy, service or project have been clearly identified. | | The aim of the SCP is to deliver the Staffordshire School Asset Management Plan (AMP) and Statement of Priorities (StOP). The justification for each maintenance scheme is provided by the AMP condition survey. |
| The groups who will be affected by the policy, service or project have been clearly identified. | | The groups affected are summarized in the CIA |
| The communities that are likely to be more adversely impacted than others have been clearly identified. | N/A | Schools maintenance and expansions are considered as having a positive impact on local communities |
| Engagement / consultation has been undertaken and is representative of the residents most likely to be affected. | | Initial engagement has been taken with local councillors. Further consultation on individual schemes will take place at the detailed design stage. |

| Checklist | Action Completed | Comments/Actions |
|--|------------------|---|
| A range of people with the appropriate knowledge and expertise have contributed to the CIA. | | Colleagues from SCC Strategic Property provided knowledge and expertise to inform the CIA. |
| Appropriate evidence has been provided and used to inform the development and design of the policy, service or project. This includes data, research, engagement/consultation, case studies and local knowledge. | | AMP condition data which is maintained and refreshed on a regular basis has been used to prioritize the programme of works. |
| The CIA evidences how the Council has considered its statutory duties under the Equality Act 2010 and how it has considered the impacts of any change on people with protected characteristics. | | The Equalities Act 2010 compliance will be achieved during the implementation of the individual schemes. |
| The next steps to deliver the project have been identified. | | The programmes will be delivered using the County Council's framework contractors and various key stakeholders. |

Executive Summary

The Executive Summary is intended to be a collation of the key issues and findings from the CIA and other research undertaken. This should be completed after the CIA and research has been completed. Please structure the summary using the headings on the left that relate to the sections in the CIA template. Where no major impacts have been identified, please state N/A.

| | Which groups will be affected? | Benefits | Risks | Mitigations / Recommendations |
|---|--|---|---|--------------------------------------|
| PSED What are the impacts on residents with a protected characteristic under the Equality Act 2010? Highlight any concerns that have emerged as a result of the equality analysis on any of the protected groups and how these will be mitigated. It is important that Elected Members are fully aware of the equality duties so that they can make an informed decision, and this can be supported with robust evidence. | There are identified benefits from the proposed programme that can be associated to the population as a whole. | The Schools Capital Programme will be compliant and will address any related Equality Act 2010 requirements as required by each individual scheme. | Risks will be addressed at the scheme design and delivery stage. A significant part of the selection process is to ensure that all Framework designers and contractors are compliant with Equality and other legislations. | N/A |
| Health and Care How will the proposal impact on residents' health? How will the proposal impact on demand for or access to social care or health services? | Positive impact on mental wellbeing and healthy lifestyles for pupils and the wider community across Staffordshire's maintained schools. | The provision of improved school facilities has the potential (depending on the scheme) to improve mental wellbeing and increase physical activity. | Risks including compliance with current Covid-19 requirements will be addressed at the scheme design and delivery stages. | |
| Economy How will the proposal impact on the economy of Staffordshire or impact on the income of Staffordshire's residents? | Increase in employment (teaching and school support roles). During construction and continued future | Employment opportunities and capital investment. | Risks including compliance with current Covid-19 requirements will be addressed at the scheme design and delivery stages. | N/A |

| | Which groups will be affected? | Benefits | Risks | Mitigations / Recommendations |
|--|--|--|---|--------------------------------------|
| | maintenance opportunities for local suppliers and contractors. | | | |
| Environment How will the proposal impact on the physical environment of Staffordshire? | Positive impact on the physical environment with improvements to school buildings. | New and expanding schools reduce the need to travel for pupils and provides the opportunity to walk to school improving the health and wellbeing in the community. | Risks including compliance with current Covid-19 requirements will be addressed at the scheme design and delivery stages. | N/A |
| Localities / Communities How will the proposal impact on Staffordshire's communities? | A positive impact on the local communities with school improvements providing access to education for the whole community. | The provision of improvements within Staffordshire schools will provide better facilities that have the potential to be used by the wider community. | Risks including compliance with current Covid-19 requirements will be addressed at the scheme design and delivery stages. | N/A |

2021-22 List of Planned Maintenance Projects across All Districts

| Rationale | DFE | School | District | Work Element |
|-----------------|------|--|------------------|--------------------------------------|
| Health & Safety | 2177 | Bridgtown Primary School | 1. Cannock Chase | Fire Safety - Fire Alarm |
| Health & Safety | 2177 | Bridgtown Primary School | 1. Cannock Chase | Asbestos Removal |
| Health & Safety | 3040 | Chadsmoor CoFE (VC) Junior School | 1. Cannock Chase | External - Fencing |
| Safe Warm Dry | 3040 | Chadsmoor CoFE (VC) Junior School | 1. Cannock Chase | Electrical - Distribution Boards |
| Safe Warm Dry | 2178 | Chadsmoor Community Infants and Nursery School | 1. Cannock Chase | Electrical - Throughout |
| Sustainability | 2355 | Chancel Primary School | 1. Cannock Chase | Windows - Repair/Replace |
| Health & Safety | 7000 | Chasetown Community School | 1. Cannock Chase | Asbestos Removal |
| Health & Safety | 2386 | Gorsemoor Primary School | 1. Cannock Chase | Asbestos Removal |
| Health & Safety | 7023 | Hednesford Valley High School | 1. Cannock Chase | Asbestos Removal |
| Sustainability | 3139 | Hob Hill CE/Methodist (VC) Primary School | 1. Cannock Chase | Mechanical - Boilers |
| Health & Safety | 3139 | Hob Hill CE/Methodist (VC) Primary School | 1. Cannock Chase | Asbestos Removal |
| Health & Safety | 2424 | Moorhill Primary School | 1. Cannock Chase | Asbestos Removal |
| Health & Safety | 3492 | St Lukes CoFE Primary School | 1. Cannock Chase | Asbestos Removal |
| Sustainability | 3492 | St Lukes CoFE Primary School | 1. Cannock Chase | Roof Repair/Replace |
| Health & Safety | 2360 | The John Bamford Primary School | 1. Cannock Chase | Asbestos Removal |
| Sustainability | 1105 | Bridge Short Stay School | 2. Lichfield | Mechanical - Boilers |
| Health & Safety | 2411 | Chase Terrace Primary School | 2. Lichfield | Internal - Structural |
| Health & Safety | 2415 | Highfields Primary School | 2. Lichfield | Asbestos Removal |
| Sustainability | 2416 | Holly Grove Primary School | 2. Lichfield | Windows - Repair/Replace |
| Health & Safety | 2198 | Manor Primary School | 2. Lichfield | Asbestos Removal |
| Sustainability | 2203 | Millfield Primary School | 2. Lichfield | Mechanical - Boilers |
| Health & Safety | 2418 | Ridgeway Primary School | 2. Lichfield | Asbestos Removal |
| Sustainability | 3080 | St Chad's CoFE (VC) Primary School | 2. Lichfield | Roof Repair/Replace |
| Healthy Pupil | 3079 | St Michael's CoFE (C) Primary School | 2. Lichfield | External - Playground |
| Sustainability | 2207 | St Stephen's Primary School | 2. Lichfield | Windows - Repair/Replace |
| Health & Safety | 2207 | St Stephen's Primary School | 2. Lichfield | Asbestos Removal |
| Sustainability | 2207 | St Stephen's Primary School | 2. Lichfield | Mechanical - Storage Tank & Pipework |
| Health & Safety | 2309 | Whittington Primary School | 2. Lichfield | Asbestos Removal |
| Health & Safety | 2340 | Willows Primary School | 2. Lichfield | Asbestos Removal |
| Health & Safety | 3137 | Baldwins Gate CoFE(VC) Primary School | 3. Newcastle | Electrical - Distribution Boards |
| Sustainability | 2251 | Hassell Primary School | 3. Newcastle | Mechanical - Pipework |
| Health & Safety | 3026 | Hugo Meynell CoFE (VC) Primary School | 3. Newcastle | Asbestos Removal |
| Sustainability | 2157 | Ravensmead Primary School | 3. Newcastle | Mechanical - Hot water system |
| Sustainability | 3136 | Sir John Offley CoFE (VC) Primary School | 3. Newcastle | Mechanical - Boilers |
| Health & Safety | 3091 | St Chad's CoFE (C) Primary School | 3. Newcastle | Asbestos Removal |
| Sustainability | 2263 | Westlands Primary School | 3. Newcastle | Roof Repair/Replace |

2021-22 List of Planned Maintenance Projects across All Districts

| Rationale | DFE | School | District | Work Element |
|---------------------|------|--|---------------------|--|
| Health & Safety | 4067 | Blythe Bridge High School | 4. Staffs Moorlands | Asbestos Removal |
| Sustainability | 2191 | Cheadle Primary School | 4. Staffs Moorlands | Mechanical - Boilers |
| Sustainability | 2321 | Endon Hall Primary School | 4. Staffs Moorlands | Windows - Repair/Replace |
| Grounds Maintenance | 7003 | Horton Lodge Community Special School | 4. Staffs Moorlands | External - Car Park |
| Sustainability | 2166 | Squirrel Hayes First School | 4. Staffs Moorlands | Windows - Repair/Replace |
| Health & Safety | 3035 | St Anne's CofE (VC) Primary School | 4. Staffs Moorlands | Fire Safety - Fire Doors |
| Sustainability | 3082 | St Bartholomew's CofE (C) School | 4. Staffs Moorlands | Mechanical - Storage Tank & Pipework |
| Health & Safety | 2190 | Werrington Primary School | 4. Staffs Moorlands | Chimney |
| Sustainability | 2409 | Flash Ley Primary | 5. Stafford | Internal - Ceiling & Lighting |
| Sustainability | 2409 | Flash Ley Primary | 5. Stafford | Mechanical - Boilers |
| Health & Safety | 4181 | King Edward VI High - Stafford | 5. Stafford | Asbestos Removal |
| Health & Safety | 2293 | Oakridge Primary | 5. Stafford | Asbestos Removal |
| Sustainability | 2293 | Oakridge Primary | 5. Stafford | Roof Repair/Replace |
| Grounds Maintenance | 2345 | Pirehill First School | 5. Stafford | External - Car Park |
| Health & Safety | 2345 | Pirehill First School | 5. Stafford | Asbestos Removal |
| Sustainability | 2344 | Springcroft Primary School | 5. Stafford | Mechanical - Hot water system |
| Safe Warm Dry | 2403 | St. Leonard's Primary | 5. Stafford | Roof Repair/Replace |
| Sustainability | 4075 | Codsall High | 6. South Staffs | Windows - Repair/Replace |
| Health & Safety | 4075 | Codsall High | 6. South Staffs | Asbestos Removal |
| Health & Safety | 2342 | Glenthorne Primary | 6. South Staffs | Asbestos Removal |
| Healthy Pupil | 2395 | Moat Hall Primary | 6. South Staffs | External - Playground |
| Health & Safety | 2372 | Perton First School | 6. South Staffs | Asbestos Removal |
| Sustainability | 2372 | Perton First School | 6. South Staffs | Roof Repair/Replace |
| Sustainability | 4500 | Abbot Beyne School | 7. East Staffs | Roof Repair/Replace |
| Safeguarding | 3084 | St Peters CE(VC) First School, Marchington | 7. East Staffs | External - doors |
| Health & Safety | 3084 | St Peters CE(VC) First School, Marchington | 7. East Staffs | Asbestos Removal |
| Sustainability | 2150 | The Richard Clarke First School Abbots Bromley | 7. East Staffs | Roof Repair/Replace |
| Health & Safety | 2140 | Tower View Primary School | 7. East Staffs | Asbestos Removal |
| Safe Warm Dry | 2132 | Victoria Community School (and Orchard Annexe) | 7. East Staffs | Electrical - Distribution Boards |
| Health & Safety | 2322 | Ashcroft Infants' School | 8. Tamworth | Asbestos Removal |
| Health & Safety | 2346 | Hanbury's Farm Community Primary School | 8. Tamworth | Asbestos Removal |
| Health & Safety | 2348 | Oakhill Primary School | 8. Tamworth | Asbestos Removal |

| Appendix 2. | | | |
|---|---|------------------|-----------------------|
| 2021-22 List of Climate Change Projects across All Districts | | | |
| DFE | School | District | Work Element |
| 7032 | Sherbrook Primary School | Cannock Chase | Mechanical - Heating |
| 3492 | St Lukes CofE Primary School | Cannock Chase | Mechanical - Heating |
| 1111 | Burton PRU | East Staffs | Mechanical - Boilers |
| 4055 | Paget High School | East Staffs | Electric - Heating |
| 3500 | Riverview Primary School | East Staffs | Mechanical - Boilers |
| 2140 | Tower View Primary School | East Staffs | Mechanical - Heating |
| 2418 | Ridgeway Primary School | Lichfield | Mechanical - Boilers |
| 2226 | Springhead Primary School | Newcastle | Electric - Lighting |
| 2263 | Westlands Primary School | Newcastle | Electric - Lighting |
| 2396 | Blakeley Heath Primary | South Staffs | Electric - Heating |
| 2345 | Pirehill First, Stone | Stafford | Electric - Lighting |
| 3149 | St. Paul's Stafford | Stafford | Mechanical - Pipework |
| 2400 | Tillington Manor | Stafford | Roof Insulation |
| 4067 | Blythe Bridge High School | Staffs Moorlands | Mechanical - Boilers |
| 2370 | Amington Heath Primary School and Nursery | Tamworth | Mechanical - Boilers |

| Appendix 3. | | | |
|---|---|------------------|------------------------------------|
| 2021-22 List of Priority Projects across All Districts | | | |
| DFE | School | District | Work Element |
| 2177 | Bridgtown Primary School | Cannock Chase | Internal Refurbishment\Remodelling |
| 3139 | Hob Hill CE/Methodist (VC) Primary School | Cannock Chase | External - Gates\Safeguarding |
| 1111 | Burton PRU | East Staffs | Internal Refurbishment\Remodelling |
| 4055 | Paget High School | East Staffs | Internal Refurbishment\Remodelling |
| 2222 | Talbot First School Uttoxeter | East Staffs | External - Fencing\Safeguarding |
| 2222 | Talbot First School Uttoxeter | East Staffs | External - Canopy |
| 2416 | Holly Grove Primary School | Lichfield | External - Gates\Safeguarding |
| 2216 | Thomas Barnes Primary School | Lichfield | External - Fencing\Safeguarding |
| 3137 | Baldwins Gate CofE(VC) Primary School | Newcastle | External Area Development |
| 3029 | Betley CofE VC Primary School | Newcastle | Internal Refurbishment\Remodelling |
| 2218 | Dove Bank Primary School | Newcastle | Internal Refurbishment\Remodelling |
| 2251 | Hassell Primary School | Newcastle | Internal Refurbishment\Remodelling |
| 3026 | Hugo Meynell CofE (VC) Primary School | Newcastle | External - Fencing\Safeguarding |
| 2157 | Ravensmead Primary School | Newcastle | Internal Refurbishment\Remodelling |
| 3091 | St Chad's CofE (C) Primary School | Newcastle | Internal Refurbishment\Remodelling |
| 3093 | St Luke's CofE (C) Primary School | Newcastle | External - Fencing\Safeguarding |
| 3094 | St Margaret's CofE (VC) Junior School | Newcastle | Internal Refurbishment\Remodelling |
| 2158 | Wood Lane Primary School | Newcastle | Internal Refurbishment\Remodelling |
| 2306 | Bhylls Acre Primary | South Staffs | External - Fencing\Internal |
| 2393 | Cheslyn Hay Primary | South Staffs | External - Fencing\Phase |
| 2368 | Lane Green First School | South Staffs | Internal Refurbishment\Remodelling |
| 2395 | Moat Hall Primary | South Staffs | Internal Refurbishment\Remodelling |
| 3098 | St. Chad's, Pattingham | South Staffs | External - Fencing |
| 3110 | All Saints' First, Standon | Stafford | Internal Refurbishment\Remodelling |
| 3027 | Barlaston First School | Stafford | External - Access\Ramp |
| 2406 | Burton Manor Primary | Stafford | Internal Refurbishment\Remodelling |
| 2208 | Fulford Primary School | Stafford | Internal - Pipework |
| 2344 | Springcroft Primary School | Stafford | External - Fencing\Vehicle |
| 2315 | Springfield First School, Yarnfield | Stafford | Internal Refurbishment\Remodelling |
| 2164 | Moor First School | Staffs Moorlands | Internal Refurbishment\Remodelling |
| 3497 | The William Amory Primary School | Staffs Moorlands | Internal Refurbishment\Remodelling |
| 2322 | Ashcroft Infants' School | Tamworth | Internal Refurbishment\Remodelling |
| 2346 | Hanbury's Farm Community Primary School | Tamworth | Internal Refurbishment\Remodelling |

| Appendix 4. | | | |
|---|--|------------------|----------------------|
| 2021-22 List of Toilet Refurbishment Projects across All Districts | | | |
| DFE | School | District | Work Element |
| 3494 | Chase View Community Primary School | Cannock Chase | Toilet Refurbishment |
| 4066 | Norton Canes High School | Cannock Chase | Toilet Refurbishment |
| 7032 | Sherbrook Primary School | Cannock Chase | Toilet Refurbishment |
| 2184 | West Hill Primary School | Cannock Chase | Toilet Refurbishment |
| 3500 | Riverview Primary School | East Staffs | Toilet Refurbishment |
| 2326 | Thomas Russell Junior School | East Staffs | Toilet Refurbishment |
| 2132 | Victoria Community School (and Orchard Annexe) | East Staffs | Toilet Refurbishment |
| 4087 | King Edward VI School | Lichfield | Toilet Refurbishment |
| 3079 | St Michael's CofE (C) Primary School | Lichfield | Toilet Refurbishment |
| 3029 | Betley CofE VC Primary School | Newcastle | Toilet Refurbishment |
| 3136 | Sir John Offley CofE (VC) Primary School | Newcastle | Toilet Refurbishment |
| 3069 | St John's CofE (C) Primary School | Newcastle | Toilet Refurbishment |
| 4517 | Bilbrook Middle | South Staffs | Toilet Refurbishment |
| 2396 | Blakeley Heath Primary | South Staffs | Toilet Refurbishment |
| 3116 | St. John's, Swindon | South Staffs | Toilet Refurbishment |
| 4181 | King Edward VI High | Stafford | Toilet Refurbishment |
| 5402 | Stafford Manor | Stafford | Toilet Refurbishment |
| 2191 | Cheadle Primary School | Staffs Moorlands | Toilet Refurbishment |
| 3000 | Forsbrook CofE Controlled Primary School | Staffs Moorlands | Toilet Refurbishment |
| 3497 | The William Amory Primary School | Staffs Moorlands | Toilet Refurbishment |

Basic Need Projects

| School Organisation Ref | School | Project | District |
|-------------------------|--|--------------------------|--------------------|
| ES-P-13 | New First School, Land West Of Uttoxeter/Parkes Farm | New First School 1FE | East Staffordshire |
| L-P-05 | New Primary School, Fradley | New Primary School 1.5FE | Lichfield |
| L-P-06 | New Primary School, Deans Slade Farm | New Primary School 1FE | Lichfield |
| S-P-15 | St. Leonards Primary School, Stafford | Expansion Options | Stafford |

Cabinet Meeting on Wednesday 17 March 2021

Highways and Transport Capital Programme 2021/22



Cllr David Williams, Cabinet Member for Highways and Transport said,

“Staffordshire’s huge road network is vital for keeping our county connected and its residents and businesses on the move.

This year we are investing £69 million in a range of major projects, vital local improvements and general road maintenance, but we recognise that there is always more to be done and we continue to lobby central Government for the money necessary to keep Staffordshire’s roads in the condition we expect.”

Report Summary:

Staffordshire County Council is responsible for a highway asset valued at over £7.7 billion providing benefit to all as stakeholders. The highway network is the largest and most visible asset for which the County Council is responsible. The way it is managed and maintained has a direct impact on the County Councils’ ability to deliver the vision of ‘a connected Staffordshire, where everyone has opportunity to prosper, be healthy and happy’.

In recent years the investment in highway infrastructure and its performance has been increasingly under the spotlight. The current financial challenges and increased public demands and expectations have meant the management of our highway assets has never been more important to ensure we achieve our outcomes.

The Highways and Transport capital grant block funding is made up of two parts, Highway Maintenance (including Bridges) and Integrated Transport improvements. They are not ring-fenced, and precise allocation can be determined locally. In recent years this has also been enhanced through government funding via the Pothole Fund

Revenue funding covers day to day expenditure such as emergency repairs, street lighting, grass cutting and winter maintenance and in 2021/22 will equate to £11.7m. However, most of the capital funding for replacing life expired highway assets is generally provided through government grant which in 2021/22 will be £25.067m (including the pothole fund) which is £8.735m less than the amount received in 2020/21. The County Council additional investment of £5m per year provided in recent years also ends on 31 March 2021. The grant for Integrated Transport improvements is £3.449m a slight increase (£26k) on the previous year.

Additional capital funding for Highways and Transport comes from the County Council’s own investment decisions, contributions from developers through S106 agreements and other stakeholders, and other bid applications. Over the last 10 years the County Council has provided in excess of £70m of additional investment to support

highway maintenance activities, including £5m per year in the four years 2017-18 to 2020-21 and additional revenue funding of £1.9m in 2020/21 from Reserves.

This report outlines the approach to highway asset management in Staffordshire, an estimate of the level of investment required to maintain the condition of the local road network at an appropriate level, the funding available in 2021/22 for this purpose and the proposed Highways and Transport capital investment programme.

Major schemes like Stafford Western Access Route (SWAR) and Lichfield Southern Bypass are funded and monitored separately. Street Lighting in Staffordshire is managed and maintained through a 25-year private finance deal which runs until May 2028.

Recommendations

I recommend that:

- a. Cabinet considers the report and approves the Highways and Transport capital investment proposal set out in the supporting appendices.
- b. The Project Team monitors progress, and any significant in-year alterations are approved by the Assistant Director for Highways and the Built County in agreement with the Cabinet Member for Highways and Transportation.
- c. That the additional county council highways investment be extended initially for one more year by £5m, to be funded by earmarking the balance of the £3.6m contingency and £1.4m of usable capital receipts and for this investment to be reviewed as part of the review of the Strategic Plan and MTFs in the summer of 2021. The majority of this is used to support Minor Capital Maintenance £4.6m, with any balance being used on structural maintenance schemes.
- d. The Highway Infrastructure Asset Management Plan is updated and future investment options for the local road network are considered further by Cabinet as part of the budget cycle for 2022/23.

| |
|-------------------------------|
| Local Members Interest |
| N/A |

Cabinet – Wednesday 17 March 2021

Highways and Transport Capital Programme 2021/22

Recommendations of the Cabinet Member for Highways and Transport

I recommend that Cabinet:

- a. Cabinet considers the report and approves the Highways and Transport capital investment proposal set out in the supporting appendices.
- b. The Project Team monitors progress, and any significant in-year alterations are approved by the Assistant Director for Highways and the Built County in agreement with the Cabinet Member for Highways and Transportation.
- c. That the additional county council highways investment be extended initially for one more year by £5m, to be funded by earmarking the balance of the £3.6m contingency and £1.4m of usable capital receipts and for this investment to be reviewed as part of the review of the Strategic Plan and MTFs in the summer of 2021. The majority of this is used to support Minor Capital Maintenance £4.6m, with any balance being used on structural maintenance schemes.
- d. The Highway Infrastructure Asset Management Plan is updated and future investment options for the local road network are considered further by Cabinet as part of the budget cycle for 2022/23.

Report of the Director of Economy, Infrastructure and Skills

Reasons for Recommendations:

1. It is widely recognised that a well maintained, functional built environment is an essential ingredient to a prosperous, safe, well-connected and sustainable society, which encourages inward investment and promotes healthy lifestyles and social cohesion. Staffordshire's Highway Infrastructure Asset Management Plan (HIAMP) and District/Borough Integrated Transport Strategies and the Local Cycling and Walking Infrastructure Plan (LCWIP) ensure capital spending is clearly aligned to corporate priorities and delivers value for money.
2. In addition to capital investment, revenue funding is provided for day-to-day expenditure such as emergency repairs, street lighting, grass cutting and winter maintenance and in 2021/22 will equate to £11.7m. A significant element of capital funding for replacing life expired highway assets is generally provided through government grant which in 2021/22 will be £25.067m including the pothole fund and is £8.735m less than the amount received in 2020/21. The grant for Integrated Transport improvements is £3.449m a slight increase (£26k) on the previous year. Highway maintenance has been supplemented by other funding and over the last 10 years the County Council has provided in excess of £70m of additional

investment to support highway maintenance activities. The County Council additional investment of £5m per year provided in recent years ends on 31 March 2021, however this report includes a recommendation to extend this investment for one more year due to the reduction in Government grant.

The Highway Asset in Staffordshire

3. Highway infrastructure is the largest and most visible asset Staffordshire County Council (SCC) is responsible for. It includes over 6,000km of carriageway, 4,360km of footways, over 1,000 bridges and more than 115,000 streetlights and illuminated signs.
4. The local road network has an estimated gross replacement value of over £7.77 billion with the majority of value being within the key asset groups of carriageways, footways and cycleways, structures, street lighting, traffic signals and drainage. Street Lighting is managed through a long term private finance initiative (PFI) which runs until May 2028 and is outside the scope of this report.
5. Well managed local roads are vital to being able to achieve the key outcomes of the Strategic Plan contributing to the economic, social and environmental wellbeing of Staffordshire providing access for businesses and communities and a key part of an area's local character and quality of life.

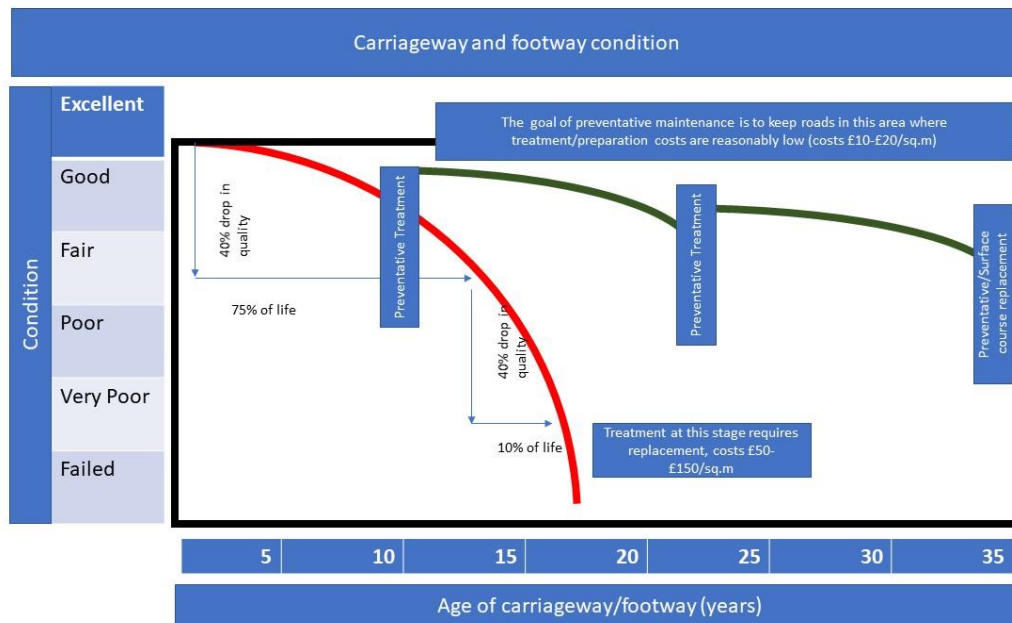
What is the challenge?

6. Managing our highways is a key challenge to local councils such as Staffordshire who have to manage an ageing network with high public expectations for safe and reliable travel.
7. Highways are increasingly fragile and less resilient to damage from wear and tear, ageing, the changing nature of traffic and the impact of climate change. Public pressure can result in short term fixes, to potholes for example, rather than properly planned and implemented longer term solutions such as preventative maintenance.
8. Public opinion surveys such as the National Highway and Transport Public Satisfaction Survey (NHT) continually highlight dissatisfaction with the condition of local roads. The 2020 survey carried out in Staffordshire received 923 responses, the highest level of satisfaction was with street lighting at 68%, the lowest for condition of the highway at 27%.
9. The recent and current economic climate poses big challenges to councils to make the best use of limited resources in providing an acceptable day to day highway service to the public whilst seeking to maintain the integrity of the road network for the future.
10. Asset management promotes a long-term view of how highways may be managed and is endorsed by the Department for Transport (DfT) and national sector led professional bodies such as the UK Roads Liaison Group. Being able to demonstrate an effective asset management led approach to the maintenance of the local road network is now a key element of achieving the highest level of funding

from the DfT for maintenance. The County Council's Highway Infrastructure Asset Management Plan (HIAMP) approved by Cabinet in November 2019 is a key document in this respect.

11. Carriageway asset modelling in 2019 carried out on behalf of the County Council by Yotta a company who specialise in highway asset modelling for local authorities, estimated that based on the carriageway condition at that time, a network the size of Staffordshire's, required a one-off investment of around £75m to bring it up to target condition followed by £42m/year ongoing to achieve 'steady-state' condition in carriageway condition alone.
12. This figure rises to above £50m/year ongoing when taking account of other highway assets such as bridges and retaining walls. Similar condition modelling for structures estimates an average required annual spend on renewals of £6m per year compared to the circa. £2m per year currently allocated via the government grant. This figure excludes other key asset groups such as drainage and footways where other similar information is not currently available.
13. Clearly the funding provided to local authorities via Central Government grants falls below that required to maintain local roads which is why we make our own investments into Highways.
14. Preventative maintenance by surface treatments early in the life of a road is significantly more cost effective (typically £10-£20/sq.m) than allowing roads to deteriorate to the point where they require replacement (£50-£150/sq.m) or continuous repairs to potholes. The chart below illustrates how effective asset management and early treatment can significantly extend the life of the asset and is a fundamental part of the County Councils Highway Infrastructure Management Plan (HIAMP). The 'red line' shows the typical change in condition of a pavement over time. The use of preventative maintenance ('green line') such as surface dressing early in the life of the pavement, combined with subsequent further treatment can significantly extend the period of time until replacement is eventually required. Leaving maintenance work until later in the life results in the formation of defects and, replacement of the surface and/or underlying structure at significantly increased cost as noted above.

Diagram 1: Typical deterioration curve for carriageway/footways



15. The Council also has a number of statutory duties in its role as highway authority such as Section 41 of the Highways Act 1980, duty to maintain, and Section 16 of the Traffic Management Act 2004 duty to manage the road network to secure the expeditious movement of traffic which must be fulfilled above and beyond the objectives of the HIAMP.
16. Capital funding is used to provide renewal and replacement of all highway assets including carriageways, footways, structures (bridges), safety fencing, drainage, traffic signals and signs but as noted above, excludes street lighting in Staffordshire which is managed under a PFI contract.
17. Historically, capital maintenance grant falls somewhat short of the threshold required to achieve optimum whole-life-cost management of carriageways and footways. Since 2009/10 a number of actions have been taken to help address this:
 - a. Between 2009/10 and 2013/14 an extra £50m capital was also invested from the Council's own reserves
 - b. Between 2017/18 and 2020/21 an extra £21.9m was similarly invested from the Council's own funds.
 - c. A limited amount of grant funding has been diverted each year from the Integrated Transport Block allocation
18. The impact of Staffordshire's HIAMP together with the additional funding from the Council between 2009/10 and 2013/14 was significant. The condition of Staffordshire's road network (proportion where maintenance should be considered) improved by more than 10% between 2009 and 2015, with the improved durability ensuring that the network was better able to withstand the increasing frequency of wet and cold weather that had a significant effect on road condition across the UK. Subsequent reductions in the level of funding available for asset renewal or preventative maintenance have since resulted in an increase in both the percentage

of roads in poor condition requiring renewal (red) and, preventative maintenance (amber). The percentage of carriageways requiring renewal in each class (red condition) and, renewal/preventative treatment (red and amber condition) between 2011 and 2019 is shown in the charts below. Further details of condition by road classification are provided in Annexe 1.

Chart 1: Percentage of roads by classification ('A', 'B', 'C', and unclassified) requiring replacement (red condition)

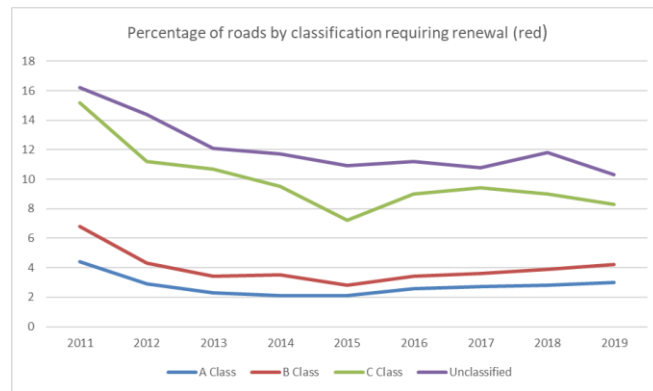
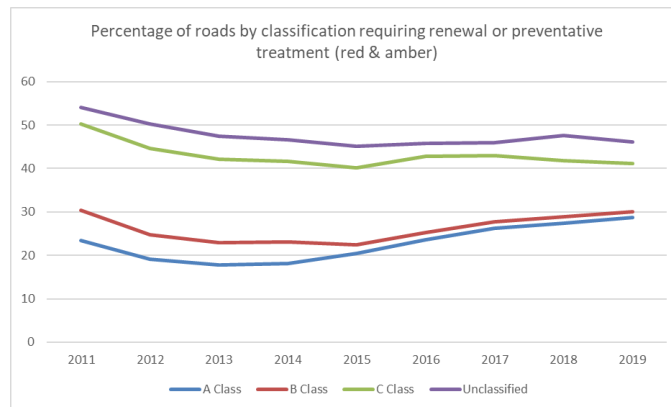


Chart 2: Percentage of roads by classification ('A', 'B', 'C', and unclassified) requiring replacement (red condition) or preventative (amber condition) maintenance



19. The added durability because of the earlier investment enabled an ongoing reduction in revenue contributions to the capital programme since 2011, in support of the Council's wider Medium Term Financial Strategy (MTFS). Over the past decade, the service has made savings of over £13m/year (57%) ongoing to ensure we can live within our means.

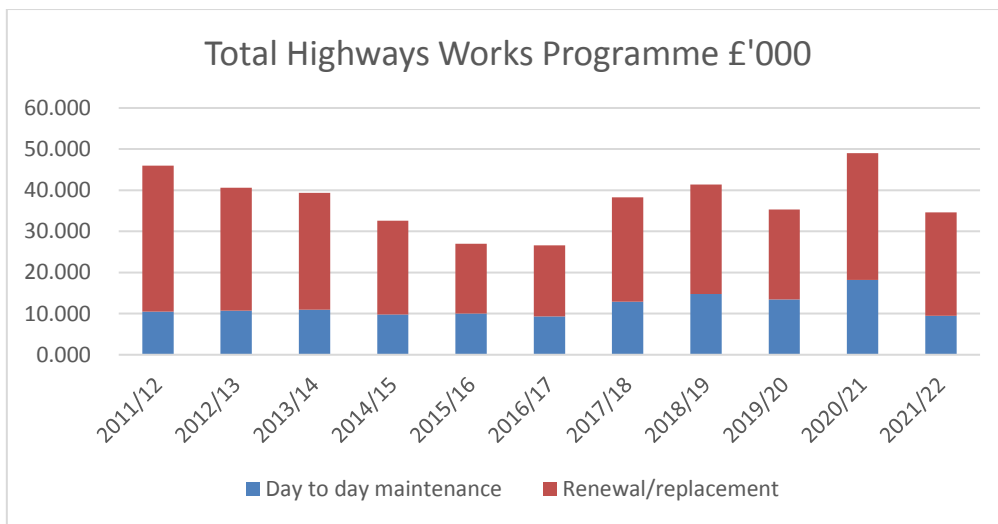
20. Road Condition data for 2019/20 continues to show a slight deterioration ('red' condition) across 'A' and 'B' classified roads although there was a slight improvement across 'C' classified and Unclassified roads due to the increased use of innovative 'additional lifecycle' treatments. It should be noted that these treatments, also being used on 'A' and 'B' roads, can extend the life of a road by a further 10-year period but it should be noted that we are now approaching the period

where long term solutions are necessary as more roads move to a condition where replacement rather than preventative treatment is required.

Value of the Highway Maintenance Works Programme

21. As noted above, the highway maintenance service is funded through a variety of sources including revenue, the DfT highway maintenance grant and, additional investment from the County Council. The chart below indicates the total value of the highway maintenance works programme each year (revenue and capital) from 2011/12 onwards. The variable nature of Government funding year on year impacts on the ability of the service and its supply chain to plan and invest in resources and the future workforce.

Chart 3: Total value of annual highway works programme (day to day maintenance and renewal/replacement) £'000



22. Early in 2017 due to the pressure on highway resources, and a deterioration in road condition data across all classifications, and customer feedback, Cabinet approved a £5m/year extra investment strategy between 2017/18 and 2020/21. The aim of this money was to reduce the backlog, and associated reputational and financial liability, of long-standing low-risk pothole defects. The investment strategy during 2020/21 has provided an extra:

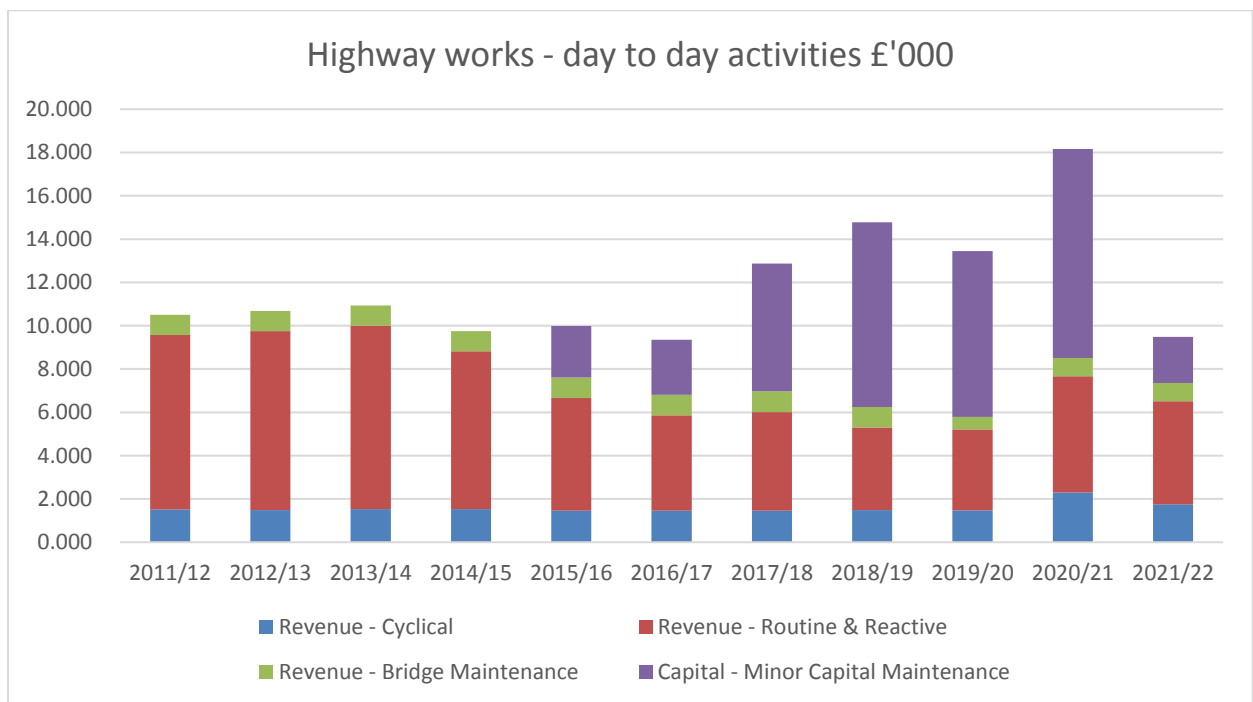
- a. £2m to provide a further 40,000m² of extra pothole repairs (approx. 9,000 individual defects);
- b. £2m to provide approximately 40 miles of additional low-cost pothole prevention surface treatments; and
- c. £1m towards additional drainage repairs, targeted at locations where poor drainage is leading to premature road surface deterioration.

23. The revenue budget for the highway service in 2021/22 is £29.7m which equates to 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 £11.7m (2% of the Council's total revenue budget) remains for highway maintenance operations. This provides the following functions –

- a. Winter Gritting operations (£3.4m)
- b. Routine Maintenance of Structures (£0.9m)
- c. Cyclical Maintenance (Grass Cutting and Weed Control) (£1.7m)
- d. Gully emptying (£1.4m)
- e. Reactive Maintenance including Tree Works (£3.3m)
- f. Safety and routine highway inspections (£0.7m)
- g. Inspection of Structures (£0.3m)

24. Since 2015-16, the block grant for maintenance has been used to provide for minor capital maintenance covering elements of the day-to-day repairs such as patching, potholes and drainage activities which previously were funded through the revenue budget. In 2020/21 this minor capital maintenance, plus, a the further £1.9m invested in year during 2020/21, focussed on drainage and other environmental activities totalled £9.6m. The chart below shows the funding for day-to-day maintenance activities and includes the minor capital maintenance support. This use of capital money does have the consequence of reducing the amount of funding available for preventative maintenance or renewal.

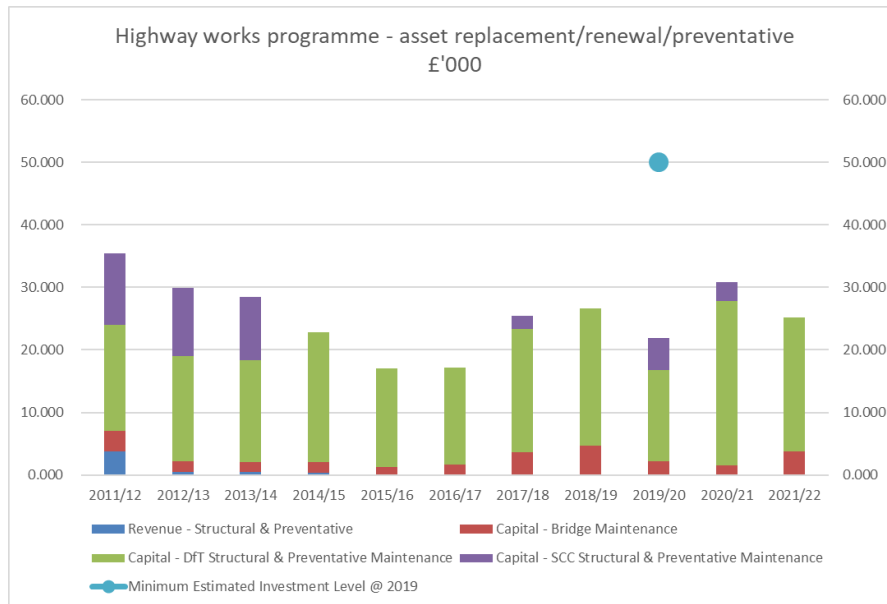
Chart 4: Highway works Day to Day activities £'000



25. The value of asset renewal and preventative maintenance work is shown in the chart below. As noted in paragraph 13 above, the annual investment required to maintain the asset in a steady state (carriageways and structures) is estimated to be at least £50m per annum and is also included below. This excludes the one-off investment of £75m required to bring the asset back to the required condition. This backlog will increase year on year whilst investment remains below the minimum required. **Construction price inflation and other issues such as reduction of carbon will also add to the gap year on year.** The authority has, in recent years been reliant on securing additional funds for bridges via competitive bidding processes from DfT known as the Challenge Fund. These successful bids have

enabled major work to take place on the two bridges in Burton upon Trent and, at Chetwynd Bridge on the A513 near the National Memorial Arboretum (NMA) which has been subject to single lane traffic signal-controlled working and hence increased delay to traffic and impact on events at the NMA.

Chart 5: Highway works asset renewal, replacement and preventative maintenance £'000



26. A sum of £1m of the Integrated Transport Block has been allocated each year towards capital structural and preventative maintenance in recent years and is included in the above.

Capital Funding for 2021/22

27. The Highways and Transport capital delivery programme is made up of:

- a. Highway Maintenance (including Bridges)
- b. Integrated Transport improvements

28. The funding currently known to be available to deliver the 2021/22 capital programme includes:

- a. Government Capital Grant Block funding allocation for Maintenance
- b. Government Capital Grant Block funding allocation for Integrated Transport
- c. Government Pothole fund
- d. Section 106 contributions from developers
- e. Contributions and awards from stakeholders
- f. Contributions from other grants and bids

29. Historically, the Integrated Transport Block, Maintenance Block – Needs Element and the Pothole funding additional maintenance funding announced in the March 2020 budget were allocated by formula based mainly on road length. From 2015/16 to 2020/21 an Incentive element of the maintenance block grant was conditional on

demonstrating efficient management and delivery and asset management. The County Council's highway service has been able to demonstrate that they met the criteria for the highest level of the incentive funding, and this provided up to £3.365m per year. It was originally understood that a different method of allocation would replace the incentive element from 2021/22 but it has now been confirmed that this is being continued. As noted, this is dependent on the authority continuing to be able to demonstrate that it is operating an asset management led approach to the local road network.

30. At Budget 2020, the government announced that Councils would get a new round of Pothole Funding with an extra £500 million in 2020/21 as part of a new £2.5 billion Potholes Fund that would also be available for local authorities to undertake longer-term road resurfacing works to prevent potholes from appearing in the first place. The work in repairing potholes and preventing them from forming is only one element to improving the condition for all road users and the Department for Transport (DfT) recognises that well maintained highways not only improve local productivity but also the environment by reducing delays, also making cycling, horse riding and walking more attractive.
31. In recent years the government have also made additional funding available through a Challenge fund to enable local highway authorities to bid for funding for major maintenance projects that were otherwise difficult to fund through the normal needs-based formula funding. In 2020/21 £100m challenge fund was incorporated into the 2020/21 funding allocation and distributed to local highways authorities by formula.
32. The overall level of funding from DfT for the Highway Maintenance Block grant was announced on 15th February 2021 and for Staffordshire County Council consists of £11.141m for the highway maintenance needs element, £2.785m highway maintenance from the incentive fund (subject to the authority remaining a level 3 authority for asset management), £11.141m from the 'pothole' fund and £3.449m for Integrated Transport. **Overall, this represents an £8.709m reduction compared to 2020/21** the majority of the change being in the highway maintenance grants. The County Council additional investment of £5m per year provided in recent years ends on 31 March 2021 resulting in around £13.7m less being available for 2021/21 compared to 2020/21.

Table 1: DfT Capital Funding Allocations

| DfT Capital Funding Allocations | | | |
|--|---------|---------|-------------------------------------|
| Announced 15th February 2021 | | | |
| | 2020-21 | 2021-22 | Difference 2021-22 to 2020-21 |
| | £000s | £000s | |
| LOCAL TRANSPORT CAPITAL FUNDING | | | |
| Highways Maintenance Block (Needs Element) | 16,154 | 11,141 | -5,013 |
| Highways Maintenance Block (Incentive Element) | 3,365 | 2,785 | -580 |
| Highways Maintenance Block | 19,519 | 13,926 | -5,593 |
| Integrated Transport Block | 3,423 | 3,449 | 26 |
| | 22,942 | 17,375 | -5,567 |
| ADDITIONAL DfT FUNDING | | | |
| Pothole and Challenge Fund | 14,283 | 11,141 | -3,142 |
| | 37,225 | 28,516 | -8,709 |
| Maintenance Element | 33,802 | 25,067 | -8,735 |

Capital Programme Structural and Preventative Maintenance 2021/22

33. In line with Staffordshire’s Highway Infrastructure Asset Management, Strategy, Policy and Plan, the authority is committed to an asset management approach encompassing the benefits of whole cost life cycle ensuring the most effective and efficient use of the available highway budget to ensure the appropriate treatment is utilised at the right time, focussed on preventative work and prioritising high risk safety defects for repair. The programme of capially funded work for 2021/22 has been developed in line with the above.
34. Historically, Cabinet has agreed that a 5% top-slice of Highways Maintenance and Education capital resources are used to support other centrally funded capital projects in areas such as Economic Development, Waste Management and Libraries, which receive no such allocation from government and provision has similarly been made for 2021/22 and this has been taken account of in the preparation of the programme. Table 2 below shows the available funding and proposed distribution including for comparison, 2020/21.

Table 2: Highway Capital Funding 2021-22 - Proposed distribution

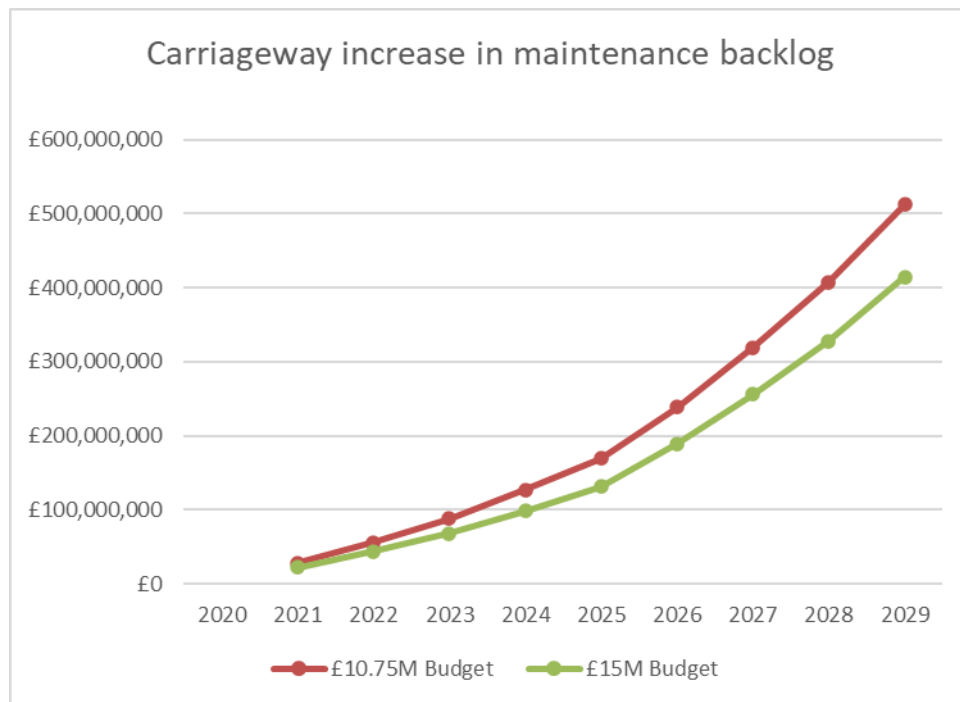
| HIGHWAYS CAPITAL PROGRAMME STRUCTURAL & PREVENTATIVE MAINTENANCE RESOURCES 2021/22 | | | | |
|---|---|---|--|--|
| as at 15 February 2021 | | | | |
| 2020-21 Current Programme | | 2021-22 Scenario 1 Funding DfT Only £000s | Differenc e 2021-22 compared to 2020- 21 | |
| £000s | | | | |
| | LOCAL TRANSPORT CAPITAL FUNDING | | | |
| 16,154 | Highways Maintenance Block (Needs Element) | 11,141 | (5,013) | |
| (808) | 5% Top-slicing | (557) | 251 | |
| 15,346 | Sub total | 10,584 | (4,762) | |
| 3,365 | Highways Maintenance Block (Incentive Element) | 2,785 | (580) | |
| 18,711 | | 13,369 | (5,342) | |
| 1,000 | From Integrated Transport Block | 1,000 | 0 | |
| (1,328) | Allocate Needs Element to Bridges | (1,328) | 0 | |
| (2,119) | Allocate Needs Element to Minor Capital Maintenance | (2,119) | 0 | |
| 16,264 | | 10,922 | (5,342) | |
| (664) | less potential Over-Achievement in 2020-21 | To be added | | |
| 15,600 | | 10,922 | (4,678) | |
| | ADDITIONAL DfT FUNDING | | | |
| 14,283 | Potential Pothole and Challenge Fund | 11,141 | (3,142) | |
| (210) | Allocate to Bridges | (500) | (290) | |
| (4,602) | Allocate to Minor Capital Maintenance Member Schemes | | 4,602 | |
| 25,071 | | 21,563 | (3,508) | |
| | ADDITIONAL COUNTY COUNCIL INVESTMENT | | | |
| 5,000 | Additional Capital Investment | | | |
| (2,000) | Allocate to Minor Capital Maintenance | | | |
| 28,071 | | 21,563 | (6,508) | |
| | OTHER FUNDING | | | |
| 130 | From Integrated Transport Programme | | | |
| 63 | From Integrated Transport Programme | | | |
| 24 | From Integrated Transport Programme | | | |
| 1,075 | From Revenue | | | |
| 29,363 | TOTAL AVAILABLE FUNDING | 21,563 | (7,800) | |
| | PROPOSED PROGRAMME | | | |
| 160 | Structural maintenance scheme preparation | 100 | (60) | |
| 1,100 | Footway preventative schemes | 1,056 | (44) | |
| 2,100 | Footway preventative preparation | 1,320 | (780) | |
| 7,600 | Carriageway preventative schemes | 7,500 | (100) | |
| 6,500 | Carriageway preventative preparation | 6,330 | (170) | |
| 750 | Lining & studs | 660 | (90) | |
| 150 | Carriageway preventative Traffic Management | 132 | (18) | |
| 250 | Footway micro asphalt schemes | 704 | 454 | |
| 800 | Structural Drainage Schemes | 880 | 80 | |
| 7830 | Structural Maintenance Schemes | 1,093 | (6,737) | |
| | Response to annual scrim assessment | 78 | 78 | |
| 1289 | Other Indirect Costs | 873 | (416) | |
| 762 | Design and other non-works e.g. testing | 837 | 75 | |
| 29,291 | | 21,563 | (7,728) | |

35. In minimising the impact on the preventative maintenance programme, and the structural drainage programme, the minor capital maintenance fund has been reduced to the need's element only, a circa. £4.6m reduction.
36. The footway preventative programme will be £3.45m compared to £3.08m in 2020/21. Carriageway preventative maintenance will be £14.62m compared to £15.0m in 2020/21. The footway and carriageway preventative programmes combined will deliver surface treatments to over 650 streets across the county. The majority of the reduction in capital spend is proposed to be in structural maintenance which will be £1.09m compared to £7.83m in 2020/21 plus additional funding of £0.4m subject to recommendation c. Details of the schemes to be delivered in the structural maintenance and drainage programme are provided in Appendix 1a.

Highway Risks

37. Overall, the current budget is insufficient to maintain the asset in its current condition. The majority of the deficit is attributable to the main asset groups of carriageway, footways and drainage. If appropriate levels of investment in the asset are not made, the ability of the local road network to support the outcomes of the County Councils strategic objectives and its statutory duty through providing a safe and reliable road network are increasingly put at risk.
38. As noted in paragraphs 11 and 12 above, Carriageway asset modelling in 2019 estimated that, based on the carriageway condition at that time, a network the size of Staffordshire's, required a one-off investment of around £75m to bring it up to target condition followed by £42m/year ongoing to achieve 'steady-state' condition in carriageway condition alone. Based on the distribution of funds in Table 2 above, the value of work on carriageways in 2020/21 will be circa. £14.6m.
39. Chart 6: below shows how the potential increase in the size of the backlog of carriageway works in 10 years' time is reduced by the impact of the £5m/year funding from the County Council. Over a period of 10 years this could reduce the increase in the backlog by £97m.

Chart 6: Estimated increase in Carriageway Maintenance backlog for £15m and £10.75m per annum spend on carriageway preventative/structural maintenance.



40. The reduction in the highway maintenance grant and one-year settlements from Government causes short- and medium-term issues including, reductions in efficiency and effectiveness in programmes of work and the ability of the supply chain to plan and invest in both their workforce and equipment for the future. Highways England for example receives a five-year settlement. With the amount of work for major projects such as HS2 in and around Staffordshire starting to increase, there is a risk that local suppliers seek other longer-term arrangements which would impact on the ability of the service to scale back up following any additional investment.
41. Roads requiring major maintenance i.e., structural maintenance will continue to deteriorate and lead to an increasing number of safety defects that places additional demands on the reactive maintenance service, increased level of customer contact/complaints and claims against the authority for damage or personal injury.
42. The authority sees an increasing number of notices or potential notices served against it under Section 56 of the Highways Act 1980 for highways out of repair.
43. Whilst repairs to high-risk highways will continue to be prioritised, the reduction in the minor capital maintenance budget would mean a significant reduction in the number of other lower risk repairs such as potholes, minor patching and drainage repairs that are completed. This could equate to between ten and twenty thousand repairs depending on the type of defect.

Integrated Transport Programme

44. The 2021/22 Integrated Transport programme will help to deliver the eight **Integrated Transport Strategies that have been developed for the District/Boroughs, together with the Local Cycling and Walking Infrastructure Plan (LCWIP). The Transport Strategies are updated to support the District/Borough Local Plans and the** County Council's Strategic Plan for 2018 to 2022 which has three interconnected priority outcomes that were refreshed in 2020, as follows:
- Have access to more good jobs and share the benefits of economic growth
 - Be healthier and independent for longer
 - Feel safer, happier and more supported in their community
45. The Integrated Transport programme will help to support the housing and employment allocations in Local Plans and the Stoke-on-Trent and Staffordshire Local Enterprise Partnership (LEP) objectives of creating Competitive Urban Centres and a Connected County. A priority for the LEP is to develop our local transport networks to provide sustainable connections and unlock housing, town centre and employment growth.
46. The LCWIP will be pivotal in helping the County Council to continue to make the case for future walking and cycling funding. Investment in walking and cycling infrastructure is needed throughout Staffordshire, including at least £31m of investment up to 2030/31 in Burton upon Trent, Cannock, Lichfield, Newcastle-under-Lyme, Stafford and Tamworth. The LCWIP will be reported to the County Council's Prosperous Select Committee on 15 April 2021 before a final version is published.
47. As well as generally contributing £1m towards highway structural maintenance, the Integrated Transport block contributes £0.130m to Targeted wet road skidding sites (reflected in the funding to support Highway Structural Maintenance in Table 2 above) and £0.634m towards the maintenance and refurbishment of traffic signal assets, to help reduce the growing number that are in a very poor condition. Both items appear in the Integrated Transport programme for ease of completeness. In addition, specific schemes in the proposed programme have been able to attract additional funding and the combined capital funding available for the Integrated Transport programme for 2021/22 is summarised in Table 3.

Table 3: Total 2021/22 Integrated Transport Funding

| Source | Funding (£'000) |
|---|-----------------|
| Integrated Transport Block Grant | 3,450 |
| Less funding to support Highways structural Maintenance | <u>(1,000)</u> |
| | 2,450 |
| Other capital funding | |
| S106 developer contributions | 1,074 |
| Active Travel Fund (Tranche 2) | 1,830 |

| | |
|---|--------------|
| HS2 Phase One Road Safety Fund | 726 |
| LEP Getting Building Fund | 463 |
| Cannock Chase Council Community Infrastructure Levy | 162 |
| Heritage Lottery Fund | 50 |
| Highway England | 75 |
| West Midlands Railway (CCIF fund) | 35 |
| Bus lane enforcement revenue | 83 |
| Parish Councillor contributions | 19 |
| TOTAL | 6,967 |

48. The Integrated Transport programme includes S106 contributions of around £1.074m that are expected to deliver a range of transport schemes throughout Staffordshire to help mitigate the impact of new housing and employment developments. A separate programme of S278 highway works is also delivered through the Infrastructure+ partnership to facilitate development as part of the planning approval process.
49. In 2020, £1.83m was awarded from the Government's Active Travel Fund (Tranche 2) which exceeded our indicative allocation of £1.446m. It will help to deliver the LCWIP. Four permanent schemes estimated to cost around £2.26m were included in the bid and all four schemes will be taken forward to consultation. Public opinion will be tested thoroughly before any of the four schemes are delivered to ensure that there is majority support.
50. The HS2 Phase One Road Safety Fund allocation of £2.975m available to Staffordshire County Council will be delivering a programme of works between 2021/22 and 2025/26. The funding is in addition to the £40m of HS2 Community and Environment Fund and the Business and Local Economy Fund. The schemes expected to be funded will benefit communities in Lichfield District that stand to be most affected by HS2 construction traffic. As well as road safety schemes, the Department for Transport encourages use of the fund to support cycling projects. The County Council intends to draw down around £0.726m of this funding in 2021/22. Appendix 4 outlines the process that has been undertaken to identify the proposed programme of works.
51. Stoke on Trent & Staffordshire LEP has awarded the County Council with £0.651m funding under the Getting Building Fund, with £0.188m allocated to schemes in 2020/21 and £0.463m allocated to schemes in the 2021/22 programme. The project entails 3.6km of walking/cycling infrastructure in Tamworth, Biddulph, Burton upon Trent, Uttoxeter, Burntwood and Eccleshall, facilitating a Green recovery and continuing the rediscovery of active travel seen throughout the COVID-19 pandemic.
52. Schemes to be included in the Integrated Transport programme are assessed by officers and scored against the 3 priority outcomes and a long list of potential schemes for 2021/22 were assessed and prioritised in January 2021. To fund all these schemes from within the Integrated Transport block would have required £3.352m, significantly in excess of the available Transport block and 14 schemes had to be deferred for consideration in future years.

53. The proposed programme is set out in Appendix B and includes the detailed schedule with descriptions, justifications, and an assessment of the contribution each scheme makes towards the three Strategic Plan outcomes. The value of the programme currently amounts to £7.151m, a projected over-commitment of £0.184m, which will provide contingency for programme slippage that may occur from unforeseen events, including delays in land acquisition and outcome of local consultations.
54. The programme will be reviewed from the outset when DfT funding is confirmed and progress on delivery will be monitored monthly with significant in-year amendments to the programme reported to the Assistant Director - Highways and the Built County, and subsequent approval for any changes sought from the Cabinet Member for Highways and Transportation. Regular reviews of the 2020/21 programme are continuing to minimise the potential for overspend on the 2020/21 programme, which would be a first call on the funding available for 2021/22.
55. There is also the likelihood of the award of additional funding during 2021/22 which has not been included in this report or the appended capital programme. The Department for Transport has announced that the total walking and cycling funding settlement for 2021/22 is £257m. From this total, £173m capital funds and £30m revenue funds will be provided to local authorities in England outside London. Subject to final decisions from Ministers, the majority of this funding will go to authorities who have developed a completed Local Cycling and Walking Infrastructure Plan (LCWIP), based on a formula that balances delivery of DfT outcomes (levelling up / local growth, health, air quality, carbon etc) with deliverability and value for money. Full details of this funding have not yet been announced.

Medium Term Financial Implications

56. The reductions in capital grant allocations from government come at an unfortunate time as they are straight after the end of the previous additional investment from the county council. It is unclear whether the government reductions are a sustained reduction or whether, like other local government funding announcements, are only known for the next 12 months only. Clearly there is much uncertainty around future funding levels which makes financial planning for a long-term asset incredibly challenging. This lack of clarity over future funding levels has been raised with ministers and local MPs and will continue to feature in the councils financial lobbying messages.
57. In the meantime, it is suggested that to reduce the level of the programme to balance with the funding to be made available by government at this late stage in the planning process would be most harmful. To this end it is proposed that the additional investment programme be extended for a further 12 months. This will allow a more appropriate programme to be delivered which, whilst not ideal, will be more in line with that delivered in recent years. It will also allow further time for review and reflection of the council's Strategic Plan which is planned in the summer and also may result in some more insight into the thinking into government funding allocations for future years (2022/23 and beyond) as part of the 2021 Budget and Spending Review.

58. It is recommended that an additional £5m be funded by earmarking the remaining balance on the 2020/21 contingency of £3.6m together with £1.4m of usable capital receipts to be generated next year. This additional funding can be made available immediately and may facilitate some early starts to the planned projects and works outlined in this report.

List of Background Documents/Appendices:

Appendix 1 – Carriageway condition by road classification
Appendix 1a – Proposed Structural Maintenance and Drainage Programme
Appendix 2 – Proposed Integrated Transport Improvements 21/22
Appendix 3 – HS2 Phase One: Road Safety Fund Briefing Note

- a. [Highways Infrastructure Asset Management Plan \(HIAMP\)](#)
- b. [Cannock Chase District transport strategy](#)
- c. [East Staffordshire Borough Transport Strategy](#)
- d. [Lichfield District Transport Strategy](#)
- e. [Newcastle Borough Transport Strategy](#)
- f. [South Staffordshire District Transport Strategy](#)
- g. [Stafford Borough Transport Strategy](#)
- h. [Staffordshire Moorlands Borough Transport Strategy](#)
- i. [Tamworth Borough Transport Strategy](#)
- j. [Local Cycling and Walking Infrastructure Plan](#)

Contact Details

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

Appendix 1 – Carriageway condition by road classification





Appendix 1a – Proposed Structural Maintenance and Drainage Programme subject to report recommendation (c)

| Structural Maintenance Works Programme 2021/22 | | | |
|--|-------------------|--|-------------------------|
| at March 2021 | | | |
| Location | | Description | Work Value £'000 |
| Newcastle Road | Madeley | Completion of scheme started in 2020/21 | 450 |
| High Street | Burton upon Trent | Contribution towards improvement works in partnership with ESBC | 168 |
| Swan & Limer Rakes | Hollinsclough | Road closed, risk of Section 56 Highways Act 1980 action | 450 |
| Croxden | Croxden | Section 56 Highways Act action - completion of scheme | 25 |
| Beacon Road (and others) | Rolleston on Dove | Resurfacing as part of drainage scheme | 400 |
| Total | | | 1493 |
| Structural Maintenance Drainage Programme 2021/22 | | | |
| at February 2021 | | | |
| Location | | Description | Work Value £'000 |
| Stone Rd | Eccleshall | Replacement of highway drainage to reduce flood risk | 250 |
| Croft Farm | Hill Chorlton | Diversion works due to development | 150 |
| Congreve | Penkridge | Replacement of culvert | 30 |
| Beacon Road (and others) | Rolleston on Dove | Completion of replacement of highway drainage system and new pumping station/rising main | 150 |
| Other minor drainage works | | | 300 |
| Total | | | 880 |

| District | Delivery | Scheme Name and Location | Scheme Description | Scheme Rationale | IT Block (£000) | S106 and Other Funding (£000) | Total Cost 2021/22 (£000) | Have access to more good jobs and share the benefits of economic growth | Be healthier and independent for longer | Feel safer, happier and more supported in their community | Total |
|----------|----------|--------------------------|--------------------|------------------|-----------------|-------------------------------|---------------------------|---|---|---|-------|
|----------|----------|--------------------------|--------------------|------------------|-----------------|-------------------------------|---------------------------|---|---|---|-------|

Targeted Local Safety Schemes Commenced 2020/21 or earlier

| | | | | | | | | | | | |
|------|------|--|---|---|-----|----|-----|---|---|---|---|
| SMDC | Amey | Freehay crossroads, Cheadle | Following the implementation of a speed limit reduction on each approach which has been delivered during 2020/21, part 2 of the scheme will incorporate detailed design that could potentially lead to the installation of traffic signals during the 2021/22 financial year. | When the site was first identified, nine personal injury collisions had been recorded at this rural crossroads within the latest three years of personal injury data. All nine collisions involved a vehicle failing to stop at the junction on the side road and proceeded to collide with a vehicle traveling through the junction. | 225 | 0 | 225 | 1 | 2 | 3 | 6 |
| ESBC | Amey | A5121 Wellington Road / A5189 Shobnall Road roundabout, Burton upon Trent | A scheme is proposed to be delivered during 21/22 that aims to address the issues of night time collisions and collisions involving vulnerable road users. The proposal incorporates lighting improvements, line refreshing including circulatory carriageway lines and the installation of advance lane and cycle warning signs. | Eleven collisions have occurred in the most recent three years of personal injury collision data (one serious and ten slights). Six collisions have taken place during the hours of darkness whilst four collisions involved pedal cycles, one a motorcycle and another a pedestrian. | 0 | 30 | 30 | 2 | 2 | 3 | 7 |
| ESBC | Amey | Waterloo Street, Burton upon Trent | Following the completion of a feasibility study, a scheme proposal incorporates improvement of current speed calming features; provision of tactile paving and improved signing and markings are proposed for Waterloo Street between Dallow Street and Byrkley Street. | The scheme would be expected to reduce the number of collisions and would provide a First Year Rate of Return (FYRR) greater than 100%. Nine personal injury collisions have taken place during the most recent three years of data (6 in 2019) of which four of these collisions involved pedestrian casualties. | 0 | 80 | 80 | 1 | 2 | 3 | 6 |
| SBC | Amey | A34 Queensville roundabout, Stafford | Following the completion of a feasibility study, signing and marking improvements at the roundabout junction of the A34 and Silkmore Lane are recommended. | The scheme would be expected to reduce the number of accidents taking place, as five collisions had occurred in the most recent three year period. The recommendations would provide a First Year Rate of Return (FYRR) greater than 100%. | 15 | 30 | 45 | 1 | 2 | 3 | 6 |
| SBC | Amey | Holdiford Road bridges, Milford | To complete a feasibility study to evaluate alternative signing or signalisation options for the canal and river bridges on Holdiford Road, which have restricted width and intervisibility and to deliver a scheme based on the reports recommendations. | The scheme would be expected to reduce the number of accidents as through examining the most recent three years of personal injury collision data, six collisions have taken place, of which all but one were head on collisions occurring at this location. The proposed remedial measures would provide a First Year Rate of Return (FYRR) greater than 100%. | 30 | 0 | 30 | 1 | 2 | 3 | 6 |

| | | | | | | | | | | | |
|--|------|--|---|--|------------|------------|------------|---|---|---|---|
| SSDC | Amey | A460 Lodge Lane, Cannock | To deliver a proposed signage and marking scheme for the stretch of A460 Lodge Lane Cannock between Churchbridge Island with the A5 and Saredon Road roundabout junction. | In total, eight personal injury collisions have been recorded during a three-year period for this length of road, of which one was fatal and a further three collisions were serious. The remedial engineering measures proposed focus on road markings and signage solutions. The scheme would be expected to reduce the number of accidents and the proposed remedial measures would provide a First Year Rate of Return (FYRR) greater than 100%. | 80 | 5 | 85 | 1 | 2 | 3 | 6 |
| County wide | Amey | Additional Local Safety Schemes | New accident cluster locations identified following data analysis. | To ensure delivery of future local safety schemes within one financial year, the design and any associated consultation will be completed during 2021/22 with delivery in 2022/23. | 15 | 0 | 15 | 1 | 2 | 3 | 6 |
| Local Safety Scheme commenced Sub Total | | | | | 365 | 145 | 510 | | | | |

| District | Delivery | Scheme Name and Location | Scheme Description | Scheme Rationale | IT Block (£000) | S106 and Other Funding (£000) | Total Cost 2021/22 (£000) | Have access to more good jobs and share the benefits of economic growth | Be healthier and independent for longer | Feel safer, happier and more supported in their community | Total |
|--|----------|---|---|---|-----------------|-------------------------------|---------------------------|---|---|---|-------|
| 2021/22 New Targeted Local Safety Schemes | | | | | | | | | | | |
| NBC | Amey | A53 Whitmore Road / Three Mile Lane junction | The junction consists of a crossroads on the A53 in the village of Whitmore, Newcastle District. The scheme proposes to provide a VAS for south west bound traffic showing the crossroads and a Reduce Speed Now message. In addition, an advance warning Stop sign on Three Mile Lane will be installed alongside a new larger crossroads warning sign for north east bound traffic. Depending on further investigations, road markings at the junction may be refreshed and any vegetation that is obscuring signs is to be cut back. | Four collisions have occurred in the most recent three-year period (2017-19) and one since in 2020. Four of these five collisions involved vehicles travelling south west on the A53 Whitmore Lane. | 35 | 0 | 35 | 1 | 2 | 3 | 6 |

| | | | | | | | | | | | |
|--|------|---|--|--|-----------|-----------|-----------|---|---|---|---|
| LDC | Amey | Hilliard's Cross junction with A38 | The scheme proposes to increase the size of the two-way traffic signs and to emphasize them with yellow backing boards. The line markings and arrows showing two-way traffic on the carriageway are also to be remarked. | This is a location where 6 injury accidents have been recorded in the moist recent three-year period 1/1/17-31/12/19 +known data. One accident was serious and five were slight. Five of the six accidents involved head on collisions and vehicles were travelling on the wrong side of the road. It is believed that drivers leaving the A38 are mistaking the two-way carriageway for a dual carriageway. | 0 | 50 | 50 | 2 | 2 | 3 | 7 |
| 2021/22 New Local Safety Scheme Sub Total | | | | | 35 | 50 | 85 | | | | |

| District | Delivery | Scheme Name and Location | Scheme Description | Scheme Rationale | IT Block (£000) | S106 and Other Funding (£000) | Total Cost 2021/22 (£000) | Have access to more good jobs and share the benefits of economic growth | Be healthier and independent for longer | Feel safer, happier and more supported in their community | Total |
|----------|----------|--------------------------|--------------------|------------------|-----------------|-------------------------------|---------------------------|---|---|---|-------|
|----------|----------|--------------------------|--------------------|------------------|-----------------|-------------------------------|---------------------------|---|---|---|-------|

Community Liaison Schemes Commenced 2020/21 or Earlier

| | | | | | | | | | | | |
|-----|------|--|--|---|-----|---|-----|---|---|---|---|
| SBC | Amey | Mill Lane Great Haywood | Provide a safe footway between Great Haywood and the canal basin and farm shops, linking between existing footways, to improve road safety for vulnerable road users. | The footways are heavily used however no footway extends for around 100m under the railway bridge and pedestrians are forced to walk into the carriageway. There have been a number of close encounters between pedestrians and motorists. It is supported by the County Councillor and the parish. A petition for the footway was also submitted to the County Council in 2017. | 130 | 8 | 138 | 1 | 3 | 3 | 7 |
| SBC | Amey | Doxey Road pedestrian crossing, Stafford | Proposed zebra crossing on the existing road hump adjacent to Doxey Primary school. | Due to the additional development in the area and more vehicle movements the local Councillor requests a zebra crossing over the existing raised table to improve pedestrian safety. A feasibility study has been carried. | 70 | 0 | 70 | 1 | 2 | 3 | 6 |
| LDC | Amey | Netherstowe Lane & Lincoln Close Lichfield Speed Limits | Carry out a TRO for the 30 mph section of Netherstowe Lane to ensure that it is legally enforceable. Install 30/40 mph signage at the Eastern Avenue / Lincoln Close junction to ensure it is legally enforceable. | To ensure that the highway signage and legal documentation complies with current highway standards and the law on signing speed limits. There is no TRO for Netherstowe Lane speed limit. Lincoln Close is a 30 mph residential road however there are no signs as you exit or join Eastern Avenue to indicate the change of speed limit between 30/40 mph. Low risk of objections. | 0 | 6 | 6 | 1 | 1 | 3 | 5 |

| | | | | | | | | | | | |
|------|------|--|---|--|----|-----|-----|---|---|---|---|
| ESBC | Amey | Parking scheme, Yoxall Road, Newborough | Provide restrictions in the centre of the village to ease congestion at peak times. Review the existing build out on Duffield Lane that has received road safety concerns. Provide a 40mph buffer zone and reduction to 50mph towards Mitre Crossroads. | In Yoxall Road there is limited parking, especially at school time where congestion is evident. There is currently a central splitter that adds to confusion as some vehicles enter Yoxall Road on the wrong side of the road. There are concern that these issues are pushing traffic onto the main B road at a point where pedestrians cross, contributing towards safety issues. The County Councillor and Parish Council have offered funding support. The alternative option of introducing limited time waiting could potentially move traffic onto the main B road. | 33 | 6 | 39 | 1 | 1 | 3 | 5 |
| ESBC | Amey | A518 Weston to Uttoxeter speed limit review | A518 at Amerton – reduce speed limit to 50mph with associated signage for Amerton Working Farm as recommended in the January 2021 feasibility report. A518 at Grindley recommendations as per feasibility report Jan 2021. Further feasibility work is required to identify a solution for the A51. | The Parish have raised safety concerns that vehicle speeds are excessive near to the entrance to Amerton Farm. There have also been a number of accidents on the A518 at Grindley. The mobile enforcement team occasionally enforce at these locations. Traffic on the A51 enters the village in excess of the 40mph speed limit. The residents feel isolated and find crossing the A51 at this location difficult due to vehicle speeds. | 50 | 0 | 50 | 1 | 1 | 3 | 5 |
| ESBC | Amey | Traffic calming Anslow | Measures to calm traffic as it enters Anslow and to then keep traffic speeds low as the traffic passes through the village. | Speed and volume counts indicate an increase in traffic through Anslow village where the road is narrow and a primary school is located. The issue is exacerbated by new developments in the area and a recent road traffic collision adjacent to the school highlights the issue. A survey shows speeds in excess of 30mph. Proposals have been discussed with the Parish Council. | 0 | 100 | 100 | 1 | 2 | 3 | 6 |
| ESBC | Amey | Stramshall Traffic Calming | Traffic calming measures in the vicinity of Stramshall | Scheme to be delivered to mitigate the impact of traffic generated from the expansion of JCB at Waterloo Farm, Uttoxeter Road, Beamhurst | 19 | 5 | 24 | 1 | 2 | 3 | 6 |
| ESBC | Amey | A515 – Minor roads experimental TRO | Further feasibility work to consider advance signage on the Trunk Road network is required to keep HGVs on the A50 and the A38. Highways England approval will be required, and the signs would need to be designed and installed under their approval and permission. Delivery may require lane closures on the A38. | Right and left turn orders have been implemented along the A515 between Kings Bromley and Yoxall. Feedback has identified that advance signage on the trunk road network is required to enhance the success of the scheme which aims to reduce HGV numbers to acceptable levels. The current enforcement being undertaken by the Police has identified a number of violations caused by confusion about signage. | 5 | 0 | 5 | 3 | 1 | 2 | 6 |

| | | | | | | | | | | | |
|--|------|---|--|---|------------|------------|------------|---|---|---|---|
| ESBC | Amey | Stubwood Lane/Oak Road/Lady Meadow Lane Junction improvement, Rocester | Delivery of alteration of existing road layout at the Stubwood Lane/Oak Road/Lady Meadow Lane Junction. The proposal will add deflection to the junction by removing one of the legs from the junction, installing gateways and a speed limit reduction. | Stubwood Lane/Oak Road/Lady Meadow lane is a route used extensively by JCB traffic as a quick entrance or exit to JCB at Rocester. The junction has two legs to it and there is no deflection on the junction and as such access to Lady Meadow Lane is often at speed. It is expected that there will be a funding contribution from the local parish council. | 30 | 5 | 35 | 1 | 1 | 3 | 5 |
| Community Liaison Commenced Sub Total | | | | | 337 | 130 | 467 | | | | |

| District | Delivery | Scheme Name and Location | Scheme Description | Scheme Rationale | IT Block (£000) | S106 and Other Funding (£000) | Total Cost 2021/22 (£000) | Have access to more good jobs and share the benefits of economic growth | Be healthier and independent for longer | Feel safer, happier and more supported in their community | Total |
|----------|----------|--------------------------|--------------------|------------------|-----------------|-------------------------------|---------------------------|---|---|---|-------|
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2021/22 New Community Liaison Schemes

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|------|------|---|---|---|----|---|----|---|---|---|---|
| ESBC | Amey | Alexandra Drive, Yoxall, | Feasibility study to consider options to improve the junction of Alexandra Drive and A515 Sudbury Road. | Vehicles ignore the island at the junction of Alexandra Drive and A515 Sudbury Road, driving straight over it and causing a hazard to other road users. One of the issues was HGVs, however as the A515 now has a weight limit, this has reduced the number of HGVs travelling along here. However, as vehicles are still not adhering to the road markings this is still a cause for concern. Raised by Cllr Jessel and Parish Council. | 0 | 5 | 5 | 1 | 1 | 3 | 5 |
| LDC | Amey | Speed limit reduction and parking restrictions NMA | Lower the speed limit on Barley Green Lane / Croxall Road Old Road (the road from the roundabout on the A513 towards the NMA) from 60 mph to 40 mph. Install double yellow lines on same section of road. | The Chetwynd (Slater's) Bridge on the A513 near the National Memorial Arboretum (NMA) will be repaired. As part of the scheme, it is proposed that the speed limit will be reduced from 60 to 40 mph on the A513 either side of the bridge. For consistency, the NMA request that a reduction of the speed limit to 40 mph is also made on Barley Green Lane from the roundabout on the A513 and Croxall Road Old Road together with parking restrictions to support safe and appropriate parking for visitors to the NMA. The roads leading to the NMA also support a Tarmac quarry and there are numerous HGV movements which will increase due to HS2. | 20 | 0 | 20 | 1 | 2 | 3 | 6 |

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| TBC | Amey | Lorry route signing – B5404 Watling Street, Tamworth | A feasibility report recommends taking forward additional and improved signage on the local highway and trunk road, carriageway narrowing and liaison with Highways England about removing the B5404 from the agreed emergency diversion route. | The B5404 Quarry Hill / Watling Street used to form the previous A5 route prior to the construction of the existing A5 bypass through Tamworth. The road is still heavily used by mainly local traffic and a good, suitable alternate lorry route is already in place for HGVs accessing the Tame Valley Industrial Estate via the A5 and B5440 Marlborough Way. Reinforcing this route through better signage would ensure better legal compliance for HGVs and reduce the current confusion and non-compliance with the existing 7.5 tonne environmental weight restriction. Agreed with Councillor Clements | 0 | 5 | 5 | 3 | 1 | 2 | 6 |
| TBC | Amey | Parking improvements – Hockley Road, Tamworth | A feasibility report recommends proceeding with the parking restrictions by the vets and parking restrictions / Permit Parking Scheme by Londis. Additional parking will not be taken forward as the cost is disproportionate to the benefits gained. | Hockley Road connects the Wilnecote area to the B5404 Watling Street and other locally important roads. It is traffic calmed and is part of a bus route and provides access to local shops, businesses and The Wilnecote School. Whilst most of the houses have off-road parking, there is also terraced housing where residents park on the highway, creating pinch-points. There have been ongoing complaints from the local community over the last 5 years and the previous county councillor for the area, Michael Greatorex, prioritised a feasibility study to look at ways to improve the parking situation and the traffic flow along Hockley Road. Councillor Richard Ford has continued to prioritise this matter. | 0 | 20 | 20 | 1 | 2 | 3 | 6 |
| TBC | Amey | Balls Canal Bridge, Hopwas – Weight Restriction signage review | Review and correct the current signage on Balls Canal Bridge and on the approaches from A51 Lichfield Road and B5404 Plantation Lane. The current signing is meant to be structural however the roundel is environmental. There will likely be an issue at the bridge itself though due to available space for a bigger sign & potentially new posts. The proposed changes would clearly advise drivers of the weight restriction. | Vehicles are exceeding the signed 7.5t weight limit. Although enforcement is a police matter, we have a duty to sign correctly, the signing is incorrect and therefore unenforceable. Discussions have taken place with Canal River Trust who have also raised concerns. The aim will be to discourage HGVs from entering Hints Lane and protect the bridge as damage is being caused to the road surface. The structural issues could cause the bridge to be closed, causing delays for emergency services. | 0 | 10 | 10 | 1 | 1 | 3 | 5 |
| New Community Liaison Sub Total | | | | | 20 | 40 | 60 | | | | |

| District | Delivery | Scheme Name and Location | Scheme Description | Scheme Rationale | IT Block (£000) | S106 and Other Funding (£000) | Total Cost 2021/22 (£000) | Have access to more good jobs and share the benefits of economic growth | Be healthier and independent for longer | Feel safer, happier and more supported in their community | Total |
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2021/22 Countywide Commitments

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| County wide | Amey | Divisional Highway Programme | The Divisional Highway Programme is a Local Member Initiative that helps to fund highway and transport schemes prioritised by County Councillors, such as pedestrian safety, safety and congestion issues at local junctions, school traffic, HGV routing, speeding through villages, parking issues and rat-running on inappropriate roads. | County Councillors are allocated £7,000 to give them the opportunity to directly input into delivery programmes. They work closely with Community Infrastructure Liaison Managers and Parish Councils to ensure local concerns and challenges are identified and priorities are established, taking into account financial constraints. | 434 | 0 | 434 | 2 | 2 | 3 | 7 |
| County wide | Other | Highways Laboratory | Funding provided to the County Council's Highways Laboratory for testing materials to ensure compliance with standards and specifications and measuring properties such as reflectivity of road markings and the skid resistance of road surfaces. | Ensures that the schemes delivered in both the maintenance and integrated transport block capital programmes achieve the required standard. | 60 | 0 | 60 | 3 | 1 | 3 | 7 |
| County wide | Amey | Rights of Way Improvement Plan | Funding is required for a programme of improvements including repair/replacement of bridges, surface improvements, wayfinding, stiles and furniture. The funding will also deliver reactive maintenance and grants awarded to Parishes and community groups through the Community Paths Initiative. Schemes in 21/22 focus on the County Council's priorities and are based on the route's classification (i.e. A, B or C) and the impact the issue is having on people's ability to use the network. | The Council has a statutory duty to keep safe and accessible Staffordshire's 4,510km of Public Rights of Way (PRoWs). At any one time there are around 1,000 live issues on the PRoW network; all of these need to be prioritised, investigated and resolved. PRoWs support tourism activity and connect residential areas to areas of employment, key services and facilities. They also provide opportunities for physical activity and healthier travel choices. It is estimated that 84% of Staffordshire's residences are within 1km of a PRoW. | 75 | 0 | 75 | 1 | 3 | 3 | 7 |
| County wide | Amey | Scheme prep costs | Funding required to provide initial investigations into scheme ideas to inform the decision whether they should be included in the programme and in bids for additional funding. | Helps to ensure that the most appropriate schemes are included in the programme in terms of achieving the necessary outcomes. Initial investigations and cost estimates will help to maximise the success of securing additional funding and reduce the risks associated with an under-costed bid. | 40 | 0 | 40 | 2 | 2 | 2 | 6 |

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| County wide | Amey | Local Safety Scheme: Targeted wet road skidding sites | A route that has a wet road collision problem occurring predominantly at junctions and/or bends and approaches to roundabouts will be targeted via the Wet Roads Programme. | Sites will be assessed for suitability if there have been at least five wet road collisions on a short length of road (i.e. 200 metres) to make remedial action worthwhile within the latest three years of complete personal injury collision data. Sites should not normally exceed 1.5 km in length. Identified sites are sent to Asset Management with a request for investigation with a view to Premium Surface Dressing treatment as a Local Safety Scheme if appropriate. | 130 | 0 | 130 | 1 | 2 | 3 | 6 |
| County wide | Amey | Local Safety Schemes: Mass Action Programme | The Mass Action programme is a means to address a number of common type collisions that, while potentially occurring across a wide area, have a common cause, theme or pattern. The works involve the use of known engineering solutions to negate the actual hazards notably via signage and lining improvements. | All schemes proposed will have a minimum of three personal injury collisions within the latest three years of complete personal injury collision data. | 35 | 0 | 35 | 1 | 2 | 3 | 6 |
| County wide | Other | Traffic Signal Refurbishment | Countywide programme of traffic signal refurbishment, focusing on the growing number of very poor assets that are in need of urgent refurbishment including hallogen bulb replacement. | Although civil costs are reducing due to a fully ducted system, the County Council has declining assets because of the volume of assets. Over the past five years our growth of new assets has been a total of 26 sites of which six are junctions. The number of assets that are becoming very poor and in need of urgent refurbishment is increasing. Maintaining traffic signal assets to the required standards will improve traffic management of the highway network. Poorly maintained traffic signals impacts upon the authorities compliance with the requirements of the Traffic Management Act 2004. | 634 | 0 | 634 | 3 | 1 | 3 | 7 |
| County wide | Other | Sustrans project support | Sustrans review and advice on cycling projects within the programme and support the development of future priorities within the LCWIP. | The objective is to seek advice from a nationally recognised organisation to ensure optimum scheme designs that maximise cycle usage. Engagement with Sustrans will also help to maximise future bidding opportunities. | 20 | 0 | 20 | 2 | 3 | 2 | 7 |

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| County wide | Other | Traffic monitoring | Replace permanent traffic counters with CA Traffic's new "BlackCAT Compact" counters which have the ability for both telemetry and solar-power built in. Deliver additional permanent counters as required, including the monitoring of the impact of the Staffordshire Western Access Route and Lichfield Southern Bypass. Data is also required to monitor the impact of strategic development locations throughout the County and traffic flow changes resulting from COVID-19. | Traffic count data enables the County Council to monitor traffic growth, create traffic models and measure the outcome of highway improvements and major housing and employment developments. The traffic data will inform the County's Network Hierarchy which is a requirement under the Code of Practice of Well Managed Highway Infrastructure. Telemetry allows the data to be received remotely in the office which will dramatically increase the receipt of the data across all sites. Solar power will avoid the need to change batteries in the units. | 0 | 75 | 75 | 3 | 1 | 1 | 5 |
| County wide | Other | Real time bus passenger information project management and infrastructure improvements | RTPI project management and co-ordination, including partnership working with bus operators to ensure that they continue to provide vehicle location information. Re-allocation / installation of new infrastructure to accommodate bus service changes. Utilise the Media Ready Content Management System and our media ready assets (66 displays) for advertising. | Staffordshire now has 95% of the County enabled with RTPI along with 75% of the bus network currently providing vehicular positional data to Staffordshire's RTPI System, improving the safety and confidence of bus passengers. In 2017 a new RTPI system was procured which includes an industry first Media Ready Content Management System (CMS) which lends itself to advertising. An advertising loop through our JMW RTPI system will ensure that passengers engage with our displays and view adverts which are displayed before and after the premium real time information. | 40 | 8 | 48 | 2 | 3 | 2 | 7 |
| County wide | Amey | Traffic Regulation Orders (TROs) associated with Development | Deliver Traffic Regulation Orders secured through S106 agreements associated with new developments. Progress is required on schemes in Stafford, Newcastle and Uttoxeter. | Where necessary, TRO are required to help mitigate the impact of new development in Staffordshire. TRO contributions received include: Former Castleworks, Stafford, on-site residents parking scheme, residential parking surveys associated with Orme Centre Pool Dam and the Jubilee Baths site, Newcastle, Brookside Road parking enforcement, Uttoxeter and Tixall Road speed reduction, Stafford. | 0 | 56 | 56 | 2 | 1 | 3 | 6 |
| Countywide Schemes Sub Total | | | | | 1468 | 139 | 1607 | | | | |

| District | Delivery | Scheme Name and Location | Scheme Description | Scheme Rationale | IT Block (£000) | S106 and Other Funding (£000) | Total Cost 2021/22 (£000) | Have access to more good jobs and share the benefits of economic growth | Be healthier and independent for longer | Feel safer, happier and more supported in their community | Total |
|--|----------|--|--|---|-----------------|-------------------------------|---------------------------|---|---|---|-------|
| Transport Strategy Schemes Commenced 2020/21 or Earlier | | | | | | | | | | | |
| ESBC | Amey | A444 Corridor Study, Stapenhill, Burton | Current proposals include 1km of cycle provision along the A444 between Saxon Street and the County boundary, including cycle lane, toucan crossing and an advisory cycle route. A temporary weight restriction on Sycamore Rd and Saxon St is also proposed and will be reviewed once the Walton bypass is completed. | A working group has identified improvements to help relief existing issues along the A444 and A5189 and accommodate forecast development traffic, particularly from the Drakelow development in south Derbyshire. Funding from the S&S LEP has been secured to deliver the cycle route. Concerns have also been raised about the volume of HGV traffic on Rosliston Road, Sycamore Road and Saxon Street, particularly at school times. | 0 | 160 | 160 | 3 | 2 | 3 | 8 |
| ESBC | Amey | High Street gateways, Burton - New St / High Street junction | The current proposal includes altering the layout of the New Street / High Street junction, enhancing the surfacing and appearance of the junctions to make it clearer that pedestrians have priority. | The scheme will complement the ANPR cameras on High Street and the adjacent improvements to the public realm. It will provide greater priority for pedestrians and accommodate the National Cycle Network in line with the Local Cycle and Walking Infrastructure Plan. | 0 | 10 | 10 | 3 | 2 | 3 | 8 |
| ESBC | Amey | B5017 Corridor Improvements, Burton | Deliver traffic calming on the B5017 between Wellington Road/Shobnall Road and Postern Road, taking into account local community concerns, safety concerns around Shobnall Primary School and access to the hospital. The missing link of the National Cycle Network will also be provided along Shobnall Road | Improvements are required in line with community concerns about the traffic impact of major development sites. | 0 | 130 | 130 | 3 | 2 | 3 | 8 |
| ESBC | Amey | Transport improvements associated with Land South of Branston, Burton | Consider a package of transport measures that could include bus enhancements, RTPI, improving walking/cycling connections from the Branston area linking into those proposed by the development, and improvements to Wellington Rd/Second Ave/Parkway roundabout. In 2021/22 RTPI infrastructure will be provided at Branston and within the town centre, and design work will be progressed on enhancing walking and cycling provision. | The transport package is required to help mitigate the traffic impact associated with development at Land South of Branston, in line with the East Staffordshire District Integrated Transport Strategy. | 0 | 100 | 100 | 2 | 3 | 3 | 8 |

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| ESBC | Amey | Uttoxeter Transport Package | Schemes within the transport package were delivered in 2020/21, including Bridge Street pedestrian improvements. In 2021/22, further consideration will be given to the potential delivery of additional traffic regulation orders. | A review of highway issues exacerbated by new developments has identified a package of transport measures. The package takes into account local community concerns, development traffic. It is proposed that the package is developed and delivered as resources permit. | 5 | 0 | 5 | 2 | 1 | 3 | 6 |
| NBC | Amey | Kidsgrove town centre traffic management scheme | The scheme to be delivered includes banning all southbound movements from Heathcote Street onto the A50. | Congestion has been shown to be an issue along the A50 through Kidsgrove. This has resulted in the designation of an Air Quality Management Area. Traffic modelling carried out by JCT consultants has recommended the preferred solution and the community has been consulted on the preferred scheme to be delivered. | 25 | 50 | 75 | 3 | 3 | 2 | 8 |
| NBC | Amey | Newcastle town centre TRO amendments and provision for cyclists | Amend TROs within the town centre and deliver appropriate signing and infrastructure to complement delivery of High Street / Merrial Street junction improvement and consult on amendments to allow cycling through the town. | Improved traffic enforcement and provision of cycle routes through the town. The scheme needs to tie in with the TRO requirements of the Ryecroft development. | 0 | 15 | 15 | 2 | 2 | 2 | 6 |
| NBC | Amey | A34 Lower Street / Enderley Street junction, Newcastle | Review the design and capacity of the A34/Enderley Street/Sainsbury's junction | The assessment and design options should maintain/improve the capacity on the A34 and consider the potential to provide a right turn facility into Enderley Street to improve HGV access to Brampton Industrial Estate. Proposals need to take account of the additional trips likely to be generated from the redevelopment of the former Bus Depot site directly north of the junction. | 0 | 5 | 5 | 3 | 1 | 2 | 6 |
| CCC | Amey | Rugeley Town rail station | An improved link between Platform 2 at Rugeley Town Railway station and Horsefair and the town centre is proposed. This includes upgrading and lighting existing path to a shared use cycleway/footway. | Access between platforms is via a footbridge with no facilities for the less able. The proposed scheme would shorten the route between the two platforms and also the route between the station and Rugeley town centre. Community Infrastructure Levy (CIL) funding for delivery has been secured from the planning authority. | 0 | 162 | 162 | 2 | 3 | 2 | 7 |

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|------|------|--|---|--|---|-----|-----|---|---|---|---|
| SSDC | Amey | Codsall rail station to car park pedestrian link | Provide a pedestrian link and gates to the rail station car park to complement the recent highway improvements. | A 30 space car park has been provided for rail passengers. In the last ten years growth in passengers has been 48%, reaching 125,000 passengers during 2017/18. Planned improved services will include an all-day half-hourly service / hourly Sunday service for Codsall and there will be increased capacity associated with the use of longer trains. The train operator is also proposing to make improvements to the rail station. | 0 | 35 | 35 | 3 | 2 | 2 | 7 |
| SMDC | Amey | Biddulph Valley Way | Complete NCN55 to the south of Biddulph between Brown Lees Road and Bull Lane. | The Biddulph Valley Way is a key off-road walking and cycling link providing connectivity between Stoke-on-Trent and Biddulph. Its use is promoted by local cycling user groups through organised rides and leaflet distribution. Detailed design and legal procedures have been completed and funding from the S&S LEP has been secured to deliver the scheme. | 0 | 185 | 185 | 1 | 3 | 3 | 7 |
| TBC | Amey | Corporation Street / Church Street sustainable transport enhancements, Tamworth | Realignment of existing footway between Corporation Street and Gungate through St Editha's churchyard. Improved street lighting will replace the current substandard system. Provide RTP1 totem within the pedestrianised area of Tamworth. | Realignment of the existing footway between Corporation Street to the west and Gungate to the east will provide improved accessibility and a better understanding of existing routes for users accessing facilities in the town centre and the bus services that pick up and drop off on Corporation Street. The RTP1 totem will keep people informed of bus times so they spend more time in the centre than at the bus stop. Improved street lighting will create a safer environment for all users. | 0 | 232 | 232 | 2 | 3 | 2 | 7 |
| TBC | Amey | Comberford Rd / Gillway Ln / Coton Ln junction improvement, Tamworth | Detailed feasibility and design is required to identify a preferred improvement that will increase capacity at the junction to accommodate housing growth. Delivery will be in a future year when all S106 has been received. | The improvement is required to accommodate residential development totalling 870 dwellings at Anker Valley, land off Browns Lane and Coton Lane. | 0 | 5 | 5 | 3 | 1 | 2 | 6 |
| TBC | Amey | Rawlett School, Tamworth | Mitigation measures to be delivered to accommodate growth at Rawlett School include, double yellow lines to remove on-road parking on A513 Comberford Road, enhanced gateway and refuge to north of the school, measures to reduce speeds and enhance pavements, signing and road markings. | The proposals are required to mitigate the growth of Rawlett School serving existing and new residential areas and alleviate associated traffic and safety concerns. The scheme needs to complement the proposed improvements at the Comberford Rd / Gillway Ln / Coton Ln junction. | 0 | 65 | 65 | 3 | 2 | 3 | 8 |

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| LDC | Amey | Burntwood town centre public realm enhancements | Detailed design and consultation on enhancements to public realm, junction improvements, signing strategy and sustainable transport measures. 0.3km of cycle and pedestrian provision will be completed along A5190 Milestone Way between High Street and Sycamore Road, including upgraded toucan crossing, footway widening and cycle provision. | Compliments the regeneration of Burntwood town centre in partnership with key stakeholders, aiding rejuvenation of the town centre and supporting employment and housing growth guided by the Lichfield District Local Plan. | 0 | 128 | 128 | 3 | 2 | 2 | 7 |
| LDC | Amey | Cappers Lane / Trent Valley Road / Eastern Ave junction improvement, Lichfield | Feasibility and detailed design is required to identify a preferred improvement that will increase capacity at the junction to accommodate proposed housing growth. Delivery will be in a future year when all S106 has been secured. | The improvement is required to accommodate residential development at Streethay and Watery Lane totalling 1,700 dwellings. S106 is available from previous developments to complete design work. | 0 | 5 | 5 | 3 | 1 | 2 | 6 |
| LDC | Amey | Lichfield directional signage | Following the opening of the Lichfield Southern Bypass, roads will be downgraded to a C road, including A51 Upper St. John St, A5127 (Cappers Lane - The Friary), A5127 (The Friary - Falkland Road). A 7.5 tonne environmental weight restriction will be installed on these roads and St. John St and The Friary. Primary route status will be removed from A5127 Upper St. John St and A5127 Birmingham Road (Upper St. John St - The Friary) and Primary route status will be given to A461 Falkland Road, A461 Sainte Foy Avenue and the bypass. New directional signage will reflect the changes to the road hierarchy. Bridge height signage will be assessed to take account of three low height bridges and HGVs will be discouraged from using Shortbutts Lane. Advanced signing on the trunk road network, A38 and A5 will also be reviewed and agreed with Highways England. | The scheme will reduce traffic impacts to the city centre and encourage use of the most appropriate routes for all traffic especially HGVs. Making sure effective use of the new bypass and supporting development and regeneration of the city centre. Phase 1: pre-bypass completion, review and delivery of improved signing without requirement for future amendments when bypass is complete. Phase 2: post-bypass review and delivery of signing to encourage best use of the bypass and link with amendments made pre-bypass. | 0 | 300 | 300 | 3 | 1 | 1 | 5 |
| LDC | Amey | Alrewas to NMA cycle route | Improve the cycle link between National Cycle Network route 54 and the National Memorial Arboretum (NMA) by providing enhanced facilities at the A38 / A513 junction, to tie into future proposals to complete the route to the NMA. | Access to the Trent Valley and key attractors in the area such as the NMA via sustainable modes is limited by available infrastructure. The link between NCN54 and the A38 has been delivered with a contribution from Highways England. It is expected that 50% of the spend will be re-imbursed from the Heritage Lottery Fund managed by the Transforming the Trent Valley Project. | 50 | 125 | 175 | 1 | 2 | 3 | 6 |

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| SBC | Amey | South Walls cycle route, Stafford | Sustrans awarded the County Council DfT funds to deliver enhanced public realm and cycle facilities on South Walls between Cope Street, across Clark Street and linking to Queensway. The scheme commenced in 2020/21, including enhanced public realm, uncontrolled crossing points, reconfiguration of the existing splitter island at Cope Street, shared use footway/cycleway and reduced traffic space. Additional funding is required in 21/22 to complete the scheme, focusing on changes to improve the flow of traffic on Lammascote Road gyratory. | Improve the condition of walking and cycling routes that directly access the town centre, specifically along South Walls where there is no cycle provision between the town centre and existing cycle routes provided by the new retail development. | 200 | 0 | 200 | 2 | 3 | 2 | 7 |
| SBC | Amey | Swynnerton village enhancements | Delivery of measures that aim to improve connectivity within Swynnerton village and locally, along with potential gateways and speed reduction measures. | Funding is available to improve sustainable transport connectivity to local services and facilities and for measures that reduce vehicle speeds through the village. | 14 | 13 | 27 | 1 | 2 | 3 | 6 |
| County wide | Amey | Bus Lane Camera Enforcement | Bus Lane Camera Enforcement at Gainsborough Drive, Perton Bus link and Beacon Rise, Stone. The cost of operating the enforcement cameras will be covered by any revenue generated by Penalty Charge Notices issued for contravening bus gates and surplus income will be reinvested in highway and transport schemes. | Currently there are two locations in Staffordshire that bus gates are reinforced by automatic bollards. The bollards are failing regularly, resulting in a maintenance liability and complaints from residents. The cameras will help reinforce the bus gates, thus promoting sustainable transport, which will also link to places of employment. No public consultation has taken place, but resistance may be unlikely as the restrictions are already in place, but not enforced. | 0 | 83 | 83 | 1 | 3 | 2 | 6 |
| Transport Strategy Schemes Commenced Sub Total | | | | | 294 | 1808 | 2102 | | | | |

| District | Delivery | Scheme Name and Location | Scheme Description | Scheme Rationale | IT Block (£000) | S106 and Other Funding (£000) | Total Cost 2021/22 (£000) | Have access to more good jobs and share the benefits of economic growth | Be healthier and independent for longer | Feel safer, happier and more supported in their community | Total |
|---|----------|--|--|--|-----------------|-------------------------------|---------------------------|---|---|---|-------|
| 2021/22 New Transport Strategy Schemes | | | | | | | | | | | |
| CCC | Amey | Five Ways roundabout, Cannock | A design solution is required to address existing deficiencies for implementation in the short term and to ensure acceptability of significant development proposals in the emerging Local Plan. | This junction experiences peak hour congestion and severance. The local community favour a larger four arm roundabout. An AQMA has been declared at the junction on the A5190 approach. The A5190 Cannock Road and Wimblebury Roads have been identified as potential locations for significant residential development in the emerging Local Plan. A bid to DfT for Local Pinch Point Funding in January 2020 has been submitted, however the scheme identified is not deliverable within the existing highway boundary. Land within the control of CCC presently used for a War Memorial / Park on the NW corner of Wimblebury Road will only be made available after all other options have been exhausted. | 25 | 0 | 25 | 3 | 2 | 2 | 7 |
| SSDC | Amey | Pedestrian crossing A41 / Wrottesley Park Road /Heath House Lane - Perton | Signalised pedestrian crossing facility to be introduced to the A41 East approach, including widening of refuges. | A pedestrian crossing is needed to preserve the status as a safe walking route for students accessing Codsall High School from Perton. This follows proposals to amend existing signal settings to increase capacity/efficiency at the junction. Failure to undertake the scheme would result in a need to transport students to Codsall High School at significant annual and on-going cost to SCC revenue resources. Risk of reputational issues resulting. Political support from Cabinet Member and Local MP. | 90 | 0 | 90 | 1 | 3 | 3 | 7 |
| SBC | Amey | A34 Stafford Road / Eccleshall Road junction, Stone | Investigation and design of improvement options to provide additional vehicular capacity on the Eccleshall Road approach to Walton Island. | In relation to permitted and planned development in Walton area adjacent to Stone and accommodation of additional vehicle trips by increasing the capacity of the Eccleshall Road approach to the junction. This intervention was identified via the Transport Assessment in relation to development at Walton Hill, West of Longhope Drive, Stone. The junction is likely to experience traffic capacity issues in accordance with the impacts of proposed local developments. | 0 | 10 | 10 | 3 | 1 | 2 | 6 |

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| SBC | Amey | Street lighting and sustainable transport on Castle St and Railway St, Stafford | Improvements on Castle Street and Railway Street to enhance pedestrian connections between the development site and the rail station, including enhanced lighting of the rail bridge on Castle Street. | The highway over the railway bridge on Castle Street does not benefit from road lighting. The pedestrian footpath is very narrow in places, is barriered in and on a bend. It is also a requirement of the Castlefields development to contribute to an enhanced walking and cycling route to the rail station. The proposals are supported by Cllr Winnington. | 0 | 5 | 5 | 1 | 3 | 3 | 7 |
| LDC | Amey | Blake Street crossing, Little Aston | Footway extension and pedestrian crossing provision on Blake Street in order to safely access Blake Street rail station. | Local communities in Shenstone have raised concerns about the safety of pedestrians accessing the rail station. Traffic and speed surveys need to identify whether a puffin crossing is required. The local communities will be significantly impacted by HS2. | 0 | 100 | 100 | 3 | 2 | 2 | 7 |
| LDC | Amey | Pedestrian improvements Whittington | Pedestrian facilities at the junction with Common Lane. Footway enhancements along Common Lane between Tamworth Road and Church Street. | Safety concerns have been identified on the A51 at the junction with Common Lane and the local community, that will be significantly impacted by HS2, has limited footway provision between the A51 and the Whittington, particularly to the Primary School. | 0 | 180 | 180 | 1 | 3 | 3 | 7 |
| LDC | Amey | Eastern Avenue pedestrian and cycle provision between A51 junction and Dimbles Lane, Lichfield | Review of pedestrian provision at the A51 junction and cycle and footway provision connecting to Dimbles Lane. Shared cycle use needs to be provided along the northern side of the road serving The Friary School and Leisure Centre, with cycling provision at all crossings to connect to residential areas to the south of Eastern Avenue. The A51 junction needs to be reviewed in terms of HGV movements. There are significant drainage issues on footways in the vicinity of the narrow footways adjacent to the school entrance. | Safety concerns have been identified by the Road Safety Foundation at the junction with the A51 and the LCWIP has identified this as a key priority route for cyclists. Footway issues at the school and HGV turning issues have been raised by local communities. | 0 | 10 | 10 | 2 | 3 | 3 | 8 |
| LDC | Amey | Trent and Mersey Canal Towpath improvement Fradley to Kings Bromley Marina | Design and feasibility for a canal upgrade between Fradley Junction and A515 Kings Bromley Marina | The canal at this location will be 'sandwiched' between Phase 1 and Phase 2a of HS2, with many of the local roads to be used as construction routes by HS2. Improving the towpath to Kings Bromley marina would complement the improvements recently made at Fradley junction which is a popular leisure destination. | 0 | 10 | 10 | 1 | 3 | 3 | 7 |

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|---------------------------------------|------|--|---|--|-----|------|------|---|---|---|---|
| LDC | Amey | Abnalls Lane (A51 Lichfield to Burntwood) | Closure of Abnalls Lane from A51 to St Matthews Road Burntwood providing a safe walking and cycle route parallel to A5190. Pedestrian / cycle crossing provision may be required on A51 to serve Abnalls Lane. | The proposal has been identified through community engagement and is supported by the LCWIP and is part of the National Cycle Network. | 0 | 60 | 60 | 1 | 3 | 3 | 7 |
| ESBC / CCC / NBC / SBC | Amey | Active Travel Fund Burton, Cannock, Newcastle and Safford | Works in Chell Road Stafford, Lichfield Road and Hednesford Road Cannock, George Street Newcastle-under-Lyme and Station Street Burton upon Trent could include new segregated cycle lanes, wider and more even pavements, crossing facilities, 20mph zones, narrowing of wide carriageways, priority for cyclists at junctions, signage and cycle parking. | An £1.83 million award has been received from the Government's Active Travel Fund (Tranche 2) and will help to deliver the County Council's Local Cycling and Walking Infrastructure Plan (LCWIP). The improvements aim to provide an attractive alternative to the travelling public for shorter journeys, supporting the Government's drive to increase physical activity. Public opinion will be tested thoroughly before any of the four schemes are delivered to ensure that there is majority support. | 0 | 1830 | 1830 | 2 | 3 | 3 | 8 |
| New Strategy Schemes Sub Total | | | | | 115 | 2205 | 2320 | | | | |

| | | | | | | | | | | | |
|---|--|--|--|--|------|------|------|--|--|--|--|
| Integrated Transport 2021/22 Programme Total | | | | | 2634 | 4517 | 7151 | | | | |
| Target IT block | | | | | 2423 | | | | | | |

HS2 Phase One: Road Safety Fund

In February 2016, the Government announced that it would provide up to £30 million to support road safety schemes in local authority areas along the Phase One line of route. In November 2017, Staffordshire County Council received an allocation of £2,975,000 based on the estimated volume of construction vehicle trips anticipated in Staffordshire. The funds will remain available until the end of 2026 and HS2 Ltd requires assurance that the proposed expenditure of the fund will contribute to the overall aims of the fund, which are as follows:

- To leave a legacy of road safety improvement and risk identification along the Phase One line of the route
- Consider supporting cycling projects in the area

In 2018/19 the County Council drew down £50,000 of the fund to complete investigation, consultation, feasibility, appraisal and design work in order to develop a programme of expenditure up to 2026, in line with the aims of the fund. This work has been completed and this briefing note seeks approval for the proposed programme.

In the allocation letter, the Department for Transport recommended making use of the risk-based protocols developed by the international Roads Assessment Programme (iRAP) developed by the Road Safety Foundation. The tool was used by the County Council to help identify safety risks on roads impacted by HS2 Phase One and interventions that are likely to be the most effective in reducing the number and severity of collisions and which demonstrate good value for money.

The roads that were selected for assessment reflected the concerns expressed by local communities and an initial analysis of collision clusters. They include:

- A51 Rugeley (Brereton Hill junction) to Hopwas (Lichfield Road junction)
- A5192 Eastern Avenue
- A5127 (A5 to A38)
- Cappers Lane (A5192 to Whittington (Common Lane junction))

Road attribute surveys and data collection was completed on each route and a long list of countermeasures was identified by the Road Safety Foundation using the analysis tool. The long list was reviewed and sense-checked by the County Council and the final list of recommended schemes has been included in the programme.

Schemes within the programme have also been identified from the following sources:

- Consultation with all Parish Councils impacted by HS2 Phase One
- County Councillor discussions through the Divisional Highway Programme process
- Safety concerns revealed from road safety collision cluster analysis of accident data available from the previous three years
- Consultation with the Canal and River Trust who are particularly concerned by the impact of HS2 Phase One on the Trent and Mersey canal towpath

- Cycle routes in Lichfield identified in the Local Cycling and Walking Infrastructure Plan (LCWIP) that have the highest forecast cycle demand. Scheme proposals were identified from audits of the routes completed by Sustrans.

The schemes identified through this process have been appraised in terms of deliverability and meeting the required outcomes. Indicative costs have been allocated to each scheme and it is currently considered that all the schemes in the programme can be delivered within the £2.975 million budget, allowing for risk, contingency and inflation. It is recommended that the funds are drawn down from HS2 Ltd in three tranches, as follows:

2021/22 Scheme Proposals (£710,000)

- Lichfield Directional Signage Strategy
- Hilliard's Cross junction with A38(T)
- Blake Street pedestrian crossing, Little Aston
- Balls Canal Bridge, Hopwas
- Pedestrian improvements Whittington
- Abnalls Lane (Lichfield to Burntwood)
- Shenstone speed enforcement

2022/23 - 2023/24 Scheme Proposals (£940,000)

- Lichfield (Eastern Ave) pedestrian, cycle and safety enhancements
- Trent and Mersey Canal Towpath improvement
- Lichfield (A5127) safety enhancements

2024/25 – 2025/26 Scheme Proposals (£1,070,000)

- A51 safety scheme (Breretonhill to Eastern Ave)
- Lichfield cycle route (Quarry Hills Lane to Lichfield Southern Bypass)
- Lichfield cycle route (A5127 St John Street to Burton Old Road)
- Birmingham Road / A5127/ St John Street junction cycle and pedestrian enhancements

The 2021/22 scheme proposals, together with funding for 2022/23 scheme design work, have been allocated in the Highway and Transport Capital Programme which will be recommended for approval at Cabinet on 17 March 2021. Table 1 provides the description, justification and source of each scheme proposal. Once Cabinet approval has been received, the County Council will seek approval from HS2 Ltd to draw down the 2021/22 funds. Going forward there will be the opportunity to revise the priorities between 2022/23 – 2025/26.

Table 1: Schemes proposed for delivery in 2021/2022

| Scheme | Description | Justification | Source | Indicative cost £000s |
|--|--|--|---|-----------------------|
| Lichfield directional signage | <p>Following the opening of the Lichfield Southern Bypass, roads will be downgraded to a C road, including A51 Upper St. John St, A5127 (Cappers Lane - The Friary), A5127 (The Friary - Falkland Road). A 7.5 tonne environmental weight restriction will be installed on these roads and St. John St and The Friary. Primary route status will be removed from A5127 Upper St. John St and A5127 Birmingham Road (Upper St. John St - The Friary) and Primary route status will be given to A461 Falkland Road, A461 Sainte Foy Avenue and the bypass.</p> <p>New directional signage will reflect the changes to the road hierarchy. Bridge height signage will be assessed to take account of three low height bridges and HGVs will be discouraged from using Shortbutts Lane. Advanced signing on the trunk road network, A38 and A5 will also be reviewed and agreed with Highways England.</p> | <p>Improve traffic flow by encouraging use of the most appropriate routes through the City, especially for HGVs, making effective use of the Lichfield Southern Bypass and supporting development and regeneration of the City centre.</p> | <p>The A5127 Working Group set up by the Staffordshire Freight and Communities Forum.</p> | <p>300,000</p> |
| Hilliard's Cross junction with A38 safety improvement | <p>It is proposed to increase the size of the two-way traffic signs and to emphasise them with yellow backing boards. The line markings and arrows showing two-way traffic on the carriageway are also to be remarked.</p> | <p>One serious and five slight injury accidents have been recorded at this location in the most recent three-year period 1/1/17-31/12/19 +known data. Five of the six accidents involved head on collisions and vehicles were travelling on the wrong side of the road. It is believed that drivers leaving the A38(T) are mistaking the two-way carriageway for a dual carriageway.</p> | <p>Road Safety collision cluster analysis</p> | <p>50,000</p> |

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|---|--|--|---|---------|
| Blake Street pedestrian crossing, Little Aston | Footway extension and pedestrian crossing provision on Blake Street in order to safely access Blake Street rail station. | Local communities in Shenstone have raised concerns about the safety of pedestrians accessing the rail station. Traffic and speed surveys need to identify whether a puffin crossing is required. The local communities will be significantly impacted by HS2. | Community engagement through the Divisional Highway Programme process | 100,000 |
| Balls Canal Bridge, Hopwas – Weight Restriction signage review | Review and correct the current signage on Balls Canal Bridge and on the approaches from A51 Lichfield Road and B5404 Plantation Lane. The current signing is meant to be structural however the roundel is environmental. The proposed changes would clearly advise drivers of the weight restriction. | Vehicles are exceeding the signed 7.5t weight limit. Although enforcement is a police matter, the County Council has a duty to sign correctly and the signing is incorrect, therefore unenforceable. Discussions have taken place with the Canal and River Trust who have also raised concerns. The aim will be to discourage HGVs from entering Hints Lane and protect the bridge as damage is being caused to the road surface. The structural issues could result in the closure of the bridge, causing delays for emergency services. | Community engagement through the Divisional Highway Programme process | 10,000 |
| Pedestrian improvements Whittington | Pedestrian facilities at the junction with Common Lane and footway enhancements along Common Lane between Tamworth Road and Church Street. | Safety concerns have been identified on the A51 at the junction with Common Lane through the Road Safety Foundation assessment and the local community. Whittington will be significantly impacted by HS2 and has limited footway provision between the A51 and the Whittington, particularly to the Primary School. | Road Safety Foundation assessment and community engagement through the HS2 consultation process | 180,000 |

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|---|---|---|---|-----------------|
| Abnalls Lane pedestrian and cycle route (Lichfield to Burntwood) | Closure of Abnalls Lane from A51 to St Matthews Road Burntwood, providing a safe walking and cycle route parallel to A5190. Pedestrian / cycle crossing provision may be required on the A51 to serve Abnalls Lane. | Giving priority to walkers and cyclists through the removal of through traffic along Abnalls Lane will provide a safe connection between Burntwood and Lichfield along a route that has National Cycle Network designation. The route has seen an increase in use through the COVID-19 pandemic which has resulted in the community request to make it safer for walkers and cyclists. The proposal is supported by the LCWIP and Sustrans. | Local community engagement and LCWIP priority | 60,000 |
| A5127 Birmingham Road Shenstone speed enforcement | To replace the Vehicle Activated Sign (VAS) that is no longer operating close to the junction with St John's Hill. A replacement sign will warn drivers that are exceeding the 30mph speed limit and encourage them to slow down. | In addition to the mobile enforcement activities that are undertaken on this road by the Staffordshire Safer Roads Partnership, a permanent replacement VAS will help to reduce vehicles speeds particularly those of the faster drivers who contribute disproportionately to the collision risk. | Local community engagement and road safety collision cluster analysis | 10,000 |
| Sub-total | | | | £710,000 |

Table 2: Schemes proposed for delivery in 2022/23 and 2023/24

| Scheme | Description | Justification | Source | Indicative cost £000s |
|---|---|--|---|------------------------------|
| Eastern Avenue pedestrian and cycle provision between A51 and Grange Lane, Lichfield | Enhanced pedestrian provision at the A51 junction and cycle and footway provision connecting to Grange Lane. Shared cycle use needs to be provided along the northern side of the road serving The Friary School and Leisure Centre, with cycling provision at all crossings to connect to residential areas to the south of Eastern Avenue. The scheme should also resolve significant drainage issues in the vicinity of the narrow footways adjacent to the school entrance. The A51 junction also needs to be reviewed in terms of HGV movements. | Safety concerns have been identified by the Road Safety Foundation at the junction with the A51 and the LCWIP has identified this as a key priority route for cyclists. Footway issues at the school and HGV turning issues have been raised by local communities. | Road Safety Foundation assessment, community engagement and identified as an LCWIP priority | 350,000 |
| Eastern Avenue / Grange Lane junction improvement | Consider options for improving safety at Grange Lane / Eastern Avenue junction. Options will be considered and a preferred option will be taken forward for delivery. | Collisions have previously been recorded at this junction and community engagement has identified issues with usability, safety and clarity of 'right of way' for vehicles using the junction. | Local community engagement and road safety collision cluster analysis | 100,000 |
| Eastern Avenue safety improvements between Grange Lane and Netherstowe Lane | Central hatching and removal of roadside hazards along the length of road between Grange Lane and Netherstowe Lane, tying into the new signalised junction at Watery Lane to be delivered by developers. Speed enforcement will also be considered between Watery Lane and Netherstowe Lane. | The preventative measures are recommended by the Road Safety Foundation and are designed to reduce the likelihood of serious crashes along this stretch of highway. | Road Safety Foundation assessment | 50,000 |
| Eastern Avenue cycle provision Watery Lane to Netherstowe | Provision for cyclists between Watery Lane and Netherstowe Lane within the existing greenspace, tying into a toucan crossing being delivered by developers at the Watery Lane junction and the National Cycle Network along Netherstowe Lane. | The route has been identified as a priority in the LCWIP and will connect to existing and new residential areas and the National Cycle Network | LCWIP priority route | 25,000 |
| Trent and Mersey Canal Towpath improvement Fradley | Canal towpath upgrade between Fradley Junction and A515 Kings Bromley Marina. | The canal at this location will be 'sandwiched' between Phase 1 and Phase 2a of HS2, with many of the local roads to be used as construction | Canal and River Trust and community engagement | 350,000 |

| | | | | |
|---|--|---|---------------------------------------|-----------------|
| to Kings Bromley Marina | | routes by HS2. Improving the towpath to Kings Bromley marina would complement the improvements recently made at Fradley junction which is a popular leisure destination. | through the HS2 consultation process. | |
| A5127 Birmingham Road safety improvements south of Lichfield Southern Bypass to A5 | Central hatching along the length of the A5127 Birmingham Road between the Lichfield Southern Bypass and A5(T). | The preventative measure is recommended by the Road Safety Foundation and is designed to reduce the likelihood of serious crashes along this stretch of highway. | Road Safety Foundation assessment | 25,000 |
| A5127 Burton Road safety improvements Cappers Lane to A38 | Central hatching along the length of the A5127 Burton Road between Lichfield Trent Valley rail station and A38(T). | The preventative measure is recommended by the Road Safety Foundation and is designed to reduce the likelihood of serious crashes along this stretch of highway. | Road Safety Foundation assessment | 20,000 |
| A5127 Trent Valley Road traffic calming between Wissage Road and Cappers Lane | Speed enforcement will be considered along the A5127 Trent Valley Road between Wissage Road and Cappers Lane. | The preventative measure is recommended by the Road Safety Foundation and is designed to reduce the likelihood of serious crashes along this stretch of highway. It will complement the downgrading of the route to a C road and the proposed environmental weight restriction. Reduced speeds will also benefit pedestrians and cyclists | Road Safety Foundation assessment | 20,000 |
| | | | Sub-total | £940,000 |

Table 3: Schemes proposed for delivery in 2024/25 – 2025/26

| Scheme | Description | Justification | Source | Indicative cost £000s |
|---|---|---|-----------------------------------|-----------------------|
| A51 Main Road and Stafford Road safety improvements (Breretonhill to Eastern Avenue) | Central hatching, shoulder sealing, rumble strips and the removal of roadside hazards is proposed along the length of the A51 between Breretonhill and Lichfield (Eastern Avenue). | The preventative countermeasures are recommended by the Road Safety Foundation and are designed to reduce the likelihood of serious crashes along this stretch of highway. | Road Safety Foundation assessment | 250,000 |
| Cycle routes between Quarry Hills Lane and Lichfield Southern Bypass | Shared use / segregated cycle route on A51 Tamworth Road from Quarry Hills Lane, along residential streets, such as Long Bridge Road, to A5206 London Road, linking into facilities to be delivered as part of the Lichfield Southern Bypass | The route has been identified as a priority in the LCWIP. It will tie into infrastructure to be provided as part of the Lichfield Southern Bypass and will improve sustainable connectivity to residential developments in the South of Lichfield | LCWIP priority route | 250,000 |
| A5127 segregated cycle route between St John Street and Burton Old Road | Shared use/segregated footway cycleway on the northern side of Birmingham Road from St John Street to St Michael's Road. A cycle crossing phase at Rotten Row junction will be required and a toucan crossing between St Michaels Rd and Burton Old Road | The route has been identified as a priority route in the LCWIP. It will complement the downgrading of the route to a C road and the proposed environmental weight restriction. Reduced traffic forecast along this corridor as a result of the opening of the Lichfield Southern Bypass will provide the the opportunity to reallocate road space to pedestrians and cyclists. | LCWIP priority route | 320,000 |
| Birmingham Road / A5127/ St John Street junction cycle and pedestrian enhancements | Provision of enhanced pedestrian and cycle facilities at the Birmingham Road / A5127 / St John Street signalised junction, including cycle and pedestrian phases, refuges and reduced crossing distances. The scheme will tie into the segregated cycle route between St John Street and Burton Old Road. | The junction has been prioritised for improvement in the LCWIP and is supported in LCWIP District Council consultation response. It will complement the downgrading of the route to a C road and the proposed environmental weight restriction. Reduced traffic forecast along this corridor as a result of the opening of the Lichfield Southern Bypass will provide the the opportunity to reallocate road space to pedestrians and cyclists. | LCWIP priority route | 250,000 |
| | | | Sub-total | £1.07 m |

Cabinet Meeting on Wednesday 17 March 2021

Holiday Activities and Food (HAF) Programme (Department of Education)



Cllr Mark Sutton, Cabinet Member for Children and Young People said,

“This winter the county council has delivered one of the biggest school holiday meal support schemes to thousands of children.

We know from first-hand feedback that this help makes a real difference to people who are challenged by the consequences of the pandemic.

“Now we have ongoing funding to continue support children accessing free school meals during Easter, Summer and Christmas of 2021, supporting children and their families with food and activities to keep children happy and healthy.”

Report Summary:

On Sunday 8th November 2020, the Department for Education (DfE) announced that the National Holiday Activities and Food (HAF) Programme will be expanded across the whole of England in 2021. Since 2018, this Programme has provided enriching activities and healthy food to disadvantaged children and young people (and in some circumstances their families).

The Department for Education is making up to £220 million available to Local Authorities across England to coordinate Holiday Activities and Food Programmes which are administered to promote and develop community resources, spaces and activities locally.

This report of the Cabinet Member for Children and Young People sets out the conditions of expenditure and delivery relating to the Holiday Activities and Food (HAF) Programme for Easter, Summer and Winter 2021.

Recommendations

I recommend that Cabinet:

- a. Acknowledges the anticipated receipt of £2,231,290, from the Department for Education, in relation to the Holiday Activities and Food Programme.
- b. Acknowledges the conditions of expenditure and delivery relating to the Holiday Activities and Food Programme, as set out by the Department for Education.
- c. Delegates delivery decisions relating to the Holiday Activities and Food Programme to the Cabinet Member for Children and Young People in consultation with the

Cabinet Member for Education (and SEND) and the Deputy Chief Executive and Director for Families and Communities.

| |
|-------------------------------|
| Local Members Interest |
| N/A |

Cabinet – Wednesday 17 March 2021

Holiday Activities and Food (HAF) Programme (Department of Education)

Recommendations of the Cabinet Member for Children and Young People:

I recommend that Cabinet:

- d. Acknowledges the anticipated receipt of £2,231,290, from the Department for Education, in relation to the Holiday Activities and Food Programme.
- e. Acknowledges the conditions of expenditure and delivery relating to the Holiday Activities and Food Programme, as set out by the Department for Education.
- f. Delegates delivery decisions relating to the Holiday Activities and Food Programme to the Cabinet Member for Children and Young People in consultation with the Cabinet Member for Education (and SEND) and the Deputy Chief Executive and Director for Families and Communities.

Report of the Deputy Chief Executive and Director for Families and Communities

Background

1. Families can experience significant pressure points during school holidays with reduced income and increased financial pressures because of the costs of food, childcare and enriching activities. Disadvantaged families are likely to experience “unhealthy holidays” in terms of nutrition and physical health along with exacerbated inequalities relating to social isolation and loneliness. Disadvantaged families are also less likely to access organised out-of-school activities during Easter, Summer and Winter.
2. On Sunday 8th November 2020, the Department for Work and Pensions (DWP) announced the significant expansion of the Department for Education’s Holiday Activities and Food Programme across England.
3. Holiday Activities and Food Programmes have been evidenced to make a significant contribution to the outcomes of children from disadvantaged backgrounds, through the provision of inclusive and accessible enriching activities and healthy meals. Prior to 2021, participation in the Holiday Activities and Food (HAF) Programme was restricted with only 17 Local Authorities included in 2020, eleven in 2019 and seven in 2018.
4. The significant extension of the Holiday Activities and Food Programme across England will enable all Local Authorities to provide free healthy meals and enriching

activities to families of children in receipt of Free School Meals (FSM) during Easter, Summer, and Winter 2021.

5. The Department of Education's investment of £220 million in the Holiday Activities and Food Programme will be delivered through Grants to Local Authorities. Staffordshire County Council is anticipated to be in receipt of a Grant of £2,231,290, split into payments across 2020/21 and 2021/22. The Programme has received funding for delivery in 2021/22 only.
6. The Department for Education recognises and values the important role that statutory (including schools), community and voluntary sector organisations have played in this Programme since 2018 and encourage all Local Authorities to work with a wide range of partners in the delivery of this Programme.

Programme Requirements:

7. The Holiday Activities and Food Programme invites Local Authorities to provide children and young people in receipt of Free School Meals access to inclusive, enriching activities which provide a free healthy meal during Easter, Summer and Winter 2021. The Programme requires participating Local Authorities to ensure the Holiday Activities and Food Programme is offered to all families of children in receipt of Free School Meals. It is not however anticipated that 100% of families will participate in the Programme.
8. The Holiday Activities and Food Programme is required to provide at least four hours of provision for four days a week during the Summer 2021 with at least four hours of provision being offered for a week in Easter and Winter 2021. The Programme does not include Half-Term holidays.
9. The Programme will require participating Local Authorities to ensure all providers, which form part of the Holiday Activities and Food Programme, provide good quality and inclusive enriching activities, physical activities, healthy food and nutritional education which comply with the requirements of both the County Council and the Department for Education. The Local Authority is also required to ensure all providers embrace and comply with appropriate Legislation, Regulations, Standards, Policies, Procedures & Guidance, including those relating to Safeguarding, General Data Protection Regulations (GDPR) and Health, Safety & Wellbeing.

Programme Eligibility

10. The Holiday Activities and Food Programme is available to children (and where appropriate, their families) who receive benefits-related Free School Meals (FSM) who are aged 5-16. Participation in the Programme is optional for eligible children to attend this provision if they wish.
11. Eligibility for Free School Meals is determined by the Department for Education, and is available to families of children who meet one or more of the following criteria:
 - a. Income Support

- b. income-based Jobseeker's Allowance
 - c. Income-related Employment and Support Allowance
 - d. Support under Part VI of the Immigration and Asylum Act 1999
 - e. The guaranteed element of Pension Credit
 - f. Child Tax Credit (provided you're not also entitled to Working Tax Credit and have an annual gross income of no more than £16,190)
 - g. Working Tax Credit run-on - paid for 4 weeks after you stop qualifying for Working Tax Credit
 - h. Universal Credit - if you apply on or after 1 April 2018 your household income must be less than £7,400 a year (after tax and not including any benefits you get)
 - i. Children of Zambrano carers
 - j. Children of families with no recourse to public funds with a right to remain in the UK on grounds of private and family life under Article 8 of the European Convention on Human Rights
 - k. Children of families receiving support under Section 17 of the Children Act 1989 who are also subject to a no recourse to public funds restriction
12. The eligibility for Free School Meals does not therefore include children in our care, families of children attending an Alternative Education/Provision, those electively home educated, families of children attending Independent Schools/Provision or children within Early Years.
13. The Department for Education will invite Local Authorities, who can evidence they have been able to fully meet the needs of families of children who receive benefits-related Free School Meals, to include additional free places for additional cohorts, funded through the Programme.
14. Providers will also be encouraged to make places available to families of children who do not meet the eligibility but are able to pay through a fee-paying arrangement.
15. The Programme also enables the County Council to adopt a whole family approach with the inclusion of parents in appropriate activities delivered through the Programme. This will enable the County Council to align the Programme to activities across the wider Children & Families System.

Programme Delivery:

16. Local Authorities are able to determine the delivery model for the Holiday Activities and Food Programme within the parameters of the Terms & Conditions, set out by the Department for Education. This ensures the Programme is administered to promote and develop community resources, spaces and activities.
17. The Local Authority is required to:
- a. Facilitate a Programme Steering Group, which includes representatives of the statutory (including Schools), community and voluntary sector;
 - b. Undertake an extensive mapping of holiday activity provision in Staffordshire, ensuring provision exists and is supporting the areas of greatest need;
 - c. Develop a local Holiday Activities and Food Programme Plan which is reflective of supply and demand;

- d. Ensure that sufficient, adequate provision is available across Staffordshire for children with SEND/additional needs;
 - e. Award funding to facilitate the Holiday Activities and Food Programme in Staffordshire;
 - f. Ensure all providers embrace and comply with appropriate Quality Standards, Legislation, Regulations, Standards, Policies, Procedures & Guidance, including those relating to Safeguarding, General Data Protection Regulations (GDPR) and Health, Safety & Wellbeing;
 - g. Facilitate the Programme to reduce dependency by providing nutritional education for children and educating families around purchasing and preparing healthy meals on a sustainable basis;
 - h. Promote and advertise provision by working with statutory (including Schools), community and voluntary sector organisations to encourage the most at need children to attend;
 - i. Working with other local services or agencies to ensure a joined-up and efficient approach (e.g. signposting, sharing resources);
 - j. Building local partnerships and sharing learning and good practice among local partners.
18. The Department for Education acknowledges that COVID-19 will have a significant impact on the delivery of the Holiday Activities and Food Programme, acknowledging the Programme will be significantly smaller and may be virtual during Easter 2021.
19. In order to deliver the Programme during Easter 2021, the Department for Education (DfE) is encouraging Local Authorities to consider innovative approaches which are unpinned by the core principles of the Programme, whilst continuing to comply with the Health Protection (Coronavirus) Regulations 2020.
20. The virtual scheme for Easter 2021 is anticipated to include delivery of Recipe Boxes with food supplies for up to a week along with Family Hub Activity Kits which will include a range of practical resources relating to the Five Ways to Wellbeing (i.e. Connect, Be Active, Take Notice, Learn and Give). These kits will include a selection of learning materials which have a focus on physical activities, healthy food and nutritional education. It is anticipated that a small number of families will be invited to participate in the Scheme during Easter 2021 with a significant expansion over Summer and Christmas 2021.
21. Throughout Easter 2021, It is anticipated that Families will also be invited to engage in a range of physical activities and nutritional education live through YouTube.
22. In addition, on Tuesday 2nd March 2021, the Department for Work and Pensions (DWP) announced an extension of the COVID-19 Winter Fund with an additional allocation of £772,271, enabling Staffordshire County Council (SCC) to continue to provide extra targeted financial support for those in need during the pandemic. In consideration to this announcement, it is anticipated that Staffordshire County Council (SCC) will continue the arrangements to provide families of children entitled to benefit related free school meals and other targeted groups with eVouchers to access food and essential supplies during Easter 2021. This approach will enable the County Council to embed a phased introduction of the

Holiday Activities and Food (HAF) Programme over Easter, Summer and Christmas.

23. It is proposed that Staffordshire County Council (SCC) will develop the Summer and Winter 2021 scheme together with partners across the statutory (including Schools), private, community and voluntary sector to ensure a wide range of enriching activities form part of the Holiday Activities and Food Programme.
24. It is anticipated that the Programme provides the opportunity to support children and young people to catch up lost time educationally after school closures during 2020/21 due to COVID-19.

Legal Implications

25. The Local Authority will be required to enter a Memorandum of Understanding with the Department for Education which will define the parameters and expectations of the programme.
26. In order to deliver the Holiday Activities and Food Programme, the County Council will need to enter contractual arrangements with organisations across the statutory, private, community and voluntary sector. Decisions relating to contractual arrangements will be taken by the Cabinet Member for Children and Young People, in compliance with the County Council's Scheme of Delegation and Procurement Regulations.
27. Recognising the time constraints, and the COVID-19 implications, to delivering the Holiday Activities and Food Programme for Easter 2021, the County Council may need to agree contractual arrangements through an Exception to the Procurement Regulations.

Resource and Value for Money Implications

28. The Department for Education is anticipated to provide this funding to the County Council under section 31 of the Local Government Act 2003. The first payment will be made in March 2021, upon satisfactory receipt of a delivery plan from the Authority, setting out the intended scale and reach of their programme for Easter 2021.
29. Delivery and expenditure through the Holiday Activities and Food Programme will continue to be monitored by the Department for Education. The County Council will be required to report and manage spend in relation to both the conditions set out above, which may be subject to a future external audit.
30. To enable the County Council to deliver the Holiday Activities and Food Programme, additional capacity and infrastructure will be required. This will include additional officer, digital development, marketing resource and market management and quality assurance capacity. A maximum of 10% of the Grant will be utilised for the administration and facilitation of the Programme.
31. Outlined below is an anticipated forecast for the Programme in Staffordshire:

- a. Programme Facilitation & Administration: £223,129
 - b. Programme (Activity) Delivery: £2,008,161
32. Any underspend in expenditure against the Holiday Activities and Food Programme on the 31/03/2022 will be required to be returned to the Department for Education.
33. Funding for the Holiday Activities and Food Programme is for delivery during the financial year 2021/22 only. The Department of Education will however be making a payment to Staffordshire County Council of £224,390 in March 2021 to support the preparation of the Easter 2021 Programme.

List of Background Documents/Appendices:

Community Impact Assessment (CIA) Executive Summary

Contact Details

Assistant Director: Natasha Moody, Assistant Director: Commissioning

Report Author: Joseph Sullivan
Job Title: Senior Commissioning Manager
Telephone No.: 07866913434
E-Mail Address: joseph.sullivan@staffordshire.gov.uk

**Department of Education's Holiday Activities and Food (HAF) Programme
Community Impact Assessment – Checklist and Executive Summary**

Name of Proposal:

Department of Education's Holiday Activities and Food (HAF) Programme

Project Sponsor:

Councillor Mark Sutton, Cabinet Member for Children and Young People

Programme Lead:

Joseph Sullivan, Senior Commissioning Manager

Date:

01/03/2021

| Checklist | Action Completed (tick) | Comments/Actions |
|--|-------------------------|--|
| The project supports the Council's Business Plan, priorities and MTFS. | ✓ | The Departments of Education's Holiday Activities and Food (HAF) Programme supports the Strategic Business Plan, Business Delivery Plan and the Medium-Term Financial Strategy (MTFS) of Staffordshire County Council. The Departments of Education's Holiday Activities and Food (HAF) Programme also supports the Vision and Priorities of the Families Strategic Partnership's (FSP) Children, Young People and Families Strategy 2018-2028 |
| It is clear what the decision is or what decision is being requested. | ✓ | The Community Impact Assessment (CIA) is being attached as an appendix to a Cabinet Report which includes recommendations of the Cabinet Member for Children & Young People, Mr Mark Sutton. |
| For decisions going to Cabinet, the CIA findings are reflected in the Cabinet Report and potential impacts are clearly identified and mitigated for (where possible). | ✓ | The Community Impact Assessment (CIA) is being attached as an appendix to a Cabinet Report which includes recommendations of the Cabinet Member for Children & Young People, Mr Mark Sutton. |
| The aims, objectives and outcomes of the policy, service or project have been clearly identified. | ✓ | The Cabinet Report of the Cabinet Member for Children & Young People sets out the aims, objectives and outcomes of the Holiday Activities and Food (HAF) Programme, as set out by the Department of Education (DfE). |
| The groups who will be affected by the policy, service or project have been clearly identified. | ✓ | All groups affected by the Departments of Education's Holiday Activities and Food (HAF) Programme have been clearly identified and the potential risks mitigated. This Community Impact Assessment (CIA) will continue to be reviewed monthly through the multi-agency Steering Group. |
| The communities that are likely to be more adversely impacted than others have been clearly identified. | ✓ | The applicable communities that are most likely to be affected have been identified and mitigations will be taken to minimise any potential impact. This Community Impact Assessment (CIA) will continue to be reviewed monthly through the multi-agency Steering Group. |
| Engagement / consultation has been undertaken and is representative of the residents most likely to be affected. | ✓ | Engagement and consultation have been facilitated with key stakeholders through the multi-agency Early Help & Place Based Approach (PBA) Operations Group which is a subgroup of the Families Strategic Partnership (FSP) along with other key stakeholders. Staffordshire County Council |

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| | | (SCC) is developing a Consultation, Engagement & Communications Framework to underpin the development of the Departments of Education's Holiday Activities and Food (HAF) Programme. Through this Framework, the County Council has recognised that effective stakeholder engagement is vital to driving the development of the Programme. The County Councils approach to Consultation, Engagement & Communications aims to give our stakeholders a greater influence over decision making, commissioning decisions and service delivery, through the use of appropriate engagement activities. This Framework therefore sits at the heart of the operating model and is vital for the delivery of the priority outcomes. |
| A range of people with the appropriate knowledge and expertise have contributed to the CIA. | ✓ | Stakeholders from across Staffordshire County Council, and the Early Help & Place Based Approach (PBA) Operations Group have contributed to the development of the Community Impact Assessment (CIA). |
| Appropriate evidence has been provided and used to inform the development and design of the policy, service or project. This includes data, research, engagement/consultation, case studies and local knowledge. | ✓ | Extensive qualitative and quantitative research continues to be undertaken to develop the Departments of Education's Holiday Activities and Food (HAF) Programme in Staffordshire. This includes academic research and analysis which is been used to optimise performance and outcomes with automated analytical insight where possible. The Programme is continuously adapting and improving using research as evidence in line with strategic objectives. |
| The CIA <u>evidences</u> how the Council has considered its statutory duties under the Equality Act 2010 and how it has considered the impacts of any change on people with protected characteristics. | ✓ | Due regard has been given to the Equality Act 2010 for the need to: eliminate discrimination, harassment, victimisation or other prohibited conduct, to advance equality and to foster good relations between persons who share a relevant protected characteristic and those who do not share it. |
| The next steps to deliver the project have been identified. | ✓ | The Cabinet Report includes next steps in respect of the Departments of Education's Holiday Activities and Food (HAF) Programme. |

Executive Summary – The Executive Summary is intended to be a collation of the **key issues and findings** from the CIA and other research undertaken. This should be completed **after** the CIA and research has been completed. Please structure the summary using the headings on the left that relate to the sections in the **CIA template**. Where no major impacts have been identified, please state N/A.

| | Which groups will be affected? | Benefits | Risks | Mitigations / Recommendations |
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| <p>PSED – What are the impacts on residents with a protected characteristic under the Equality Act 2010? <i>Highlight any concerns that have emerged as a result of the equality analysis on any of the protected groups and how these will be mitigated. It is important that Elected Members are fully aware of the equality duties so that they can make an informed decision and this can be supported with robust evidence.</i></p> | <p>Staffordshire children, between the ages 5-16, and in receipt of benefits related Free School Meals (FSM) and other targeted cohorts, including groups and individuals from a different race, nationality, ethnic or national origins; with disabilities and complex needs; all religious and philosophical beliefs (including lack of belief); all types of sexual orientation; those in the process of gender reassignment, or who identify as Transgender.</p> | <p>Families who can experience significant pressure points during school holidays with reduced income and increased financial pressures because of the costs of food, childcare and enriching activities will have access to a targeted coproduced offer which includes access to informal education, healthy food, enriching activities, physical activities and nutritional education.</p> <p>The likelihood of disadvantaged families accessing organised out-of-school activities during Easter, Summer and Winter will increase, contributing to minimising the development of exacerbated inequalities relating to social isolation and loneliness.</p> <p>The identified cohorts, regardless of protected characteristics, will benefit from the delivery of the Holiday Activities and Food (HAF) Programme, during school holidays and will benefit by receiving an age related and culturally appropriate meals each weekday along with informal education, healthy food, enriching activities, physical activities and nutritional education determined through their own personal preferences and interests. Evidence suggest this will have a very positive impact on their own, families and community's physical and emotional safety, health, and wellbeing.</p> | <p>Commissioners have identified a risk in ensuring the provision of accessible activities for all needs, including groups and individuals from a different race, nationality, ethnic or national origins; with disabilities and complex needs; all religious and philosophical beliefs (including lack of belief); all types of sexual orientation; those in the process of gender reassignment, or who identify as Transgender.</p> | <p>The County Council, through the Early Help & Place Based Approach (PBA) Operations Group, are seeking to undertake a Strategic Needs Assessment/Asset Mapping within each district to inform the development of the Holiday Activities and Food (HAF) Programme. This will inform the development of a localised approach which is adapted to meet local needs for children, families and communities to meet all needs, including groups and individuals from a different race, nationality, ethnic or national origins; with disabilities and complex needs; all religious and philosophical beliefs (including lack of belief); all types of sexual orientation; those in the process of gender reassignment, or who identify as Transgender.</p> |

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| <p>Health and Care – How will the proposal impact on residents' health? How will the proposal impact on demand for or access to social care or health services?</p> | <p>Staffordshire children, between the ages 5-16, and in receipt of benefits related Free School Meals (FSM) and other targeted cohorts, who are participating in the Holiday Activities and Food (HAF) Programme</p> | <p>The Holiday Activities and Food (HAF) Programme will enable Staffordshire County Council (SCC) to provide an offer which includes informal education, healthy food, enriching activities, physical activities and nutritional education. This includes four healthy meals per week during school holidays for the most disadvantaged children living or studying in Staffordshire. Aligned to Staffordshire County Council's Whole System Approach to Obesity, this approach will support healthier holidays, supporting physical and emotional health and wellbeing.</p> <p>The Programme will be underpinned by the Five Ways to Wellbeing, enabling children and families to Connect, Be Active, Take Notice, Learn and Give.</p> <p>Increased availability of informal education, healthy food, enriching activities, physical activities and nutritional education will provide diversionary activities, reducing risks associated with Contextual Safeguarding.</p> | <p>As outlined in PSED.</p> | <p>As outlined in PSED.</p> |
| <p>Economy – How will the proposal impact on the economy of Staffordshire or impact on the income of Staffordshire's residents?</p> | <p>Staffordshire children, between the ages 5-16, and in receipt of benefits related Free School Meals (FSM) and other targeted cohorts, who are participating in the Holiday Activities and Food (HAF) Programme along with organisations across the statutory (including Schools), community and voluntary sector.</p> | <p>Organisations across the statutory (including Schools), private, community and voluntary sector will be invited to benefit from Grants to facilitate the Holiday Activities and Food (HAF) Programme which will contribute to the local economy through employment, business development and local food supply chains.</p> <p>The Holiday Activities and Food (HAF) Programme will also enable families to access childcare enabling them to continue to engage in education, training and employment. This will lead to increased financial pressures on families, because of the costs of food, childcare and enriching activities, being minimised.</p> | <p>Limited participation in the Programme by Staffordshire children, between the ages 5-16, and in receipt of benefits related Free School Meals (FSM) and other targeted cohorts. Limited participation in the Programme will not deliver the economic benefits the Programme presents.</p> | <p>The County Council, through the Early Help & Place Based Approach (PBA) Operations Group, is seeking to develop a Communication Strategy which is being drafted to raise awareness of the Programme. This will seek to minimise the risks presented in relation to limited participation, ensuring Staffordshire benefits from the associated economic benefits.</p> |

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| <p>Localities / Communities – How will the proposal impact on Staffordshire’s communities?</p> | <p>Staffordshire children, between the ages 5-16, and in receipt of benefits related Free School Meals (FSM) and other targeted cohorts, who are participating in the Holiday Activities and Food (HAF) Programme along with organisations across the statutory (including Schools), community and voluntary sector.</p> | <p>As part of the local asset mapping, the County Council intends to build and strengthen links within surrounding communities in each locality and maximise the benefits.</p> <p>Providers will be encouraged to support individuals and/or their families to access their local community services/provisions and try and identify universal community services to meet assessed needs outside of the Holiday Activities and Food (HAF) Programme.</p> <p>Increased opportunities for volunteering will be made available throughout the Summer and Winter 2021.</p> | <p>By joint-working, the County Council must be mindful of the limited amount of resources in a local community which may lead them to have to limit capacity for other community members, groups and organisations.</p> | <p>In developing local service/activity models, due consideration will continue to be given to developing community support mechanisms in rural settings which are accessible and respond to local needs. Continued commitment, communication and support by SCC to working with partners locally to support the partnership-led PBA and community capacity building, to promote collaboration.</p> |
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Cabinet – 17 March 2021

Decisions Taken by Cabinet Members under Delegated Powers

Recommendation of the Leader of the Council

1. That the decisions taken by Cabinet Members under delegated powers, as detailed in paragraph 3 below, be noted.

Report of the Director of Corporate Services

Reasons for Recommendations

2. To inform Cabinet of recent decisions taken by Cabinet Members under delegated powers.

Background

3. Cabinet are requested to note the following decisions taken by Cabinet Members under delegated powers:

| Cabinet Member | Decision |
|---|--|
| Cabinet Member for Education (and SEND) | In approving the Admission Arrangements for Community and Voluntary Controlled Schools 2022/23 & Coordinated Admissions Scheme 2022/23 |

Report author:

Author's Name: Mike Bradbury
 Telephone No: (01785) 276133

List of Background Papers - Cabinet Members Delegated Decision No. 521.

FORWARD PLAN OF KEY DECISIONS

Period: 21 April 2021 - 18 August 2021

The Forward Plan of Key Decisions is prepared on a monthly basis and published at least 28 days before the start of the period covered.

“Key Decisions” are defined as those Executive decisions which are likely:

- (a) to result in the County Council incurring expenditure which is, or the making of savings which are, significant having regard to the relevant budget for the service or function to which the decision relates; or
- (b) to be significant in terms of its effects on communities living or working in an area comprising two or more electoral divisions in the County’s area.

The Forward Plan will contain **ALL** matters which the Leader of the Council has reason to believe will be the subject of a Key Decision to be taken by the Cabinet. It may also include decisions that are not key decisions but are intended to be determined by the Cabinet. Part of the Cabinet meetings listed in this Forward Plan may be held in private where a report for the meeting contains exempt information under Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended) and that the public interest in withholding the information outweighs the public interest in disclosing it. If you would like to make representations about any particular decision to be conducted in private then please email: michael.bradbury@staffordshire.gov.uk. Such representations must be received in advance 6 clear working days before the date on which the decision is scheduled to be taken.

The Membership of the Cabinet consists of:

Leader of the County Council – Alan White
Deputy Leader and Cabinet Member for Economy and Skills – Philip White
Cabinet Member for Health, Care and Wellbeing – Johnny McMahon
Cabinet Member for Finance and Resources – Mike Sutherland
Cabinet Member for Highways and Transport – David Williams
Cabinet Member for Children and Young People – Mark Sutton
Cabinet Member for Education (and SEND) – Jonathan Price
Cabinet Member for Commercial – Mark Deaville
Cabinet Member for Communities and Culture – Victoria Wilson
Cabinet Member for Environment, Infrastructure and Climate Change – Julia Jessel

A copy of the Forward Plan of Key Decisions may be inspected, free of charge, at the Member and Democratic Services office, County Buildings, Martin Street, Stafford, during normal office hours Monday to Friday. A copy of the notice will also be available on Staffordshire County Council’s Website at www.staffordshire.gov.uk.

Documents submitted for decision will be a formal report which will be available on the County Council’s website at least 5 clear working days before the date the decision is to be made, unless that report is subject to any prohibition or restriction on its disclosure. Other relevant background documents used in compiling the report will also be made available in the same way unless they are subject to any prohibition or restriction on their disclosure.

Minutes of Cabinet meetings will be published within three working days and will be subject to call-in. The call-in period lasts for three working days. If the decision is not called-in it will be implemented on the fourth working day. Special urgency items are exempt from call-in.

John Tradewell
Director of Corporate Services

Forward Plan of Key Decisions
Period: 21 April 2021 - 18 August 2021

NOTE:

- (1) The Forward Plan of Key Decisions sets out all Key Decisions intended to be made by Cabinet during the above period.
- (2) The Cabinet date can be provisional and items may move/roll forward to another meeting date but this will be monitored.
- (3) Items should remain on the Notice until a decision is made by Cabinet or is formally removed.
- (4) Where there is an intention to make a decision in private the exemption paragraph relied upon will be included within this notice

| Anticipated Date of Decision | Public or Private Decision | Title and Description | Background Documents | Consultation | Contact Officer |
|-------------------------------------|-----------------------------------|--|-----------------------------|---------------------|--|
| April 2021 | Public | <p>Integrated Performance Report 2020-21 - Quarter 4 (Mike Sutherland, Alan White)</p> <p>This Quarterly Integrated Performance Report provides an overview of Staffordshire County Council's progress, performance and financial position in delivering against our Strategic Plan.</p> | | N/A | <p>Andrew Donaldson, Rob Salmon (Tel: 01785 278399, Tel: (01785) 27 6354)</p> <p>Service Area: Corporate Services</p> |
| April 2021 | Public | <p>Framework Agreement for the Repair and Treatment of Flat Roofs and Associated Works (Mark Deaville)</p> <p>This Framework Agreement is to provide Staffordshire County Council with an agreed schedule of rates for the renewal and repair of flat roofs on County Council owned buildings throughout the whole county of Staffordshire. This includes County Council offices and school and Academy buildings. The work/service will generally consist of providing a responsive maintenance service for carrying out patch repairs to flat felt and asphalt roofs and for providing a comprehensive service to renew the roof finishes to roofs that have been identified as</p> | | N/A | <p>Ian Turner (Tel: 01785 277228)</p> <p>Service Area: Strategic Property</p> |

| Anticipated Date of Decision | Public or Private Decision | Title and Description | Background Documents | Consultation | Contact Officer |
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| | | requiring repair through condition surveys and asset management plans. | | | |
| April 2021 | Public | <p>Integration and Innovation: Working Together to Improve Health and Social Care for All (Johnny McMahon)</p> <p>This paper summarises the HM Government White Paper published on 11 February 2021 and the implications for Staffordshire County Council.</p> | | N/A | Dr Richard Harling (Tel: 01785 278700) Service Area: Health and Care |
| June 2021 | Public | <p>Staffordshire Sexual Health Services (Johnny McMahon)</p> <p>Sexual health services in Staffordshire are being recommissioned for all contracts that expire in March 2022 in line with procurement regulations. This includes core sexual health clinics (services for genitourinary medicine and contraception), provision of emergency hormonal contraception in pharmacies, and the provision of long acting reversible contraception in primary care settings.</p> | | N/A | Andrew Donaldson (Tel: 01785 278399) Service Area: Public Health and Prevention |
| June 2021 | Public | <p>Community Support (including Domiciliary Care) and Community Short Breaks for Children with Disabilities (Mark Sutton)</p> <p>Proposals for commissioned support provision for children with disabilities who are eligible for Social Care support in their own home, in accordance with the requirements of the Children Act 1989, and also the Short Breaks for Parents</p> | | We will engage with service users, current (and potential future) independent sector support providers, and Children Disability Social work teams to develop effective, deliverable, value for money solutions which | Natasha Moody (Tel: 07976191079) Service Area: Families and Communities Commissioning |

| Anticipated Date of Decision | Public or Private Decision | Title and Description | Background Documents | Consultation | Contact Officer |
|------------------------------|----------------------------|--|----------------------|--|--|
| | | | | meet our statutory requirements . We will also work closely with Adult Social Care commissioning colleagues to ensure complementarity of commissioned support, and to help us overcome the limitations in the breadth of the current market for Children | |
| July 2021 | Public | <p>Child Exploitation and Missing Children & Young People Service (Mark Sutton) Cabinet is asked to give consideration to the future commissioning and procurement arrangements for a Child Exploitation and Missing Children & Young People Service.</p> | | N/A | Natasha Moody (Tel: 07976191079) Service Area: Families and Communities Commissioning Team |
| August 2021 | Public | <p>Treasury Management Outturn Report 2020/21 (Mike Sutherland) Outturn information in respect of Staffordshire County Council's treasury management activities for the financial year 2020/21.</p> | | N/A | Rob Salmon (Tel: (01785) 27 6354) Service Area: Finance |
| August 2021 | Private | <p>Proposed 1FE Expansion at Oldfields Hall Middle School, Uttoxeter (Jonathan Price) An expansion of capacity at Oldfields Hall</p> | | N/A | Tim Moss (Tel: 01785 277963) Service Area: |

| Anticipated Date of Decision | Public or Private Decision | Title and Description | Background Documents | Consultation | Contact Officer |
|------------------------------|----------------------------|---|----------------------|--------------|---------------------|
| | | Middle School is required to provide additional middle school places to mitigate the impact on education of new residential developments in Uttoxeter Town. Section 106 contributions have been requested from a number of developers to contribute towards this expansion. | | | School Organisation |

