

Prosperous Overview and Scrutiny Committee

Thursday 16 September 2021

10:00

Council Chamber, County Buildings, Stafford

NB. The meeting will be webcast live and can be viewed here -

<https://staffordshire.public-i.tv/core/portal/home>

John Tradewell
Director of Corporate Services
8 September 2021

A G E N D A

1. **Apologies**
2. **Declarations of Interest**
3. **Minutes of meeting held on 23 July 2021** (Pages 1 - 6)
4. **Household Waste Recycling Centres - Insourcing Update and Potential Changes to the Management of Re-use Items** (Pages 7 - 10)

Joint report of Cabinet Members for Environment Infrastructure and Climate Change and Commercial Matters
5. **Proposal for Scrutiny Review - 20 MPH Speed Limits** (Pages 11 - 58)

The Committee will be addressed by Messrs M. Barr and P. Jones of 20's Plenty for Staffordshire regarding their proposal. A response will then be made by the Cabinet Member for Highways and Transport (report attached)
6. **Staffordshire Safer Roads Partnership** (Pages 59 - 68)

Report of Cabinet Member for Highways and Transport
7. **National Bus Strategy - Bus Service Improvement Plan Development** (Pages 69 - 74)

Report of Cabinet Member for Highways and Transport

8. **Work Programme**

(Pages 75 - 80)

9. **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 the Local Government Act 1972 indicated below”.

Part Two

(All reports in this section are exempt)

Nil

Committee Membership

Tina Clements (Chairman)	Ian Lawson
Mike Deakin	Rev. Preb. M. Metcalf
Keith Flunder (Vice-Chairman (Overview))	Jessica Shulman
Philippa Haden	David Smith
Philip Hudson	Ross Ward (Vice-Chairman (Scrutiny))
Syed Hussain	Bernard Williams
Graham Hutton	

Note for Members of the Press and Public

Filming of Meetings

The Open (public) section of this meeting may be filmed for live or later broadcasting or other use, and, if you are at the meeting, you may be filmed, and are deemed to have agreed to being filmed and to the use of the recording for broadcast and/or other purposes.

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.

Scrutiny and Support Officer: Jonathan Lindop Tel: (01785) 276147

Minutes of the Prosperous Overview and Scrutiny Committee Meeting held on 23 July 2021

Present: Tina Clements (Chairman)

Attendance

Keith Flunder (Vice-Chairman (Overview))	Rev. Preb. M. Metcalf
Philip Hudson	David Smith
Graham Hutton	Ross Ward (Vice-Chairman (Scrutiny))
Ian Lawson	Bernard Williams

Also in attendance:

Apologies: Mike Deakin, Philippa Haden, Syed Hussain and Jessica Shulman

PART ONE

8. Declarations of Interest

County Councillor Keith Flunder declared an interest in all matters included on the Agenda as they related to the County Council's former All Party Working Group on Communities/Isolation owing to his role as Chairman of the Group.

9. Minutes of meeting held on 11 June 2021

RESOLVED – That subject to the deletion of Topic No. (iv), "Safer Roads Partnership, Enforcement and Future Partnership Working", from the "Highways and Built County (Economy Infrastructure and Skills)", Service Area, the minutes of the meeting held on 23 July 2021 be confirmed and signed by the Chairman.

10. HS2 and Impact on Prosperity in Staffordshire - Quarterly Update

The Committee received an oral report of the Cabinet Member for Economy & Skills and presentation (PowerPoint slides attached at Appendix 1 to the signed minutes) by HS2 giving them a quarterly update on the impact of the development of the new high speed rail line on prosperity in Staffordshire.

The meeting was attended by HS2's Senior Area Engagement Manager (Jonathan Lord) and Head of Community and Stakeholder Engagement (Phase 2a) (Jason Pacey).

Members heard that key contractors had recently established on Operator Skills/Apprentice Hub at Dunton Wharf near Tamworth with the aim of upskilling local residents enabling them to access new employment opportunities. In addition, HS2 continued to work with Local Enterprise Partnerships to agree local economic priorities and undertake activities to drive economic growth and create local jobs. The County Council and HS2 supply chain contractors were Jobs Brokerage Partners of HS2's

Regional Jobs Board which sought to support jobseekers looking for opportunities in the sector. Partners were also to collaborate in the establishment of a Board specifically for Phase 2a of the project, in Autumn 2021.

During the discussion which ensued Members scrutinised and held the Cabinet Member and HS2 to account over their efforts to safeguard/enhance prosperity in the County, raising various matters of concern including:- (i) short ,medium and long term benefits of the line to local communities; (ii) impact of the construction phase on existing businesses, infrastructure and services and; (iii) additional opportunities which might arise in the leisure and tourism sector.

In response to concerns expressed by a Member regarding the level of consultation undertaken by HS2 with local residents on a major planning application in his Division, the representatives of the company explained that the submission had been made by Balfour Beatty, a strategic partner/contractor in the project. However, they undertook to liaise with the Member concerned and Balfour Beatty with a view improving communication together with measures aimed at mitigating the impact of the associated work. The representatives of HS2 also acknowledged the need for consistency of approach to consultation/engagement during the project.

The Chairman then thanked the Cabinet Member and representatives of HS2 for their attendance and an interesting and informative report/presentation.

RESOLVED – (a) That the oral report and presentation be received and noted.

(b) That arrangements be made for the Committee to visit HS2’s Operator Skills/Apprentice Hub at Dunton Warf, Tamworth to see something of the work being undertaken to safeguard/promote prosperity in the County.

(c) That a further update be brought to the Committee in January 2022.

11. Executive Response to All Party Working Group - Aspiration, Future Economy and Enterprise

The Committee considered a report of the Leader of the Council (schedule 1 to the signed minutes) setting out the Executive’s response to the final report and recommendations of the Aspiration, Future Economy and Enterprise All Party Work Group, having regard to their Terms of Reference.

The meeting was also attended by County Councillor Simon Tagg, former Chairman of the Group.

The Aspiration, Future Economy and Enterprise All Party Working Group had undertaken an overview project to consider “How can we in Staffordshire raise aspirations around lifelong career learning and upskilling, ensuring all local people can progress into ‘better jobs’ throughout their working life?” and “Given the impacts of Covid-19 and looking to our future local economy, how can we ensure that the Staffordshire workforce – of all ages – remain ambitious for their future, and how can we encourage entrepreneurship?” during 20/21.

At their meeting on 16 June 2021, Cabinet considered the final reports from these two investigations together with initial Executive Responses from portfolio holders which provided a planned course of action/update against each recommendation. These were subsequently received by Cabinet and agreed.

Members reviewed Cabinet's responses to the 17 Recommendations contained in the Action Plan in turn to ensure that they adequately addressed the issues which had been highlighted and were timely. During the discussion which ensued they acknowledged that the Chairman of the Group had recently been appointed Cabinet Member for Environment Infrastructure and Climate Change and looked forward to the positive contribution he could make in ensuring the Recommendations were implemented in full. However, they welcomed the significant progress which had already been made during the period since publication of the Group's report and stated their satisfaction with the challenging timescales set out in Action Plan.

They went on to highlight the Authority's responsibility to inspire and raise the aspirations of their Looked After Children together with children with Special Educational Needs and requested a further update on progress in implementing the recommendations/Action Plan following Cabinet's six-monthly review in January 2022.

RESOLVED – (a) That the report be received and noted.

(b) That the Executive's response to the Aspiration, Future Economy and Enterprise All Party Work Group and the progress which had already been made to date, be welcomed.

(c) That a further update on the progress made in implementing the recommendations/Action Plan be brought to the Committee at their January 2022 meeting or following consideration by Cabinet, whichever is the later.

12. Economic Recovery, Renewal & Transformation – Quarterly Update

The Committee considered a report of the Cabinet Member for Economy and Skills (schedule 2 to the signed minutes) giving them a quarterly update on progress made against the Staffordshire Economic Recovery, Renewal and Transformation Strategy, "Staffordshire Means Back to Business".

The Strategy was adopted in 2020 and set out the County Council's priorities for the next five years through the following four phases:- (i) Respond – "support our businesses and residents through the Covid-19 pandemic"; (ii) Recover – "create the conditions to support our businesses and residents to return to work as soon as possible"; (iii) Renew – "continue to progress those priorities that will play an important role in achieving our ambitions to develop the local economy beyond the current crisis" and; (iv) Transform – "utilise the opportunities presented by the current economic conditions by supporting the transformation of the local economy to be digital, clean and higher-value".

Members were provided with various headline statistics including:- (i) the proportion of working age residents in Staffordshire on Government support schemes had fallen to 14.2% from 19.9% in April 2020; (ii) the Staffordshire claimant count for Universal Credit had fallen to 4.4% from 5.1% in May 2020; (iii) the total number of employees in Staffordshire furloughed had fallen to approximately 34,000 from approximately 51,000 during the third national lockdown (which began in January 2021) and (iv) Staffordshire had experienced a 3% increase in vacancies between May and June 2021 compared to the previous month. In addition, they noted that according to Bank of England forecasts, the national economy was predicted to experience its fastest growth for 70 years during 2021, following the easing of Covid-19 restrictions.

During the discussion which ensued Members were pleased to note various major job creation announcements (primarily in the manufacturing sector) had recently been made in the County together with the enhanced Partnership working which had taken place to support local businesses with District and Borough Council's through the Additional Restrictions Grant. However, whilst positive signs of recovery had enabled Staffordshire to perform better than the national and regional averages, they acknowledged that a return to pre-pandemic performance levels would take time and there was likely to be further set-backs in the economy in the future as it adapted to new market/post pandemic conditions.

In response to a request from the Committee, the Cabinet Member undertook to provide a greater degree of detail in the statistics reported to future meetings so that trends by eg sector and across County Council Electoral Divisions were highlighted.

RESOLVED – (a) That the report be received and noted.

(b) That the early signs of economic recovery following the re-opening of the Staffordshire economy be welcomed.

(c) That a further update be brought to the Committee January 2022.

13. Work Programme

RESOLVED – That, subject to the following changes, the updated Work Programme (schedule 3 to the signed minutes) be approved:-

- Additional item for meeting on 16 September 2021 - Climate Change Annual Report and draft Climate Change Action Plan 2;
- Items for meeting on 14 January 2022 – (i) Economic Recovery, Renewal and Transformation six monthly update (previously taken quarterly); (ii) HS2 six monthly update (previously taken quarterly) and; (iii) Executive Response to All Party Working Group – Aspiration, Future Economy and Enterprise.

14. Date of Next Meeting - Thursday 16 September 2021, 10.00 am, Venue to be Confirmed

RESOLVED – That the date, time and venue of the next meeting be noted.

Chairman

Local Members Interest
N/A

Prosperous Overview and Scrutiny Committee - Thursday 16 September 2021

Household Waste Recycling Centres – Insourcing Update and Potential Changes to the Management of Re-use Items

Recommendations

I recommend that the Committee:

- a. Note the progress with the transition of the Household Waste Recycling Centres (HWRC's) from an outsourced to an in-house provision.
- b. Consider how they think the benefit of re-use items should be managed in the future and what delivery models should be taken forward for further discussion.

Cllr Simon Tagg, Cabinet Member for Environment, Infrastructure and Climate Change and Cllr Mark Deaville Cabinet Member for Commercial Matters

Summary

What is the Overview and Scrutiny Committee being asked to do and why?

1. The Prosperous Overview and Scrutiny Committee considered a report on potential delivery models for the Staffordshire Household Waste Recycling Centre service on 26 February 2021. It was agreed that an in-house delivery model should be taken forward and Members asked that an update report be provided prior to the new arrangements being put in place.
2. The management of re-use items at the HWRC has been stable for several years but it is felt that it is appropriate to review the current arrangements. Members are asked to start the debate and provide their views on how re-use items should be best managed for the benefit of the Staffordshire Community.
3. In terms of next steps, subject to agreement with Katharine House Hospice, it is not envisaged that there will be any changes to the current management of re-use items until April 2023.

Report

Background and Project Progress

4. Cabinet approved the insourcing of the Household Waste Recycling Centres (HWRC) from 30 March 2022 on the 17 March 2021.

5. Following the Cabinet decision in March, communication was issued to both HWRC operational staff employed by Amey and internal 'client' staff employed by the Council.
6. An internal project group, with representatives from all appropriate teams, has been meeting fortnightly since the 22 April 2021 and an extensive project plan and risk log is now in place.
7. As highlighted in the March Cabinet report further work has been carried out on the right sourcing of the haulage element of the HWRC service and an officer decision (with Cabinet Member approval) has been made to outsource this component. The Amey personnel impacted by this decision have been informed and a procurement exercise is now underway.
8. Whilst the project team are focused on the transition arrangements close attention is being paid to current operations to ensure that the HWRC service continues to provide the required level of service to Staffordshire residents whilst ensuring that all operations remain safe and effective.
9. The nature of the interim contractual arrangements with Amey, which commenced in April 2020, means that the client team are now much more aware of operational costs and on-site challenges. In addition, the impact of Covid-19 pandemic on HWRC provision regionally has meant that the Staffordshire HWRC network has been impacted by the actions of other local authorities.
10. One of these challenges is how the financial benefits of donated items for reuse across the HWRC network are appropriately distributed to the charities based in Staffordshire.

Management of Reuse Items

11. Currently the outlet for all items collected for re-use across the Staffordshire HWRC network are management and co-ordinated by the Katharine House Hospice charity. This activity is centred around the re-use facility based at the Cannock HWRC site which receives c150,000 items (pre-Covid 19) of re-use from the whole HWRC network each year. Of these items around 80% are available for re-use and are offered for sale.
12. These arrangements were put in place in 2013 by the previous provider, FCC, under a commercial contract which the Council was not party to.
13. As part of the interim contractual arrangements, we now have a better understanding of the current financial position. In essence Katharine House sells on items for re-use directly from the charity shop in Cannock. They pay for any costs incurred in moving reuse items to the shop and for resources used in operating the shop.
14. There is a significant annual financial benefit for the Katharine House Hospice charity albeit that that actual value will fluctuate each year. In the future, with the right communication strategy, it may be possible to increase the value of the re-use

items by capturing more items and diverting items from other alternatives such as free or monetized websites.

15. Discussions are taking place with Katharine House Hospice to continue the current arrangements until April 2023. This will allow time to consider how the re-use items collected across the Staffordshire HWRC network can best be used for the benefit of Staffordshire residents.
16. In order to commence the debate, Members of this Committee are asked to consider and comment on the following potential options and suggest any additional potential models.
 - a. Secure a Lead charity provider, via a procurement exercise, for a fixed period of say five years for the complete Staffordshire HWRC network, continuing to use one or more of the HWRC sites as a hub (similar to current arrangements but fixed term).
 - b. Secure an independent provider (potentially Support Staffordshire) for the complete Staffordshire HWRC network using one or more of the HWRC sites as a hub with funds distributed to various local Staffordshire charities.
 - c. Local arrangements put in place (for a fixed term basis) associated with each of the 14 sites with re-use items managed locally to provide a local focus and potentially minimise carbon miles.
 - d. Run the service internally with any profits generated (after re-use operating costs) allocated to a charity of our choice such as the Chairman's Charity.

Summary

17. The transition of the HWRC service from an out-sourced provision to an in-house service is on track for the go live date of the 30th March 2022.
18. Any changes to the management of re-use items are not envisaged until April 2023. This will allow time for considered debate on how these items can best be used for the benefit of the Staffordshire community.

Link to the Strategic Plan

19. The provision of suitable waste disposal arrangements is key to a number of the Outcomes in Staffordshire County Council's Strategic Plan namely to be healthier and happier.
20. The proposals in this report link to the principles contained in the Strategic Plan including ensuring that Climate Change is considered in all that we do.

Link to Other Overview and Scrutiny Activity

21. The Prosperous Overview and Scrutiny Committee received a report on potential delivery models for the Staffordshire HWRC network on the 26 February 2021.

List of Background Documents/Appendices:

None

Contact Details

Assistant Director: Clive Thomson, Assistant Director for Connectivity and Sustainability

Report Author: Tim Cooper
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Telephone No.: 01785 276204
E-Mail Address: Tim.Cooper@staffordshire.gov.uk

Staffordshire 20mph speed limit policy - the case for review

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Presentation to
Prosperous Staffordshire Overview and Scrutiny Committee
16 September 2021

Mike Barr and Phil Jones, 20s Plenty for Staffordshire



Why are 20mph limits so beneficial?

20mph zones and limits

- ▶ Zones - traffic calming, self enforcing, typically small areas
- ▶ Limits - signs/markings only, no traffic calming, wider areas
- ▶ Including the whole of some settlements
- ▶ Wide-area 20mph limits supported by Government policy since 2013
- ▶ Government support strengthened during Covid-19

Statutory guidance

Traffic Management Act 2004: network management to support recovery from COVID-19

Updated 30 July 2021

- reducing speed limits: 20mph speed limits are being more widely adopted as an appropriate speed limit for residential roads and many through streets in built-up areas. 20mph limits alone will not be sufficient to meet the needs of active travel, but in association with other measures, reducing the speed limit can provide a more attractive and safer environment for walking and cycling







Benefits

- ▶ People take precedence over traffic
- ▶ Many fewer casualties
- ▶ Encourages and enables zero carbon travel
- ▶ Health benefits - obesity and heart disease
- ▶ Social benefits - stronger communities



Benefits (continued)

- ▶ Supports independent mobility - children, older people
- ▶ Less noise, better air quality
- ▶ Popular with local people
- ▶ Makes local high streets more pleasant and attractive
- ▶ Makes Staffordshire a better place to live, work and visit



Road Safety

- ▶ Relatively small reductions in speed have significant benefits
- ▶ 1 mph reduction in speed -> 6% reduction in collisions (DfT)
- ▶ Speed reductions are greatest on the fastest roads
- ▶ Compliance will increase over time





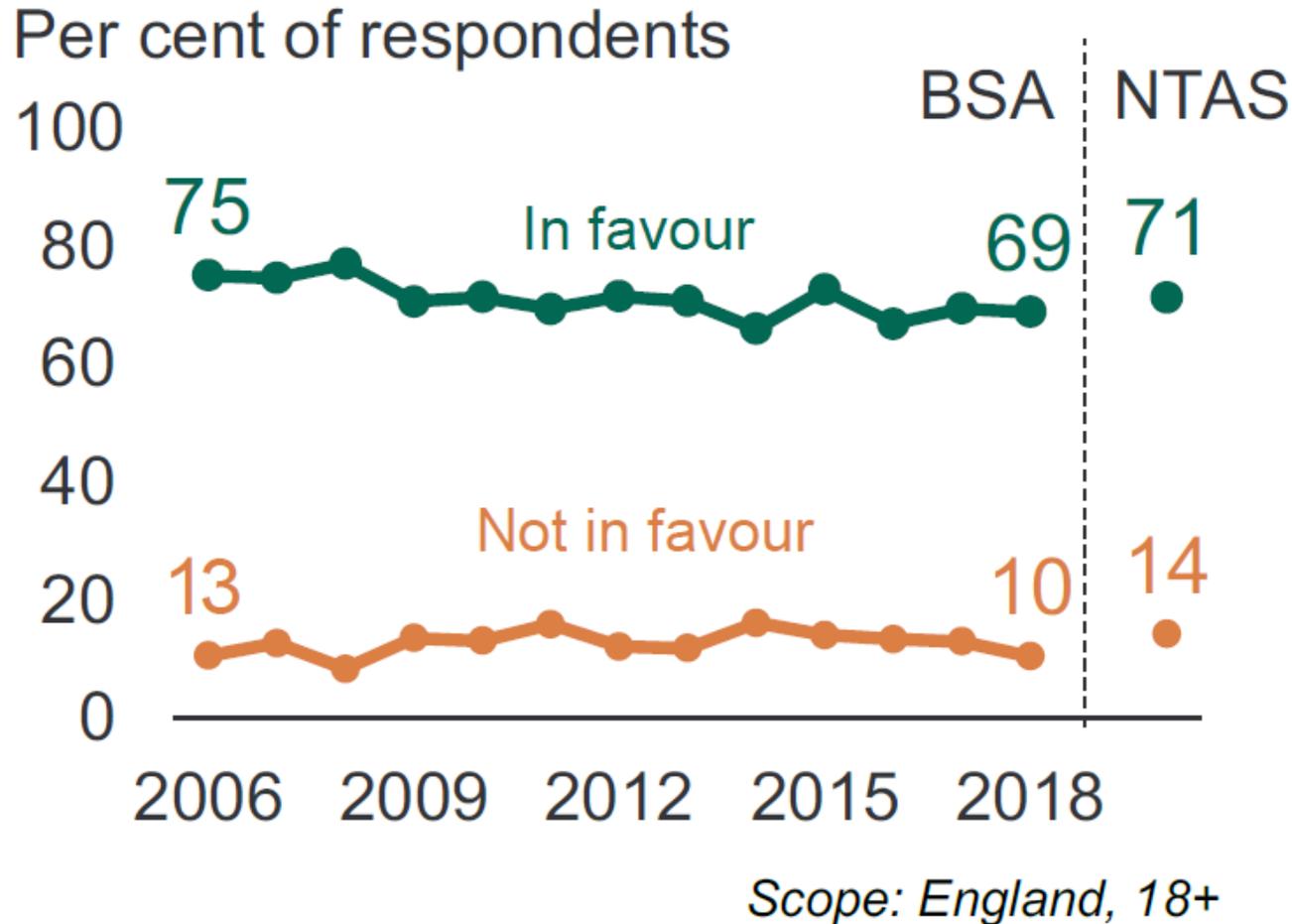
The effect of speed

	Average for all ages	Over 60 year olds
At 40 mph	• 31% are killed	• 98% are killed
At 30 mph	• 7% are killed	• 50% are killed
At 20 mph	• 1% are killed	• 5% are killed

Data from Road Safety Web Publication No. 16 *Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants* - Department for Transport (September 2010)

Strong public support nationally for 20mph limits

Speed limits of 20mph in residential streets



Statistical Release 29 May 2019

Department for Transport

National Travel Attitudes Study: 2019 Wave 1

About this release

This is a companion product of the National Travel Survey (NTS). Whilst the NTS provides a wealth of information on the travel patterns and behaviour of individuals, the National Travel Attitudes Study (NTAS) provides information on public attitudes to travel and transport.

The NTAS covers responses from individuals aged over 16 in England, drawn from people who have previously responded to the NTS.

Where available, data from British Social Attitudes (BSA) Survey is provided to allow the NTAS data to continue the time series.

People are more confident about their own drink driving limits, than about others

59% of people think they know their drinking limit, but only 15% think that other people know the same. 81% of people however think that someone shouldn't drive if they have drunk any alcohol.

I know how much I can drink (NTAS0508, 2019)

24% disagree 59% agree

Most people know how much they can drink (ATT0347, 2017)

71% disagree 15% agree

Different attitudes towards low CO2 vehicles, and ultra-low emission vehicles

When asked about the next planned vehicle purchase, 82% of people responded that they would be likely to consider a vehicle with lower CO2 emissions, and 48% would be likely to consider an ultra-low emission vehicle.

Low CO₂ vehicle

Ultra low emission vehicle

82% agree 9% disagree

48% agree 45% disagree

Support for people with disabilities

93% agree that special provisions should be available on public transport for people with disabilities.

97% agree that they would give space on public transport to a person with a disability.

In this publication

- About the NTAS p2
- Cycling p3
- Climate change p4
- Disability and transport p6
- Aviation p7
- Road congestion p8
- Local transport p10
- Road safety p11
- Methodology p14
- Strengths and weaknesses of the data p15
- Users and uses of the data p17
- Background notes p18

RESPONSIBLE STATISTICIAN: Andrew Kelly Telephone: 0207 944 3077

FURTHER INFORMATION: Media: 020 7944 3118 Public: national.travelssurvey@dft.gov.uk

Follow @DFTStats

Enforcement

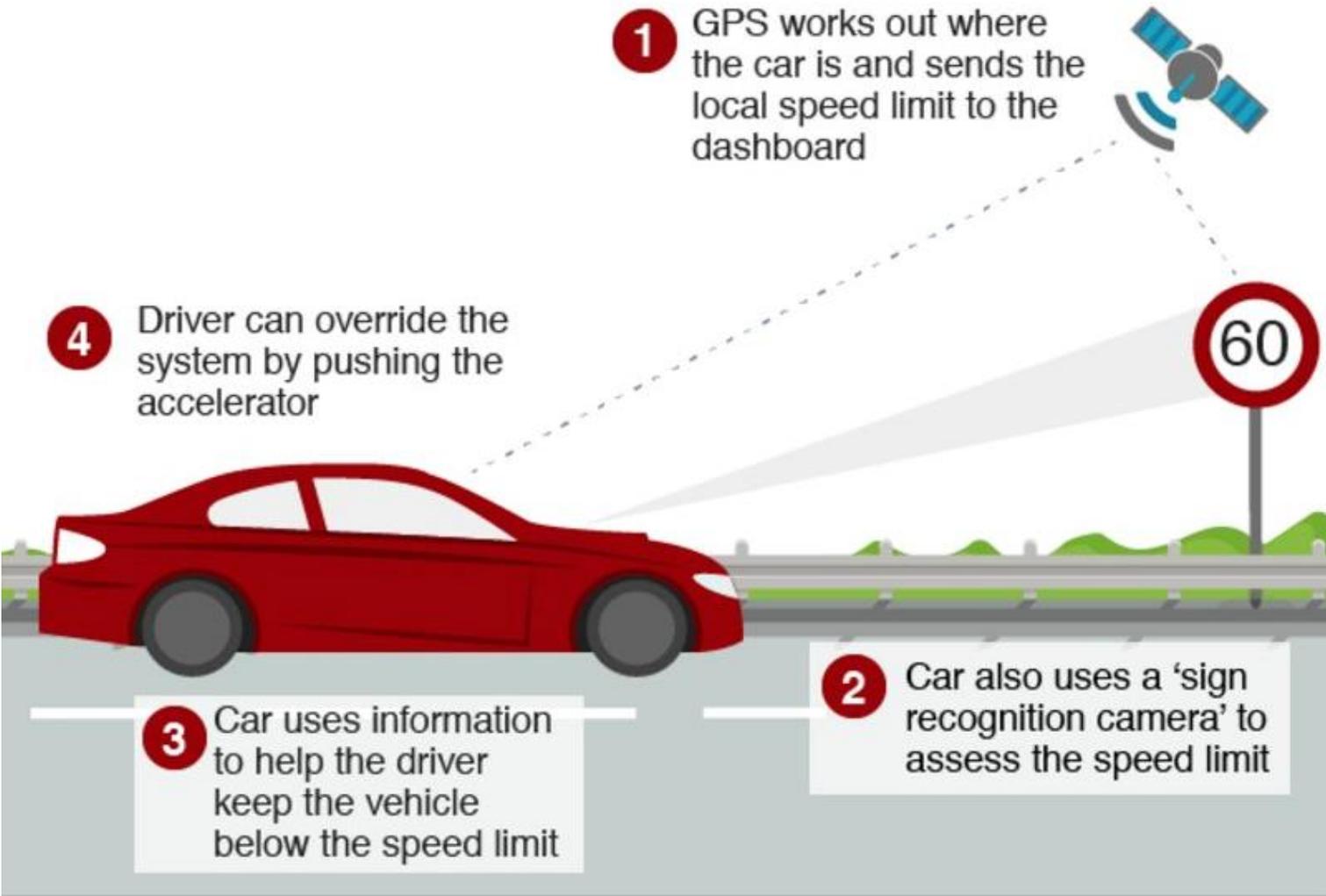
- ▶ 20mph limits are enforceable
- ▶ A number of Police forces actively enforce 20mph limits like any other
- ▶ But even if enforcement is limited there are significant benefits
- ▶ Community initiatives and technology also play a part
- ▶ New car-based technologies coming soon



Intelligent Speed Assistance on new model cars from 2022

All new cars from 2024

How does speed limiting work?



Typical Costs

- ▶ Missing out the main roads costs more
- ▶ Signs are cheap - typically £300 for a 600mm sign on a pole
- ▶ Traffic Regulation Order (needed to change the limit) ~ £4000
- ▶ Carrying out speed surveys ~ £400 per location
- ▶ Typical construction costs (with some allowance for calming) - circa £5/head

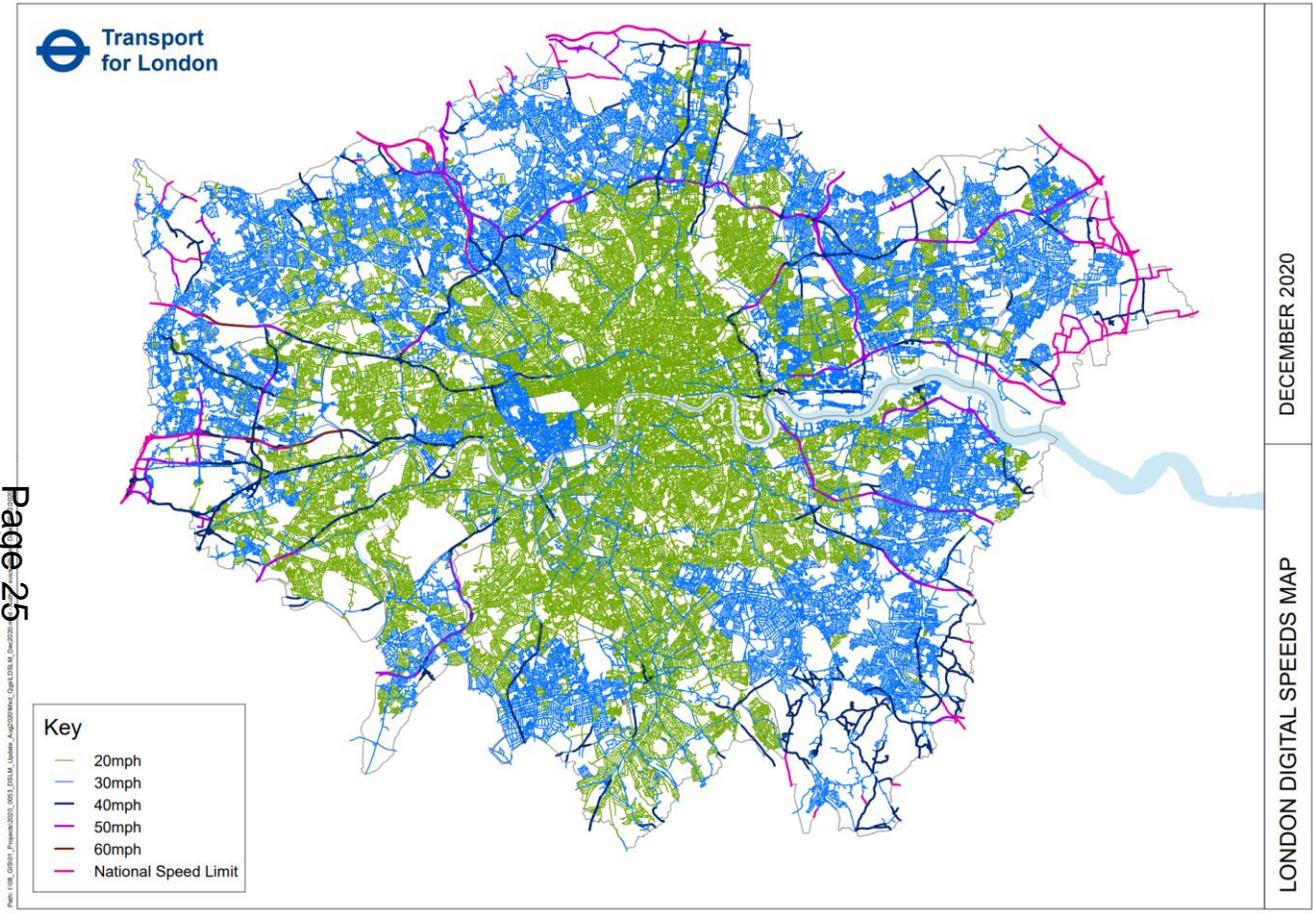


Places with pro-20mph policies include:

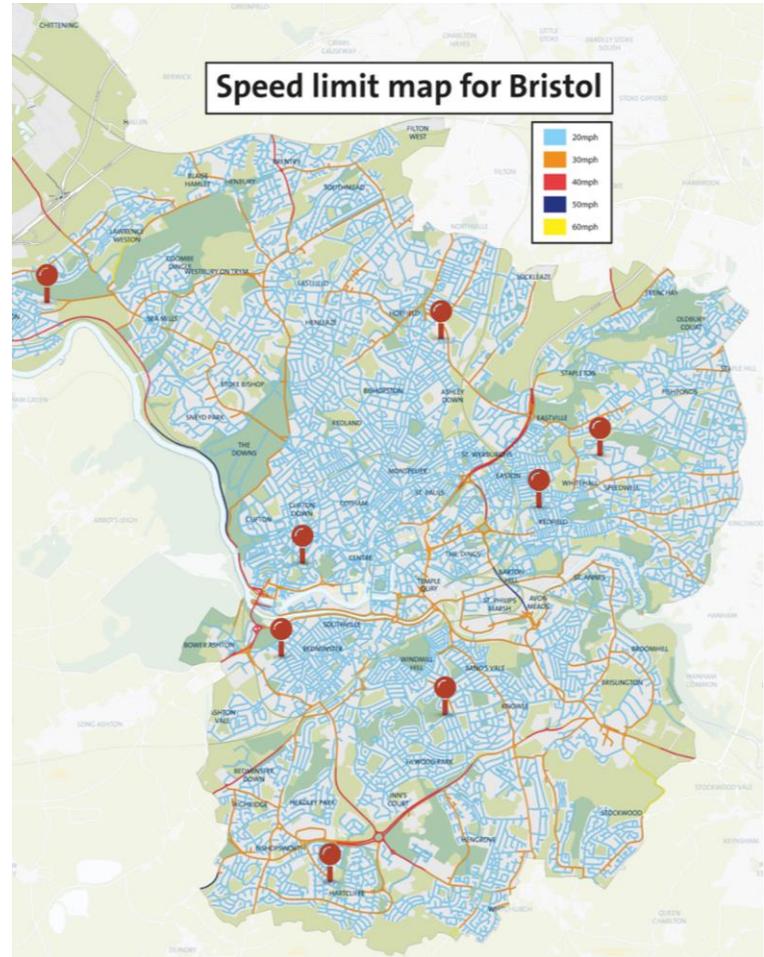
- ▶ Lancashire
- ▶ Oxfordshire
- ▶ Cheshire West and Chester
- ▶ Cheshire East
- ▶ Bath and North East Somerset
- ▶ Calderdale
- ▶ Bristol
- ▶ Edinburgh
- ▶ London

- ▶ In total, 21M people live in such authorities





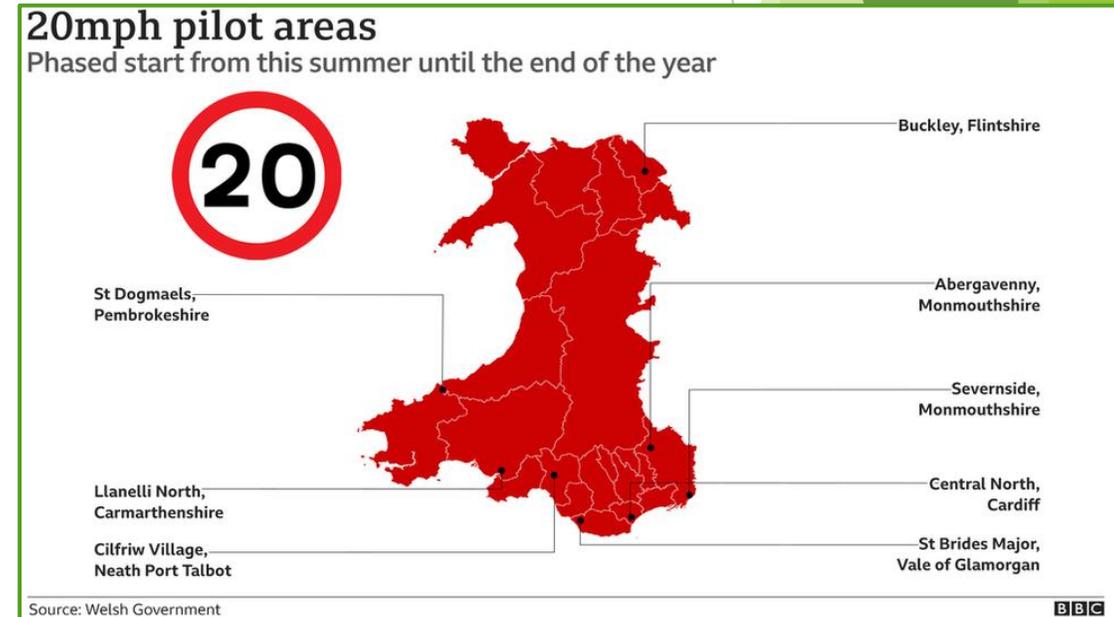
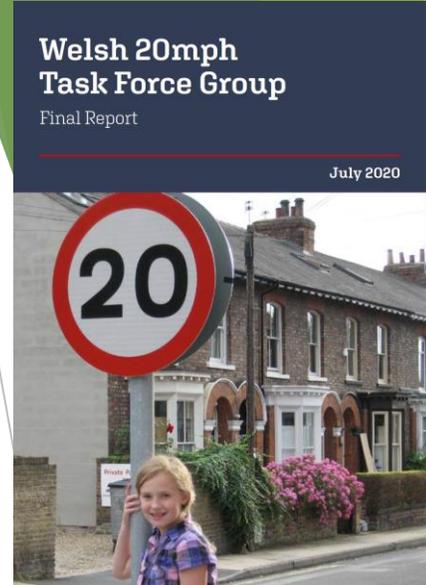
London



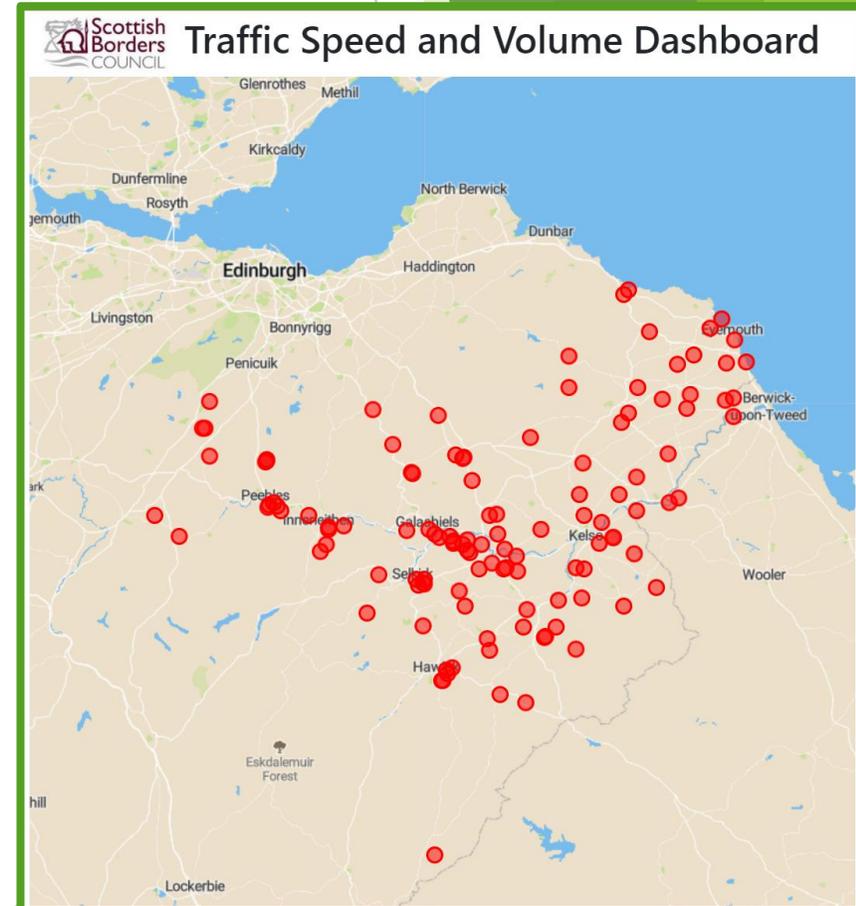
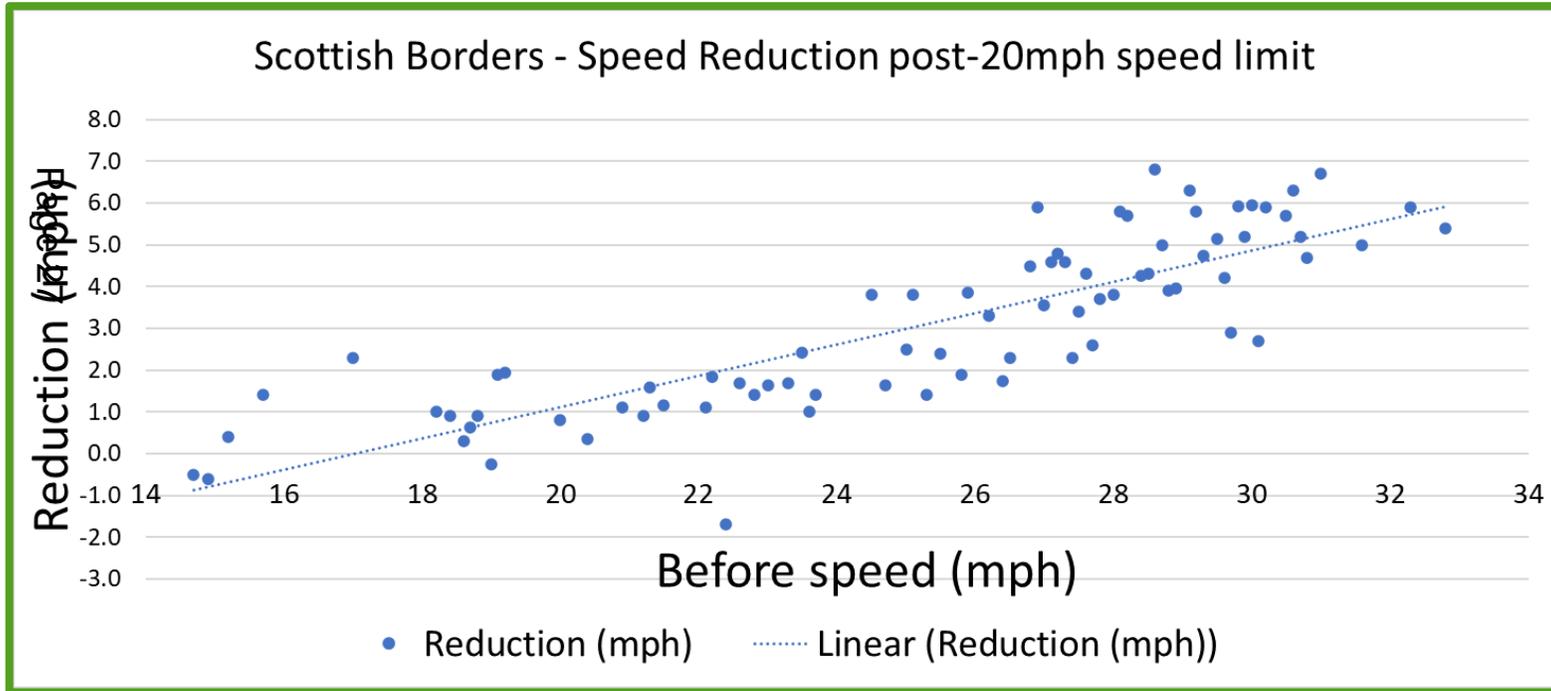
Bristol - average savings per year
4.5 Fatalities
170 Casualties

Wales - Default 20mph in built up areas

- ▶ Wales to adopt 20mph limit in urban areas unless exception justified
- ▶ 8 Pilot Settlements now underway
- ▶ Law change planned for 2023



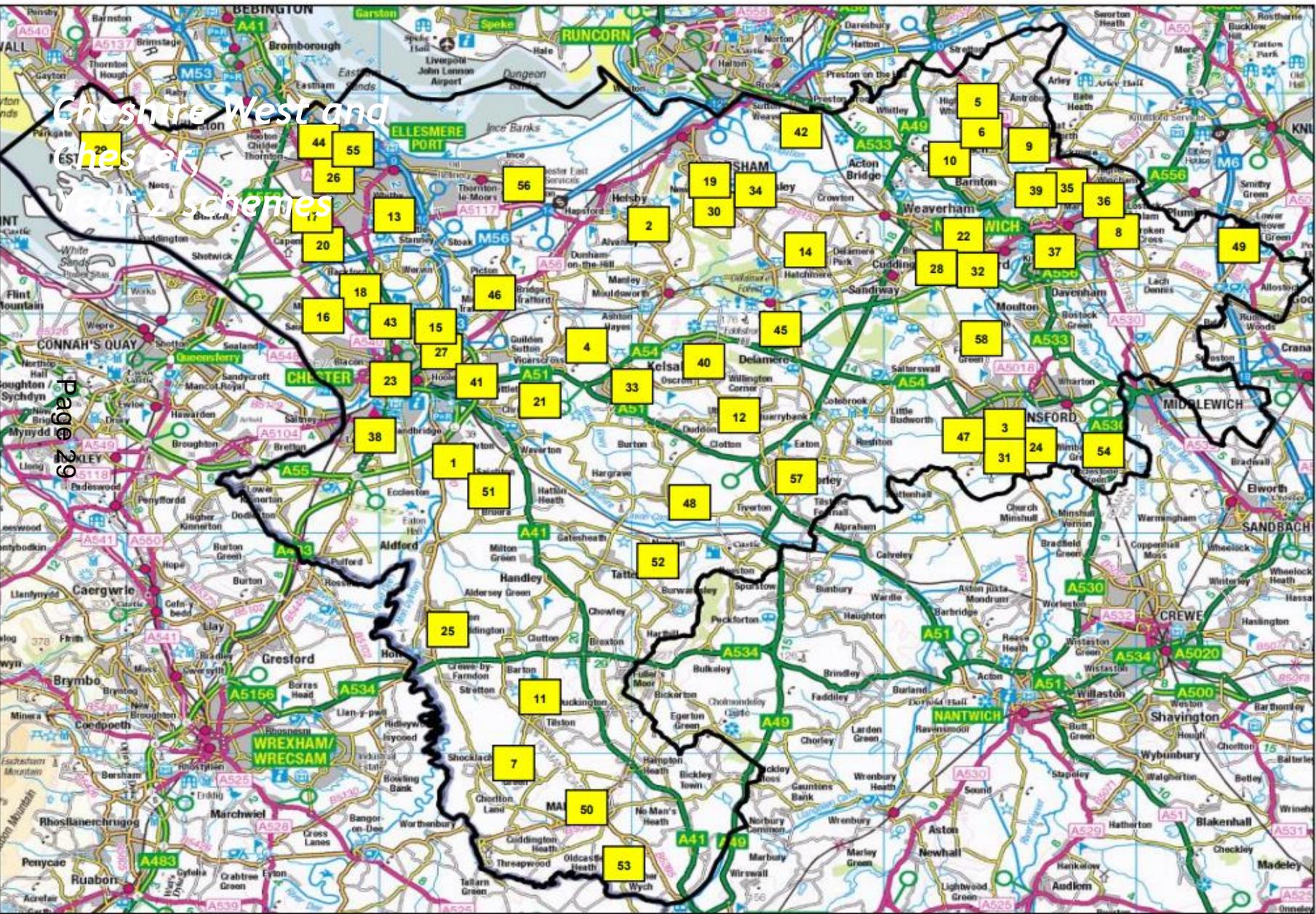
Scottish Borders - 90 towns and villages



Cheshire West and Chester Council

- ▶ Began roll out of 20mph limit schemes January 2017
- ▶ 4 year programme - 223 potential sites identified
- ▶ 125 schemes implemented in first 3 years
- ▶ Total cost £616k, avg £5k per scheme
- ▶ Evaluation, end of Year 3
- ▶ **-43% all collisions, -14% Killed and Seriously Injured**
- ▶ Monetised benefit £3.5m





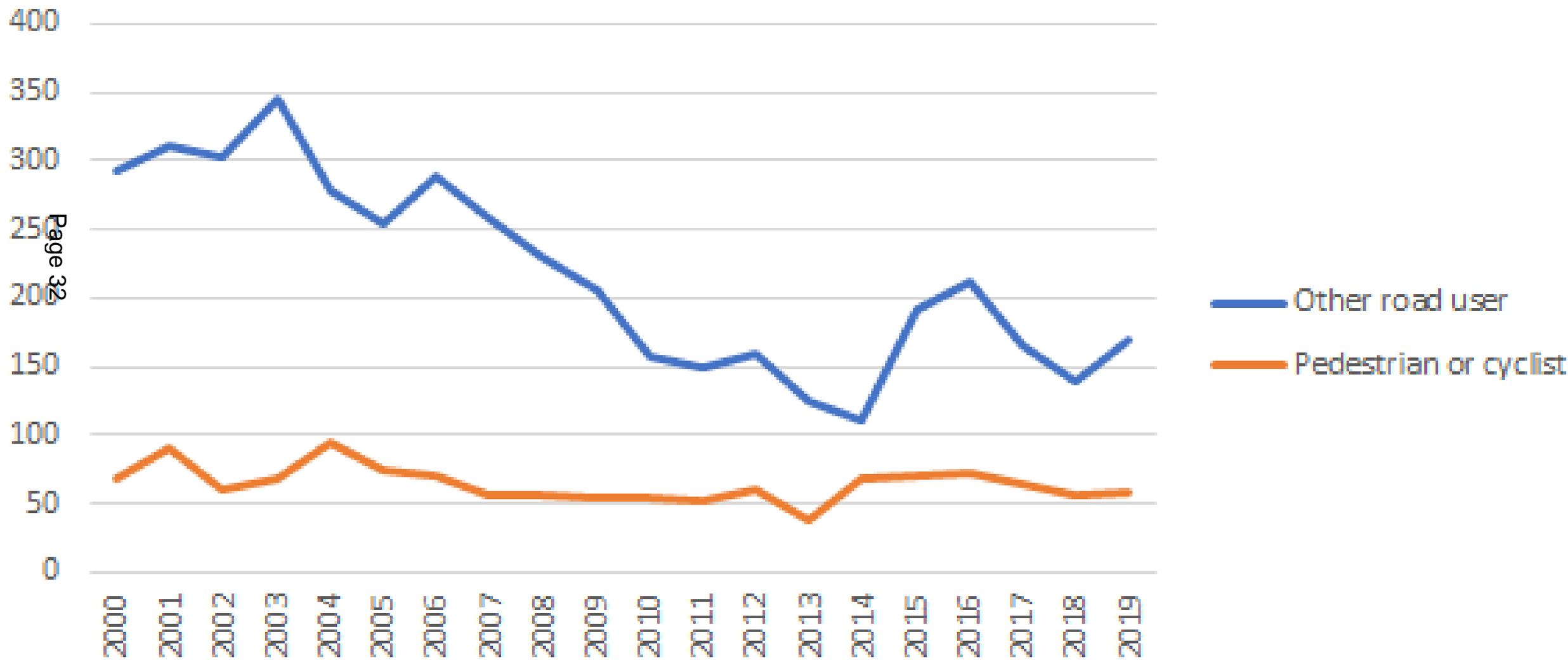
Oxfordshire County Council

- ▶ Resolved (unanimously) 8 December 2020 (edited):
- ▶ Currently, 20mph limits are only put in place where average speeds are already at relatively safe levels (24mph). **This is perverse and sends the wrong message to drivers about the dangers of speeding**
- ▶ This County Council supports the premise that 20mph is the optimum speed limit in built-up areas

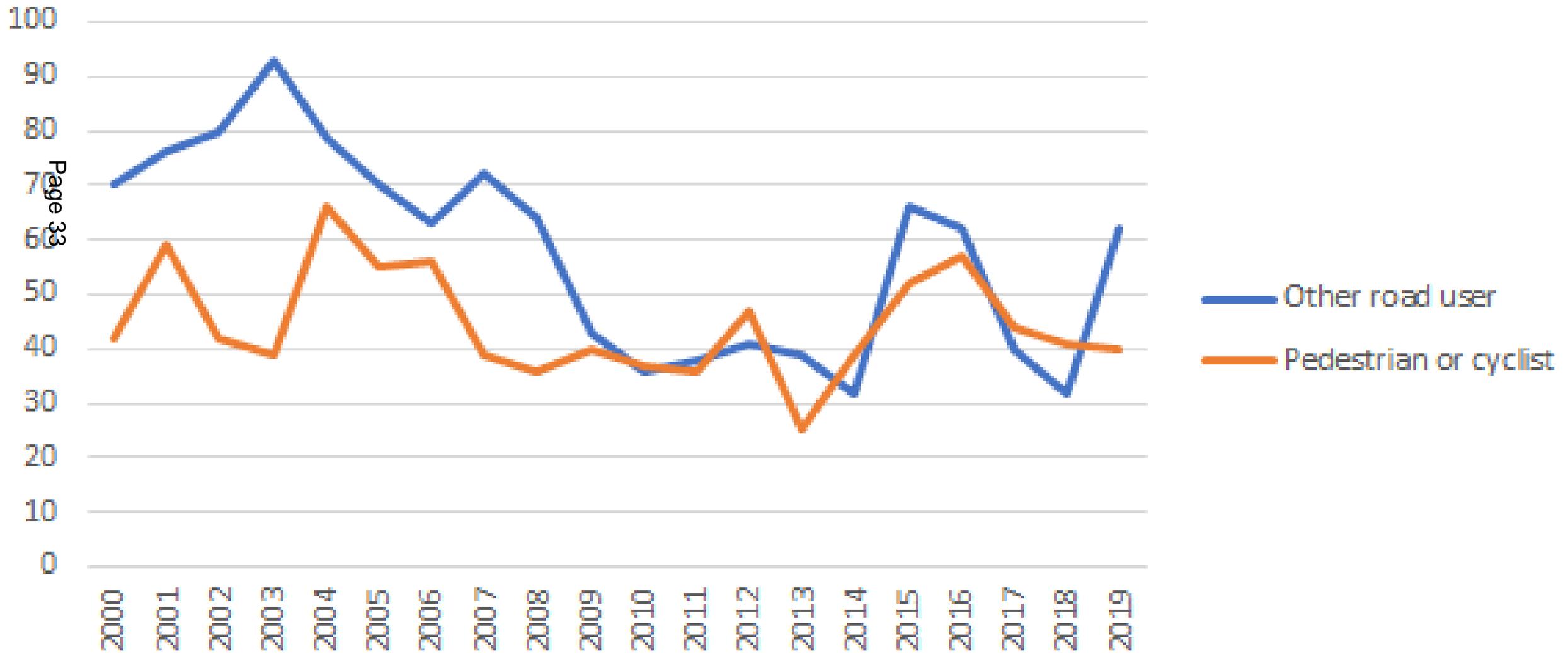
And in Staffordshire?



KSIs Staffordshire - all speeds



KSIs Staffordshire - 30mph



Meeting with Councillors Williams and Wilson, 8 Feb 2021

- ▶ No objection to proposals for local 20mph limits
- ▶ Subject to local support
- ▶ But no funding available
- ▶ Therefore up to Parishes...
- ▶ Cllr Wilson supports desk top feasibility study in her ward (Kinver)





OUR ROADS

LET'S MAKE THEM SAFER



Road safety issues

Staffordshire has one of the safest county council road networks in the country but we welcome and encourage feedback from communities in relation to matters surrounding road safety.

Some drivers choose to ignore speed limit changes leading to an increase in manoeuvres involving risk, such as overtaking or tailgating. Many drivers simply will not comply with lower speed limits and reductions are therefore unlikely to be successful without additional and sufficiently robust engineering measures, which understandably come at a cost that must be justified via objective data, such as accident trends and the causes of those accidents.

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▶ Engineering-first approach - not consistent with current best practice

Report a Speeding Concern

The Partnership is keen to hear from any community that has concerns regarding speeding issues: please note, alongside Community Speed Watch, our assistance is primarily mobile safety (speed) camera enforcement.

If your request relates to a speed limit change, road layout alteration, signing issues or a possible engineering solution (i.e., one-way system, speed cushions, build-outs) please re-direct your concerns to the relevant highway authority ([Staffordshire County Council](#) or [Stoke on Trent City Council](#)).



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Contact Us

[Visit our Contact Us page](#)

info@staffssaferrroads.co.uk



Staffordshire Safer Roads Partnership 2019/20

2019/20 Budget - Final Outturn

	Partnership Core Support	Prevention & Early Intervention Road Safety Education	NDORS Courses	Other Training	Enforcement Core Enforcement	Third Party Enforcement	Community Engagement Community Speed Watch	Community Grant Fund	
FTE	3.94	4.35	3.88	1.29	23.63	9.37	1.50		
Activations					50,505	27,922			
Notices of Intended Prosecution					37,382	17,971			
Course Referrals by Staffordshire					23,296	4,311			
Course Clients in Staffordshire			32,370						
	£	£	£	£	£		£	£	
Employees	187,951	177,553	99,500	51,188	650,261	257,821	48,213	0	
Accommodation	5,298	0	0	0	38,499	18,013	2,649	0	
Travel	339	11,341	250	1,747	0	0	0	0	
Vehicle Maintenance	0	0	0	4,754	18,699	0	4,987	0	
Camera Maintenance	0	0	0	0	56,552	0	0	0	
Software Charges	20,119	0	0	0	48,736	22,080	0	0	
Equipment	0	5,226	0	947	0	0	1,151	0	
Film Processing	0	0	0	0	10,000	0	0	0	
Community Engagement Grants	0	0	0	0	0	0	0	67,638	
Administration	34,090	1,754	18,151	14,035	124,006	64,441	100	0	
Course Trainers	0	0	444,013	4,864	0	0	0	0	
Course Venue Hire	0	0	165,491	279	0	0	0	0	
Events	0	0	0	5,536	0	0	0	0	
NDORS Cost Recovery	0	0	1,586,823	0	0	0	0	0	
Quality Consistency	0	0	0	0	0	0	0	0	
Payment Processing Charge	0	0	156,404	0	0	0	0	0	
Publicity	9,150	0	0	15,310	0	0	0	0	
Total Revenue Expenditure	256,946	195,874	2,470,632	98,660	946,752	362,356	57,101	67,638	
Core Support									
Funded By:									
Referral Income	0	0	0	0	(1,045,514)	(194,000)	0	0	
Course Client Income	0	0	(2,754,480)	(2,895)	0	0	0	0	
Highways England	0	0	0	0	0	(391,774)	0	0	
Network Rail	0	0	0	0	0	(194,172)	0	0	
Net In-Year Cost / (contribution to Partnership activities)	256,946	195,874	(283,848)	95,765	(98,762)	(417,590)	57,101	67,638	(126,876)
Reserve b/f									(1,182,513)
Reserve c/f									(1,309,389)

SSRP Reported £1.3m reserve in 2019/20

Local Authority calculator	Local Authority		Staffordshire excl Stoke on Trent	
	Cost per head	£5.00	Note 3	
	Streets covered	75%	Note 4	
	Casualty savings	20%	Note 5	
	All roads	30mph roads	Note	
DfT reported road casualties in Staffordshire excl Stoke on Trent in 2019	1,319	670	51%	1
Of which: Killed		10		
Seriously injured		92		
Slightly injured		568		
Cost of reported casualties	£116.4m	£51.3m	44%	2
Including medical and ambulance		£2.2m		
Cost per person in Staffordshire excl Stoke on Trent		£59		
Cost per person to implement 20mph		£5		
One-off implementation cost @ £5 per person		£3.3m	Covers 75% of the population	
Expected casualty reduction of 20%		101 (all severities)		
Expected annual benefit		£7.7m	Based on 20% casualty savings	
<i>Payback (months); first year IRR; 5 year benefit</i>		5.1	233%	£35m

Reducing speed limit to 20mph on 75% of Staffs Roads:

- Cost £3.3m
- Benefits £51m
- Payback in 5 months



Our ask:

- ▶ Scrutiny Committee to:
 - ▶ Establish Staffordshire's current policy on 20mph limits
 - ▶ Consider range of future policy options
 - ▶ Identify what needs to be done to bring policy up to UK best practice
 - ▶ Consider potential funding sources and budget
- ▶ 20s Plenty would be very happy to assist the Committee in this work



Thanks



Prosperous Overview and Scrutiny Committee - Thursday 16 September 2021

Review of SCC policy on the introduction of additional 20 mph limits/zones

Recommendation(s)

I recommend that:

- a. The introduction of additional 20 mph limits/zones within local neighbourhoods should continue as identified in the Council's strategic programmes of work and as local community priorities established through the Members' Divisional Highways Programme.

Report of Cllr David Williams, Cabinet Member for Highways and Transport

Summary

What is the Overview and Scrutiny Committee being asked to do and why?

1. The Scrutiny Committee is asked to recognise that Staffordshire's programme of highway improvements is informed by legislation, national and local strategy, best practice, and community aspiration.
2. The committee members are invited to consider that highway improvements and, through working with the Staffordshire Safer Roads Partnership, delivery of road safety education, training, and enforcement activities, have together, contributed to Staffordshire having one of the safest highway networks in the country.
3. It is also requested that the Scrutiny Committee recognises and supports the need for ongoing review and that 20 mph speed limits/zones are just one of a range of measures used by the Council to improve road safety and to create an environment that supports sustainable travel modes, and healthier lifestyles.

Report

Background

Request for Scrutiny

4. In March 2021 the Select Committee received a request (Appendix 1) for scrutiny of the County Council's policy regarding the use of 20 mph speed limits. The requestor suggested that 20 mph speed limits should be normalised for built up areas and villages in order to promote safety, public health, sustainability, the

climate and to meet resident's aspirations. The document provided detailed interpretation of national and global road safety advice / best practice and called for the provision of a funding plan to roll out delivery of 20 mph speed limits across wider areas.

5. This report provides background information on the issues raised by the requestor and provides a recommendation on the way forward.

Staffordshire's Policy on Speed Limits

6. Further to a mandate from the Department for Transport (DfT) in 2007 that Local Authorities were required to review the setting of speed limits on all 'A' and 'B' roads, the Cabinet agreed a "Speed Limit Policy" that reflected the national guidance at that time.
7. In addition to this, in 2010 the Cabinet approved a phased introduction of 20 mph speed limits outside schools and a number of advisory part-time 20 mph limits were introduced outside schools located on main roads.
8. Subsequently, all speed limits in Staffordshire have been implemented in accordance with the current national guidance "Setting Local Speed Limits" (DfT Circular 01/2013) [Setting local speed limits - GOV.UK.](#)
9. Since December 2013 the County Council has implemented twelve 20 mph Speed Limit Orders over a number of roads, including five 20 mph zonal speed limits.

National Guidance on 20 mph Speed Limits

10. The guidance in "Setting Local Speed Limits" states that 20 mph speed limits or zones can be introduced on major streets where there are – or could be - significant numbers of journeys on foot where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic. This is in addition to residential streets in cities, towns, and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.
11. 20 mph "zones" usually cover a number of roads and require physical traffic calming measures or repeater speed limit signing and/or roundel road markings at regular intervals as well as terminal signing at each entrance and exit to a zone. In contrast, 20 mph "limits" are signed but do not necessarily require traffic calming.
12. The guidance states that implementation of 20 mph limits are most appropriate where the mean speed of traffic is already at or below 24 mph. It also states that all speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should also encourage self-compliance without an excessive reliance on enforcement.

Recorded Personal Injury Collisions in Staffordshire

13. The County Council, as the Local Highway Authority (LHA), has a statutory responsibility under the Road Traffic Act 1988 to maintain the safety of its local road network. The Act requires LHAs to carry out studies into road collisions and take appropriate measures to reduce such incidents from occurring. This includes measures such as: education; training; the control of traffic where appropriate; and the implementation of road improvement schemes.
14. Staffordshire can demonstrate a 60% reduction in personal injury collisions on its roads in the ten years 2009-2019. Analysis of the DfT's dataset [RAS41003](#) "Reported Killed or Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England" indicates this is the highest reduction recorded from 14 comparable shire counties and that Staffordshire also had the lowest KSI casualty rate in 2019 (within the same cohort).
15. With regard to all casualties, 1,369 people were recorded as injured on roads in Staffordshire in 2019, which was a 9% decrease from the previous year.
16. Comparing data for 2019 with that of 2010, the number of pedal cyclists injured on roads in Staffordshire has fallen by 45% and the number of pedestrian casualties has also fallen by 50%. In total 83% of these collisions took place on a road which had a speed limit of 30mph and 86% of these collisions took place on a single carriageway road. Discounting a collision that took place on a motorway, 36% took place on an A road, 12% on a B road, 17% on a C road and 34% on an unclassified road.
17. Of the 481 contributory factors assigned to the 228 collisions involving either a pedestrian or pedal cyclist in 2019, the contributory factor 'Exceeding speed limit' was assigned eight times by a police officer whilst 'Impaired by alcohol or drugs', was assigned 15 times (seven times to car driver, seven times to a pedestrian and once to a pedal cyclist).

Staffordshire's Integrated Transport and Local Cycling and Walking Strategies

18. Staffordshire's programme of highway and transport improvements is informed by eight Integrated Transport Strategies that have been developed for the District/Boroughs, together with the Local Cycling and Walking Infrastructure Plan (LCWIP) [Local cycling and walking infrastructure plan 2021 - Staffordshire County Council](#), which was considered by the Prosperous Select Committee in April 2021.
19. Transport Strategy schemes are assessed against the County Council's interconnected priority outcomes:
 - a. Have access to more good jobs and share the benefits of economic growth
 - b. Be healthier and independent for longer
 - c. Feel safer, happier, and more supported in their community.

20. Staffordshire's LCWIP is a long-term approach to developing cycling and walking networks with a 10-year prioritised programme of improvements, focusing on areas that have the greatest potential for growing walking and cycling trips. The type of schemes to be prioritised through the LCWIP include the introduction of 20 mph speed limits as well as new cycle routes, crossing facilities, traffic calming and footway widening.
21. The programme of highway and transport improvements also includes targeted Local Safety Schemes and Local Community Priorities identified through Members' Divisional Highway Programmes.

Planning Guidance for New Developments

22. The Department for Transport's Manual for Streets (2007) [Manual for the Streets \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/282422/manual-for-the-streets-2007.pdf) advises on road layout designs to keep vehicle speeds at or below 20 mph on residential streets (rather than imposed 20 mph speed limits). It notes that conflict among various road user groups can be minimised or avoided by reducing the speed and flow of motor vehicles and, ideally, designers should aim to create streets that control vehicle speeds naturally rather than having to rely on unsympathetic traffic-calming features.
23. Staffordshire's own Residential Design Guide (2000) [Residential Design Guide - Staffordshire County Council](https://www.staffordshire.gov.uk/~/media/Staffordshire-Council/Assets/Residential-Design-Guide-2000.pdf) also aims to keep vehicle flows and traffic speeds low in the vicinity of homes and advises on road layouts to produce acceptable vehicle speeds and provide for the needs of sustainable travel modes.
24. In addition, there is a requirement for all infrastructure delivered in Staffordshire, including new development schemes, to consider the Department for Transport's Local Transport Note 1/20 - Cycle Infrastructure Design (2020) [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/461202/ltn120-cycle-infrastructure-design-2020.pdf). This guidance details essential requirements to achieve more people travelling by cycle or on foot based on national and international best practice; and annual reports will be published on Local Highway Authorities grading our performance.

Brief Overview of National Strategies, Campaigns, Research, and Implemented Schemes

25. The [Government's Cycling and Walking Investment Strategy](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/461202/ltn120-cycle-infrastructure-design-2020.pdf) (CWIS) (2016-2021) supports the transformation of local areas through change to tackle congestion, extend the opportunity to improve physical and mental health and support local economies. The strategy is to be updated with a second 4-year statutory cycling and walking investment strategy.
26. In 2018 the DfT commissioned a study into the effectiveness of 20 mph signed only speed limits [20mph research study - process and impact evaluation: headline report \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/461202/ltn120-cycle-infrastructure-design-2020.pdf). It concluded that the guidance set out in the DfT's Circular Setting Local Speed Limits, remained broadly valid and suggested that road characteristics, rather than a 30 mph or 20 mph speed limit, have a much

larger impact on the speeds that drivers choose to adopt. However, it also called for more collaboration between traffic authorities, relevant partners, and communities to deliver 20 mph limits as part of an integrated approach to addressing transport, community, environment, and health objectives.

27. In 2019 RoSPA produced A Guide to 20 mph Limits for non-road safety professionals [Introducing 20 mph Limits \(rospa.com\)](https://www.rospa.com). It notes that drivers who travel at higher speeds have less time to identify and react to what is happening around them; taking them longer to stop and causing greater injury to any vehicle occupant, pedestrian or rider involved in a collision. It also refers to the importance for drivers to understand and comply with lower speed limits and the need for a co-ordinated strategy of complimentary measures to support this. The Guide also provides a summary of evaluation evidence and experience of a number of local authorities that have implemented 20 mph limits.
28. In December 2020 Cheshire East Council resolved to support “the principle of introducing 20 mph speed restrictions where appropriate – not a blanket measure” through a review of its Speed Management Strategy [Agenda item - Notices of Motion | Cheshire East Council](#).
29. In July 2021 the Welsh Government initiated a public consultation on a proposal “to introduce the 20 mph default speed limit on restricted roads in Wales” [20mph | GOV.WALES](#). Future policy will be informed by the consultation alongside data from eight initial 20 mph default speed limit schemes across Wales.
30. 20’s Plenty for Us is a campaign that refers to The General Assembly of the United Nations endorsement of 20 mph speed limits. The campaign’s website www.20splenty.org calls for implementation on residential streets and in town and village centres, unless full consideration of the needs of vulnerable road users allows a higher limit on particular streets.

Recommendation

31. The introduction of additional 20 mph limits/zones within local neighbourhoods should continue as identified in the Council’s strategic programmes of work and as local community priorities established through the Members’ Divisional Highways Programme.

Link to Strategic Plan

32. Continuing to implement strategic Highways and Transport programmes will support the following priorities, as identified in the Strategic Plan:
 - a. Help Staffordshire’s economy to grow and generate more good jobs
 - b. Invest in infrastructure for growing communities
 - c. Improve education and training so that life-long learning offers everyone the opportunity to succeed
 - d. Inspire healthy, independent living

e. Support more families and children to look after themselves, stay safe and well.

Link to Other Overview and Scrutiny Activity

N/a

Community Impact

N/a

List of Background Documents/Appendices:

Appendix 1: Request for Scrutiny 2021

Setting Local Speed Limits (DfT Circular 01/2013) - [Setting local speed limits - GOV.UK.](#)

Reported Killed or Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England – DfT - [RAS41003](#)

LCWIP Report Final April 2021 -) [Local cycling and walking infrastructure plan 2021 - Staffordshire County Council,](#)

Manual for Streets 2007 - [Manual for the Streets \(publishing.service.gov.uk\)](#)

Residential Design Guide SCC 2000 - [Residential Design Guide - Staffordshire County Council](#)

Local Transport Note 1-20 - Cycle Infrastructure Design 2020 - [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\).](#)

Cycling and walking investment strategy 2017 - [Government's Cycling and Walking Investment Strategy](#)

DfT 20mph Research Study 2018 - [20mph research study - process and impact evaluation: headline report \(publishing.service.gov.uk\).](#)

RoSPA Guide to 20mph Limits 2019 - [Introducing 20 mph Limits \(rospa.com\).](#)

Cheshire East Council 2020 - [Agenda item - Notices of Motion | Cheshire East Council.](#)

Welsh Government consultation on 20 mph speed limits - [20mph | GOV.WALES](#)

20's Plenty for Us Campaign - [www.20splenty.org](#)

Contact Details

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Staffordshire County Council Proposal for a Scrutiny Review form

Any one can suggest a subject they would like to be considered by one of the County Council's Select Committees.

To ensure that your suggestion is fully considered, please provide as much information as possible. An officer from the Scrutiny and Governance Team can help you to complete the form. They can be contacted on:

Email: duncan.whitehouse@staffordshire.gov.uk.

Telephone: 01785 276154

Post: Member and Democratic Services, County Buildings, Martin Street, Stafford, ST16 2LH

Further information about overview and scrutiny can be obtained at:
www.staffordshire.gov.uk/yourcouncil/decisionmakingcouncil

This form can be completed and submitted by e-mail or post as the details above.

Name	Mike Barr
Date	16/03/2021
OFFICE USE ONLY	
Received:	
Submitted to Scrutiny Committee:	
Agreed: Y <input type="checkbox"/> N <input type="checkbox"/>	
Committee Allocated:	



Suggested subject for scrutiny

What subject would you like to be scrutinised and what do you think are the key issues for investigation?

Subject: Normalise 20mph speed limits in built up area and villages for safety, public health, sustainability, the climate and because it's what residents want.

Key Issues: 21 M people live in UK places where 20mph limits are agreed as normal for most roads. Making 20mph normal is best practice with the World Health Organisation, Public Health England, the UN, English Government DfT policy as agreed in the Stockholm Declaration Feb 2020¹. An update to Staffordshire's speed limit policy² to align with best practice is urgently required. Along with a plan for cost effectively funding the roll out of wide area 20mph limits using all available sources.

Policy currently deals with traffic calming – whereas the leading best practice is to implement signs and public engagement rather than engineering for 20mph limits.

Reasons for scrutiny

1. Over 10,000 people were recorded road injured in the last 10 years in Staffordshire. Staffordshire has had a downward trend in injuries. But it is flattening and still exceeds 1300p.a. Road casualties are predictable and preventable yet 229 were killed or seriously injured (KSI) in 2019 up 15% from the year before. Normalising 20mph speed limits is the step change in policy that could radically further reduce road deaths and injuries by over 20% in line with globally agreed road safety best practice.
2. To contribute in all ways to The Staffordshire strategic plan visions

A county where big ambitions, great connections and greener living give everyone the opportunity to prosper, be healthy and happy.

20mph road speeds contribute to greater connections through a wider freedom of transport choices – for active travel, public transport as well as car use, as people aren't so at risk (a 60 year old has a 50% likelihood of death if hit at 30mph).

20mph contributes to greener living as normalising 20mph leads to traffic reduction, more cycling, walking and scooting. It is agreed as climate friendly to reduce road speeds as acceleration and braking reduces.

20mph gives everyone the opportunity to prosper through fair access to shops, work opportunities, reduced fuel costs and the costs of road crashes which impact on the economy both on families in businesses (a serious injury reduces lifetime earnings by 40+%). Road crashes cost 2% of GDP. They are costing about £150M a year in Staffordshire

¹ <https://d3n8a8pro7vhnmx.cloudfront.net/20splentyforum/pages/481/attachments/original/1582491404/sto-ckholm-declaration-english.pdf?1582491404>

² <https://www.staffordshire.gov.uk/Highways/roadsafety/Traffic-Calming.aspx>



20mph increases health both through reduction of injuries, reduction of fume related early deaths (which outnumber road fatalities by 20x in the UK), reduces obesity, heart disease, loneliness & stress related to noise and fear. It also takes pressure off the NHS, which we know will have a Covid crisis related backlog for years. It frees up ambulances, A&E, beds, surgery, and physio etc for patient without road trauma. Social care costs of ongoing long term support to the seriously injured is reduced. There is less disability.

People are happier in 20mph areas. Fewer are suffering the lifelong effects of injuries, children can walk to school and to see family and friends. Older people can keep their independent mobility longer. No wide area schemes have ever been removed. House prices rise as they are more desirable places to live and be.

20mph has the ability to significantly make a positive difference to -all three priority outcomes ie that the people of Staffordshire will:

- be able to access more good jobs and feel the benefits of economic growth
- be healthier and more independent
- feel safer, happier and more supported in and by their community.

Issue/Problem to be Addressed: Endorsing 30mph on residential and community streets doubles stopping distance and energy required from 0mph compared to 20mph with little tangible benefit. This authority has road crash victims who would either have avoided injury or been less badly injured if road speeds were lower. There is pollution, congestion and an inactive population, at least partly due to excessive road speed risks. This council aims to raise quality of life, especially for the vulnerable on the 80% of public space that comprises roads in built up areas. With the WHO, the UN and the Government recognising that 20mph is the right speed limit where people and motor vehicles mix the council have a duty to objectively consider a default 20mph policy. In 2017, Prof Jodie Plumert of University of Iowa found that children up to their early teenage years had difficulty consistently crossing the street safely, with collisions rates as high as 1 in 20 for a 10 year-old attempting to cross a road with 25mph simulated traffic. It was not until the age of 14 that collisions were avoided³. We can't rely on training children to get out of the way

Scope: Scrutiny will consider four policy options

1. Do nothing – policy as now listed on the website – limited funds for traffic calming- no wide area 20mph schemes, no funding without casualties
2. New housing estates to have signed 20 mph limits in Staffordshire planning guidance

³ Jiang, Rahiman, Kearny, Yon - Why children struggle to cross busy streets safely <https://now.uiowa.edu/2017/04/why-children-struggle-cross-busy-streets-safely>



3. 20mph limits based on areas with average speeds across a number of roads at or under 24mph (avg of all roads included) to be retrospectively fitted with signage and public engagement. This is paid for by local budgets such as developer funding, Parish funds, local ward funds, private funding, local grant monies, County Councillor locality budgets, local bridge tolls/parking receipts. Where the impetus comes from local representatives in an ad hoc manner, if they can afford limits locally. This route not available to all settlements
4. Default 20mph limits for most urban and built up areas with agreed exceptions. To agree criteria for exceptions, an optimal implementation plan, driver engagement social marketing, funding and timescales, where funding is allocated from the County Council. Funding options include Local Transport Plan, Govt transport/Covid recovery grant applications, active travel fund, developer section 106, Community infrastructure levy (CIL), Council reserves or borrowing, Parking, Bridge Tolls Public Health, Private funding etc. This is the route chosen by authorities representing 21M in the UK. Fulfills duty of care and fits the vision for Staffordshire

Expert evidence: To search out evidence in reports or question stakeholders e.g. Cabinet member, officers, Director of Public Health, police, WHO, Association of Directors of Public Health, Royal College of Paediatrics and Child Health, local transport, cycling, pedestrian and disability campaigners/organisations, local and national 20's Plenty including 20's Plenty for Staffordshire and international 20mph expert Rod King MBE

Current position The budget for transport is tight and doesn't have funds for signed 20mph schemes, so that self funding would currently be required for wide area signed 20mph at local level. However 20's Plenty for Staffordshire is believes that this can only lead to a patchwork of schemes that will not truly fit with the aim to give all residents of Staffordshire the council vision of a county where big ambitions, great connections and greener living give everyone the opportunity to prosper, be healthy and happy. Central funding of 20mph at County level is a more cost effective, fairer way to help residents feel safe on their home streets.

20mph allows other low cost interventions such as:-

Using road markings and lamppost banners to highlight that priority is given to vulnerable road users and pedestrians.

Improving the roadside environment for the local community by adding planters and other furniture to the side of the road to make it feel like a "people place"

low cost enforcement measures such as

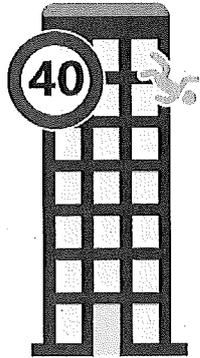
Staggered on-street parking along the road.

20mph roundels on the road.

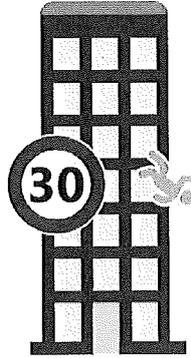
Speed Indicator Devices.

speedwatch

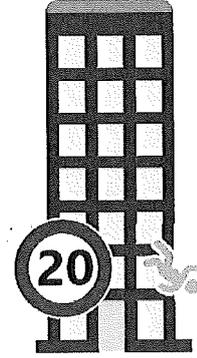




6th floor fall



3rd floor fall



1st floor fall

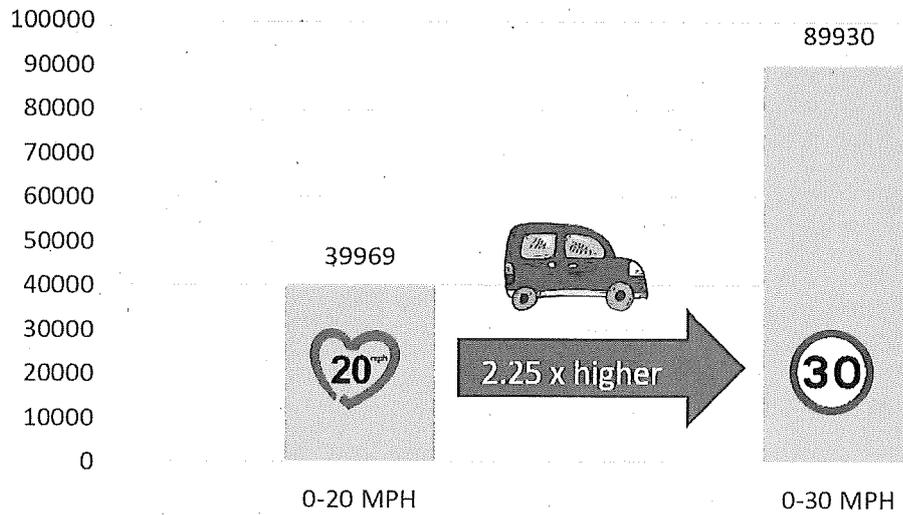
The effect of speed

	Average for all ages	Over 60 year olds
At 40 mph	• 31% are killed	• 98% are killed
At 30 mph	• 7% are killed	• 50% are killed
At 20 mph	• 1% are killed	• 5% are killed

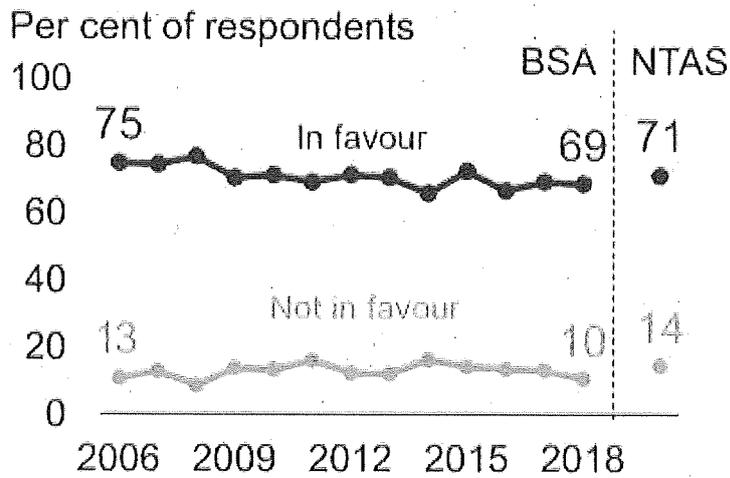
Data from Road Safety Web Publication No. 16 *Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants* - Department for Transport (September 2010)



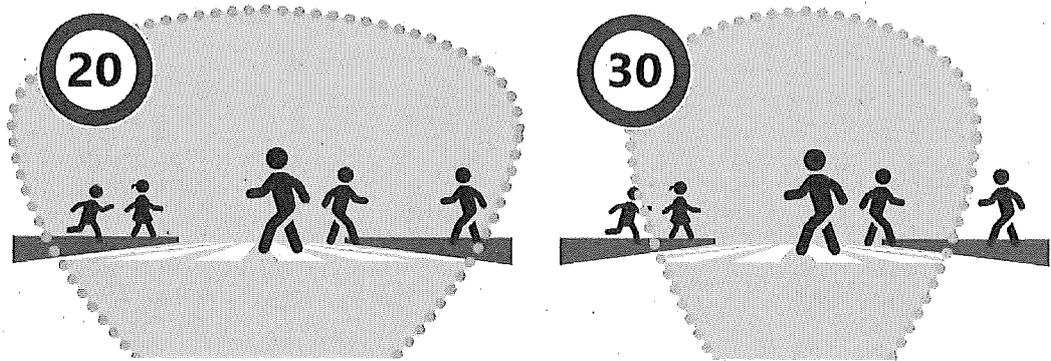
Energy (Joules) required for a 1000kg car to reach a maximum speed



Speed limits of 20mph in residential streets



Scope: England, 18+



<p>All suggestions will be considered by the appropriate Select Committee. In order to assist Members to decide whether or not to scrutinise a subject it is important that you set out why you think the matter requires scrutiny. Please set out your reasons for scrutiny against the criteria set out below – you may provide reasons against more than one criterion.</p>	
<p>Is the issue an identified priority for the Council or partners?</p>	
<p>Does the issue relate to an area of service with a trend in weak performance?</p>	<p>Yes</p>
<p>Is the matter of particular concern to local people?</p>	<p>Yes</p>
<p>Would the scrutiny address concerns raised by external auditors or inspectors?</p>	
<p>Other</p>	
<p>Objectives</p>	
<p>What do you think this piece of scrutiny can achieve / how will it add value? (e.g. better service delivery; better value for money; better partnership working; improved take-up of service; improved outcomes for local people; reduced inequalities?)</p>	<ol style="list-style-type: none"> 1. It would provide improved outcomes for local people by reducing fear of road trauma and intimidation, road deaths, injuries and pollution. 2. It would reduce inequalities for the vulnerable by providing a safer and more attractive environment for people outside of cars, children, the elderly and those with mobility problems. 3. It will increase service delivery of 20mph to the level that fits with global best practice – most roads at 20mph in urban and village settlements 4. It will increase partnership working between the Council, Director of Public Health and parishes who could perhaps jointly pay for limits for instance and between the Council and police on enforcement., 5. It will increase cost effectiveness and value for money of the service delivery of safer road speeds. Including all sources of funding such as developer monies, 6. It will reduce inequalities – road trauma, pollution

	<p>and noise is suffered most by the poor. It would allow the use of soft measures of speed reduction and low cost interventions such as:-</p> <p>7. Using road markings and lamppost banners to highlight that priority is given to vulnerable road users and pedestrians.</p> <p>Improving the roadside environment for the local community by adding planters and other furniture to the side of the road to make it look like a "people place"</p> <p>low costs enforcement measures such as</p> <ul style="list-style-type: none">• Staggered on-street parking along the road.• additional 20mph roundels on the road.• Speed Indicator Devices.• Speedwatch
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OFFICE USE ONLY	
Would scrutiny of this subject feed into any other deadlines – for example budget and policy development / development of government guidance or legislation?	Y <input type="checkbox"/> N <input type="checkbox"/>
Is there any other scrutiny taking place, for example audit / inspection / at a District or Borough level?	Y <input type="checkbox"/> N <input type="checkbox"/>
Has the topic been scrutinised in the last 18 months, either by the County Council or any other body?	Y <input type="checkbox"/> N <input type="checkbox"/>
Is the matter related to an individual complaint or other statutory process?	Y <input type="checkbox"/> N <input type="checkbox"/>
Which thematic area does the issue relate to?	
Economic prosperity	<input type="checkbox"/>
People live safely	<input type="checkbox"/>
People live independently	<input type="checkbox"/>
Children and young people get the best start in life and education	<input type="checkbox"/>
People live longer, healthier and fulfilling lives	<input type="checkbox"/>
Access through highways and transport	<input type="checkbox"/>
Access to learning, recreation and cultural activities	<input type="checkbox"/>
People shape the delivery of public services	<input type="checkbox"/>
Tackling climate change	<input type="checkbox"/>



Scrutiny Arrangements	
What method of scrutiny is proposed?	Scrutiny Report from Directorate/other <input type="checkbox"/> Inquiry Day <input type="checkbox"/> Working Group <input type="checkbox"/>
When is it proposed to undertake the piece of work?	
Is there the capacity to undertake this piece work?	



Local Members Interest

Prosperous Overview and Scrutiny Committee - Thursday 16 September 2021

Staffordshire Safer Roads Partnership

Recommendation(s)

I recommend that:

- a. The Select Committee is recommended to scrutinise the Staffordshire Safer Roads Partnership.

Report of Cllr David Williams, Cabinet Member for Highways and Transport

Summary

What is the Overview and Scrutiny Committee being asked to do and why?

1. The Select Committee is asked to recognise the governance structure and operating model of the Staffordshire Safer Roads Partnership.
2. The committee members are invited to consider the wide range of initiatives used to promote road safety across Staffordshire and Stoke-on-Trent with reference to the 4 Es: education, engagement, engineering and enforcement.
3. It is also requested that the Select Committee recognises and supports the need for ongoing review and development of road safety measures to continue to reduce road casualties.

Report

Background

4. The Staffordshire Safer Roads Partnership (SSRP) was setup in 2001 with the aim of bringing partner organisations together to reduce road casualties in Staffordshire and Stoke-on-Trent. Current key partners are:
 - a. Staffordshire County Council
 - b. Stoke-on-Trent City Council
 - c. Staffordshire Police
 - d. Staffordshire Fire & Rescue Service
 - e. Highways England

5. The Partnership's vision is: "Working together to improve road safety in partnership with our communities".
6. The joint Governance group for the SSRP agreed in January 2016 to strengthen the governance of the Partnership. This prompted a redesign of the governance arrangements, delivery model and staffing structure to ensure the future work of the Partnership would receive appropriate direction and scrutiny.
7. A key element to note is that the SSRP does not exist as an autonomous entity. It is an informal collaboration designed to improve road safety through the alignment of resources, knowledge and skills across all partner organisations.
8. The SSRP plans to use a range of measures including Education, Engagement, Enforcement and Engineering to support a wider culture change that will see excessive speed and inconsiderate behaviour on our roads as socially unacceptable.
9. The Staffordshire Safer Roads Partnership has previously been considered by this Overview and Scrutiny Committee in September 2017 and January 2019.

Governance, Delivery Model and Structure

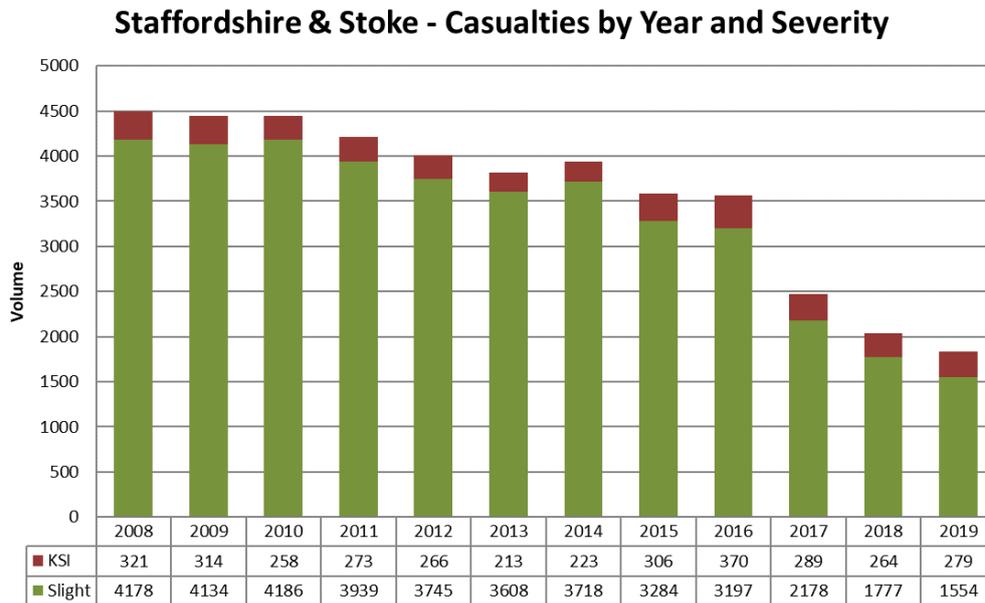
10. New governance arrangements were implemented in 2016, including two boards:
 - a. The Strategic Board sets the strategic direction of the Partnership and, working with recommendations from the Operational Board, takes ultimate responsibility for key financial decisions and scrutiny. Membership includes senior political representatives from the main Partner organisations.
 - b. The Operational Board reviews current local issues across the whole spectrum of road safety to inform recommendations submitted to the Strategic Board.
11. Further details about these boards, including their current membership, are available in Appendix 1.
12. The following key strategic objectives have been identified, with a brief update on progress include as a sub point:
 - a. To achieve a long term sustained reduction in road traffic collisions across Staffordshire and Stoke-on-Trent.
 - i. Information in paragraphs 16 and 17 highlight the good progress against this objective.
 - b. To ensure education and training initiatives are used effectively to reduce the risk of being involved in a road traffic collision.
 - i. Paragraph 21 outlines the provision of road safety education in schools.

- ii. A wide range of other education and training initiatives are also used to address other road user groups or behaviours.
 - iii. The information used to support this work area is described in Paragraph 19.
 - c. To agree a considered approach to engineering and enforcement based on evidence and making best use of sustainable but limited resources.
 - i. Responsibility for the delivery of engineering schemes rests with the relevant highway authority who all have well established processes to identify and prioritise this work.
 - ii. Staffordshire Police lead on enforcement, however the SSRP supports decision making around site selection and enforcement strategy.
 - d. To engage and support our communities to take local responsibility for improving road safety.
 - i. Key initiatives to support his objective include Community Speed Watch and the Community Grant Fund (see Paragraph 22) which have both been very popular with our communities.
 - e. To improve public confidence in the safety of Staffordshire and Stoke-on-Trent's roads.
 - i. The recent development of a new SSRP website and the greater focus on communications and media activity related to road safety are outlined in Paragraph 23.
13. The strengthening of governance arrangements enabled a change in delivery model, with responsibility resting with the partner organisation responsible for each element of delivery.
14. As the new governance and delivery arrangements became more established it was decided that a semi-formal agreement between partners would be beneficial. A new Memorandum of Understanding (MoU) has recently been agreed and aims to set out the responsibilities of both the SSRP and individual partners. A particular focus is on the financial arrangements and assurances in relation to employment and the cost recovery mechanisms for services delivered on behalf of the SSRP.
15. A desire to raise awareness with communities and wider stakeholders about the work of the SSRP was identified. As a result, the Partnership's first public facing strategic document the 'Road Safety Plan' was developed. As a next step, a new SSRP website was produced to ensure information about the Partnership was easily accessible.

Road Traffic Casualties

16. Recorded road traffic casualties in Staffordshire and Stoke-on-Trent have seen a significant decline in recent years as the following chart demonstrates. However, some of the variation may be attributed to changes in collision reporting and recording processes over recent years. This included a change in the classification

of casualty severity which was implemented in 2015 and resulted in an increase in KSI (fatal and serious injury) casualties recorded.



17. Staffordshire ranked 4th best out of 43 police force areas based on 2019 fatal & serious injury casualty rate by population

18. The Partnership has adopted a 'Vision Zero' approach which reflects the view that it can never be ethically acceptable that people are killed or seriously injured on our roads. However, in real terms the partnership is seeking to achieve a long term sustained reduction in collisions, both in number and severity. Success against this target will be quantified in terms of the number of collisions resulting in injury. This will be measured on both a local and national basis, with the intention to remain in the top 25% best performing local areas in the country.

19. Work is ongoing, through the Partnership's Insight and Intelligence Officer, to ensure resources are directed appropriately based on detailed analysis of casualty numbers and trends. This has confirmed a need to continue the focus on children, young drivers and motorcyclists, and has also provided evidence to support the development of initiatives in relation to cyclists, older drivers and commercial vehicles (HGVs, vans etc). A summary of these statistics, and information related to collisions by road type and speed limit, is available in Appendix 2.

20. It is worth noting that, although responding to known casualty issues remains a key focus, the SSRP are also keen to support communities where collisions may not have occurred, but residents are concerned about the speed or behaviour of traffic. However, this must be proportionate to the issue and considered in light of the resources available.

Key Initiatives

21. Of particular note is the agreement, from April 2018, for the SSRP to adopt the funding of Road Safety Education in priority schools across Staffordshire and Stoke-on-Trent. This has taken on the service previously funded by Staffordshire County Council, and also enabled formal road safety education to be reinstated in Stoke-on-Trent schools. Funding is reviewed periodically, and agreement has recently been given by the SSRP Strategic Board for delivery to continue to July 2025.
22. As part of the Partnership's community engagement work, Staffordshire's Road Safety Grant fund was launched in 2017, initially as a 2-year pilot. A total of £200k of SSRP funding was allocated to support community-led projects to improve road safety. Following a review, a new format grant fund will be launched in Autumn 2021 with £50k initially available.
23. Recognising the potential for road safety information and education to be promoted through communication and media channels, the SSRP has commissioned Staffordshire County Council to provide support to develop this area of work for an initial period of 18 months. This includes identifying opportunities to promote road safety and Partnership initiatives, improving coordination between partner communication teams, and developing specific campaigns to address identified requirements. Recently, a 2-part cycle safety campaign has been delivered aimed at both cyclists and drivers.
24. A project is currently underway to upgrade some of the older fixed camera sites through a phased approach. As part of this, consideration will be given to newer camera technologies which were not available when the current cameras were installed. The initial phase, focussing on the highest priority sites, is expected to be implemented in early 2022. Staffordshire Police and the Staffordshire Commissioner are leading on the procurement on behalf of the SSRP.

Finance

25. There is no direct financial contribution to the SSRP by any partner organisation.
26. Road safety activity undertaken by partners may use their existing resources or may be funded through the SSRP centralised budget. The majority of partnership funding is as a result of educational diversion course referrals which include a nationally agreed cost recovery element returned to the enforcement authority (SSRP in this case). A centralised Partnership budget is held by Staffordshire County Council who act as Treasurer.
27. Several opportunities to deliver external projects have also provided an income stream including enforcement on behalf of Highways England (motorway roadwork enforcement and Smart motorway cameras) and Network Rail (national project using cameras to improve safety at level crossings).
28. As at the end of 2020/21, the Partnership held reserves of £1.47m. This includes £0.37m ring fenced to cover any potential redundancy liability for partner staff employed to provide services on behalf of the SSRP. A further £0.6m of the

reserves has been identified to meet the Phase 1 cost of digital camera upgrades, with funding for further phases to be considered soon.

Link to Strategic Plan

29. The Partnership's work has the potential to contribute to all three of the County Council's priority outcomes:

- a. *Have access to more good jobs and share the benefits of economic growth*— through improving the safety and reliability of the road network, making Staffordshire more attractive for businesses and their employees
- b. *Be healthier and independent for longer*— by making communities feel safer when walking and cycling
- c. *Feel safer, happier and more supported in their community*— by engaging with our communities and addressing their road safety concerns

Link to Other Overview and Scrutiny Activity

N/a

List of Background Documents/Appendices:

Appendix 1 – SSRP Governance Membership August 2021

Appendix 2 – SSRP Priority Road User Groups 2021

Contact Details

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Staffordshire Safer Roads Partnership

Governance Board Membership

Membership of the SSRP Strategic Board

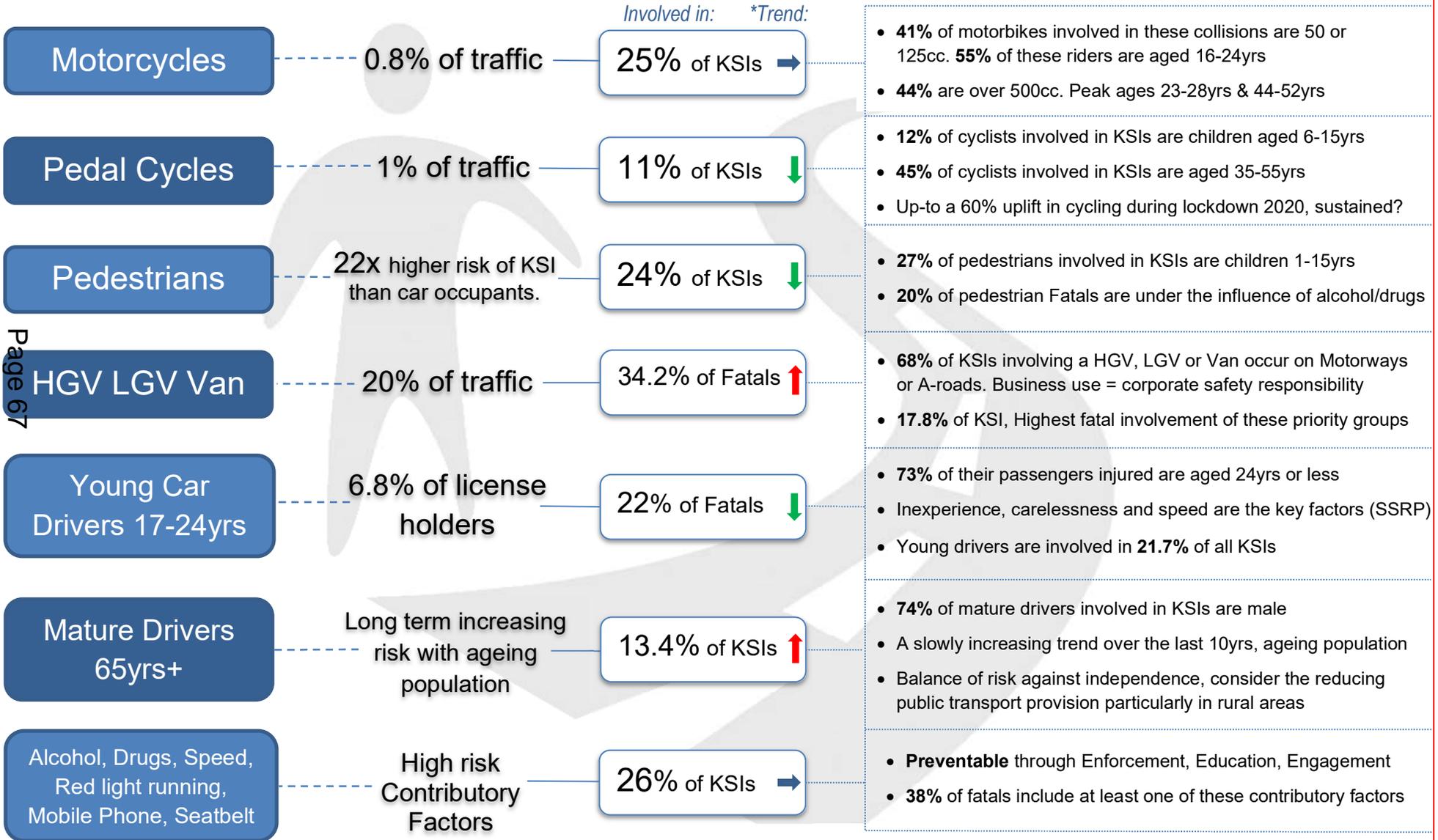
Staffordshire County Council	Cllr David Williams
Stoke-on-Trent City Council	Cllr Daniel Jellyman
Staffordshire Commissioner	Glynn Dixon
Staffordshire Police	T/Chief Supt Jason O'Toole
Staffordshire Fire & Rescue Service	Howard Watts
Highways England	David East
Public Health – Staffordshire	Michael Calverley
RoSPA	Rebecca Needham

Members of the SSRP Operational Board will also attend Strategic Board meetings

Membership of the SSRP Operational Board (primary/secondary)

Staffordshire County Council	Mary Anne Raftery / Richard Rea
Stoke-on-Trent City Council	Brian Edwards
Staffordshire Police (Justice Services)	Supt Paul Talbot / Peter Hall
Staffordshire Police (Roads Policing)	Chief Insp Matthew Derrick / Insp Mark Joynson
Staffordshire Fire & Rescue Service	Mark Walchester
Highways England	Marie Biddulph / Chris Tabram (Kier)
Staffordshire County Council (as SSRP Treasurer)	Chris Gill
SSRP Core Team	Mel Langdown (Strategic Governance & Commissioning Manager)
	Louise Martin (Education & Training Coordinating Manager)
	Steve Mottram (Insight & Intelligence Officer)

2015-2019 SSRP Area - 1,328 KSI Collisions - 1,509 KSI Casualties



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92% of all KSI collisions & 94.4% of all fataIs involve at least one of these priority road user groups, and/or at least one high risk CF.

*Indication of trend based on comparison with 2014-2018 statistics

Local Members Interest
N/A

Prosperous Overview and Scrutiny Committee - Thursday 16 September 2021

National Bus Strategy – Bus Service Improvement Plan Development

Recommendations

I recommend that the Committee:

- a. Note the aims of the National Bus Strategy and observe that the Council has committed to an Enhanced Partnership, working with all bus companies who operate bus services in Staffordshire.
- b. Comment on the emerging themes which are likely to be the focus of the Council's Bus Service Improvement Plan submission at the end of October 2021.
- c. Consider whether there are any elements that are missing that should be considered in the BSIP prior to formal sign off in October 2021 noting that DfT is asking for ambitious submissions and that there is a risk to future non-public transport funding without one.

Report of Cllr David Williams, Cabinet Member for Highways and Transport

Summary

What is the Overview and Scrutiny Committee being asked to do and why?

1. Department for Transport (DfT) recently published the National Bus Strategy (NBS) outlining their ambition to improve bus services in England. The County Council, as the Local Transport Authority (LTA), needed to consider whether it wished to form an Enhanced Partnership or Franchise model by end of June 2021.
2. The Council agreed to commit to developing an Enhanced Partnership at the Cabinet meeting held on the 16 June 2021. As a consequence of this, the Council is required to submit a Bus Service Improvement Plan (BSIP) to DfT by the 31 October 2021.
3. Committee Members are asked to comment on the emerging priorities for the Staffordshire BSIP and to consider whether there are any omissions which would prevent the BSIP submission being ambitious and fit for purpose.

Background

4. On 15th March 2021, the government published its National Bus Strategy for England “Bus Back Better”, announcing £3b transformational funding for those authorities that engage in the strategy.
5. “[Bus Back Better](#)” sets out a significant step change in the government’s approach to funding and delivering the bus network. Whilst the market remains deregulated, it suggests that a more co-ordinated partnership approach between operators and local authorities is now required. The Strategy makes clear that there is a commitment to long term increased funding for bus services, both for local authorities and bus operators alike. However, access to funding streams is contingent on the Council having a Bus Service Improvement Plan (BSIP) and entering into either an Enhanced Partnership (EP) or franchising arrangement to deliver the objectives set out in the BSIP.
6. At the Council’s Cabinet meeting held on the 16 June 2021 it was agreed that the Council would commit to an Enhanced Partnership (EP). An EP is a formal agreement between the local authority and bus operators setting out what is expected of each party, and the standards that will be met. The basis for an EP is set out in the Bus Services Act 2017 and associated guidance. Cabinet agreed that a franchising model was not necessary for Staffordshire as it would have been resource intensive and it was felt that the required improvement could be delivered by adopting the EP model which retains the ability for our local bus operators to innovate without the significant market intervention that franchising entails.
7. Having committed to an EP there is now a requirement to develop and submit a BSIP by the 31 October 2021. This is currently being developed with operators and will be formally signed off by Cabinet on the 20th October 2021.
8. Customer insight has been gained which is currently being evaluated, this together with previous customer feedback from the Transport Focus Bus Passenger Survey carried out in Staffordshire will be used to shape the final BSIP.

Current Staffordshire Bus Market

9. During 2018/19, local buses in Staffordshire carried 13.7m million passenger journeys, making the bus our most important means of public transport. For context, in the same year, 8.8m million passenger journeys were made to/from railway stations in the County. Notwithstanding this, the bus network in Staffordshire has seen a notable decline in patronage over the preceding decade, from 22 million passenger journeys made in 2009/10. The National Bus Strategy aims to reverse this decline and ensure a sustainable bus network remains in place, with the majority of services being able to operate on a commercial basis.
10. Prior to the pandemic it is important to note that the majority of bus routes operated in Staffordshire were provided commercially with minimal financial support from the County Council. In common with many Local Transport Authorities the supported bus network in Staffordshire has reduced over the last six years. Available funds

have been used to support daytime journeys to allow access to key destinations where subsidy per trip remains within reasonable bounds.

11. The reduction in bus passenger numbers over the last decade has also seen changes in the bus market as individual operators alter their market presence. Today there are 16 individual companies that operate bus routes and an indicative current passenger market share of the main providers is as follows:
 - a. D&G Buses – 33%
 - b. Arriva Midland – 19%
 - c. First Potteries -16%
 - d. Midland Classic – 13%
 - e. Trent Barton – 9%
 - f. Select Bus – 5%
 - g. TWM (National Express) – 3%
 - h. Taxico – 1%
 - i. Others – 1%
12. The publication of the national bus strategy was delayed due to the Covid-19 global pandemic with the original £3b funding announcement being made in February 2020, just one month before the nation entered its first national lockdown.
13. The implications of restricted travel due to the pandemic during 2020/21 has had profound impact on the public transport sector across England with patronage levels on bus and rail greatly reduced from pre-covid-19 levels. In 2020/21 there were c4m passenger journeys on the Staffordshire bus network and an estimated 1.8m passenger journeys on the rail network (note actual rail figures will not be available until later in 2021). The reduction in fare revenue has required financial intervention at a national level for both bus and rail in order that core public networks were maintained for essential workers. The County Council has, at the request of national government, provided financial support to the local bus industry by maintaining concessionary reimbursement at pre-covid-19 levels and continuing with supported bus network payments. This financial support continues as the sector transitions to the 'new normal'.
14. The emerging BSIP and the ambitions of the National Bus Strategy therefore need to be considered alongside the current fragile state of the local public bus network and any long lasting implications to travel patterns that may emerge both in the short, medium and long term.

Intended Approach to the BSIP

15. Since the publication of the NBS in March this year, DfT have issued extensive guidance on their expectations on what should be included in a BSIP and they have asked Local Transport Authorities to be ambitious in their asks of government. DfT have also stated that the quality and scale of ambition of our BSIP will have a direct effect on future non-public transport DfT funding allocations.
16. The guidance issued by DfT suggests that Bus Service Improvement Plans could include the following elements:

- a. Targets for journey times and reliability, at both County and city/town level. A progress report is required every 6 months.
 - b. Identify where bus priority measures are needed.
 - c. Set out pressures on the road network including air quality and carbon reduction.
 - d. Passenger growth targets
 - e. Plans for a fare strategy to support growth, including multi operator ticketing.
 - f. Impact of roadside infrastructure – stops, shelters, real time information displays
 - g. How the bus network should serve key destinations such as schools, health, employment etc.
 - h. Local consultation
 - i. Commitment to bus passenger charter.
 - j. Implementation of bus priority schemes to reduce bus journey times.
 - k. More services expected to operate evenings / weekends / night and to smaller towns/villages.
 - l. Higher frequency core services.
 - m. Promotion and marketing significantly expanded.
 - n. Bus Stations should be protected from closure and redevelopment and improved.
 - o. Railway stations should be hubs for connecting services – including high quality stops close to station entrances.
 - p. Better services to out of town employment
 - q. Working with bus operators and energy providers to decarbonise the local bus fleet.
17. The existing Staffordshire Bus Operators' Forum (SBOF) has formed the basis of our partnership working in recent years. An Enhanced Partnership would build on the work of the SBOF and provide a formal basis on which to expand collaborative working with our local operators.
18. Within Staffordshire, a BSIP could have wide ranging benefits for our urban and rural areas alike. It offers the opportunity to reverse the long-term decline in bus passenger numbers that have occurred over the past decade. As we come out of the Covid 19 pandemic, robust measures will be needed to restore the public transport network to a strong and sustainable footing.
19. The following list represents an early outline of the elements that could make up our BSIP. Many of these are stipulated within the national guidance and the nature of their implementation would be guided by baseline data analysis and stakeholder consultation.
- a. **Multi operator ticketing** – network wide, always offering the best value option for journeys with more than 1 operator. Inclusion of “tap on/tap off” or equivalent technology to capture proper origin/destination data would provide significant intelligence to inform network planning.
 - b. **Bus priority** – reliability is key to attracting passengers, we will identify hotspots for delays to buses and implement priority where space allows.
 - c. **“Whole route” audits** – identify all causes of delay on core routes and implement measures to address them. These may be individually small but can add considerably to schedules across routes – e.g. parked cars, bus stops difficult to get out of, junctions difficult to turn out of.

- d. **High quality bus stop infrastructure** – improvements to roadside information and infrastructure, including real time passenger information, bus flags, bus shelters and operation of town centre bus stands / stations.
 - e. **Bus network** – build on core network of direct, frequent, high quality inter-urban services linking key settlements and consider network of evening and Sunday services to support employment, retail and leisure.
 - f. **Patronage growth** – seeking to stop declining patronage and see sustainable growth, including through modal shift.
 - g. **Customer satisfaction** – targets for satisfaction with journey experience, information, waiting facilities, personal security.
 - h. **Emissions** – define emission standards, linking with air quality strategy. Modal shift of itself generates significant environmental benefit.
 - i. **Development standards** – consider how design standards and developer contributions could be utilised to increase penetration and sustainability of local bus services.
 - j. **Marketing** – co-ordinated, consistent, sustained high profile marketing campaign to promote the network and support patronage growth.
20. As noted in paragraph 10 above there is limited County Council funding available to provide a network of supported bus services in the long term and therefore it is considered that any ask of government funding to enhance the bus network in e) above (**Bus Network**) will only be done if there is a reasonable chance of the service becoming commercial in the medium term (by April 2024).
21. It should be noted that many bus services in Staffordshire are not contained to the geographic boundary of Staffordshire County Council's administrative area. It is intended that as the Staffordshire EP is developed, close corporation will be gained from neighbouring LTA's so that opportunities can be taken to have consistent measures on route corridors that cross LTA boundaries.

Summary

22. The Government's National Bus Strategy offers this authority an opportunity to work with operators to bid for money to update old vehicles, improve passenger facilities and encourage bus companies to innovate for the future.
23. The submission of the BSIP at the end of October to DfT will be the start of the journey to improve the bus network in Staffordshire working in partnership with the bus companies and community transport providers operating in our area.
24. The exact allocation of funds from government is not certain at this time and as the BSIP is a competitive process this will be subject to DfT's view of the content in our submission.

Link to Strategic Plan

25. The information in this report has a direct link to the Council's Strategic Plan and is linked to several of the outcomes, priorities and core principles including:
- a. Have access to more good jobs and share the benefits of economic growth.

- b. Help Staffordshire's economy to grow and generate more good jobs
- c. Think climate change in all we do to limit our impact on the planet.

Link to Other Overview and Scrutiny Activity

26. There is a link between this report and the Climate Change report which has been considered by the Corporate Overview and Scrutiny Committee on the 7 September 2021. A strong, successful bus network in Staffordshire will help encourage a modal shift from car to bus reducing traffic congestion and carbon emissions. In the short-term moving to low emission buses will improve air quality whilst in the longer term, zero carbon buses will support the decarbonization of the transport sector.

List of Background Documents/Appendices:

- Bus Back Better – National Bus Strategy for England” - [Bus back better - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/bus-back-better)
- “The Bus Services Act 2017: Enhanced Partnerships Guidance” - [Bus Services Act 2017: Enhanced Partnership creation - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/the-bus-services-act-2017-enhanced-partnerships-guidance)
- Greener Journeys – A Roadmap to Growth - [greener-journeys-a-roadmap-to-growth.pdf \(cpt-uk.org\)](https://www.cpt-uk.org/greener-journeys-a-roadmap-to-growth.pdf)
- Cross Sector Benefits of Backing the Bus - [The cross-sector benefits of backing the bus | URBAN TRANSPORT GROUP](https://www.urbantransportgroup.org/cross-sector-benefits-of-backing-the-bus)
- Local Government Association – Decarbonising Transport – The Role of Buses [Decarbonising transport - The role of buses | Local Government Association](https://www.local.gov.uk/decarbonising-transport-the-role-of-buses)
- Staffordshire County Council – Connected Staffordshire Strategic Plan 2018-2022: Update [Strategic-Plan-2018-to-2022-full-Updated.pdf \(staffordshire.gov.uk\)](https://www.staffordshire.gov.uk/media/10000/Strategic-Plan-2018-to-2022-full-Updated.pdf)

Contact Details

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WORK PROGRAMME – 16 September 2021

Prosperous Overview and Scrutiny Committee

This document sets out the work programme for the Prosperous Staffordshire Select Committee for 2021/22.

The Prosperous Overview and Scrutiny Committee are responsible for scrutiny of highways infrastructure and connectivity, flood and water management, education, learning and skills. As such the statutory education co-optees will sit on this committee. The Work Programme is linked to the Vision, Outcomes and Priorities detailed in the Council's Strategic Plan 2018-22.

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

County Councillor Tina Clements

Chairman of the Prosperous Overview and Scrutiny Committee

If you would like to know more about our work programme, please contact Jonathan Lindop - Scrutiny and Support Officer by emailing jonathan.lindop@staffordshire.gov.uk

Work Programme 2021/22

Date of meeting	Item	Details	Information/Action/Outcome from meeting
Friday 23 July 2021 am	All Party Member Working Group (APMWG) Report - Future Economy and Enterprise Cabinet Member: Alan White Chairman APMWG: Simon Tagg Lead Officers: John Tradewell/Peter Barker	Raised at 15 January 2021 Committee meeting	(a) That the report be received and noted. (b) That the Executive's response to the Aspiration, Future Economy and Enterprise All Party Work Group and the progress which had already been made to date, be welcomed. (c) That a further update on the progress made in implementing the recommendations/Action Plan be brought to the Committee at their January 2022 meeting or following consideration by Cabinet, whichever is the later.
	Economic Recovery, Renewal and Transformation Quarterly Update Cabinet Member: Philip White Lead Officers: Darryl Eyers/Anthony Hodge	Requested at 15 July 2020 Triangulation meeting	(a) That the report be received and noted. (b) That the early signs of economic recovery following the re-opening of the Staffordshire economy be welcomed. (c) That a further update be brought to the Committee January 2022.
	HS2 Quarterly Update Cabinet Member: Philip White Lead Officers: Darryl Eyers/Sarah Mallen	Requested at 26 February 2021 Committee meeting	(a) That the oral report and presentation be received and noted. (b) That arrangements be made for the Committee to visit HS2's Operator Skills/Apprentice Hub at Dunton Warf, Tamworth to see something of the work being undertaken to safeguard/promote prosperity in the County. (c) That a further update be brought to the Committee in January 2022.
Thursday 16 September 2021 am	Household Waste Recycling Centres Mobilisation Update and Intended Changes Cabinet Member: Simon Tagg Lead Officers: Clive Thomson/Carole Smith	Requested at 2 July 2021 Pre-Agenda preview	

	Proposal for Scrutiny Review - 20 mph Speed Limits by Mike Barr Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Requested at 2 July 2021 Pre-Agenda preview	
	Safer Roads Partnership Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Requested at 2 July 2021 Pre-Agenda preview	
	* Climate Change Annual Report and draft Climate Change Action Plan 2 Cabinet Member: Simon Tagg Lead Officer: Darryl Eyers/Clive Thomson	Requested by email from Clive Thomson 21 July 2021 To be considered by Corporate Overview and Scrutiny Committee with the agreement of the Chairmen.	
	*National Bus Strategy Cabinet Member: David Williams Lead Officer: Darryl Eyers/Clive Thomson	Added with the agreement of the Chairman, in leu of Climate Change Annual report (above)	
Thursday 11 November 2021 am NB Chairman on Jury Service *Monday 29 November 2021 pm	Highways Partner Contract Performance and Transformation Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Requested at 2 July 2021 Pre-Agenda preview	
	Flood Risk Management Cabinet Member: Simon Tagg Lead Officers: Darryl Eyers/Jamie Cooper	Requested at 2 July 2021 Pre-Agenda preview	
	* Local Industrial Strategy/Strategic Infrastructure Plan Cabinet Member: Philip White Lead Officer: Anthony Hodge/Mark Parkinson	Item agreed at 30 October 2019 Triangulation Meeting. Added at request of Chairman at Pre-Agenda preview 31 August 2021	
Friday 14 January 2022 am NB. Cabinet Member unavailable *Thursday 13 January 2022 pm	All Party Member Working Group (APMWG) Report - Future Economy and Enterprise - Update Cabinet Member: Alan White Chairman APMWG: Simon Tagg Lead Officers: John Tradewell/Peter Barker	Raised at 15 January 2021 Committee meeting; Update requested at 23 July 2021 meeting	

	Economic Recovery, Renewal and Transformation Quarterly six month Update Cabinet Member: Philip White Lead Officers: Darryl Eyers/Anthony Hodge	Requested at 15 July 2020 Triangulation meeting (amended at 23 July 2021 meeting)	
	HS2 six month Update Cabinet Member: Philip White Lead Officers: Darryl Eyers/Sarah Mallen	Requested at 26 February 2021 Committee meeting (amended at 23 July 2021 meeting)	
Friday 25 February 2022 am <i>NB. Cabinet Member unavailable</i>			
Thursday 14 April 2022 am			

*NB. Provisional matters shown in green requiring Committee approval

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Additional Items for Discussion/Programme			
To be advised	Delivering Housing in Staffordshire Cabinet Member: Mark Deaville Lead Officer: Anthony Hodge/ Mark Parkinson/Matthew Shufflebotham	Aspire Housing and Homes England	Programmed for consideration at November 2020 Committee Meeting but Agenda full. Nothing further to report at present.
To be advised	Live Labs Cabinet Member: Julia Jessel/Jonathan Price/David Williams Lead Officer: Clive Thomson/Louise Clayton/Nick Dawson		

Standing Items (see above for programmed dates)			
Standing Item	HS2 Quarterly Six Monthly Update - Impact on Staffordshire Cabinet Member: Philip White Lead Officers: Sarah Mallen	Requested at 26 February 2021 Committee meeting (amended at 23 July 2021 meeting)	

Standing Item	Economic Recovery, Renewal and Transformation Quarterly six monthly Update Cabinet Member: Philip White Lead Officer: Anthony Hodge	Requested at 15 July 2020 Triangulation meeting (amended at 23 July 2021 meeting)	
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Working Groups/Inquiry Days etc			
Date of Meeting	Item	Details	Background/outcomes
Friday 21 January 2021 at 10.00 am	Community Transport and the Supported Bus Network Inquiry Day Cabinet Member: Mark Deaville Lead Officer: Clive Thomson	Requested at 2 July 2021 Pre-Agenda preview	The Committee agreed to monitor the impact of the removal of bus subsidies going forward. The Leader of the Opposition also requested that a report come back to the Committee on benchmarking with other local authorities. To include issues in respect of public transport and changes to the Your Staffordshire Card Scheme.
To be confirmed	Sexual Harassment in Staffordshire Schools	Participation requested by Safeguarding Overview and Scrutiny Committee. Michael Metcalf (Prosperous Overview and Scrutiny Committee representative)	

*Provisional matters requiring Committee approval shown in green.

Membership

Tina Clements (Chairman)
Ross Ward (Vice-Chairman – Scrutiny)
Keith Flunder (Vice-Chairman – Overview)
Philippa Hadden
Philip Hudson
Syed Hussain
Graham Hutton
Ian Lawson
David Smith
Bernard Williams
Mike Deakin (Co-optee)
Rev. Preb. Michael Metcalf (Co-optee)
Jessica Shulman (Co-optee)

Calendar of Committee Meetings – Venues to be notified.

~~Thursday 11 June 2021 am;~~
~~Friday 23 July 2021 am;~~
Thursday 16 September 2021 am;
Thursday 11 November 2021 am;
Friday 14 January 2022 am;
Friday 25 February 2022 am;
Thursday 14 April 2022 am