

Cabinet

Wednesday 20 March 2024

10:00

Oak Room, County Buildings, Stafford

The meeting will be webcast live and archived for 12 months. It can be viewed at the following link: <https://staffordshire.public-i.tv/core/portal/home>

John Tradewell
Deputy Chief Executive and Director for Corporate Services
12 March 2024

Agenda

1. **Apologies**
2. **Declarations of Interest in accordance with Standing Order 16**
3. **Decision notice of the meeting held on 21 February 2024** (Pages 5 - 18)
4. **Leader's Update**
Oral report of the Leader of the Council
5. **Minutes of the meeting of the Property Sub-Committee held on 6 March 2024** (Pages 19 - 20)
6. **Staffordshire Means Back to Business** (Verbal Report)
Deputy Leader and Cabinet Member for Economy and Skills
7. **Capital Programme for Schools 2024/ 25** (Pages 21 - 54)
Cabinet Member for Education (and SEND)

8. **Highways and Transport Programme 2024/25 to 2026/27** (Pages 55 - 112)
- Cabinet Member for Highways and Transport
9. **Climate Change Strategic Development Framework - Update** (Pages 113 - 140)
- Cabinet Member for Environment, Infrastructure and Climate Change
10. **Staffordshire County Council Electric Vehicle Charging Infrastructure Strategy and LEVI Update** (Pages 141 - 236)
- Cabinet Member for Highways and Transport and Cabinet Member for Environment, Infrastructure and Climate Change
11. **Section 75 Agreement for Adult Social Care Assessment & Case Management and Occupational Therapy in Staffordshire** (Pages 237 - 264)
- Cabinet Member for Health and Care
12. **Provision of Apprenticeship Services 2024** (Pages 265 - 278)
- Deputy Leader and Cabinet Member for Economy and Skills
13. **Staffordshire's All Age Carers Strategy 2024 - 2029** (Pages 279 - 334)
- Cabinet Member for Health and Care
14. **Extension to the Dynamic Purchasing System Agreement for the supply of Residential and Nursing Care home placements** (Pages 335 - 346)
- Cabinet Member for Health and Care
15. **Joint Enterprise Delivery Committee** (Pages 347 - 370)
- Deputy Leader and Cabinet Member for Economy and Skills

16. **Decisions taken by Cabinet Members under Delegated Powers** (Pages 371 - 372)

17. **Forward Plan of Key Decisions** (Pages 373 - 378)

18. **Exclusion of the Public**

The Chairman to move:

“That the public be excluded from the meeting for the following items of business which involve the likely disclosure of exempt information as defined in the paragraphs of Part 1 of Schedule 12A (as amended) of Local Government Act 1972 indicated below”.

Part Two

(All reports in this section are exempt)

19. **Sale of Surplus Land at Histons Hill, Codsall** (Pages 379 - 402)

(Exemption paragraph 3)

Cabinet Member for Commercial Matters

Membership	
Alan White (Chair)	Robert Pritchard
Philip White	Mark Sutton
Mark Deaville	Simon Tagg
Paul Northcott	David Williams
Ian Parry	Mike Wilcox
Jonathan Price	Victoria Wilson

Notes for Members of the Press and Public

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Minutes of the Cabinet Meeting held on 21 February 2024

Attendance	
Mark Deaville	Philip White
Jonathan Price	Mike Wilcox
Mark Sutton	David Williams
Simon Tagg	Victoria Wilson
Alan White (Chair)	

Cabinet Support Members in attendance: Paul Northcott and Robert Pritchard.

Apologies: Ian Parry

Part One

88. Declarations of Interest in accordance with Standing Order 16

There were no declarations of interest on this occasion.

89. Decision notices of the meetings held on 17 and 24 January 2024

Decision – That the notes of the meetings held on 17 and 24 January 2024 be approved.

90. Leader's Update

Decision – That the oral report of the Leader of the Council giving an update on a range of issues including the appointment of Mike Wilcox as Cabinet Member for Health and Care following Julia Jessel’s decision to step down from the post; the recent announcement that King Charles is being treated for cancer and his decision to raise awareness of the importance of health checks and to encourage others to seek medical advice if they are worried about their own health; the County Council setting a balanced budget for 2024/25 and its work to ensure that its position over the five-year period to 2028/29 also remains balanced; the major highway improvement schemes underway, including the A52 Ash Bank Road, Werrington, the A53 Newcastle Road, Loggerheads, and the A511 Horninglow Road North, Burton and also the proposed A38 Branston Interchange project; the ongoing efforts of the Council’s trading standards teams to protect people in Staffordshire including warning people about scams and the seizure of counterfeit goods, and the welcome news that Government plans to ban the sale of disposable vapes; and Staffordshire becoming the first UK location to join the City Nation Place advisory board, a network of leading decision makers from place brand, economic

development and destination marketing organisations from around the world; be noted.

91. Minutes of the meeting of the Property Sub-Committee held on 7 February 2024

Decision – That the minutes of the meeting of the property Sub-Committee held on 7 February 2024 be received.

92. Staffordshire Means Back to Business

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

- This month saw an increase of 320 claimants in Staffordshire, whilst at the same time we have seen increases both regionally and nationally. The total number of claimants in the county now stands at 15,290 and the claimant rate has increased this month from 2.8% to 2.9% of the working age population. However, it is important to note that the claimant count rate in Staffordshire is still one of the lowest in the West Midlands, far lower than the average for the region of 4.9%, and also lower than the average for England of 3.8%. We will continue to support those residents that unfortunately find themselves out of work to access employment through our dedicated Jobs Brokerage service.
- The youth claimant count in Staffordshire saw an increase of 60 claimants this month to a total of 2,895 young people. This is in line with increases also seen regionally and nationally. The proportion of young people in Staffordshire aged 18-24 that are claiming work-related Universal Credit has increased this month from 4.5% to 4.6%. This continues to be lower than the national rate of 5.1% and far lower than the regional rate of 6.9%. Our focus continues to be to engage with our younger residents and support them to find employment or continue in education and training.
- Creating the conditions to support the growth of our economy remains one of our top priorities, including supporting the development of our key industrial sectors which continue to thrive within the county. This includes our visitor economy and ensuring that we are taking full advantage of the fact that Staffordshire is home to numerous nationally renowned attractions.
- Next month we will celebrate and champion these attractions and

our tourism and hospitality businesses through our Enjoy Staffordshire Tourism & Good Food Awards, taking place at the National Memorial Arboretum. The awards have been growing year-on-year and in total we received a record number of entries for this year's awards, with over 140 entries received across nineteen categories. Our awards are now the largest tourism awards competition in the Midlands and the second largest in England, with only the South West competition, which covers the whole region and not just one county, receiving more entries. The finalists for the event have recently been announced and many of the winners will go on to represent Staffordshire at the national VisitEngland Awards for Excellence in June 2024.

- At the end of last year, I updated Cabinet on our success to secure a Local Visitor Economy Partnership for the area which will work to support and grow the visitor economy and has the potential to bring significant benefits to the county, including through access to support and future funding programmes. We are now recruiting for a chair for the board who will help set the vision for the partnership and will be integral to raising the profile and quality of our visitor product, delivering a green sustainable tourism offer and successfully positioning Staffordshire and Stoke-on-Trent as a great place to live, work, visit and enjoy. The deadline for applications is the 1st March and I hope to be able to further update Cabinet on the successful applicant and work of the partnership in the coming months.
- Next month I'll be making a number of recommendations to Cabinet related to the integration of the responsibilities of the Stoke-on-Trent and Staffordshire Local Enterprise Partnership into the County Council. However, in advance of that I wanted to provide a quick update on this work and particularly focus on the vital work of the Growth Hub. Since its inception in 2011, we have been a key partner of the LEP and acted as its accountable body, securing a great deal of national investment through the LEP that has helped to deliver some of our most successful programmes and create new jobs, invest in our infrastructure and greatly improve local skill levels. However, last year the Government made the decision to cease funding LEPs from April 2024 and to transfer their responsibilities to the local authorities, and the LEP has therefore already made an in-principle decision to close in the coming months. Firstly, I'd like to take the opportunity to thank everyone who has been involved in making our LEP a success, including all the private sector business leaders who have given up their time for the benefit of the local economy. We of course want to ensure that we continue to engage with our local businesses on our plans for supporting the

growth of the Staffordshire economy, and we are currently considering how best to do this in the future and I'll be updating Cabinet on our plans in due course.

- Over recent years the Council's Growth Hub has delivered many positive outcomes, but more recently issues including uncertainty over resources and the Government decision to no longer provide funding to LEPs has affected the effectiveness of the Hub. The County Council, working alongside Stoke-on-Trent City Council, has now taken over full control of the Growth Hub and a great deal of work has been ongoing to meet the requirements of Government for the current financial year whilst also ensuring we are developing our plans and putting the Hub on a sound footing for the future. The integration of the responsibilities of the LEP into the County Council presents us with a significant opportunity to align our economic programmes such as the Growth Hub with our range of business support functions, ensuring that they are as effective as possible.
- We are moving forward with our lobbying activity for the Fifty500 Corridor and we have delivered our ask of government, with letters of support signed by all of the local authorities and major manufacturers along the corridor. At the end of the month we are sponsoring a reception at the Houses of Parliament for the Fifty500 Growth Corridor. The corridor is one of our most significant growth opportunities and the event, which will be hosted by Kate Kniveton MP, will provide an opportunity to meet and activate MPs to support our ask, as well as meet with business leaders, and representatives from universities and local authorities across the Midlands who are behind this project. We are now aiming to work with Government to develop our plans further and take full advantage of this unique opportunity to enhance growth, innovation and decarbonisation in a nationally important corridor.

93. Homes for Children in Our Care



"Providing a safe and nurturing environment for our most vulnerable children is a priority for us. Most local authorities are facing challenges in this area, which is why it is important we plan effectively to help meet their needs."

We work with families to keep children within the family setting wherever it is safe to do so. If a child is placed in care, we try to find suitable foster carers to place that child in a loving home environment."

If however, a residential home is the appropriate option, developing more places within Staffordshire will ensure our most vulnerable children will be cared for locally and will provide more stability for children - to help them thrive."

Mark Sutton, Cabinet member for Children and Young People

Reasons for the Decision – To consider a proposal to open six in-house Local Authority run children’s homes.

Decision – (a) That the proposal to open six (6) in-house Local Authority run children’s homes be endorsed.

(b) That a contribution of £0.3m in 2024/25 from the Council’s transformation fund, to meet upfront costs incurred during the transition process (invest to save), be approved.

(c) That the Staffordshire County Council joining the new West Midlands Framework for the Provision of Residential Homes from October 2024 be endorsed.

(d) That Staffordshire County Council joining the new West Midlands Foster Care Framework from April 2024 be endorsed.

94. Green Solutions – SCC Delivery of the Pilot Business Energy Advice Service



"This is a fantastic opportunity for businesses to make essential improvements to their operations that will support their growth, increase productivity and reduce carbon emissions and energy costs.

It is a fundamental part of a business's evolution that their operations become more sustainable, whether through improvements to their premises or production methods.

It is a county council priority to support our businesses and tackle climate change and we're sure this programme will help to deliver those commitments. It is essential that businesses get in touch now as there is a deadline for project completion."

Simon Tagg, Cabinet Member for Environment, Infrastructure and Climate Change

Reasons for the Decision – To consider proposals for the Council to become the Primary Delivery Partner for the Stoke and Staffordshire region, to deliver Energy Assessments and Grants on behalf of the Pilot Business Energy Advice Service (BEAS) programme in the Stoke and Staffordshire region.

Decision – That, following a Members Decision Notice to enter into a funding agreement with the West Midlands Combined Authority (WMCA), retrospective authority be given for the Council to become the Primary Delivery Partner for the Stoke and Staffordshire region, to deliver Energy Assessments and Grants on behalf of the Pilot Business Energy Advice Service (BEAS) programme in the Stoke and Staffordshire region alongside their Green Solutions Programme.

95. House Waste Recycling Centres - Equipment Replacement Programme



"In Staffordshire, we're shaping the future of waste management. This new machinery will help our continued commitment to a more sustainable, efficient and resident focused service.

Waste minimisation is critical to reducing carbon and contributing sustainable living where the materials that would traditionally have gone into the waste stream are recycled instead.

	<p>We want to make our centres as efficient as possible, and procuring modern machines is one way we can make this happen.”</p> <p>Simon Tagg, Cabinet Member for Environment, Infrastructure and Climate Change</p>
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Reasons for the Decision – To consider undertaking a procurement exercise in compliance with the requirements of the Public Contract Regulations 2015 (the “Regulations”) for 11 new wheeled excavators (JCBs) for the Household Waste Recycling Centre equipment renewal programme.

Decision – That it be agreed that officers undertake a procurement exercise in compliance with the requirements of the Public Contract Regulations 2015 (the “Regulations”) for 11 new wheeled excavators (JCBs) for the Household Waste Recycling Centre equipment renewal programme. (An already established Framework Agreement procured by The Procurement Partnership Ltd will be used).

96. Integrated Performance Report - Quarter 3, 2023/24

	<p>“Creating the right conditions for businesses and our economy to thrive, whilst supporting the most vulnerable in our communities, remain priorities for the county council.</p> <p>We continue to support local businesses to start up and grow. Our ‘We are Staffordshire’ brand continues to raise the profile of the county as a great place in which to live, visit and invest. The ‘We are Staffordshire’ partnership was nominated for two categories at the Comms2point0 awards, and will be showcased at the UK’s Real Estate Investment & Infrastructure Forum (UKREiiF) 2024 in Leeds.</p> <p>Our work to tackle the effects of climate change continues, with a 12% reduction in the authority’s carbon emissions since 2020/21, and a 50% reduction since 2018/19. Since December 2022, the Staffordshire Warmer Homes Scheme has installed 513 improvements in 349 properties to make them more energy efficient. We have also appointed partners to bring eco-friendly heating solutions to rural properties situated away from the gas network.</p>
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Through our Winter Warmth Project and the Household Support Fund, 2,748 eligible residents have received their first payment of £300 towards help with their energy bills. We still face challenges in both adult social care and children's services, although we continue to make good progress on timely social care assessments and have seen a slight drop in the number of children in our care. An OFSTED Inspection of Children's Services resulted in 'Requires Improvement to be Good' and we are developing a plan to improve this rating.

In addition to investment in digital infrastructure and highways, other major projects underway include the Staffordshire History Centre and three new primary schools, which remain on track to be completed and open by Autumn 2024.

"Despite the inflationary pressures facing councils like ours, we continue to deliver on a balanced budget and will invest to keep growing the county in a sustainable way, to make a positive difference in the lives of our residents. We continue to find new, better, and lower cost ways of delivering services and achieving results."

Leader of the Council



"We continue to make significant progress across the organisation during Quarter 3 and departments are delivering on their priorities.

Rising costs across the organisation, along with recruitment and retention pressures continue. Levels of demand and complexity of needs also remain challenging, particularly in children's and families services and in Special Educational Needs and Disabilities where transport costs are rising very significantly.


The latest revenue forecast outturn shows a forecast overspend of £5.4m (0.9%), compared to the Quarter 2 forecast overspend of £7.7m (1.1%). Like most local authorities, we still face financial challenges, but we are a well-run council

	<p>and continue to live within our means, deliver value for money for taxpayers, whilst improving the customer experience. This approach, along with well managed finances, means we can continue to invest in our future, grow our economy and improve people’s lives”.</p> <p>Ian Parry, Cabinet Member for Finance and Resources</p>
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Reasons for the Decision – To consider an overview of Staffordshire County Council’s progress, performance, and financial position in delivering against our Strategic Plan, Corporate Delivery Plan and Medium-Term Financial Strategy.

Decision – That the report be received.

97. Adoption of Revised Civil Contingency Policy and new Business Continuity Management Policy for Staffordshire County Council

	<p>“It is vital that as a county council we are prepared to deal with civil emergencies whenever they arise, helping to protect our communities and delivering the essential services that we’re responsible for throughout critical periods. This means having the most up-to-date and relevant information in our plans and policies, working collaboratively with key partners across Staffordshire.”</p> <p>Leader of the Council</p>
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Reasons for the Decision – To consider approving the refreshed Civil Contingencies Policy along with a supporting new Business Continuity Management Policy.

Decision – (a) That the Civil Contingencies Policy V6 (as appended to the report), be approved.

(b) That the Business Continuity Management Policy V1 (as appended to the report), be approved.

98. Equalities, Diversity & Inclusion - progress update



"This is a question of promoting equality, diversity and inclusion for residents across the county as well as within the county council.

Our work so far demonstrates ways we successfully help people join our communities and find employment, and we are committed to continuing this progress."

Leader of the Council

Reasons for the Decision – To consider progress in 2023 and proposed areas of focus for 2024 to further strengthen the Council's approach to promoting equality, diversity and inclusion both within the organisation and across Staffordshire.

Decision – (a) That the progress of the Council's work to further strengthen its approach to equality, diversity and inclusion, including delivery of the action plan, be noted.

(b) That the Council's Gender Pay Gap report and Workforce profile as reported in April 2023, be noted.

(c) That the emerging priorities for 2024/25, as part of the Council's continued commitment to promote equality, diversity and inclusion, be noted.

99. Procurement of Gas Supplies



"When the opportunity arises, it is important that all our contracts are the best option for this county council and offer the best value for taxpayers.

The awarding of this new contract from 2025 to 2029 ensures we will get a competitive agreement for the public purse."

Mark Deaville, Cabinet Member for Commercial Matters

Reasons for the Decision – To consider proposals to award a contract for the supply of gas and associated services to Total Energies Gas and Power Limited for the period from 1st April 2025 to the 31st March 2029.

Decision - That it be agreed that the Council awards a contract for the supply of gas and associated services to Total Energies Gas and Power Limited for the period from 1st April 2025 to the 31st March 2029 using the Crown Commercial Services (CCS) framework.

100. Contract for the Supply of Electricity for Street Lighting and Intelligent Transport Systems (ITS)

	<p>“Through continued effective management of our street lighting we are reducing energy consumption which contributes to our carbon reduction commitments and drives down costs to get best value for money for our residents.</p> <p>Our current contract will have enabled us to convert 47,000 lights to LED by June 2024, saving £2.8million and 1,392 tonnes of CO2, in addition to lower ongoing maintenance costs.</p> <p>By continuing our present procurement arrangements, we will implement the next phase of our invest to save programme, which will see a further 13,900 lights converted to LED.”</p> <p>David Williams, Cabinet Member for Highways and Transport</p>
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Reasons for the Decision – To consider proposals for procuring the supply of electricity for street lighting and Intelligent Transport Systems (ITS) assets.

Decision - That the approach for procuring, awarding and entering into an Electricity and Associated Services contract through Crown Commercial Services (CCS) framework for the period of 1 April 2024 until 31 March 2028, with EDF Energy for Street Lighting and Intelligent Transport Systems (ITS) assets be approved.

101. Decisions taken by Cabinet Members under Delegated Powers

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

Cabinet Member	Decision
Cabinet Member for Commercial Matters	In approving an increase to the advertised value of the Framework Agreement for Maintenance and Minor Works (IA3047) originally presented in the

	Cabinet report on 21 st June 2023.
Deputy Leader and Cabinet Member for Economy and Skills	In approving that the Director for Economy Infrastructure & Skills, in consultation with the Director for Corporate Services, be given authority to contract with the WMCA to deliver Green Solutions in Association with the Pilot BEAS programme, in advance of formal Cabinet approval.

102. Forward Plan of Key Decisions

The Forward Plan of Key Decisions for the period 13 March to 17 July 2024, which detailed the following issues, was approved:

Subject Matter	Contact
Joint Enterprise Legacy Committee	Name: Anthony Hodge Tel: (01785) 277204
Extension to the Dynamic Purchasing System Agreement for the supply of Residential and Nursing Care home placements	Name: Andrew Jepps Tel: (01785) 278557
Staffordshire's Joint All Age Carers Strategy 2024 - 2029	Name: Andrew Jepps Tel: (01785) 278557
Section 75 Agreement for the provision of Adult Social Care Assessment and Case Management	Name: Amanda Stringer Tel: (01785) 895170
Capital Programme for Schools 2024/ 25	Name: Ian Turner Tel: (01785) 277228
Highways and Transport Capital Programme	Name: James Bailey Tel: (01785) 276591
Corporate Delivery Plan 2024/25	Name: Lynsey Bissell Tel: 07855 026263
Climate Change Strategic Development Framework - Update	Name: David Atkinson Tel: (01785) 277910
Provision of Apprenticeship Services 2024	Name: Anthony Baines Tel: (01785) 895984
Sale of Land at Surplus Land at Histons Hill, Codsall	Name: Ian Turner Tel: (01785) 277228
Children and Young People's Emotional Health and Wellbeing Service	Name: Natasha Moody Tel: 07976 191079
Review of Local Authority Social Care Case Management Systems	Name: Jo Crowcher/ Nisha Gupta Tel: 07772 011078/ 07890 402088
Unregulated Placement Update	Name: Nisha Gupta Tel: 07890 402088
Roofing Framework Agreement	Name: Ian Turner Tel: (01785) 277228

Community Learning Accountability Agreement 2024-2025	Name: Anthony Baines Tel: (01785) 895984
Employability Digital Innovation Strategy for Staffordshire County Council	Name: Linsey Bissell Tel: 07855 026263
Supported Living Commissioning Update	Name: Andrew Jepps Tel: (01785) 278557

Leader of the Council

Minutes of the Property Sub-Committee Meeting held on 6 March 2024

Present: Alan White (Chair)

Attendance	
Mark Deaville Jonathan Price	Philip White (Vice-Chair)

Apologies: Ian Parry

Part One

53. Declarations of Interest

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

Member	Minute Nos.	Interest	Reason
Jonathan Price	57	Personal	Local Member

54. Minutes of the Meeting held on 7th February 2024

Resolved – That the minutes of the meeting held on 7 February 2024 be confirmed and signed by the Chairman.

55. Proposed leases for St Peter's C of E, (VC) First School & Talbot First School, Church Lane, Uttoxeter

The Sub-Committee were presented with proposals to grant a separate 125 year lease for St Peter’s Church of England First School, The Square, Marchington, Uttoxeter, ST14 8LN & Talbot First School, Church Lane, Kingstone, Uttoxeter, ST14 8QJ at a peppercorn rent. It was noted that no comment had been received from the local member.

Resolved – That a lease of the two sites set out in the Report Schedule in the standard format be approved.

56. Exclusion of the Public

Resolved - That the public be excluded from the meeting for the following item of business which involves the likely disclosure of exempt information as defined in the paragraph of Part 1 of Schedule 12A (as amended) of the Local Government Act 1972 as indicated below.

57. Property transactions for the Partnership Arrangement for Drug and Alcohol Services

The Committee considered a report to acquire leasehold premises around the County to provide Drug and Alcohol Treatment Centres through assignments of various current leases to Humankind, who currently provide the drug and alcohol treatment services for the County Council.

It was considered that the proposal would allow maintaining the continuity of services.

Resolved- That approval be given to:

- a) approve in principle taking lease assignments from Humankind on various properties around Staffordshire listed in Appendix 1 attached, to enable continuation of the Council's Drug and Alcohol treatment services.
- b) approve a new lease on the first floor of Offa House, Orchard Street, Tamworth for a term of 5 years at an annual rent of £30,000 to provide appropriate drug and alcohol treatment services.
- c) allow Midlands Partnership NHS Foundation Trust into occupation of each of the above premises under a sub lease or licence under a Section 75 agreement with the NHS most of which will be at peppercorn rent with the NHS paying other occupational costs in line with similar Section 75 agreements.
- d) Allow delegated authority to be given to the Assistant Director for Commercial and Assets to approve the finally agreed terms of each transaction.

Chair

Cabinet Meeting on Wednesday 20 March 2024

Capital Programme for Schools 2024/25



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

"Maintaining our schools and creating an environment that encourages learning is crucial for our children to thrive.

This year, we're investing nearly £57 million in Staffordshire schools for upkeep and improvements. The funds will also be used to make schools more energy-efficient, directly contributing to the county council's goal of achieving net zero carbon emissions.

Some of this funding will also be used to deliver new school places and improve existing provision in schools for pupils with special educational needs and disabilities (SEND). This is to ensure children and young people, irrespective of background, can access a good education that enables them to fulfil their potential."

Report Summary:

Approval of the Schools Capital Programme for 2024/25. The Schools Capital Programme funding is made up of 2 central government grants: School Condition Allocation (SCA) and Basic Need. Additional capital funding for schools comes from other government bid grants, contributions from schools, developers, and other stakeholders.

Recommendations

I recommend that Cabinet:

- a. Approves the Schools Capital Programme 2024/25 investment proposal set out in the supporting appendices.
- b. Authorises the Assistant Director for Commercial and Assets to monitor progress and make any necessary in-year alterations in consultation with the Cabinet Member for Education (and SEND).
- c. Delegates authority to the Deputy Chief Executive and Director of Corporate Services to enter contracts for projects in the Capital

Programme which have a value of £2,000,000 or above. Other contract awards and modifications will be in accordance with the Councils Procurement Regulations.

Cabinet – Wednesday 20 March 2024

Capital Programme for Schools 2024/25

Recommendations of the Cabinet Member for Education (and SEND)

I recommend that Cabinet:

- a. Approves the Schools Capital Programme 2024/25 investment proposal set out in the supporting appendices.
- b. Authorises the Assistant Director for Commercial and Assets to monitor progress and make any necessary in-year alterations in consultation with the Cabinet Member for Education (and SEND).
- c. Delegates authority to the Deputy Chief Executive and Director of Corporate Services to enter contracts for projects in the Capital Programme which have a value of £2,000,000 or above. Other contract awards and modifications will be in accordance with the Councils Procurement Regulations.

Local Member Interest:

N/A

Report of the Deputy Chief Executive and Director for Corporate Services

Reasons for Recommendations:

Introduction

1. Staffordshire is a great place to live, work and invest where most people enjoy a good quality of life. There are over 400 schools and academies providing education for around 125,000 primary, middle, and secondary pupils. Every Staffordshire child deserves the best possible education and to leave school or college with the learning and skills that they need to succeed in further education or the workplace. A strong economy relies on a high performing education system to produce the workforce of the future, and young people with the right skills, attitude, and ambition to meet the needs of our employers or to start a business of their own.
2. The schools' capital programme is formulated to support the County Council in meeting its vision to be ***"An innovative, ambitious and sustainable county, where everyone has the opportunity to prosper, be healthy and happy."***

3. It is widely recognised that a school building is more than just a building. It is a system that supports teaching and learning, helping to shape and build the future of our next generation. The quality of school buildings can help or hinder teaching and learning. Our immediate environment influences our mood and behaviour. Well-designed buildings in good repair can lead to better attendance, concentration, motivation and even boost self-esteem for both teachers and learners.
4. Making our schools as energy efficient as possible will not only help with the commitment to reach carbon net zero by 2050 but will assist school finances in the current energy crisis. Staffordshire's Schools Asset Management Plan (AMP) and Statement of Priorities (StOP) ensure that capital spending is clearly aligned to corporate priorities and delivers value for money.

Capital Funding

5. The Capital Programme for Schools 2024/25 is made up of:
 - a. Maintenance/Improvement projects.
 - b. Basic Need/pupil place provision projects.
6. The funding available to deliver the 2024/25 programme includes:
 - a. Government School Condition Allocation (SCA) capital grant.
 - b. Government Basic Need capital Grant.
 - c. Section106 contributions from developers.
 - d. Contributions from schools Devolved Formula Capital (DFC).
 - e. Third Party Contributions (TPC) from Academy Trusts.
 - f. Contributions from other Government grants - High Needs Provision Capital Allocation (HNPCA).
7. **School Condition Allocation grant (SCA)** is the maintenance funding received by SCC for **maintained schools**. We await DfE confirmation of our 2024/25 allocation, therefore the School's Capital Programme is based on an **estimated SCA of £6.4m**. The programme will need to be reviewed once the funding allocation is announced to ensure affordability and that investment is targeted in SCC maintained schools (excluding Basic Need).

8. **Basic Need funding** is the money given to local authorities each year to help them fulfil their duty to make sure there are enough school places for children in their local area. It is expected to meet the needs for growth in pupil numbers in relation to all state funded schools in the county, including any Academies. The DfE previously confirmed that our Basic Need allocation for places needed by September 2025 is £3,405,461 and for places needed by September 2026 is £9,098,452.
9. Further targeted funding in the form of the **High Needs Provision Capital Allocation (HNPCA)** was announced on 25 March 2021 to support local authorities to deliver new places and improve the suitability and accessibility of existing buildings to drive up standards in special education for children and young people with complex needs and for those pupils that require alternative provision, which we collectively refer to as 'high needs' provision.
10. HNPCA funding was allocated to LAs proportionally, based on each local authority's estimated share of future growth in the high needs' pupil population. Whilst this funding is primarily to assist local authorities deliver new places, it is for local authorities to determine how to best use the funding to meet local priorities. SCC's total allocation is £15,729,093.
11. Table 1 provides a breakdown of the available funding for 2024/25.

Table 1.

Available Funding 2024/25	£
LA School Capital Allocation (SCA) 2024/25 - ESTIMATED	6,400,000
LA School Capital Allocation (SCA) Re-phased from Previous Years	3,738,383
* Basic Need Allocation 2024/25	3,235,188
Basic Need Allocation Re-phased from Previous Years	24,384,194
SEND High Needs Provision Capital Allocation (HNPCA) Re-phased from Previous Years	13,978,924
Total Supported Capital Expenditure	51,736,689
S106 Contributions	4,890,298
Third Party Contributions	52,744
TOTAL Capital Funding	56,679,731

* The Allocations for Education Block are not ring-fenced, and their precise allocation can be determined locally. There are significant areas of County Council activity, such as Economic Development, Waste Management, Libraries etc., which receives no such allocation, and the County Council is required to identify alternative sources of funding to undertake any capital projects in these areas. The prime source of such funding has traditionally been capital receipts. For several years, Cabinet has agreed that this funding should be enhanced by a 5% top-slice of Education and Highways Maintenance capital resources to provide Cabinet with some flexibility and 'headroom' to facilitate projects in other areas.

Proposed Works

Planned Replacement Programme

12. Condition surveys of schools are conducted on a 3-year rolling programme to assess the condition of the buildings. This information is held in a database which identifies the most urgent categories of need. Every school has been provided with an Asset Management Plan (AMP) on which local decisions on capital projects can be made. The condition grades are: -
 - a. Good – performing as intended with day-to-day servicing needs only.
 - b. Satisfactory – performing as intended but with minor deterioration.
 - c. Poor – not performing as intended or with major defects.
 - d. Bad – life expired and/or at serious risk of imminent failure.
13. The latest AMP condition survey information identifies work totalling £27.6m in the 3 highest priority categories (excluding academies and Voluntary Aided schools), with work to the value of circa £3.2m identified under priority 1. Previous programmes of maintenance work have focussed on the priorities identified in the AMP, and these have been successful in addressing a significant amount of condition backlog issues. These figures don't consider the works completed in 2023/24.
14. The Planned Maintenance approach enables a co-ordinated programme of repairs and allows resources to be targeted where they are most needed to reduce the effects of unsatisfactory premises on pupils' education. As part of the due diligence process academy sponsors will wish to ensure that the buildings are in a good state of repair. The Maintenance Programme forms the basis for ensuring that buildings can be transferred in a safe and satisfactory condition.

Climate Change/Sustainability Programme

15. Tackling climate change is one of the key priorities within our Strategic Plan which confirms our commitment to “tackle climate change, enhance our environment and make Staffordshire more sustainable”.
16. The Climate Change Act was passed in 2008 and established a framework to develop an economically credible emissions reduction path. In 2019, the UK became the first major economy to pass a law requiring the UK to bring all greenhouse gas emissions to net-zero by 2050. This means that the country needs to remove as much carbon from the atmosphere as it emits. As a council, SCC declared a climate change emergency in July 2019 and are determined to reach carbon net zero by 2050 across every aspect of our service provision and estate.
17. The County Council is committed to helping save energy and reduce carbon emissions and energy saving features are incorporated into building projects wherever possible. Our carbon baseline is around 25,541 tonnes (tCO²e). This figure would have been significantly higher if not for innovative solutions we’ve already put in place to reduce our impact on the environment. A significant proportion of SCC’s CO² emissions are due to buildings energy use and some 80% of the property assets are schools. The challenge is now to remove the remaining 25,541 tonnes of carbon emissions and the school estate has a vital role to play in meeting increasing CO² reduction targets. It’s expected that schools will make a financial contribution to any projects carried out to achieve this.
18. Year on year we are seeing uplifts on the price of wholesale gas across the world which has also driven up the cost of electricity. The previous government Energy Bill Relief Scheme (EBRS) which closed at the end of March 2023 shielded schools from the true cost of energy, the replacement Energy Bills Discount Scheme (EBDS) significantly reduced levels of support. Schools face an added problem because of guidance from the DfE to “keep windows and doors open as much as possible due to air circulation to prevent Covid19”. As the biggest revenue costs after staffing, we need to reduce costs to limit the burden on school resources.
19. Building Management Systems (BMS) have been around for over 50 years. Traditionally, a BMS is a computer-based control system employed in most commercial properties, public buildings, and schools, to manage heating and cooling plant. BMS is crucial to managing demand for energy in a cost-effective way and allows remote management of heating, ventilation, and air conditioning (HVAC). A ‘version’ of this system is utilised in most SCC properties. However, because of their age some are failing or have become obsolete and are no longer fit for purpose. Savings have been calculated on a site-by site basis. Given current gas costs and with forecasts indicating that they will

remain at these elevated levels going forward, a typical return on investment for a primary school is around 5 - 6 years with an equipment life of 10 to 15 years and energy/carbon savings between 10 - 20% per annum.

20. Whilst recognising the school's role in combating climate change, we must understand that SCA is provided primarily to fund maintenance programmes to keep our schools safe, warm, and dry. We will continue to pursue external sources of funding from bodies such as Salix Finance so that we can take projects further than our SCA allows. An example of the successful bid and use of Salix funding is the recent relocation of St Leonard's Primary school to the former Kingston Centre in Stafford where we received c£800k to provide an air source heat pump heating solution, improved insulation & ventilation, and installation of photovoltaic panels.
21. Where possible, the school's capital programme makes funding available for programmes to replace inefficient heating systems and explore renewable solutions; investigate the installation of renewable technologies; upgrade old pipework; install new energy controls that monitor usage; upgrade/improve insulation and installing new LED lighting. Prioritisation methodology targets schools where modernising plant or equipment provides best value returns on investment. In addition to direct financial savings, the investment provides a better learning environment for staff and students through improved heating & lighting.
22. It is important to note that in addition to the targeted sustainability projects, many of our other investments improve our carbon footprint with the schools becoming more energy efficient. New schools and expansions need to comply with the amended Building Regulations Part L (conservation of fuel and power) focusing on carbon reduction of the primary heat source and efficient ventilation systems.

Priority Capital Projects Programme

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

24. The Priority Capital Projects Portfolio encourages schools to use some of their Devolved Formula Capital (DFC), variable dependant on the size of the project/school circumstances to contribute to the works enabling the funding to stretch further.
25. Officers work with schools to identify priority projects in their areas and liaise with the schools about making financial contributions to potential projects. All projects are assessed, weighted, and ranked so that a 'cut-off' point can be established as to which projects the capital funding available can support. If savings are achieved, then the next project on the list is added to the portfolio. Care is taken to spread SCC funding as evenly across the county as possible whilst still addressing the highest priorities.

Refurbishment of Toilets

26. Historically, the design of school toilets has generally not been good for a complex set of reasons. Typically, children are reluctant to use them; when they are used, they are often the centre of behaviour and discipline problems. Prominent amongst the consequences are health problems and dehydration problems. Dehydrated children work less well. Ill children stay away; bullied children carry the pain for life.
27. There is considerable evidence highlighting the current issues with school toilets and the effects these have on pupils. An effective layout, high quality fittings and finishes, efficient cleaning, and maintenance, together with good access policies, are all essential to ensure that school facilities are valued. Overcoming common problems – such as the negative effects on short and long-term health caused by pupils avoiding drinking enough water or visiting the toilet – can have a positive influence on pupils' welfare, willingness, and ability to learn, their behaviour, morale, and attendance levels.
28. Following the success of previous investment to address the worst identified schools where toilet refurbishment is a priority the proposed programme will target the next priorities that have been identified.

Support for Replacement of Temporary Buildings

29. Analysis of the AMP database indicates that there remains an amount of temporary/mobile accommodation in use across the county. Temporary accommodation is normally placed on a school to fulfil an urgent need and often to cater for increases in pupil numbers.

30. Many of these buildings are reaching the end of their useful lifespan; inaccessible to some students, parents, and staff; and with outdated heating, lighting, and technology they're inefficient and expensive to run. It is recognised that investment in a programme of replacement/removal of temporary/mobile buildings is important, not only in raising educational standards but also to reducing the carbon footprint (given their poor thermal performance).
31. Projects where condition dictates that repairs are no longer a real option are considered for inclusion in the capital programme. Where the accommodation is still required, temporary classroom units will be replaced with new buildings which will be more energy efficient and provide an enhanced environment for teaching and learning. The use of modular buildings or off-site construction will be evaluated for cost effectiveness before permanent buildings are considered.
32. SCC successfully bid for Community Infrastructure Levy (CIL) Funding from Cannock Chase District Council (CCDC) to replace temporary mobile accommodation with permanent buildings. The c£500k CIL Funding will be supported by the capital programme for projects at Chadsmoor Infants & Junior School, Five Ways Primary School, and the John Bamford Primary School. c£394k has also been secured for Etching Hill Primary Academy.

Special Educational Needs and Disability (SEND)

33. SCC believe that all children and young people, irrespective of background or needs, are entitled to a good education that enables them to fulfil their potential. Improving access to education, participation in the school curriculum and educational achievement for pupils with disabilities is vital to ensure equality of opportunity, to support pupils to reach their educational potential and improve their future outcomes (Staffordshire Accessibility Strategy 2022 - 2026).
34. There are 23 maintained and academy Special Schools (5 of the special schools have residential education provision and some have listed building status) and 6 maintained and academy Pupil Referral Units (PRU) and Alternative Provision (AP) within Staffordshire. In addition, there are 3 Autism Resource Bases based at mainstream High Schools and a Speech Language Resource Base based at a mainstream Primary school. SCC also have short stay resource bases within mainstream settings to support pupils who do not have an Education, Health, and Care Plan (EHCP) as a preventative initiative.
35. SCC currently maintains EHCPs for circa 7,500 children and young people. The proportion of children with an EHCP continues to increase

- year-on-year, this is at a similar rate to nationally. More children and young people in Staffordshire with EHCPs attend specialist provision. 51% of those in education at the last census attended a special school (or specialist post-16 institution) compared to 36% of young people nationally. The proportion of children and young people with an EHCP in education who attend an independent or non-maintained special school is 9.1%, this is higher than the national average of 5.2%.
36. SCC was allocated £15.7m High Needs Provision Capital Allocation (HNPCA). The aim of the funding is to deliver new school places and improve existing provision in education settings for pupils with SEND, particularly those with more complex needs and an EHCP. The funding can also be used to support SEND pupils and pupils that require Alternative Provision without an EHCP.
 37. The Staffordshire SEND Strategy 2021 – 2026 Vision is that “All children and young people with SEND are given the opportunity to achieve everything that they can. They engage with the right support at the right time from their parents/carers, the community and the professionals that work with them to make this happen”.
 38. Following public consultation carried out in June and July 2022, approval was given by Cabinet (19 October 2022) to use the HNPCA to deliver projects which will increase: -
 - a. Access to mainstream placements for children and young people with high needs (who might otherwise require more specialist provision), with the development of resource bases.
 - b. The local availability of high needs places to help reduce the requirement for out of area placements/placements at independent special schools.
 39. The HNPCA funding will contribute to Staffordshire’s response to the outcome of the Local Area SEND revisit inspection carried out in January 2022. As part of an Accelerated Progress Plan, a county wide review of specialist provision has taken place. SCC working with partners has co-designed and co-produced a model of graduated specialist provision that ensures equality of access to education which meets the individual needs of our children and young people in their local community, to give them the best start in life and achieve their potential.
 40. HNPCA funding will be used to fund resource base models at mainstream settings as part of the implementation of the ‘Staffordshire Enhanced District Inclusion Support (SEDIS) Model as well as developments at

Staffordshire special schools to increase capacity and reduce the number of placements required at independent schools.

Proposed Investment 2024/25

41. Table 2 provides the profile of the proposed areas of investment in the Schools Capital Programme 2024/25. A breakdown of the individual projects can be seen in Appendices 1 to 6.

Table 2.

Proposed Maintenance/Improvement Projects	£
New Starts - Planned Replacement Programme - Maintenance	1,609,240
New Starts - Planned Replacement Programme - Sustainability	1,535,709
New Starts - Climate Change/Sustainability Programme	862,000
New Starts – Priority Capital Projects	1,672,000
New Starts - Toilet Refurbishment Projects	1,181,000
New Starts - Health and Safety Emergency Issues	500,000
Continuation - Support for CIL Modular Replacement Programme	848,000
Completion of Previous Years Projects	1,369,551
Feasibility, Legal Costs and Fees	685,000
SEND High Needs Provision Capital Allocation (HNPCA) Re-phased from Previous Years	14,031,668
Basic Need Projects	32,509,680
*TOTAL Capital Programme	56,803,848

*Total reflects slight overprogramming against available funding to reflect slippage which is likely to occur.

Strategic Priorities

42. In the current economic climate, where there is a considerable degree of uncertainty around the provision of capital funding to support schools and education, it is imperative that the County Council has a pre-determined set of priorities already in place so that it has the flexibility and responsiveness it will need to act on those capital funding streams as soon as they become available.

43. There will continue to be more demand for capital investment than there will be resources available to meet that demand. In turn this will mean that choices, sometimes very difficult choices, will have to be made. The

County Council is committed to ensuring that the process of determining priorities for capital investment is open and transparent. Key features of this approach include: -

- a. Consultation with the Director for Corporate Services, the Cabinet Member for Education (and SEND) and the Head of Access to Learning, Inclusion and Improvement to determine local priorities.
 - b. Published criteria for the assessment of priorities in the Asset Management Plan, and open access to the information held within it on all schools (Planned Maintenance Programme).
 - c. Consultation with all relevant partners, including schools both directly and through the Local Management of Schools Consultative Committee (LMSCC).
 - d. Consultation with the Assistant Director for Education, Strategy, and Improvement.
44. In accordance with these principles and approaches, the following strategic priorities have been identified for capital investment in schools:
- a. Securing enough school places, both the provision of new places where numbers are increasing, and the removal of surplus places, so that resources available to schools are used most efficiently.
 - b. Develop 'in-county' provision for children and young people with Special Educational Needs and Disability (SEND) and vulnerable groups providing them access to the right support at the right time in the right way so that they can access high quality learning and skills opportunities so that they can realise their aspirations and lead a fulfilling and independent life.
 - c. Improving educational standards by addressing highest priority condition issues ensuring schools are safe, warm, and dry through the Planned Maintenance Programme (Appendix 1).
 - d. Meeting climate change and sustainability targets (carbon net zero by 2050) through programmes to replace inefficient heating systems and explore renewable solutions; investigate the installation of renewable technologies; upgrade old pipework; install new energy controls that monitor usage; upgrade/improve insulation and installing new LED lighting (Appendix 2).

- e. Delivering projects that make a difference to the school environment that are not condition driven but will have a significant impact through the Priority Capital Projects Portfolio (Appendix 3).
- f. Refurbishment of toilet facilities that are designed and fitted out to a standard that discourages anti-social behaviour and vandalism (Appendix 4).

Basic Need

- 45. The County Council has a statutory duty to ensure that there are enough school places in the area, promote high educational standards, ensure fair access to educational opportunity, and promote the fulfilment of every child's educational potential. Staffordshire's highest priority for investment in schools is the provision of new places to meet basic need. The process of school place planning is complex in terms of the housing market in each area of the county; receipt of capital funding from government and developers; the use of Community Infrastructure Levy (CIL) at some Local Planning Authorities; changes in parental preference and individual school performance; births and inward and outward migration; new government legislation and policy; building costs; the increasing number of autonomous academies. All these factors combine to create a volatile environment.
- 46. The DfE monitors local authorities' expenditure on Basic Need via the School Capacity Survey to ensure that it is being targeted at the areas with the greatest need. As commissioner of school places, the local authority has responsibility for determining priorities for basic need.
- 47. Consideration of projected numbers from population trends and planned housing development within the county clearly demonstrate where there is a need to expand provision to meet growth. The projected number of additional places required by 2033 is circa 5,300 for mainstream primary and 2,700 for mainstream secondary education.
- 48. SCC has been very successful in negotiating and securing developer/S106 contributions which means that currently not all the Basic Need Grant is directly assigned to specific projects within the existing programme. Table 3 shows the Existing Programme (live projects) and that we have a balanced budget.

Table 3.

EXISTING PROGRAMME as at December 23							
	2023/24	2024/25	2025/26	2026/27	2027/28	2028+	Total
	£m	£m	£m	£m	£m	£m	£m
Total Existing Programme Expenditure	23.92	10.96	0.47	0.05	0.00	0.00	35.41
Funding							
Basic Need - Received or Notified	(6.26)	(5.36)	(0.22)	(0.05)	0.00	0.00	(11.89)
School Condition Allocation (S.C.A)/Other	(0.13)	0.00	0.00	0.00	0.00	0.00	(0.13)
S106 Contributions	(17.53)	(5.60)	(0.26)	0.00	0.00	0.00	(23.39)
Total Existing Programme Funding	(23.92)	(10.96)	(0.47)	(0.05)	0.00	0.00	(35.41)

49. The current assumption is that the Rugeley All Through School (ATS) will be jointly funded by the DfE, developer contributions and a £1m contribution from the SCC Capital Reserve. Should this position change then there is a funding risk against the basic need programme.
50. Over the medium term (next 5 years) the forecast programme uses estimates of future funding and future project costs. As a result, there are risks because of the inherent uncertainties regarding: -
- Future allocations (2026/27 onwards) of Basic Need funding. The forecast uses a prudent annual allocation of £2m (£1.9m after 5% corporate top-slice).
 - Future payments of developer contributions in sealed S106 agreements as these are dependent on if/when housing developments start and how quickly homes are built.
 - Additional interest received on developer contributions as stipulated in our S106 agreements.
 - Future S106 developer agreements that **are not** factored into the forecast programme as they have yet to be negotiated for Local Plan and other proposed developments. It should be noted however that SCC have been successful in securing high levels of S106 contributions historically.
 - Changes to local demographics that could mean that school projects are delayed, postponed, or even removed from the programme.
 - Performance/popularity of schools as we would avoid expanding schools that are not rated Good or better.
 - The actual cost of individual projects given the record levels on inflation.

51. If all the Medium-Term projects were to progress at the current estimates of income/cost, then there is a potential surplus of c£12.41m which is shown in Table 4.

Table 4.

FORECAST PROGRAMME - NEXT 5 YEARS							
	2023/24	2024/25	2025/26	2026/27	2027/28	2028+	Total
	£m	£m	£m	£m	£m	£m	£m
Total Forecast Programme Expenditure	15.62	26.08	46.43	13.64	7.60	0.00	109.37
Funding							
Unallocated Basic Need	(0.90)	(21.72)	(8.62)	(2.00)	(2.00)	(2.00)	(37.25)
Basic Need Corporate Top Slice	0.11	0.64	0.17	0.10	0.10	0.10	1.22
S106 Contributions	(28.56)	(3.53)	(7.68)	(8.83)	(12.80)	(24.35)	(85.75)
Total Forecast Funding - Next 5 Years	(29.35)	(24.61)	(16.13)	(10.73)	(14.70)	(26.25)	(121.78)
Total Forecast Programme - Next 5 Years	(13.74)	1.47	30.30	2.91	(7.11)	(26.25)	(12.41)

52. For information, the Long-Term programme (2028+) forecast is summarised in Table 5. If all the projects were to progress at the current estimates of income/cost, then there is a potential funding gap of c£13.11m which is reduced by the forecast Medium-Term surplus to c£0.7m. Officers are continually monitoring numbers, securing S106 funding and updating the basic need requirements as more information becomes available. Given the prudent approach on the forecast of future basic need allocations and the fact future S106 contributions are also not factored in, it is unlikely such a gap will arise.

53. Considering the uncertainties listed previously it isn't clear in which year the gap will arise. The Capital Programme for Schools is monitored and reviewed by Corporate Finance, Strategic Property and School Organisation Teams who will provide updates.

Table 5.

FORECAST PROGRAMME - 2028+							
	2023/24	2024/25	2025/26	2026/27	2027/28	2028+	Total
	£m	£m	£m	£m	£m	£m	£m
Estimated programme Cost 2028+	0.00	0.00	0.00	0.00	0.00	94.63	94.63
Funding							
Basic Need	0.00	0.00	0.00	0.00	0.00	(26.00)	(26.00)
Basic Need Corporate Top Slice	0.00	0.00	0.00	0.00	0.00	1.30	1.30
Funding - S106	0.00	0.00	0.00	0.00	0.00	(56.82)	(56.82)
Total Funding - 2028+	0.00	0.00	0.00	0.00	0.00	(81.52)	(81.52)
Total Forecast Programme - 2028+	0.00	0.00	0.00	0.00	0.00	13.11	13.11

54. The Basic Need projects requiring Cabinet approval are listed at Appendix 5.

School Rebuilding Programme

55. The DfE school rebuilding programme (SRB) carries out major rebuilding and refurbishment projects at school and sixth-form college buildings across England, with buildings prioritised according to their condition. There are currently 400 projects in the programme including 4 Staffordshire academies, (Blessed William Howard Catholic School; Brindley Heath Junior School Academy; St John Fisher Catholic College and Wombourne High School). Schools are provisionally allocated a place on the programme, subject to further due diligence, and projects will enter delivery at a rate of approximately 50 per year.

56. Appendix 6 lists further details.

Programme Management

57. Approval is sought for the Assistant Director for Commercial and Assets to continue with the practice of monitoring progress and making any necessary in-year alterations in agreement with the Cabinet Member for Education (and SEND).

58. Approval is sought to continue with the practice of bringing forward capital works to offset slippage on individual projects to ensure that the capital programme achieves budget targets 'in year'. There are provisional plans to bring forward c£125k of works above an overall programme of £56.68m in 2024/25. These provisions are based on previous years programme performance and the intention is to finance some of the 'advance-spend' from savings made in procuring the programme. Provision will be made in 2025/26 to finance any outstanding balance.

Procurement of Works

59. Construction Projects – the Council will procure its construction projects from either a bespoke SCC-procured arrangement or from a compliant 3rd party arrangement, for example, the Construction West Midlands ('CWM') Framework Agreement. Any arrangement utilised will ensure compliance in the contracting process and look to mimic the ethos and operation of a typical construction framework which the Council would wish to procure themselves.

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

61. Officers will need to ensure compliance with the procurement regulations.

Legal Implications

62. Officers will need to ensure that all allocated funding is efficiently spent to ensure value for money as required by the Local Government Act.

63. In respect of the HNPCA grant the grant conditions state that "A local authority should seek to ensure funding paid out under this grant is spent efficiently. To which end, it should thoroughly evaluate all procurement options for projects – including the DfE construction frameworks and output specification – to demonstrate value for money. A local authority should encourage academy trusts and other responsible bodies to do the same, should they procure a construction project directly."

64. Officers will need to ensure compliance with all grant conditions when utilising grant funding for a scheme and each scheme will need to be reviewed on a case-by-case basis.

65. Officers will need to ensure that S106 funding is spent within specified time limits contained within the individual S106 agreements.

Resource and Value for Money Implications

66. All SCC frameworks are value for money tested. To ensure value for money all contractors appointed to work on the projects will either be selected from SCC Frameworks or tenders will be sought from the Construction West Midlands ('CWM') Framework.

Climate Change Implications

67. The County Council is committed to helping save energy and reduce carbon emissions and energy saving features are incorporated into building projects wherever possible. The additional places created through the Basic Need and HNPCA projects reduce the need for travel for pupil's and provides the opportunity to walk to school reducing emissions and having a positive effect on health & wellbeing.

68. In addition to direct financial savings through reduced energy usage, the investment provides a better learning environment for staff and students through improved heating & lighting.

List of Background Documents/Appendices:

- Appendix 1 - Planned Replacement Programme 2024/25
- Appendix 2 – Climate Change/Sustainability Programme 2024/25
- Appendix 3 – Priority Capital Projects 2024/25
- Appendix 4 – Toilet Refurbishment Programme 2024/25
- Appendix 5 – Basic Need Projects
- Appendix 6 – DfE School Rebuilding Programme

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Appendix 1.

Planned Replacement Programme 2024/25

DFE	District	School	Work Element	Rationale
3040	1. Cannock Chase	Chadsmoor CofE (VC) Junior School	Roof Repair/Replace	Other Safe/Warm/Dry Works
2180	1. Cannock Chase	Five Ways Primary School	Electrical, Mechanical & Building	Decarbonisation Mechanical/Heating
2386	1. Cannock Chase	Gorsemoor Primary School	External - Playground	Other Safe/Warm/Dry Works
3139	1. Cannock Chase	Hob Hill CE/Methodist (VC) Primary School	Roof Repair/Replace	Other Safe/Warm/Dry Works
2369	1. Cannock Chase	Jerome Primary School	Roof Repair/Replace	Decarbonisation Roofs
4066	1. Cannock Chase	Norton Canes High School	Windows / Doors	Decarbonisation Windows/Doors
4066	1. Cannock Chase	Norton Canes High School	Roof Repair/Replace	Decarbonisation Roofs
2360	1. Cannock Chase	The John Bamford Primary School	Mechanical services	Other Safe/Warm/Dry Works
2184	1. Cannock Chase	West Hill Primary School	Windows / Doors	Decarbonisation Windows/Doors
2411	2. Lichfield	Chase Terrace Primary School	Electrical services	Other Safe/Warm/Dry Works
7000	2. Lichfield	Chasetown Community School	Electrical services	Other Safe/Warm/Dry Works
2327	2. Lichfield	Hayes Meadow Primary School	External - Car Park	Other Safe/Warm/Dry Works
4087	2. Lichfield	King Edward VI School	Roof Repair/Replace	Decarbonisation Roofs
4087	2. Lichfield	King Edward VI School	Roof Repair/Replace	Decarbonisation Roofs
2340	2. Lichfield	Willows Primary School	External Fencing	Other Safe/Warm/Dry Works
1106	3. Newcastle-under-Lyme	Cedars - Newcastle, Moorlands and Darwin Bases	Mechanical Heating	Decarbonisation Mechanical/Heating
3026	3. Newcastle-under-Lyme	Hugo Meynell CofE (VC) Primary School	Roof Repair/Replace	Other Safe/Warm/Dry Works
2157	3. Newcastle-under-Lyme	Ravensmead Primary School	Windows / Doors	Other Safe/Warm/Dry Works
3136	3. Newcastle-under-Lyme	Sir John Offley CofE (VC) Primary School	Roof Repair/Replace	Other Safe/Warm/Dry Works
3069	3. Newcastle-under-Lyme	St John's CofE (C) Primary School	Mechanical Heating	Decarbonisation Mechanical/Heating
3094	3. Newcastle-under-Lyme	St Margaret's CofE (VC) Junior School	Mechanical Heating	Decarbonisation Mechanical/Heating
2158	3. Newcastle-under-Lyme	Wood Lane Primary School	External - Decking	Other Safe/Warm/Dry Works
2321	4. Staffordshire Moorlands	Endon Hall Primary School	Internal walls and doors	Other Safe/Warm/Dry Works
3000	4. Staffordshire Moorlands	Forsbrook CofE Controlled Primary School	Electrical services	Other Safe/Warm/Dry Works
7003	4. Staffordshire Moorlands	Horton Lodge Community Special School	Mechanical services	Other Safe/Warm/Dry Works
2166	4. Staffordshire Moorlands	Squirrel Hayes First School	Internal walls and doors	Other Safe/Warm/Dry Works
3035	4. Staffordshire Moorlands	St Anne's CofE (VC) Primary School	Electrical services	Other Safe/Warm/Dry Works
3082	4. Staffordshire Moorlands	St Bartholomew's CofE (C) School	Mechanical Heating	Decarbonisation Mechanical/Heating
3497	4. Staffordshire Moorlands	The William Amory Primary School	Mechanical Heating	Decarbonisation Mechanical/Heating
3110	5. Stafford	All Saints CofE (C) First School	Windows / Doors	Other Safe/Warm/Dry Works
3027	5. Stafford	Barlaston CofE (VC) First School	External - Playground	Other Safe/Warm/Dry Works
3028	5. Stafford	Berkswich CofE (VC) Primary School	Roof Repair/Replace	Decarbonisation Roofs
3028	5. Stafford	Berkswich CofE (VC) Primary School	Roof Repair/Replace	Other Safe/Warm/Dry Works
2406	5. Stafford	Burton Manor Primary School	Windows / Doors	Other Safe/Warm/Dry Works
2409	5. Stafford	Flash Ley Primary School	Windows / Doors	Other Safe/Warm/Dry Works
2208	5. Stafford	Fulford Primary School	Works to Soffits	Other Safe/Warm/Dry Works
7037	5. Stafford	Marshlands School	External - Fencing	Other Safe/Warm/Dry Works
2345	5. Stafford	Pirehill First School	Roof Repair/Replace	Other Safe/Warm/Dry Works

Appendix 1.

Planned Replacement Programme 2024/25

DFE	District	School	Work Element	Rationale
2315	5. Stafford	Springfields First School	Mechanical Heating	Decarbonisation Mechanical/Heating
3112	5. Stafford	St Michael's CoE (C) First School	Intruder alarm	Other Safe/Warm/Dry Works
3112	5. Stafford	St. Michael's CoE(C) First School	Windows / Doors	Other Safe/Warm/Dry Works
5402	5. Stafford	Stafford Manor High School	Roof Repair/Replace	Other Safe/Warm/Dry Works
3117	5. Stafford	Tittensor CoE (C) First School	External - Playground	Other Safe/Warm/Dry Works
4517	6. South Staffs	Bilbrook CoE (VC) Middle School	Windows / Doors	Decarbonisation Windows/Doors
2396	6. South Staffs	Blakeley Heath Primary School	Roof Repair/Replace	Decarbonisation Roofs
2396	6. South Staffs	Blakeley Heath Primary School	Electrical services	Other Safe/Warm/Dry Works
2396	6. South Staffs	Blakeley Heath Primary School	Electrical services	Other Safe/Warm/Dry Works
2393	6. South Staffs	Cheslyn Hay Primary School	Floor repair	Other Safe/Warm/Dry Works
2393	6. South Staffs	Cheslyn Hay Primary School	Roof Repair/Replace	Decarbonisation Roofs
4075	6. South Staffs	Codsall Community High School	Roof Repair/Replace	Decarbonisation Roofs
2394	6. South Staffs	Landywood Primary School	Roof Repair/Replace	Decarbonisation Roofs
2394	6. South Staffs	Landywood Primary School	Mechanical Heating	Decarbonisation Mechanical/Heating
2394	6. South Staffs	Landywood Primary School	Electrical services	Decarbonisation - Electrical
2372	6. South Staffs	Perton First School	Roof Repair/Replace	Decarbonisation Roofs
4170	6. South Staffs	Perton Middle School	Windows / Doors	Decarbonisation Windows/Doors
3098	6. South Staffs	St Chad's CoE (VC) First School	Windows / Doors	Decarbonisation Windows/Doors
2397	6. South Staffs	Westfield Primary School	Electrical services	Other Safe/Warm/Dry Works
4500	7. East Staffs	Abbot Beyne School	Roof Repair/Replace	Decarbonisation Roofs
4500	7. East Staffs	Abbot Beyne School	Roof Repair/Replace	Decarbonisation Roofs
1111	7. East Staffs	Burton PRU	Roof Repair/Replace	Decarbonisation Roofs
4055	7. East Staffs	Paget High School	Roof Repair/Replace	Decarbonisation Roofs
4055	7. East Staffs	Paget High School	External - Hardstanding	Other Safe/Warm/Dry Works
3500	7. East Staffs	Riverview Primary School	Roof Repair/Replace	Decarbonisation Roofs
3084	7. East Staffs	St Peter's CoE (VC) First School	External - Playground	Other Safe/Warm/Dry Works
2222	7. East Staffs	Talbot First School	Windows / Doors	Decarbonisation Windows/Doors
2326	7. East Staffs	Thomas Russell Junior School	Roof - fascias	Other Safe/Warm/Dry Works
2326	7. East Staffs	Thomas Russell Junior School	Windows / Doors	Other Safe/Warm/Dry Works
2140	7. East Staffs	Tower View Primary School	Roof Repair/Replace	Decarbonisation Roofs
2140	7. East Staffs	Tower View Primary School	Windows / Doors	Decarbonisation Windows/Doors
2140	7. East Staffs	Tower View Primary School	Mechanical services	Other Safe/Warm/Dry Works
2132	7. East Staffs	Victoria Community School	External - Fencing	Other Safe/Warm/Dry Works
2132	7. East Staffs	Victoria Community School	Windows / Doors	Other Safe/Warm/Dry Works
2132	7. East Staffs	Victoria Community School	Windows / Doors	Other Safe/Warm/Dry Works
1109	8. Tamworth	Kettlebrook short stay school	Electrical services	Other Safe/Warm/Dry Works

Appendix 2.

Climate Change/Sustainability Projects 2024/25

DFE	District	School	Work Element
2369	1. Cannock Chase	Jerome Primary School	Electrical Lighting
2411	2. Lichfield	Chase Terrace Primary School	Electrical services
7000	2. Lichfield	Chasetown Community School	Mechanical Heating
4087	2. Lichfield	King Edward VI School	Mechanical Heating
2340	2. Lichfield	Willows Primary School	Mechanical Heating
2404	5. Stafford	Doxey Primary	Energy performance
2409	5. Stafford	Flash Ley Primary School	Mechanical Heating
2409	5. Stafford	Flash Ley Primary School	Electrical Lighting
2393	6. South Staffs	Cheslyn Hay Primary School	Electrical Lighting
4500	7. East Staffs	Abbot Beyne School	Mechanical Heating
4500	7. East Staffs	Abbot Beyne School	Mechanical Heating
1111	7. East Staffs	Burton PRU	Mechanical Heating
2123	7. East Staffs	Christ Church Primary School	Replacement PV's
2140	7. East Staffs	Tower View Primary School	Mechanical Heating
3152	Stafford	All Saints CofE (VC) Primary School, Ranton	Mechanical Heating
2404	Stafford	Doxey Primary	Electrical Lighting
2345	Stafford	Pirehill First School	Mechanical Heating
4142	Stafford	Walton Priory Middle School	Mechanical Heating

Appendix 3.

Priority Capital, Access and SEND Projects 2024/25

DFE	District	School	Work Element
2177	1. Cannock Chase	Bridgtown Primary School	Other
2178	1. Cannock Chase	Chadsmoor Community Infants and Nursery School	Kitchen Shutters
2355	1. Cannock Chase	Chancel Primary School	External areas
2180	1. Cannock Chase	Five Ways Primary School	external works
7023	1. Cannock Chase	Hednesford Valley High School	Other
3492	1. Cannock Chase	St Lukes CofE Primary School	Other
2207	2. Lichfield	St Stephen's Primary School	external works
2153	2. Lichfield	The Croft Primary School	Other
3137	3. Newcastle-under-Lyme	Baldwins Gate CofE(VC) Primary School	External areas
3137	3. Newcastle-under-Lyme	Baldwins Gate CofE(VC) Primary School	Sanitary services
3029	3. Newcastle-under-Lyme	Betley CofE VC Primary School	Internal walls and doors
3029	3. Newcastle-under-Lyme	Betley CofE VC Primary School	Other
2251	3. Newcastle-under-Lyme	Hassell Primary School	Other
3026	3. Newcastle-under-Lyme	Hugo Meynell CofE (VC) Primary School	External areas
2157	3. Newcastle-under-Lyme	Ravensmead Primary School	Other
3136	3. Newcastle-under-Lyme	Sir John Offley CofE (VC) Primary School	External areas
3136	3. Newcastle-under-Lyme	Sir John Offley CofE (VC) Primary School	Other
3091	3. Newcastle-under-Lyme	St Chad's CofE (C) Primary School	External walls, windows and doors
3091	3. Newcastle-under-Lyme	St Chad's CofE (C) Primary School	DDA Toilet
3091	3. Newcastle-under-Lyme	St Chad's CofE (C) Primary School	Accessibility Works
3069	3. Newcastle-under-Lyme	St John's CofE (C) Primary School	External works
3069	3. Newcastle-under-Lyme	St John's CofE (C) Primary School	External walls, windows and doors
2158	3. Newcastle-under-Lyme	Wood Lane Primary School	External works
3000	4. Staffordshire Moorlands	Forsbrook CofE Controlled Primary School	External works
3000	4. Staffordshire Moorlands	Forsbrook CofE Controlled Primary School	DDA Toilet
7003	4. Staffordshire Moorlands	Horton Lodge Community Special School	External works
2164	4. Staffordshire Moorlands	Moor First School	Other
2164	4. Staffordshire Moorlands	Moor First School	other
2166	4. Staffordshire Moorlands	Squirrel Hayes First School	External walls, windows and doors

Appendix 3.

Priority Capital, Access and SEND Projects 2024/25

DFE	District	School	Work Element
2166	4. Staffordshire Moorlands	Squirrel Hayes First School	External works
2166	4. Staffordshire Moorlands	Squirrel Hayes First School	External works
3035	4. Staffordshire Moorlands	St Anne's CofE (VC) Primary School	other
3035	4. Staffordshire Moorlands	St Anne's CofE (VC) Primary School	Other
3082	4. Staffordshire Moorlands	St Bartholomew's CofE (C) School	External works
3082	4. Staffordshire Moorlands	St Bartholomew's CofE (C) School	External works
3082	4. Staffordshire Moorlands	St Bartholomew's CofE (C) School	Other
3497	4. Staffordshire Moorlands	The William Amory Primary School	Internal Remodelling Refurbishment
3497	4. Staffordshire Moorlands	The William Amory Primary School	Internal Remodelling Refurbishment
3110	5. Stafford	All Saints CofE (C) First School	Toilet remodelling
3027	5. Stafford	Barlaston CofE (VC) First School	External works
3028	5. Stafford	Berkswich CofE (VC) Primary School	External works
2404	5. Stafford	Doxey Primary	Safeguarding
2409	5. Stafford	Flash Ley Primary School	External Security Gates
2208	5. Stafford	Fulford Primary School	Extension
7037	5. Stafford	Marshlands School	internal remodelling
7037	5. Stafford	Marshlands School	Internal Remodelling Refurbishment
2293	5. Stafford	Oakridge Primary School	External Fencing
2344	5. Stafford	Springcroft Primary School	Other
2344	5. Stafford	Springcroft Primary School	External works
2403	5. Stafford	St. Leonard's Primary	External Fencing
4142	5. Stafford	Walton Priory Middle School	Suitability Remodelling
2396	6. South Staffs	Blakeley Heath Primary School	Suitability adjustments
2394	6. South Staffs	Landywood Primary School	Safeguarding fenncing
4500	7. East Staffs	Abbot Beyne School	suitability/ sufficiency
4500	7. East Staffs	Abbot Beyne School	External works
1111	7. East Staffs	Burton PRU	CCTV
4055	7. East Staffs	Paget High School	Extenal Drainage
4055	7. East Staffs	Paget High School	Internal Remodelling Refurbishment

Appendix 3.

Priority Capital, Access and SEND Projects 2024/25

DFE	District	School	Work Element
4055	7. East Staffs	Paget High School	Accessibility Works
2370	8. Tamworth	Amington Heath Primary School and Nursery	CCTV
1109	8. Tamworth	Kettlebrook Short Stay School	MUGA
2348	8. Tamworth	Oakhill Primary School	Electrical services

Appendix 4.

Toilet Refurbishment Projects 2024/25

DFE	District	School	Work Element
3040	1. Cannock Chase	Chadsmoor CofE (VC) Junior School	Toilet Refurbishment
2386	1. Cannock Chase	Gorsemoor Primary School	Toilet Refurbishment
4066	1. Cannock Chase	Norton Canes High School	Toilet Refurbishment
2413	2. Lichfield	Fulfen Primary School	Toilet Refurbishment
1106	3. Newcastle-under-Lyme	Cedars - Newcastle, Moorlands and Darwin Bases	Toilet Refurbishment
2157	3. Newcastle-under-Lyme	Ravensmead Primary School	Toilet Refurbishment
3136	3. Newcastle-under-Lyme	Sir John Offley CofE (VC) Primary School	Toilet Refurbishment
3091	3. Newcastle-under-Lyme	St Chad's CofE (C) Primary School	Toilet Refurbishment
3091	3. Newcastle-under-Lyme	St Chad's CofE (C) Primary School	Toilet Refurbishment
2158	3. Newcastle-under-Lyme	Wood Lane Primary School	Toilet Refurbishment
3082	4. Staffordshire Moorlands	St Bartholomew's CofE (C) School	Toilet Refurbishment
3497	4. Staffordshire Moorlands	The William Amory Primary School	Toilet Refurbishment
3497	4. Staffordshire Moorlands	The William Amory Primary School	Toilet Refurbishment
2409	5. Stafford	Flash Ley Primary School	Toilet Refurbishment
2293	5. Stafford	Oakridge Primary School	Toilet Refurbishment
3112	5. Stafford	St Michael's CofE (C) First School	Toilet Refurbishment
3149	5. Stafford	St Paul's CofE (C) Primary School	Toilet Refurbishment
4142	5. Stafford	Walton Priory Middle School	Toilet Refurbishment
2396	6. South Staffs	Blakeley Heath Primary School	Toilet Refurbishment
2393	6. South Staffs	Cheslyn Hay Primary School	Toilet Refurbishment
4075	6. South Staffs	Codsall Community High School	Toilet Refurbishment
2394	6. South Staffs	Landywood Primary School	Toilet Refurbishment
2397	6. South Staffs	Westfield Primary School	Toilet Refurbishment
3144	7. East Staffs	Holy Trinity CofE (C) Primary School	Toilet Refurbishment
4055	7. East Staffs	Paget High School	Toilet Refurbishment
3500	7. East Staffs	Riverview Primary School	Toilet Refurbishment
2132	7. East Staffs	Victoria Community School	Toilet Refurbishment
2332	8. Tamworth	Florendine Primary School	Toilet Refurbishment
2346	8. Tamworth	Hanbury's Farm Community Primary School	Toilet Refurbishment
2348	8. Tamworth	Oakhill Primary School	Toilet Refurbishment

Appendix 5

Basic Need Projects Requiring Cabinet Approval

School Org Reference	School	Indicative Year of Opening (Sept)*	Project	District	Current Estimated Cost**
L-P-07	New School Arkall Farm***	2027	New Primary School 1½FE	Tamworth	£9,983,703
S-H-01	New Stafford Secondary School – Land North of Stafford SDL	2027	New Secondary School 5FE	Stafford	£26,582,500
ES-P-07	New School Beamhill Road****	2027	New Primary school 1FE	East Staffordshire	£7,596,058
L-P-13	New School Watery Lane	2028	New Primary school 1FE	Lichfield	£7,596,058

* Indicative year of opening is subject to change dependent upon local demographics and delivery of new housing.

** Based on Staffordshire’s standard school designs using BCIS All-in TPI from Q2 2022 which are due to be updated. Actual costs may vary on a site-specific basis, as the cost of a school is dependent on many variable factors (including but not restricted to relevant building standards requirements, highway mitigation and issues relating to the proposed site itself) and cannot be applied uniformly. Project costs may increase between the date of this report and when the school is delivered.

*** The delivery of the school is dependent on the ‘monitor and manage’ approach employed to mitigate the impact of the development. The school would initially open as 1FE, increasing to 1½ FE with the growth of the housing developments.

**** The Section 106 agreement requires the developer to inform SCC whether they intend to build the new school or instead pay towards SCC to deliver the school. We are awaiting confirmation from the developer which option they plan to take.

Appendix 6

School Rebuilding Programme

URN	School	School Phase/Type	Responsible Body	Local Authority
142193	Blessed William Howard Catholic School	Secondary	The Painsley Catholic Academy	Staffordshire
146609	Brindley Heath Junior School Academy	Primary	Manor Multi Academy Trust	Staffordshire
140802	St John Fisher Catholic College	Secondary	Christ the King Catholic Collegiate	Staffordshire
141343	Wombourne High School	Secondary	Invictus Education Trust	Staffordshire

* The school rebuilding programme (SRB) carries out major rebuilding and refurbishment projects at school and sixth-form college buildings across England, with buildings prioritised according to their condition.

** There are currently 400 projects in the programme.

*** Schools are provisionally allocated a place on the programme, subject to further due diligence, and projects will enter delivery at a rate of 50 per year.

Cabinet Meeting on Wednesday 20 March 2024

Highways and Transport Programme 2024/25 to 2026/27



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

“Staffordshire’s huge road network is vital for keeping our county connected and its residents and businesses on the move, and we know that good roads are extremely important to our residents.

Over the next three financial years the County Council is planning to carry out at least an extra £50 million worth of repairs and essential maintenance to Staffordshire’s roads, on top of any grant given by government. This includes more road resurfacing schemes and getting potholes repaired quicker.

The investment will enable 34 road reconstruction schemes to be carried out, including the resurfacing of junctions/roundabouts at key locations into our towns, 1.5 million sq. m of preventative surface treatments and £2.75M of work to repair highway drainage.

This year will also see more than £53 million invested in a range of major projects, vital local improvements, and general road maintenance.

In January 2023 we were also successful in securing £19.8M through the Levelling Up Fund for improvements to roads and bus and cycling routes in Staffordshire that will see investment in environmentally friendly buses and active travel between Stafford and Cannock, as well as significant investment around the A38 Branston interchange in Burton upon Trent.

However, we recognise that there is always more to be done and we continue to lobby central Government for the money necessary to keep Staffordshire’s roads in the condition we expect and ensure local communities and businesses can see the benefits of an improved highway network.”

Report Summary:

Staffordshire County Council’s highway network is valued at over £7 billion, and we know that good roads are vital for communities and

businesses to thrive. The highway network is the largest and most visible asset for which the County Council is responsible. The way it is managed and maintained has a direct impact on the County Councils' ability to deliver the vision of 'An innovative, ambitious and sustainable county, where everyone has the opportunity to prosper, be healthy and happy'.

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

The Highways and Transport capital grant block funding is made up of two parts, Highway Maintenance (including Bridges) and Integrated Transport improvements. They are not ring-fenced, and precise allocation can be determined at a local level. In 2023/24 these grants were enhanced through government funding via the 2023 Budget Pothole Fund and the Prime Minister's Network North announcement on 4 October 2023.

Capital funding is used to replace highway assets that have come to the end of their life and is generally provided through government grant.

Additional capital funding for Highways and Transport comes from the County Council's own investment decisions, contributions from developers through S106 agreements, other stakeholders, and other bid applications.

One of the five priorities for the Councils Strategic Plan for the period 2022-26 is to fix more roads and improve transport and digital connections. We know that improving our highways is one of the top priorities for Staffordshire people. Maintaining and improving this network is very challenging, especially in light the required government funding for roads not meeting the costs of replacing worn out roads, rising costs and increasing road usage. Despite this we want Staffordshire people to see an improvement in our highways over the next three years.

The Councils Medium Term Financial Strategy (MTFS) includes capital investment of £45M in highways in the period 2024/25 to 2026/27 to help to reduce the maintenance backlog including £5M each year to support minor capital maintenance.

Work on any major schemes, is funded and monitored separately. Street Lighting in Staffordshire is managed and maintained through a 25-year private finance deal which runs until May 2028 and is not therefore covered in this report.

Recommendations

I recommend that Cabinet:

- a. Cabinet considers the report and approves the Highways and Transport capital investment proposal set out in the supporting appendices noting that at the time of writing the allocations from the Department for Transport have not been provided.
- b. Approves the additional investment of £30M by the County Council into highway maintenance to be delivered over the period from (2025/26 to 2026/27).
- c. Approves progression of the programme of developer funded s.278/s111 highway improvement projects and delegates authority to the Director of Economy, Infrastructure & Skills to agree the details of the works agreements and authorise the contracts for works to be entered into.
- d. The Assistant Director for Highways and the Built County monitors progress of the overall programme and is given delegated authority to make any in-year alterations and additions to the programme in consultation with the Cabinet Member for Highways and Transportation.

Cabinet – Wednesday 20 March 2024

Highways and Transport Programme 2024/25 to 2026/27

Recommendations of the Cabinet Member for Highways and Transport

I recommend that Cabinet:

- a. Cabinet considers the report and approves the Highways and Transport capital investment proposal set out in the supporting appendices noting that at the time of writing the allocations from the Department for Transport have not been provided.
- b. Approves the additional investment of £30M by the County Council into highway maintenance to be delivered over the period from (2025/26 to 2026/27).
- c. Approves progression of the programme of developer funded s.278/s111 highway improvement projects and delegates authority to the Director of Economy, Infrastructure & Skills to agree the details of the works agreements and authorise the contracts for works to be entered into.
- d. The Assistant Director for Highways and the Built County monitors progress of the overall programme and is given delegated authority to make any in-year alterations and additions to the programme in consultation with the Cabinet Member for Highways and Transportation.

Local Member Interest:

N/A

Report of the Director for Economy, Infrastructure and Skills

Reasons for Recommendations:

1. It is widely recognised that a well maintained, functional built environment is an essential ingredient to a prosperous, safe, well-connected, and sustainable society, which encourages inward investment and promotes healthy lifestyles and social cohesion. Staffordshire's Highway Infrastructure Asset Management Plan (HIAMP) and District/Borough Integrated Transport Strategies and the Local Cycling and Walking Infrastructure Plan (LCWIP) ensure spending is clearly aligned to corporate priorities and delivers value for money.

2. Day to day operational costs such as emergency repairs, street lighting, grass cutting and winter maintenance, are funded through an annual revenue allocation. The Highway Maintenance block capital grant from the Department for Transport (DfT) helps fund the replacement of life expired highway assets.
3. One of the five priorities for the Councils Strategic Plan for the period 2022-26 is to fix more roads and improve transport and digital connections. We know that improving our highways is one of the top priorities for Staffordshire people. Maintaining and improving this network is very challenging, especially in light of reduced government funding, rising costs, increasing road usage and the impacts of climate change. Despite this we want Staffordshire people to see an improvement in our highways over the next three years.

The Highway Asset in Staffordshire

4. Highway infrastructure is the largest and most visible asset Staffordshire County Council (SCC) is responsible for. It includes over 6,200km of carriageways, 4,360km of footways, over 1,000 structures and more than 115,000 streetlights and illuminated signs.
5. The local road network has an estimated gross replacement value of over £7 billion, the majority of value being within the key asset groups of carriageways, footways and cycleways, structures, street lighting, traffic signals and drainage. Street Lighting is managed through a long-term private finance initiative (PFI) which runs until May 2028 and is outside the scope of this report.
6. Well managed local roads are vital to being able to achieve the key outcomes of the Strategic Plan contributing to the economic, social, and environmental wellbeing of Staffordshire. They provide access for businesses and communities and a key part of an area's local character and quality of life.

What is the challenge?

7. Managing our highways is a key challenge to local councils such as Staffordshire who have to manage an ageing network with high public expectations for safe and reliable travel.
8. Highways are increasingly fragile and less resilient to damage from wear and tear, ageing, the changing nature of traffic and the impact of climate change. Short term fixes, such as pothole repairs often don't address the wider problem of aging and weakened road surfaces and are often at the expense of longer-term solutions such as preventative maintenance.

9. The Council has a number of statutory duties in its role as highway authority such as Section 41 of the Highways Act 1980, duty to maintain, and Section 16 of the Traffic Management Act 2004 duty to manage the road network to secure the expeditious movement of traffic. All these obligations must be fulfilled above and beyond the objectives of the Highway Infrastructure Asset Management Plan.
10. The latest version of the Highway Infrastructure Asset Management Plan approved by Cabinet in April 2022 is the link between our strategic objectives and our operational activities, supports delivery of the Council's Medium Term Financial Strategy and ensures we are able to maximise DfT Incentive Fund resource, make the case for additional funding, and optimise our ability to defend claims. The annual investment required to maintain the asset in a steady state (carriageways and structures) is estimated to be at least £50m per annum. Historically the level of capital funding provided by Government has fallen significantly below this level and, despite additional support from the County Council, continues to do so.
11. The revenue budget for the highway service in 2024/25 is likely to be in the region of [£40M]. After commitments including the streetlighting PFI, School Crossing Patrols and a range of statutory functions over £14M remains for highway maintenance operations. This largely provides the following functions:
 - a. Routine Maintenance including gully and tree works [£6.7M]
 - b. Cyclical Maintenance [£2.2M]
 - c. Winter Maintenance [£4.0M]
 - d. Structures [£1.2M]
12. In 2024/25 the Council will be investing an additional £1.2M in environmental maintenance activities including.
 - a. Urban Grass Cutting - increasing the number of cuts from six to eight per season. £0.3M
 - b. Weed Control – increasing the number of visits from one to three per year £0.1M
 - c. Environmental Maintenance Teams - £0.8M
13. Capital funding is used to provide renewal and replacement of all highway assets including carriageways, footways, structures (bridges), safety fencing, drainage, traffic signals and signs but as noted above, excludes street lighting in Staffordshire.

14. Since 2015-16, the block grant for maintenance has been used to provide for minor capital maintenance covering elements of the day-to-day repairs such as patching, potholes and drainage activities which previously were funded through the revenue budget. In 2024/25 it is proposed that this £5M will again be funded by the County Council, as in previous years.
15. A sum of £1M of the Integrated Transport Block has been allocated each year towards capital structural and preventative maintenance in recent years and is included in the above.

Capital Funding for 2024/25

16. The Highways and Transport capital delivery programme is made up of:
 - a. Highway Maintenance (including Bridges)
 - b. Integrated Transport improvements
17. The funding likely to be available to deliver the future capital programme includes:
 - a. Government Capital Grant Block funding allocation for Maintenance including pothole fund and Network North
 - b. Government Capital Grant Block funding allocation for Integrated Transport
 - c. Staffordshire County Council Highway Investment
 - d. Section 106 contributions from developers
 - e. Contributions and awards from stakeholders
 - f. Contributions from other grants and bids

Table 1: Capital Funding Allocations (assumed at time of writing the report)

Capital Funding Allocations							
Assumed at 9th February 2024							
	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26*	2026-27*
	£000s	£000s	£000s	£000s	£000s	£000s	£000s
LOCAL TRANSPORT CAPITAL FUNDING							
Highways Maintenance Block (Needs Element)	16,154	11,141	11,141	11,141	11,141	11,141	11,141
Highways Maintenance Block (Incentive Element)	3,365	2,785	2,785	2,785	2,785	2,785	2,785
Highways Maintenance Block	19,519	13,926	13,926	13,926	13,926	13,926	13,926
Integrated Transport Block	3,423	3,449	3,449	3,449	3,449	3,449	3,449
	22,942	17,375	17,375	17,375	17,375	17,375	17,375
ADDITIONAL DfT FUNDING							
Potential Pothole and Challenge Fund	14,283	11,141	11,141	11,141	11,141	11,141	11,141
Budget 2023 additional sum				4,456			
Network North Investment				3,188	3,188	3,188	3,188
	14,283	11,141	11,141	18,785	14,329	14,329	14,329
SCC CAPITAL INVESTMENT							
	5,000	5,000	15,500	15,000	21,400	11,800	11,800
	42,225	33,516	44,016	51,160	53,104	43,504	43,504
DfT Maintenance Element	33,802	25,067	25,067	32,711	28,255	28,255	28,255

*It has been assumed that the Governmental incentive level funding for capital maintenance activity on highways assets (needs elements) is to remain at the 2021/22 grant allocation rate. Similarly this table assumes that the Network North investment remains at its 2023/24 allocation rate.

Capital Programme Structural and Preventative Maintenance

18. In line with Staffordshire's Highway Infrastructure Asset Management, Strategy, Policy and Plan, the authority is committed to an asset management approach encompassing the benefits of whole cost life cycle. This includes ensuring the most effective and efficient use of the available highway budget, so the appropriate treatment is utilised at the right time, focussed on preventative work and prioritising high risk safety defects for repair. The programme of capitally funded work has been developed in line with the above.

19. Historically, Cabinet has agreed that a 5% top-slice of Highways Maintenance and Education capital resources are used to support other centrally funded capital projects in areas such as Economic Development, Waste Management and Libraries, which receive no such allocation from government. Provision has similarly been made for 2024/25 and this has been taken account of in the preparation of the programme. Table 2a below shows the available funding and proposed distribution including for comparison, 2023/24 and, the anticipated funding through to 2026/27. DfT Funding is assumed to stay the same over the period with the exception of the Budget 2023 additional pothole fund.

**Table 2a: Highway Capital Funding 2023-24 to 2026-27
Programme Resources* (indicative subject to 2023/24 outturn)**

HIGHWAYS CAPITAL PROGRAMME RESOURCES					
as at February 2024					
INCOME					
	2023-24 Funding £000s	2024-25 Funding £000s	2025-26 Assumed Funding £000s	2026-27 Assumed Funding £000s	
LOCAL TRANSPORT CAPITAL FUNDING					
Assumed Highways Maintenance Block (Needs Element)	11,141	11,141	11,141	11,141	
5% Top-slicing	(557)	(557)	(557)	(557)	
Sub total	10,584	10,584	10,584	10,584	
Assumed Highways Maintenance Block (Incentive Element)	2,785	2,785	2,785	2,785	
	13,369	13,369	13,369	13,369	
From Integrated Transport Block	1,000	1,000	1,000	1,000	
Allocate Needs Element to Bridges	(1,828)	(1,828)	(1,828)	(1,828)	
Allocate Needs Element to Minor Capital Maintenance	0	0	0	0	
	12,541	12,541	12,541	12,541	
Additional work delivered in year	(721)				
	12,541	12,541	12,541	12,541	
ADDITIONAL DfT FUNDING					
Assumed Pothole and Challenge Fund	11,141	11,141	11,141	11,141	
Allocate to Bridges	(3,000)	(3,000)	(3,000)	(3,000)	
Allocate to Minor Capital Maintenance	0	0	0	0	
Member Schemes	0	0	0	0	
	20,682	20,682	20,682	20,682	
Network North Investment	2,160	4,216	3,188	3,188	
	22,842	24,898	23,870	23,870	
ADDITIONAL COUNTY COUNCIL INVESTMENT					
Additional Capital Investment	15,000	21,400	11,800	11,800	
Allocate to Minor Capital Maintenance	(5,000)	(5,000)	(5,000)	(5,000)	
Member Pothole Fund	(2,000)	(2,000)			
	8,000	14,400	6,800	6,800	
	30,842	39,298	30,670	30,670	
OTHER FUNDING					
From Integrated Transport Programme	0	0	0	0	
From Revenue	0	0	0	0	
2023 Budget additional DfT funding	4,456	0	0	0	
TOTAL AVAILABLE FUNDING	35,298	39,298	30,670	30,670	

20. Table 2b below provides an overview of the proposed allocation of capital funding across carriageways, drainage and footways from 2023/24 onwards based on the programme of works identified in Annexe 1 to this paper. An overcommitment is currently forecast based on the programme identified and this will be adjusted and reviewed as schemes are delivered and any further funding announcements made

Table 2b: Highway Capital Funding 2023-24 to 2025-26 – Programme*

SUMMARY WORKS PROGRAMME					
	2023-24 Funding £000s	2024-25 Funding £000s	2025-26 Assumed Funding £000s	2026-27 Assumed Funding £000s	
Structural Maintenance					
DfT Maintenance Grant	5,820	635	970	150	
Network North Investment	1,560	4,070	3,032	3,022	
SCC Capital Investment	3,650	10,515	1,367	2,400	
	11,030	15,220	5,369	5,572	
Preventative Maintenance (Carriageway)					
DfT Maintenance Grant	17,177	18,530	16,240	16,760	
Network North Investment	600	0	0	0	
SCC Capital Investment	4,800	4,100	5,100	4,050	
	22,577	22,630	21,340	20,810	
Preventative Maintenance (Footway)					
DfT Maintenance Grant	300	0	1,950	1,950	
Network North Investment	0	0	0	0	
SCC Capital Investment	0	0	0	0	
	300	0	1,950	1,950	
Drainage Replacement					
DfT Maintenance Grant	775	400	450	450	
Network North Investment	0	0	0	0	
SCC Capital Investment	0	600	0	0	
	775	1,000	450	450	
SCRIM (Skid Resistance Sites)					
DfT Maintenance Grant	350	400	350	350	
Network North Investment	0	0	0	0	
SCC Capital Investment	0	0	0	0	
	350	400	350	350	
Total	35,032	39,250	29,459	29,132	
SCC Design, Supervision, Management & Testing costs					
DfT Maintenance Grant	703	737	1,012	1,079	
Network North Investment	60	150	156	166	
SCC Capital Investment	224	513	333	355	
	987	1,400	1,500	1,600	
Grand Total	36,019	40,650	30,959	30,732	

Structural Maintenance and Levelling Up Fund 2 programme.

21. Over £26M to be invested in major structural repairs of life expired roads at the sites listed in Appendix 1a during the period .

Preventative Maintenance Surface Treatments

22. Surface Dressing has been a time proven solution to seal road surfaces, prevent water ingress and improve skid resistance of roads. Developments in materials and technology over recent years have seen a number of innovations that offer additional durability and customer care benefits as well as significant savings in carbon when compared to the replacement of surfacing.
23. A list of the sites that are proposed to receive preventative carriageway treatment in 2024/25 can be found at Appendix 1b.
24. Preventative treatment is a seasonal activity and programmes in year can change as a result of weather, coordination with the activity of utilities, and developments and the Highways Programme page will be regularly updated throughout the year.

Drainage

25. Highway drainage is provided to ensure that surface water is removed from carriageways, footways, and cycleways as quickly as possible to avoid ponding and flooding which can be a danger to the public. This is achieved through a combination of preventative maintenance and action to deal with reported flooding where this occurs. Much of the County's drainage infrastructure was installed when the roads were originally constructed, some of which date back to late 1800s/early 1900s. Over time settlement, ingress of tree roots and roadworks by third parties has caused widespread deterioration and damage.
26. Highway drainage features include gullies, kerb offlets, grips, backdrains, soakaways, catchpits, associated pipework and outfalls.
27. In recognition of the challenge of managing an aging drainage asset, the County Council is planning to invest £1.9M in total over the next three financial years on drainage repairs, targeted at locations where poor drainage is leading to premature road surface deterioration.

Structures

28. Highway structures comprise critical infrastructure that support the safe passage of highway over rail, river, and other features. The structures asset is widely varied in form and age, many of which go un-noticed by the travelling public. Many structures also support essential utilities apparatus and are part of the resilient network. There are over 5,000 assets identified on the structures database, including bridges, tunnels, culverts, retaining walls, and sign gantries.

29. The structures asset is currently valued at £1.4 billion with annual depreciation estimated to be around £15.5M.
30. For the next three years, the County Council is planning to invest up to £14.5M in structures funded from the DfT Grants.

Footways

31. The footway, footpath and cycleway asset in roads terms is one of the most valuable highway infrastructure asset groups with an estimated replacement cost of £765M. For utility companies that provide essential supplies to households and businesses footways are often the place where these services connect the property to the main supply.
32. The government's ambition of the country having access to 100% gigabit by 2030 is and will continue to have an impact on the highway whilst the fibre infrastructure to homes and business is installed. Whilst statutory undertakers have a legal right to work on the highway, no one wants to see newly surfaced roads or pavements dug up to install apparatus.
33. We previously recognised that this would have an impact on the delivery of our highway renewal works and suspended resurfacing work to footways to minimise this risk.
34. The forward programme now plans to recommence footway resurfacing schemes from the 2025/26 financial year as the digital programme reduces.

Potential Highway Risks

35. That the capital maintenance grant from the Department for Transport has not been confirmed at the time of writing this report but is assumed to be in line with the previous year. Any change in grant would mean that the programme would have to be reviewed.
36. The Department for Transport (DfT) wrote to local highway authorities (18th February 2022) indicating that it is committed to allocating funding, including the Potholes Fund, so they can most effectively spend this funding on maintaining and improving their respective network, based upon their local knowledge, circumstances, and priorities. The Department strongly advocates a risk-based, whole lifecycle asset management approach to local authorities' highways maintenance programmes. This considers all parts of the local highway network, such as bridges (and other highways infrastructure assets such as culverts and retaining walls), cycleways, and lighting columns - not just the fixing of

potholes. It is up to the respective highway authority how best to spend this funding to fulfil their statutory duty under Section 41 of the Highways Act 1980.

37. Despite the additional investment from the County Council, overall, the current budget is insufficient to maintain the asset in its current condition. The majority of the deficit is attributable to the main asset groups of carriageway, footways, and drainage. There are also pressures in other assets particularly structures that in the absence of any additional opportunity for grant funding on top of the DfT Maintenance Grant will require a review of programmes for future years should this occur. If appropriate levels of investment in the asset are not made, the ability of the local road network to support the outcomes of the County Councils strategic objectives and its statutory duty through providing a safe and reliable road network are increasingly put at risk.
38. Carriageway asset modelling in 2019 estimated that, based on the carriageway condition at that time, a network the size of Staffordshire's, required a one-off investment of around £75m to bring it up to target condition followed by £42m/year ongoing to achieve 'steady state' condition in carriageway condition alone.
39. Roads requiring major maintenance i.e., structural maintenance will continue to deteriorate and lead to an increasing number of safety defects that places additional demands on the reactive maintenance service, increased level of customer contact/complaints and claims against the authority for damage or personal injury.
40. Whilst the £5M per annum additional County Council investment towards minor capital maintenance will enable additional defects to be repaired, it is likely that the workstack of low-risk safety defects will continue to grow.
41. The authority sees an increasing number of notices or potential notices served against it under Section 56 of the Highways Act 1980 for highways out of repair.
42. Clearly there is much uncertainty around future funding levels which makes financial planning for a long-term asset incredibly challenging. This lack of clarity over future funding levels has been raised with ministers and local MPs and will continue to feature in the councils financial lobbying messages.

Integrated Transport Programme

43. 2024/25 is the final year of current Department for Transport funding period. The authority is drafting the fourth Local Transport Plan (LTP4) this year which will include an Implementation Plan for the period 2025-30. The Integrated Transport programme is aligned with the objectives of the current District Integrated Transport Strategies but also recognises the emerging vision for LTP4 which has been scrutinised twice by Prosperous Overview and Scrutiny Committee.
44. The LTP's two guiding principles are:
- a. Provide a transport system that promotes high quality, prosperous places and puts people first. Transport can have positive and negative, direct and indirect, impacts on individuals and businesses. LTP4 will support sustainable economic growth, protect individuals' health and quality of life, and ensure accessibility is not a barrier to participation in community life.
 - b. Reduce dependency on petrol and diesel vehicles. To meet the 2050 net zero target, LTP4 must deter travel, switch travel to more sustainable modes, and improve the efficiency of vehicles and of highway maintenance activities.
45. To support scheme delivery from the beginning of the Implementation Plan period in 2025, the Integrated Transport programme includes design and feasibility studies.
46. The Local Cycling and Walking Infrastructure Plan (LCWIP) and Bus Service Improvement Plan (BSIP) will be refreshed as part of the LTP4 development this year. The LCWIP will be pivotal in helping the County Council continue to make the case for future walking and cycling funding. Investment in walking and cycling infrastructure is needed throughout Staffordshire, including at least £31M of investment up to 2030/31 in Burton upon Trent, Cannock, Lichfield, Newcastle-under-Lyme, Stafford and Tamworth. The current LCWIP was scrutinised by the County Council's Prosperous Select Committee on 15 April 2021 and received approval in June 2021 through the Cabinet Member Delegated Decision process. Staffordshire's current BSIP was published in October 2021 and will help to deliver the National Bus Strategy for England 'Bus Back Better'.
47. As well as generally contributing £1M towards highway structural maintenance, the Integrated Transport block provides £0.130M for Targeted wet road skidding sites and £0.800M towards the maintenance and refurbishment of traffic signal assets, to help reduce the growing

number that are in a very poor condition. Both items appear in the Integrated Transport programme for ease of completeness. In addition, specific schemes in the proposed programme have been able to attract additional funding and the combined capital funding available for the indicative Integrated Transport programme for 2024/25 is summarised in Table 3.

Table 3: Total 2024/25 Indicative Integrated Transport Funding

Source	2024/25
	Funding (£'000)
Integrated Transport Block Grant	3,449
Less funding to support Highways structural Maintenance	(1,000)
	2,449
Other capital funding	
S106 developer contributions	578
Active Travel Fund	788
Paths for Everyone	308
HS2 Road Safety Fund	445
Parish Council contributions	50
Network Rail	500
East Staffordshire Borough Council Towns Fund	695
Newcastle-under-Lyme Borough Council Towns Fund	650
HS2 Vision for Active Travel	50
Ideal Standard (£10.9k)	11
Revenue Capability Funds	25
County Inflationary Fund available to Highways	750
Over allocation of programme	369
TOTAL	7,668

48. The Integrated Transport programme includes indicative S106 contributions of around £0.578M that are expected to deliver a range of transport schemes throughout Staffordshire to help mitigate the impact of new housing and employment developments.

49. Active Travel Funds in Table 3 include a £0.332M award from the Government's Active Travel Fund (Tranche 4) in 2023, in addition to the Tranche 3 funds not yet spent, that will contribute to the delivery of the LCWIP. DfT Capability Funds are revenue funds that have also been awarded to help progress active travel scheme design and behaviour change initiatives.
50. The HS2 Phase One Road Safety Fund allocation of £2.975M available to Staffordshire County Council will be delivering a programme of works between 2021/22 and 2025/26. This programme was approved by Cabinet on 17 March 2021. The programme includes four schemes within Lichfield and the County Council intends to continue the delivery of the approved programme during 2024/25.
51. Part of the Vision for Active Travel for Communities Living Beside the HS2 Railway allocation of £2,097M awarded in 2022 will be spent in 2024/25 in Newcastle.
52. The proposed indicative programme is set out in Appendix 2 and includes the detailed schedule with descriptions, justifications, and an assessment of the contribution each scheme makes towards the three Strategic Plan outcomes. The value of the programme currently amounts to £7.668M, which includes a £0.75M allowance for inflation and a projected over-commitment of £0.369M, which will provide contingency for programme slippage that may occur from unforeseen events, including delays in land acquisition and outcome of local consultations.
53. Schemes to be included in the Integrated Transport programme are assessed by officers and scored against the 3 priority outcomes and a long list of potential schemes for 2024/25 were assessed and prioritised in January 2023. All schemes proposed were able to be accommodated within the programme.
54. Appendix 3 shows the locations of schemes across the County. Countywide schemes cannot be mapped.
55. The programme will be reviewed from the outset when DfT funding is confirmed and progress on delivery will be monitored monthly with significant in-year amendments to the programme reported to the Assistant Director - Highways and the Built County, and subsequent approval for any changes sought from the Cabinet Member for Highways and Transportation. Regular reviews of the 2023/24 programme are continuing to minimise the potential for overspend on the 2023/24 programme, which would be a first call on the funding available for 2024/25.

56. There is also the likelihood of the award of additional funding during 2024/25 which has not been included in this report or the appended capital programme. Staffordshire is awaiting the announcement of funding for Active Travel Fund (Tranche 4 extension), Zero Emission Bus Regional Areas (Tranche 2) and Traffic Signal Obsolescence Grant. In advance of the announcement of obsolescence funding the Integrated Transport programme contains £0.8M to refresh equipment as described above. There is the potential to review the value of this allocation if the Traffic Signal Obsolescence Grant bid is successful.
57. In 2023 £19.8m was awarded from Government's Levelling Up Fund (LUF2). This will deliver improvements including on the A38 and A511, to unlock housing, improve bus lanes and journey times and will include active travel. Existing spend in 2023/24 is £2.37m and £3.05m is forecast to be spent in Q4 2023/24. Table 4 below shows the forecast spend for the remaining LUF2 funds in 2024/25 and 2025/26 across the three LUF projects.

Table 4: Projected Levelling Up Fund Project spend

Project	2024/25			2025/26		
	LUF	Other	Total	LUF	Other	Total
	£m	£m	£m	£m	£m	£m
Project 1: A38 Branston Interchange	£4.5	£3.7	£8.2		£0.2	£0.2
Project 2: Access for All on the MRN	£5.4	£0.7	£6.1	£0.4		£0.4
Project 3: Greener Buses on the MRN	£1.5	£0.1	£1.6	£2.7		£2.7
Total	£11.3	£4.5	£15.8	£3.1	£0.2	£3.3

Developer Agreements

58. A separate programme of developer funded highway improvement works is also delivered to facilitate development as part of the planning approval process. In Staffordshire larger, more complex developer projects are traditionally delivered through s.278 agreements with smaller scale projects delivered through s.111 agreements. The primary difference is that in a s.278 agreement the County Council contracts directly with the developer's chosen construction contractor providing the County Council with absolute control over the works, whilst in a s.111 agreement the developer delivers the works directly under close supervision by the Council.
59. However due to the Public Contract Regulations 2015 works contract threshold, where s.278 schemes that exceed £5.33M (including VAT), despite being fully funded by the developer, must follow public sector procurement procedures detailed in the Public Contract Regulations 2015. Any schemes below that threshold are subject to the County Council's internal procurement regulations.

Legal Implications

60. There are no direct legal implications arising from the Highways and Transport Programme.

Resource and Value for Money Implications

61. It is expected that the programmes of work referenced in the body of this report will be managed within known available funding sources, including the assumed continuation of Capital Maintenance grants from the Department for Transport, in line with the previous year. Any change in grant would mean that the programme would have to be reviewed.

62. Monitoring of the capital programme is in line with set governance processes and quarterly updates are provided as part of the Integrated Performance reports. These updates will reflect any financial variations that may arise including additional and confirmed funding announcements, revised project completion timelines, finalisation of 2023/24 outturn position.

63. It is unclear whether the real terms reductions in the Department for Transport highway maintenance block grant are a sustained reduction or whether, like other local government funding announcements, are only known for the next 12 months only. Clearly there is much uncertainty around future funding levels which makes financial planning for a long-term asset incredibly challenging. This lack of clarity over future funding levels has been raised with ministers and local MPs and will continue to feature in the councils financial lobbying messages.

Climate Change Implications

64. A well-managed local road network in combination with the Integrated Transport programme, the Local Cycling and Walking Infrastructure Plan (LCWIP) and Bus Service Improvement Plan (BSIP) supports the provision of a sustainable transport system which will help to achieve the ambition of a net zero transport system.

65. The highway service has a long history of innovation including the use of low temperature asphalt, recycling of hard materials, recycling of gully emptying arisings, use of electric vehicles and electric hand tools, recycling of bituminous materials, use of biofuels to reduce the carbon impact. We are currently working with a number of other authorities piloting the development of a carbon calculator and accounting tool, to

better understand the journey that we need to take to support the achievement of net zero for highways.

66. With more climate extremes likely over the coming years, local road networks are likely to become more susceptible to an increased frequency and severity of extreme weather events. Such risks have already presented themselves, with the vulnerability of the local authority highway networks to flooding, wind, extreme winter conditions, coastal erosion and extreme heat becoming increasingly evident. The HIAMP recognises that this may require changes to the way roads are designed and, maintained to ensure an appropriate degree of resilience but, that this will come at an additional cost which will only be fully understood as the impacts of climate change are dealt with.

List of Background Documents/Appendices:

Appendix 1 - Proposed Structural, Preventative and Maintenance, Drainage and Structures Programme

Appendix 2 - Proposed Integrated Transport Improvements 24/25

Appendix 3 - Proposed Integrated Transport Improvements 24/25 Plans

List of Background Documents:

- [Highways Infrastructure Asset Management Plan \(HIAMP\)](#)
- [Cannock Chase District transport strategy](#)
- [East Staffordshire Borough Transport Strategy](#)
- [Lichfield District Transport Strategy](#)
- [Newcastle Borough Transport Strategy](#)
- [South Staffordshire District Transport Strategy](#)
- [Stafford Borough Transport Strategy](#)
- [Staffordshire Moorlands Borough Transport Strategy](#)
- [Tamworth Borough Transport Strategy](#)
- [Local Cycling and Walking Infrastructure Plan](#)

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Appendix 1a – Structural Maintenance Schemes

2024/25 Programmed Structural Maintenance										
North/ South	Division	CXRef	Road Number	Road Name	Start Point	End Point	Town	District	Budget Estimate	
S	W2	CX001	A0034	Beecroft r'bt	Roundabout & approaches	To include approach to existing signalised ped crossing adjacent carpark.	Cannock	Cannock	£275,000	
S	W2	CX003	C0369	Brownhills Road	Burntwood Road	Communty Centre	Norton Canes	Cannock	£585,000	
S	E1	CX005	A5121	Derby Road	James Brindley Way	Pirelli R'bt	Burton	East Staffs	£1,250,000	
S	E1	CX006	B5008	Newton Road (Inclusive of A0511 Swan Junction)	Bearwood Hill	Stapenhill Road	Burton	East Staffs	£585,000	
S	E2	CX007	A5127 / C0207	Birmingham Road	St John Street	Rotten Row	Lichfield	Lichfield	£1,150,000	
S	E2	CX008	A0515	Lichfield Road (West Coast Mainline Bridge)	Near Wood End Lane junction		Lichfield	Lichfield	£360,000	
N	N2	CX010	A527	Meadows Way	Fountain Court	Park Lane	Biddulph	Moorlands	£865,000	
N	N2	CX011	A53	Buxton Road	Shaw Place	Woodfield Court	Leek	Moorlands	£360,000	
N	N2	CX012	A522	Tape Street (R'bt Jnc B5032 Ashbourne Rd)	Junction area and approaches		Cheadle	Moorlands	£180,000	
N	N1	CX014	A525	Higherland	Jct. with Pool Dam / Blackfriars Rd		NUL	NUL	£285,000	
N	N1	CX015	A519	Brook Lane	Stubbs Gate	Friarswood Road	NUL	NUL	£580,000	
N	N1	CX016	B5368	Lower Milehouse Ln (Jnc Morrisons supermarket)	Junction area and approaches	junction area and approaches	Cross Heath	NUL	£517,500	
S	W3	CX020	A0449	Wolverhampton Road	150m north of jct	150m south of jct	Himley	South Staffs	£860,000	
S	W3	CX021	C0260	Elliotts Lane / Watery Lane	School Entrance	Bilbrook Road	Codsall	South Staffs	£306,000	
N	W1	CX023	A34	Radford Bank	Queensville R'bt	Meadow Ridqe	Stafford	Stafford	£1,490,000	
N	W1	CX024	A34/A513	Weeping Cross jct	Jct. with A34 / A513 & Baswich La.		Stafford	Stafford	£490,000	
N	W1	CX025	A34	Queensville r'bt	R'bt with Silkmore Lane	A34 rail bridge	Stafford	Stafford	£675,000	
N	W1	CX026	A34	Lichfield Road	Riverway	Queensville Avenue	Stafford	Stafford	£755,000	
N	W1	CX027	A520	Windmill Hill (RAB Jnc B5066 Hilderstone Rd)	Roundabout & approaches		Meir Heath	Stafford	£450,000	
N	W1	CX028	A34 / A5187	Gaol Square & Chell Road	Gaol Sq r'bt	Doxey Rd r'bt	Stafford	Stafford	£1,575,000	
S	E3	CX030	A0513 / B5493	Upper Gunqate / Aldergate	Lichfield Street	Croft Street	Tamworth	Tamworth	£1,115,000	
S	E3	CX031	C0370	Coton Lane	Comberford Road	Entrance to STW Plant	Tamworth	Tamworth	£1,665,000	
S	E1	CX032	A511	Hominglow Road North	Near Calais Road	Near Farm Road	Burton	East Staffs	£645,000	
S	E1	CX033	A511	Hominglow St / Guild St jct.	Jct. of Hominglow St with Guild St		Burton	East Staffs	£265,000	
								LUF2	£4,505,000	
								DfT / SCC	£12,778,500	
								COMBINED:	£17,283,500	
				Costs of schemes may vary due to inflation and change in scope where additional work is identified following pre-work site investigation including coring and drainage surveys.						
				Programminq of schemes may change to avoid conflict with work by utility companies.						

2025/26 to 2026/27 Proposed Structural Maintenance								
North/ South	Division	Road Number	Road Name	Start Point	End Point	Town	District	Budget estimate 25-27
N	W1	A518	Weston Road	Beaconside Roundabout & approaches		Stafford	Stafford	£850,000.00
N	N2	A520	Cheadle Rd / Main Rd	A522 Cheadle Road	A520 50mph exiting Wetley Rocks south	Wetley Rocks	Moorlands	£1,630,000.00
N	W1	A5187	Station Road (inc R'bt Railway St)	Railway St R'bt	Train station entrance	Stafford	Stafford	£510,000.00
S	E3	A4091	Coleshill Street (Inclusive of B5404 Island & approaches)	WatInq Street	Brook End	Fazeley	Tamworth	£1,590,000.00
S	W3	C0006	Wolverhampton Road	Church Entrance	Pedrell Close	Codsall	South Staffs	£630,000.00
S	E1	A5121	Derby Road (Phase 2)	Pirelli Roundabout	Derby Turns Roundabout	Burton	East Staffs	£1,660,000.00
N	N1	A34	Knutton Lane/A52 Ryecroft R'bt	Roundabout & approaches	roundabout & approaches	NUL	NUL	£1,920,000.00
S	E2	A0515	Lichfield Road	Alrewas Road	Cherry Lodge	Kings Bromley	Lichfield	£370,000.00
S	W2	B4154	Walsall Road	Norton Green Lane	Betty's Lane	Norton Canes	Cannock	£670,000.00
N	N1	B5369	Dimsdale Parade West (Jnc B5370 Watlands View)	junction area and approaches	junction area and approaches	Dimsdale	NUL	£440,000.00
							COMBINED:	£10,270,000.00
Costs of schemes may vary due to inflation and change in scope where additional work is identified following pre-work site								
Programming of schemes may change to avoid conflict with work by utility companies.								
Programming of schemes may change where accelerated deterioration or other issues such as landslips occur.								

Reserve 2025/26 to 2026/27 Proposed Structural Maintenance - Brought Forward in Event of Additional Networth North Allocation									
North/ South	Division	Road Number	Road Name	Start Point	End Point	Town	District	Budget estimate 25-27	
S	W2	A0460	Uxbridge Street Crossroad	Church Hill Jct.		Hednesford	Cannock	£720,000.00	
S	E2	A51	Upper St John Street	Railway Bridge	Kings Hill Road	Lichfield	Lichfield	£1,300,000.00	
S	W3	A0449	Stourbridge Road Junction	School Road Jct.		Himley	South Staffs	£1,200,000.00	
N	W1	A34 / A449	Queensway r'bt / Wolverhampton Rd gyratory & Asda link	roundabout & approaches	roundabout & approaches	Stafford	Stafford	£1,990,000.00	
N	N2	A520 / A52	Leek Road / Kingsley Road	A520 30mph entering Cellarhead	A520 50mph exiting Cellarhead	Cellarhead	Moorlands	£3,770,000.00	
N	N2	A523	Macclesfield Road	Belle Vue	Grace Street	Leek	Moorlands	£900,000.00	
N	E1	A518	Derby Road / Town Meadows Way	Dovefields r'bt	A522 Dove Bank r'bt	Uttoxeter	East Staffs	£1,260,000.00	
S	W2	A460	Western Springs Road (Inclusive of Globe & St Pauls r'bts and Elmore Lane	Green Lane	Horsefair	Rugeley	Cannock	£4,240,000.00	
S	W3	A34	Stafford Road	Cocksparrow Lane	Teddesley Way	Huntington	South Staffs	£1,200,000.00	
								<u>£16,580,000</u>	
			Costs of schemes may vary due to inflation and change in scope where additional work is identified following pre-work site						
			Programming of schemes may change to avoid conflict with work by utility companies.						
			Programming of schemes may change where accelerated deterioration or other issues such as landslips occur.						

Appendix 1b - Preventative Carriageway Programme 2024

No.	Site No.	Road No.	Road Name	Location	Start Point	Finish Point	Area m2
1	4554	A0515	Station Road	Draycott in the Clay	County boundary (River Dove)	Moreton Lane RAB	11370
2	4205	A52	Ashbourne Road	Swinscoe	40/50 mph limit south of Swinscoe	A523/C0056 Blore Lane junction	17860
3	4564	A52	Leek Road	Mayfield	County Boundary	40/50 mph limit south of Swinscoe 200m northwest Bramshall railway level crossing	20240
4	4601	B5027	Stone Road	Field	50m northwest Bramshall railway level crossing	level crossing	680
5	4308	C0091	Claymills Road	Stretton	Church Road	A5121 Link Rad	2090
6	4309	C0091	Dovecliff Road	Stretton	Dovecliff Avenue	Church Road	660
7	4565	C0122	Mill Lane	Gratwich	A518 Stafford Road	B5027 Stone Road	13360
8	4600	C0240	Rolleston Road	Burton Upon Trent	A0511 Horninglow Road North	Beacon Road (S/D Joint)	11880
9	4310	D2493	Yew Tree Lane	Draycott in the Clay	Tobys Hill	Moreton Lane	880
10	4311	D2501	Station Road	Coton in the Clay	A0515 Station Road	A0515 Station Road	390
11	4312	D2501	Ashes Lane	Draycott in the Clay	Tobys Hill	Moreton Lane	1090
12	4313	D2513	Tobys Hill	Draycott in the Clay	Stubby Lane	A0515 Main Road	5180
13	4592	D3446	Burton Road	Tutbury	Ironwalls Lane	Tutbury Bypass RAB	1420
14	4593	D3446	Burton Street	Tutbury	Ironwalls Lane	Property : No.53 / Const Joint	1990
15	4314	D3478	Tatenhill Lane	Branston	Branston Road	End of cul-de-sac	1550
16	4315	D3480	Dogshead Lane	Catholme	Doghead Lane (A38 SB Link)	Caltholme Lane	1890
17	4316	D3496	Caltholme Lane	Catholme	Property - No.1 (Nr A38)	Gravel Track (Private Road)	1210
18	4317	U4002	Abbey Street	Burton upon Trent	Fleet Street	Lichfield Street	360
19	4318	U4002	Bond Street	Burton upon Trent	Lichfield Street	Green Street	1040
20	4319	U4002	Fleet Street	Burton upon Trent	Lichfield Street	Green Street	1530
21	4320	U4002	Green Street	Burton upon Trent	Fleet Street	End of cul-de-sac	1320
22	4321	U4003	Alfred Street	Burton upon Trent	Moor Street	Dale Street	910
23	4322	U4003	Canal Street	Burton upon Trent	Dale Street	End of cul-de-sac	1070
24	4323	U4003	Dale Street	Burton upon Trent	Anglesley Road RAB	Orchard Street	3590

25	4324	U4003	James Street	Burton upon Trent	Uxbridge Street	Ordish Street	720
26	4325	U4003	Orchard Park	Burton upon Trent	Dale Street	End of cul-de-sac	740
27	4326	U4003	Ordish Court	Burton upon Trent	Dale Street	James Street	1220
28	4327	U4003	Ordish Street	Burton upon Trent	Ordish Street	End of cul-de-sac	1010
29	4328	U4003	Paget Street	Burton upon Trent	Dale Street	End of cul-de-sac	1340
30	4329	U4004	Cross Street	Burton upon Trent	Moor Street	Station Street	2750
31	4330	U4004	Duke Street	Burton upon Trent	Union Street	Mosley Street	3120
32	4331	U4004	Gough Side	Burton upon Trent	Russell Street	End of cul-de-sac	730
33	4332	U4004	Milton Street	Burton upon Trent	Moor Street	Station Street	1590
34	4333	U4004	Mosley Street	Burton upon Trent	Moor Street	Station Street	2750
35	4334	U4004	Russell Street	Burton upon Trent	New Street	Duke Street	780
36	4335	U4004	Stanley Street	Burton upon Trent	Mosley Street	End of cul-de-sac	910
37	4036	A0051	Brereton Hill	Rugeley	A0051 Leahall Way	Bardy Lane	10030
38	4336	A5190	Miners Way	Burntwood	C0146 Cannock Road island	A5195 Island	11480
39	4337	A5190	Milestone Way	Burntwood	A5195 Island	Bridge Cross Rd Island	10400
40	4602	A5192	Eastern Avenue	Lichfield	Grange Lane crossroads (construction joint)	Trent Valley Road	6230
41	4559	A5192	Eastern Avenue	Lichfield	Grange Lane crossroads (construction joint)	Trent Valley Road	20450
42	4045	B5013	Colton Road	Rugeley	Bellamour Way	Colton Mill Bridge / River Trent	16350
43	4046	B5013	Uttoxeter Road	Colton	Moor Lane	Bellamour Way	5710
44	4047	B5013	Uttoxeter Road	Hamley Heath	Sherracop Lane	Moor Lane	6760
45	4590	B5014	Uttoxeter Road	Handsacre	B5015 Lichfield Road	A513 The Green	2140
46	4338	C0066	Cricket Lane	Lichfield	A5206 London Road	A0051 Tamworth Road	3850
47	4339	C0113	Hood Lane	Armitage	Property - Brick Kiln Farm	A0513 New Road	2700
48	4340	C0113	Hood Lane	Longdon	A51	Property - Brick Kiln Farm	2980
49	4342	D3048	Cranebrook Lane	Hilton	Pouk Lane	Bullmoor Lane	6700
50	4343	D3048	Cranebrook Lane	Muckley Corner	Bullmoor Lane	A0005 Watling Street	1550
51	4344	D3048	Cranebrook Lane	Stonnall	C0025 Wallheath Lane	Pouk Lane	3880
52	4345	D3048	Lynn Lane	Stonnall	C0025 Wallheath Lane	Cranebrook Lane	190
53	4346	D3048	Wallheath Lane	Stonnall	C0025 Wallheath Lane	Cranebrook Lane	170
54	4360	D3049	Boat Lane	Muckley Corner	Cranebrook Lane	A0005 Watling Street	3080

55	4361	D3049	Bullamoor Lane	Muckley Corner	Cranebrook Lane	Rakes Lane	6910
56	4347	D3066	Burnett Road	Streetly	Hardwick Road	B4138 Thornhill Road	2430
57	4341	D3067	Leslie Road	Streetly	Hardwick Road	Burnet Road	1410
58	4348	D3068	Little Aston Park Road	Streetly	Hardwick Road	Newick Avenue	2790
59	4349	D3068	Newick Avenue	Streetly	Little Aston Park Road	Talbot Avenue	2170
60	4350	D3068	Talbot Avenue	Streetly	Little Aston Park Road	Property - Westgate House	2780
61	4588	D3132	Tuppenhurst Lane	Armitage	Uttoxeter Road	Robinson Way	3010
62	4589	D3132	Tuppenhurst Lane	Handsacre	Robinson Way	Shaw Lane	5120
63	4359	D3331	Grassmere Avenue	Streetly	Hardwick Road	End of cul-de-sac	450
64	4560	A0051	Peelers Way	Tamworth	Anker Drive	Tamworth Road	11960
65	4555	A0453	Carroway Head	Canwell	Drayton Lane	Sutton Road	12450
66	4556	A0453	Sutton Road	Mile Oak	B5404 Hints Road	Gainsborough	7520
67	4557	A0453	Sutton Road (D/C)	Carroway Head	Carroway Head	A0038 Bassetts Pole RAB	8680
68	4558	A0453	Sutton Road	Mile Oak	From Gainsborough Drive	Drayton Lane	12020
69	4591	A0453	Bonehill Road	Tamworth	From Plantation Lane	Mile Oak Traffic Lights	2680
70	4094	B4154	Slade Road	Carroway Head	Carroway Head Hill A453	County Boundary	6470
71	4098	C0189	Common Lane	Whittington	Church Street	A0051 Tamworth Road	12740
72	4099	C0343	Lullington Road	Clifton Campville	Main Street	County Boundary(Nr Clifton Mill)	2460
73	4100	C0373	Hockley Road	Tamworth	B5404 Watling Street	Overwoods Road	4820
74	4101	D3010	Blacksmith Lane	Whittington	Main Street	Back Lane	760
75	4102	D3010	Chapel Lane	Whittington	Main Street	Back Lane	1510
76	4103	D3011	The Green	Whittington	Main Street	End of the cul-de-sac	1820
77	4104	D3012	Back Lane	Whittington	Main Street	Church Street	4010
78	4105	D3012	Bramley Way	Whittington	Back Lane	End of the cul-de-sac	1140
79	4106	D3014	Church Road	Elford	The Beck	Brickhouse Lane	1680
80	4107	D3014	The Square	Elford	Church Lane	End of the cul-de-sac	980
81	4108	D3015	Model Farm Road	Elford	Peggs Lane	A0513 Burton Road	2430
82	4111	D3273	Babbington Close	Whittington	Fisherwick Road	End of the cul-de-sac	340
83	4112	D3292	Barley Croft	Whittington	Rock Farm Road	End of the cul-de-sac	510
84	4113	D3292	Darby Avenue	Whittington	Dyott Avenue	End of the cul-de-sac	330

85	4114	D3292	Dyott Avenue	Whittington	Rock Farm Road	Middleton Road	1920
86	4115	D3292	Fisherwick Close	Whittington	Spring Lane	End of the cul-de-sac	490
87	4116	D3292	Middleton Road	Whittington	Rock Farm Road	Dyott Avenue	1500
88	4117	D3292	Noddington Avenue	Whittington	Dyott Avenue	End of the cul-de-sac	620
89	4118	D3292	Rock Farm Road	Whittington	Main Street	Spring Lane	1590
90	4119	D3292	Spring Lane	Whittington	Middleton Road	The Green	2880
91	4120	D3310	Neal Croft	Whittington	Burton Road	End of the cul-de-sac	800
92	4121	D3310	Swan Road	Whittington	Main Street	End of the cul-de-sac	470
93	4122	D3318	Cloister Walk	Whittington	Fisherwick Road	End of the cul-de-sac	1280
94	4123	D3336	Croft Close	Elford	The Beck	End of the cul-de-sac	1490
95	4124	D3342	Pass Avenue	Whittington	Back Lane	End of the cul-de-sac	860
96	4125	D3385	Falcon Drive	Whittington	Back Lane	End of the cul-de-sac	710
97	4126	D3385	Kestrel Close	Whittington	Falcon Drive	End of the cul-de-sac	520
98	4127	D3385	Merlin Way	Whittington	Kestrel Close	End of the cul-de-sac	820
99	4128	D3385	Osprey Close	Whittington	Kestrel Close	End of the cul-de-sac	900
100	4129	D3385	Peregrine Close	Whittington	Osprey Close	End of the cul-de-sac	1230
101	4130	D3394	Noddington Lane	Whittington	Burton Road	End of the cul-de-sac	1840
102	4132	D3579	Victoria Meadow	Elford	Church Road	End of the cul-de-sac	350
103	4369	U6026	Field Farm Road	Tamworth	Marlborough Way	Marlborough Way	8160
104	4370	U6026	Medway	Tamworth	Field Farm Road	End of cul-de-sac	2500
105	4371	U6026	Medina	Tamworth	Field Farm Road	End of cul-de-sac	790
106	4372	U6026	Kennet	Tamworth	Field Farm Road	End of cul-de-sac	280
107	4373	U6026	Irwell	Tamworth	Field Farm Road	End of cul-de-sac	2320
108	4374	U6026	Honeybourne	Tamworth	Field Farm Road	End of cul-de-sac	2410
109	4375	U6026	Hayle	Tamworth	Field Farm Road	End of cul-de-sac	2050
110	4376	U6026	Wilnecote Lane (South)	Tamworth	Field Farm Road	Up to Cycleway	450
111	4377	U6026	Holsworth Close	Tamworth	Field Farm Road	End of cul-de-sac	750
112	4378	U6026	Derwent	Tamworth	Field Farm Road	End of cul-de-sac	1530
113	4379	U6026	Cringlebrook	Tamworth	Field Farm Road	End of cul-de-sac	3150
114	4380	U6026	Colbrook	Tamworth	Field Farm Road	End of cul-de-sac	570

115	4381	U6026	Cherwell	Tamworth	Field Farm Road	End of cul-de-sac	620
116	4382	U6026	Bramber	Tamworth	Field Farm Road	End of cul-de-sac	890
117	4383	U6026	Wilnecote Lane (North)	Tamworth	Wilnecote Lane (North)	Tamworth Road	2720
118	4384	U6026	Launceston Close	Tamworth	Wilnecote Lane (North)	End of cul-de-sac	730
119	4385	U6026	Hamble	Tamworth	Wilnecote Lane (North)	End of cul-de-sac	1870
120	4414	A525	Newcastle Road	Keele	Approx 140m west Station Rd	Keele University roundabout Approx 10m Great Row View, A500 improvement resurfacing joint.	15450
121	4206	A527	Grange Road	Wolstanton	B5370 Church Lane		3540
122	4207	A53	Newcastle Road	Blackbrook	A51 Nantwich Road	Severn Trent pumping station access	1970
123	4297	A53	Market Drayton Road	Loggerheads	B5026 Eccleshall Road	30/50mph limit	2850
124	4416	C0248	Willoughbridge Lane	Winnington	B5026 Muckleston Road	A51 at Willoughbridge	12550
125	4415	C0254	Back Lane	Balterley	B5500 Nantwich Road	A531 Main Road	7220
126	4443	D2066	Bog Lane	Almington	Clod Hall Lane	end	1590
127	4437	D2070	Lovers Lane	Ashley	Pinewood Road	Lower Road	1090
128	4438	D2070	Tinkers Lane	Ashley	Pinewood Road	Lower Road	1890
129	4439	D2070	Back Lane/The Dale	Ashley	Tinkers Lane	Gravelly Hill	2450
130	4440	D2070	Larkhill Lane	Ashley	Back Lane	Lower Road	840
131	4441	D2070	The Dale	Ashley	Back Lane	end	630
132	4442	D2071	Chapel Lane	Loggerheads	B5026 Eccleshall Road	B5026 Eccleshall Road	2130
133	4209	U2032	Unity Way	Butt Lane	A34 Newcastle Road	Mitchell Drive	3250
134	4210	U2032	St Saviours Street	Butt Lane	A34 Congleton Road	Unity Way	940
135	4211	U2032	Mitchell Drive	Butt Lane	Unity Way	Mitchell Avenue	980
136	4212	U2032	Mitchell Avenue	Butt Lane	B5371 Cedar Avenue	Higher Ash Road	2300
137	4213	U2032	Nursery Close	Butt Lane	Banbury Street	end	460
138	4214	U2032	Mill Grove	Butt Lane	Nursery Close	end	60
139	4215	U2032	Hollins Crescent (Inc spurs)	Butt Lane	Harecastle Avenue	Harecastle Avenue	1470
140	4216	U2032	Brindley Close	Butt Lane	Harecastle Avenue	end	330
141	4217	U2032	Higher Ash Road	Butt Lane	Mitchell Drive	Beech Drive	1980
142	4218	U2032	Lower Ash Road	Butt Lane	B5371 Cedar Avenue	Beech Drive	2750
143	4219	U2032	Grove Avenue	Butt Lane	Lower Ash Road	Lower Ash Road	1950

144	4220	U2032	Telford Close Grove Avenue (Cul de sac to Ski Center)	Butt Lane	Grove Avenue	end	500
145	4221	U2032		Butt Lane	Grove Avenue	limit of adoption	510
146	4418	U2039	Winghay Road	Kidsgrove	Mount Road	Brights Avenue	1760
147	4419	U2039	Phoenix Close	Kidsgrove	Winghay Road	end	370
148	4420	U2039	Sparrowbutts Grove	Kidsgrove	Winghay Road	end	350
149	4421	U2039	Magpie Grove	Kidsgrove	Winghay Road	Mount Road	330
150	4422	U2039	Silvermine Close	Kidsgrove	Winghay Road	end	340
151	4423	U2039	Birches Way	Kidsgrove	Winghay Road	end	260
152	4424	U2039	Brights Avenue	Kidsgrove	Winghay Road	end	390
153	4457	U2039	Whiteridge Road	Kidsgrove	Mount Road	Whitehill Road	3290
154	4458	U2039	Weir Grove	Kidsgrove	Whiteridge Road	end	1170
155	4459	U2039	Wheelock Way	Kidsgrove	Weir Grove	end	630
156	4460	U2039	Powry Drive	Kidsgrove	Wheelock Way	ends	840
157	4461	U2039	Capper Close	Kidsgrove	Whiteridge Road	end	740
158	4462	U2039	Tilewright Close	Kidsgrove	Whiteridge Road	end	500
159	4463	U2039	Swallow Close	Kidsgrove	Whiteridge Road	end	330
160	4464	U2039	Swift Close	Kidsgrove	Whiteridge Road	end	360
161	4465	U2039	Eden Close	Kidsgrove	Whiteridge Road	end	320
162	4466	U2039	Medina Way	Kidsgrove	Whiteridge Road	ends	1280
163	4467	U2039	Tamar Road	Kidsgrove	Whitehill Road	end	600
164	4468	U2039	Nabbswood Road	Kidsgrove	Tamar Road	Hayhead Close	790
165	4469	U2039	Avon Close	Kidsgrove	Nabbswood Road	end	270
166	4470	U2039	Hayhead Close	Kidsgrove	Whitehill Road	end	620
167	4471	U2039	Tawney Close (Inc cul de sacs)	Kidsgrove	Hayhead Close	ends	2480
168	4425	U2047	Lapwing Road	Kidsgrove	Whitehill Road Roundabout	Lark Avenue	2390
169	4426	U2047	Wild Goose Avenue	Kidsgrove	Lapwing Road	end	940
170	4427	U2047	Lark Avenue	Kidsgrove	Lapwing Road	Merlin Way	570
171	4428	U2047	Merlin Way	Kidsgrove	Lark Avenue	ends	880
172	4429	U2047	Starling Close	Kidsgrove	Lapwing Road	end	560

173	4430	U2047	Birkdale Drive	Kidsgrove	Lapwing Road	Newchapel Road	2300
174	4431	U2047	Kite Grove	Kidsgrove	Birkdale Drive	end	220
175	4432	U2047	Osprey View	Kidsgrove	Birkdale Drive	end	210
176	4433	U2047	Astbury Close	Kidsgrove	Birkdale Drive	end	270
177	4434	U2047	Jasmine Crescent	Kidsgrove	Pennyfields Road	end	810
178	4453	U2058	Bamber Place	Chesterton	B5369 Wolstanton Road	end	590
179	4454	U2058	Rosendale Avenue	Chesterton	B5369 Wolstanton Road	A34 Talke Road	1140
180	4444	U2059	Brymbo Road (Service Road)	Chesterton	Brymbo Road	Brymbo Road	1360
181	4445	U2059	Spencroft Road	Chesterton	Brymbo Road (Service Rd)	Holditch Road	2870
182	4446	U2059	Redmine Close	Chesterton	Brymbo Road	end	1510
183	4447	U2059	Peacock Road	Chesterton	Brymbo Road (Service Rd)	end	970
184	4448	U2059	Meadow Street	Chesterton	B5500 London Road	end	1090
185	4449	U2059	Barker Street	Chesterton	B5500 London Road	Meadow Street	300
186	4450	U2059	Broad Meadow Court	Chesterton	B5500 London Road	end	970
187	4451	U2059	Loomer Road	Chesterton	B5500 London Road roundabout	end	6850
188	4452	U2059	Turner Crescent	Chesterton	Loomer Road	Loomer Road	1880
189	4222	U2067	High Street	Silverdale	B5044 Sneyd Terrace	B5044 Newcastle Street	7170
190	4608	U2094	Clare Avenue	Porthill	Dimsdale Parade West	Bradwell Lane	4470
191	4435	U2608	Burntwood View	Loggerheads	A53 Newcastle Road	ends	1650
192	4436	U2608	Meynellfield	Loggerheads	Burntwood View	end	860
193	4223	A521	Cheadle Road	Forsbrook	A521 Uttoxeter Road	Dilhorne Road	7440
194	4224	A527	Congleton Road	Biddulph	Grange Road	C0005 Congleton Road RAB	8880
195	4225	A527	Meadows Way	Biddulph	C0005 Congleton Road RAB	C0005 Tunstall Road RAB	12950
196	4412	A53	Buxton Road	Leek	Thornccliffe Road	Approx 50m north of Old Buxton Road, Upper Hulme approx 800m north of B5054 New Road	26940
197	4226	B5053	Longnor Road	Warslow	Chapel Lane		8400
198	4227	C0030	Summerhill Ln/Edge Top Rd	Flash	A53 Buxton Road	B5053 Buxton Road	31800
199	4228	C0074	Meerbrook Road	Rushton Spencer	C0346 Leek Old Road	C0073 Rudyard Road Approx 240m south east of canal bridge, Wallgrange Cottages/Springwood Park Farm access	10060
200	4455	C0150	Sutherland Road/Park Lane	Catswall	A53 Leek Road		6530

201	4456	C0150	Hollow Lane Cowallmoor Ln/Ladymoor Ln/Haugh Hill	Cheddleton	Ostlers Lane	Park Lane	1060
202	4229	C173		Brown Edge	D1061 Sandy Lane	C174 Lask Edge Road	17630
203	4230	C193	Moor Road	Reapsmoor	B5053 New Road	C0016 Leek Road	16300
204	4231	D1045	Hazelwood Road	Clough Head	D1047 Clough Head Lane	D1046 Back of the Rocks	10740
205	4232	D1047	Clough Head Lane	Clough Head	D1048 Cote Lane	D1045 Hazelwood Road	1550
206	4233	D1048	Cote Lane	Meerbrook	D1047 Roach Road	C0074 Blackshaw Lane	13750
207	4566	D1056	Thorneyedge Rd	Armshead	C83 Knowsley Road	Luzlow Lane	9650
208	4620	D1056	Armshead Road	Armshead	C0083 Rownall Road	Luzlow Lane	11280
209	4612	D1064	Mow Lane	Biddulph	A527 Congleton Road	Wedgwood Lane	4740
210	4610	D1065	Halls Road	Biddulph	A527 Congleton Road	Akesmore Lane	5500
211	4298	D1105	Longacres Lane	Wetley Rocks	A522 Cheadle Road	Consall Lane	6240
212	4290	D1106	Folly Lane	Wetley Rocks	Consall Lane	A520 Cheadle Road	7440
213	4291	D1106	Consall Lane	Wetley Rocks	A522 Cheadle Road	Longacres Lane D1140 Mere Lane (near Rushley Bridge)	5660 13760
214	4289	D1139	Farwall Ln/Throwley Ln/Castern Ln	Calton	D1155 Back Lane		
215	4299	D1140	Mere Lane/Lodge Lane	Throwley	Castern Ln (near Rushley Bridge)	C0054 Ilam Moor Lane	4680
216	4234	D1153	Basford Lane	Leekbrook	A520 Cheddleton Road	C64 Basford Green Road	11230
217	4235	D1171	Salters Lane	Werrington	A52 Ashbank Road	Malthouse Lane	8800
218	4567	D1173	Malthouse Lane	Hulme	D1183 Hulme Lane	A520 Leek Road	2810
219	4604	D1279	West Street	Biddulph	C0005 Tunstall Road	end	310
220	4607	D1279	Fairfax Close	Biddulph	Walley Street	end	940
221	4609	D1279	Station Road	Biddulph	A527 Meadows Way	Halls Road	2650
222	4611	D1282	Wedgwood Lane	Biddulph	Akesmore Lane	Marshfield Lane	2960
223	4613	D1282	Sansdown Close	Biddulph	Halls Road	end	1110
224	4614	D1282	Linden Drive	Biddulph	Halls Road	Washington Close	1240
225	4615	D1282	Washington Close	Biddulph	Wedgwood Lane	ends	1520
226	4616	D1282	Stanley Road	Biddulph	Wedgwood Lane	end	270
227	4617	D1282	Sandy Road	Biddulph	Mow Lane	end	360
228	4618	D1282	Cecil Road	Biddulph	Mow Lane	end	510
229	4606	D1283	Crossfield Avenue	Knypersley	A527 Tunstall Road	end	590

230	4605	D1287	Russell Street	Leek	A53 Haywood Street	Derby Street	720
231	4386	A0518	Stafford Road	Aqualate	County Boundary	Newport Road	19060
232	4387	A0518	Newport Road	Swan Pit	Stafford Road	Newport Road	14230
233	4236	A5013	Stafford Road	Eccleshall	Wheelwright Drive Island	40mph Great Bridgeford	26000
234	4562	A513	Milford Road	Stafford	Hillcroft Avenue	30mph School Lane	7710
235	4619	A513	Beaconside	Stafford	Approx 150m north B5066 Sandon Rd Stafford side	Approx 485m south B5066 Sandon Rd Stafford side	5990
236	4237	A519	Slindon Road	Slindon	Sytch Lane	Yew Tree Farm access (West side of Railway bridge)	13570
237	4238	A519	Newcastle Road	Cat's Hill	C2 Swynnerton Road	Cat's Hill Cross Roads	8230
238	4239	A519	Newcastle Road	Hanchurch	A5182 Whitmore Road	M6 Bridge	6730
239	4417	A519	Newport Road	Forton	Fernhill Lane	Approx 250m Northeast Shay Lane	7060
240	4240	B5026	Eccleshall Road	Loggerheads	30/60mph Loggerheads	Broughton Hall entrance	14650
241	4413	B5405	Stafford Road	Woodseaves	A519	Gorse Lane	7560
242	4241	C0087	Meece Road	Yarnfield	C0002 Cold Meece Road	Approx 1500m South East of C0002 Cold Meece Road	9770
243	4511	C0088	Trent Road	Stone	B5027 Newcastle Road	A34 The Fillybrooks	1400
244	4300	C0117	Millmeece Marsh	Cotes Heath	C0212 Mill Lane	A519	8900
245	4603	C0154	Clanford Road/Seighford Road	Seighford	B5405 Newport Road	C155 Main Road	8490
246	4568	C0230	Derrington Lane/Blackhole Lane	Derrington	A518 Billington Bank	C52 Long Lane	15190
247	4301	C0237	Moddershall Oaks	Moddershall	C0244 Knenhall	C0079 Hayes Bank	6920
248	4302	C0244	Knenhall	Moddershall	A520 Stone Road	C0237 Moddershall Oaks	11730
249	4553	D2166	Aston Link Road	Stone	B5027 Lichfield Road	A51 Stone Bypass	650
250	4495	D2208	Mayfield Drive	Blythe Bridge	Adamthwaite Drive	end	510
251	4496	D2208	Blythe Close	Blythe Bridge	Adamthwaite Drive	end	530
252	4497	D2208	Willowcroft Rise	Blythe Bridge	Adamthwaite Drive	end	600
253	4498	D2238	Sutherland Crescent	Blythe Bridge	B5029 Grindley Lane	B5029 Grindley Lane	4160
254	4499	D2238	Meadow Close	Blythe Bridge	Sutherland Crescent	Sutherland Crescent	900
255	4500	D2238	Springfield	Blythe Bridge	Sutherland Crescent	end	230
256	4501	D2238	Midway Drive	Blythe Bridge	Sutherland Crescent	Sutherland Crescent	1090
257	4502	D2238	Argyll Close	Blythe Bridge	Midway Drive	end	270
258	4503	D2238	Highland Close	Blythe Bridge	Midway Drive	end	260

259	4504	D2238	Park View	Blythe Bridge	Sutherland Crescent	end	230
260	4505	D2238	Chartley Close	Blythe Bridge	Sutherland Crescent	end	230
261	4506	D2238	Churchill Close	Blythe Bridge	Sutherland Crescent	end	320
262	4507	D2238	Field Close	Blythe Bridge	Sutherland Crescent	end	460
263	4508	D2238	The Grove	Blythe Bridge	Sutherland Crescent	end	390
264	4509	D2238	Orchard Rise	Blythe Bridge	Sutherland Crescent	end	690
265	4524	D2401	Cross Street	Stone	A520 Longton Road	Oulton Road	700
266	4525	D2401	Oulton Mews	Stone	Oulton Road	end	290
267	4529	D2402	Old Road Close	Stone	Old Road	end	130
268	4526	D2403	Princess Street	Stone	Oulton Road	Old Road	2020
269	4527	D2403	York Street	Stone	Oulton Road	Old Road	1710
270	4528	D2403	Queens Square	Stone	Princess Street	York Street	350
271	4510	D2407	Kent Grove	Stone	Mount Road	end	960
272	4514	D2407	Mount Crescent	Stone	Mount Road	end	860
273	4515	D2407	Berkley Street	Stone	Mount Road	Meaford Avenue	1090
274	4516	D2407	Meaford Avenue	Stone	Berkley Street	ends	770
275	4517	D2407	Victor Street	Stone	Berkley Street	Albert Street	1050
276	4518	D2407	Alexandra Street	Stone	Victor Street	Arthur Street	860
277	4519	D2407	Edward Street	Stone	Alexandra Street	Albert Street	480
278	4520	D2407	Victoria Street	Stone	Alexandra Street	Albert Street	510
279	4521	D2407	Arthur Street	Stone	Alexandra Street	Old Road	440
280	4522	D2407	Albert Street	Stone	Victor Street	Old Road	740
281	4523	D2407	Field Terrace	Stone	Albert Street	Old Road	1000
282	4530	D2408	Tunley St/Kings Ave	Stone	Mount Road	A520 Radford Street	1750
283	4531	D2408	Alma Street	Stone	Tunley Street	Mount Road	480
284	4532	D2408	Northesk Street	Stone	A520 Radford Street	B5315 Station Road	1680
285	4533	D2408	Dominic Street	Stone	Northesk Street	B5315 Station Road	210
286	4534	D2410	Old Rectory Road	Stone	B5027 Lichfield Road	ends	890
287	4535	D2410	Cedar Park	Stone	B5027 Lichfield Road	end	960

288	4536	D2410	Altona Close	Stone	B5027 Lichfield Road	limit of adoption approx 45m northeast of Lichfield Road	380
289	4537	D2410	Victoria Mews	Stone	Altona Close	end	70
290	4538	D2410	Jordan Way	Stone	B5027 Lichfield Road	end	1170
291	4539	D2410	Holly Grove	Stone	Jordan Way	end	230
292	4540	D2410	Parkway	Stone	B5027 Lichfield Road	end	490
293	4541	D2410	Flaxcroft	Stone	Parkway	end	660
294	4542	D2410	Warmcroft	Stone	Parkway	end	230
295	4543	D2410	Ridge Croft	Stone	Parkway	end	670
296	4544	D2410	Westover Drive	Stone	B5027 Lichfield Road	end	1420
297	4545	D2410	Parkhouse Drive	Stone	B5027 Lichfield Road	ends	800
298	4546	D2410	Grange Road	Stone	B5027 Lichfield Road	Shepley Close	770
299	4547	D2410	Fernhurst Close	Stone	Grange Road	end	460
300	4548	D2410	Shepley Close	Stone	Grange Road	ends	420
301	4549	D2410	Millwalk Avenue	Stone	Grange Road	end	580
302	4550	D2410	The Redlands	Stone	B5027 Lichfield Road	end	950
303	4493	D2552	Adamthwaite Drive	Blythe Bridge	A521 Uttoxeter Road	Ridgway Drive	1830
304	4494	D2552	Ridgway Drive	Blythe Bridge	Adamthwaite Drive	B5029 Grindley Lane	1830
305	4472	D2570	Aston Lodge Parkway	Stone	B5027 Uttoxeter Road	Aston Lodge Parkway roundabout	1530
306	4473	D2570	Mercer Ave/Saddler Ave	Stone	Aston Lodge Parkway roundabout	Aston Lodge Parkway roundabout	10190
307	4474	D2570	Lyndhurst Grove	Stone	Mercer Avenue	ends	1480
308	4475	D2570	Johnson Grove	Stone	Mercer Avenue	end	220
309	4476	D2570	Griffiths Way	Stone	Mercer Avenue	end	600
310	4477	D2570	George Ln/Sheridan Way	Stone	Mercer Avenue	ends	1490
311	4478	D2570	Harrow Place	Stone	Mercer Avenue	ends	1250
312	4479	D2570	Springwood Drive	Stone	Mercer Avenue	end	1660
313	4480	D2570	Haddon Place	Stone	Springwood Drive	end	400
314	4481	D2570	Bowers Court	Stone	Springwood Drive	end	430
315	4482	D2570	Ashford Grove	Stone	Mercer Avenue	end	390
316	4483	D2570	Ridgemont Court	Stone	Ashford Grove	end	260

317	4484	D2570	Pembroke Drive	Stone	Mercer Avenue	end	1180
318	4485	D2570	Augustine Close	Stone	Pembroke Drive	end	990
319	4486	D2570	Cranmore Grove	Stone	Mercer Avenue	end	740
320	4487	D2570	Kingsland Road	Stone	Mercer Avenue	end	1660
321	4488	D2570	Kingsland Close	Stone	Kingsland Road	end	760
322	4489	D2570	Cooper Close	Stone	Saddler Avenue	end	620
323	4490	D2570	Farrier Close	Stone	Saddler Avenue	ends	910
324	4491	D2570	Oakleigh Court	Stone	B5027 Uttoxeter Road	ends	1190
325	4512	D2578	Trinity Drive	Stone	B5315 Station Road	end	830
326	4513	D2578	Fieldhouse Court	Stone	Mount Road	end	570
327	4551	D2587	The Crossings	Stone	B5027 Uttoxeter Road	end	330
328	4552	D2587	Mount Pleasant Close	Stone	B5027 Uttoxeter Road	end	250
329	4492	D2591	Taverners Drive	Stone	B5027 Lichfield Road	end	890
330	4388	D4305	Leese Lane	Billington	A518 Newport Road	End of cul-de-sac	3630
331	4595	D4579	Broad Lane	Church Eaton	Gorsemoor Lane	Church Eaton Road	5190
332	4597	D4586	High Onn	High Onn	Orslow Road	Church Eaton Road	6340
333	4242	U3027	Wildwood Ringway	Stafford	A34 Cannock Road	A34 Cannock Road	18450
334	4243	U3027	Winchester Court	Stafford	Wildwood Ringway	ends	590
335	4244	U3027	Swallow Dale	Stafford	Wildwood Ringway	end	380
336	4245	U3027	Inglemere Drive	Stafford	Wildwood Ringway	end	1020
337	4246	U3027	Robinswood	Stafford	Inglemere Drive	ends	1010
338	4247	U3027	Fallowfield	Stafford	Wildwood Ringway	end	830
339	4248	U3027	Greylarch Lane	Stafford	Wildwood Ringway	end	780
340	4249	U3027	Stonepine Close	Stafford	Wildwood Ringway	ends	1130
341	4250	U3027	The Downs	Stafford	Wildwood Ringway	ends	820
342	4251	U3027	Slaidburn Grove	Stafford	Wildwood Ringway	end	350
343	4252	U3027	Hartsbourne Way	Stafford	Wildwood Ringway	end	750
344	4253	U3027	Barnfield Way	Stafford	Wildwood Ringway	Wildwood Ringway	2640
345	4254	U3027	Deepdales	Stafford	Barnfield Way	ends	870
346	4255	U3027	Cherrywood Close	Stafford	Barnfield Way	end	490

347	4256	U3027	Rookswood Copse	Stafford	Barnfield Way	end	400
348	4257	U3027	Fairmead Close	Stafford	Barnfield Way	ends	790
349	4258	U3027	Sharnbrook Grove	Stafford	Barnfield Way	ends	540
350	4259	U3027	Gorsley Dale	Stafford	Barnfield Way	end	340
351	4260	U3027	Sweetbriar Way	Stafford	Barnfield Way	end	1050
352	4261	U3027	Wrenswood	Stafford	Sweetbriar Way	end	650
353	4262	U3027	Leahurst Close	Stafford	Wrenswood	end	370
354	4263	U3027	Shireoaks Drive	Stafford	Barnfield Way	end	280
355	4264	U3027	Rowan Glade	Stafford	Wildwood Ringway	end	690
356	4265	U3027	Somervale	Stafford	Wildwood Ringway	end	440
357	4266	U3027	Shepherds Fold	Stafford	Wildwood Ringway	ends	1000
358	4267	U3027	The Meadway	Stafford	Wildwood Ringway	end	230
359	4268	U3027	Maplewood	Stafford	Wildwood Ringway	end	570
360	4269	U3027	Hurstmead Drive	Stafford	Wildwood Ringway	end	520
361	4270	U3027	Aldersleigh Drive	Stafford	Wildwood Ringway	end	1040
362	4271	U3027	Larchwood	Stafford	Wildwood Ringway	end	550
363	4272	U3027	Sylvan Way	Stafford	Wildwood Ringway	end	980
364	4273	U3027	Mapledene Close	Stafford	Wildwood Ringway	end	260
365	4274	U3027	White Oaks	Stafford	Wildwood Ringway	end	650
366	4275	U3027	Fieldside	Stafford	Wildwood Ringway	end	190
367	4276	U3027	Hollyhurst	Stafford	Wildwood Ringway	end	920
368	4277	U3027	The Bramblings	Stafford	Wildwood Ringway	Wildwood Ringway	2080
369	4278	U3027	Spreadoaks Drive	Stafford	The Bramblings	end	860
370	4279	U3027	Spinneyfields	Stafford	Spreadoaks	ends	490
371	4280	U3027	Glenthorne Close	Stafford	The Bramblings	end	690
372	4281	U3027	Wycherwood Gardens	Stafford	The Bramblings	end	570
373	4282	U3027	Caldervale Drive	Stafford	The Bramblings	end	690
374	4283	U3027	Otterburn Close	Stafford	Wildwood Ringway	end	460
375	4284	U3027	Lansdowne Way	Stafford	Wildwood Ringway	Woodleyes Crescent	1400
376	4285	U3027	Martin Dale	Stafford	Lansdowne Way	end	290

377	4286	U3027	Woodleyes Crescent	Stafford	Lansdowne Way	Lansdowne Way	1330
378	4287	U3027	Badgers Croft	Stafford	Woodleyes Crescent	end	310
379	4288	U3027	Larksmeadow Vale	Stafford	Woodleyes Crescent	end	420
380	4563	U3027	Cannock Road	Stafford	A34 Cannock Road	A34 Cannock Road	1290
381	4569	U3063	Creswell Farm Drive	Stafford	A5013 Eccleshall Roiad	end	2980
382	4570	U3063	Loynton Close	Stafford	Creswell Farm Drive	end	390
383	4571	U3063	Bromstead Crescent	Stafford	Creswell Farm Drive	Creswell Farm Drive	1840
384	4572	U3063	Shebdon Close	Stafford	Bromstead Crescent	end	300
385	4573	U3063	Chebsey Drive	Stafford	Bromstead Crescent	end	750
386	4574	U3063	Hartwell Grove	Stafford	Chebsey Drive	end	420
387	4575	U3063	Cranberry Close	Stafford	Chebsey Drive	end	520
388	4576	U3063	Stretton Avenue	Stafford	Bromstead Crescent	end	780
389	4577	U3063	Oulton Way	Stafford	Stretton Avenue	end	560
390	4578	U3063	Hilcote Hollow	Stafford	Bromstead Crescent	end	390
391	4579	U3063	Wootton Drive	Stafford	Creswell Farm Drive	end	1760
392	4580	U3063	Lapley Avenue (Inc cul de sac)	Stafford	Wootton Drive	end	990
393	4581	U3063	Levedale Close	Stafford	Wootton Drive	end	540
394	4582	U3063	Pulteney Drive	Stafford	A5013 Eccleshall Roiad	end	2470
395	4583	U3063	Wood Crescent	Stafford	Pulteney Drive	end	580
396	4584	U3063	Nash Avenue	Stafford	Pulteney Drive	end	380
397	4153	A0034	Stafford Road	Cannock	Beecroft Road RAB	Cemetery Road	11470
398	4389	A0460	Eastern Way	Heath Hayes	Hayes Way	Hemlock Way RAB	3010
399	4390	A0460	Eastern Way	Heath Hayes	Hemlock Way RAB	Old Hednesford Road	4620
400	4391	A5190	Cannock Road	Cannock	Five Ways Island (B4154)	C0146 Cannock Road Island	10550
401	4392	A5190	Lichfield Road	Cannock	A460 Eastern Way	Heath Way	6150
402	4598	A5190	Lichfield Road	Cannock	Construction joint near House No. 43	Construction joint near Hollies Avenue	4400
403	4393	B5013	Anson Street	Rugeley	Wolseley Road	Elmore Lane	1590
404	4394	B5013	Elmore Lane	Rugeley	Anson Street	A0460 Western Springs Road	2920
405	4395	B5013	Station Road	Rugeley	Colton Mill Bridge / River Trent	A0051 Rugeley Eastern Bypass	950
406	4396	B5013	Station Road	Rugeley	A0051 Rugeley Eastern Bypass	Wolseley Road	3090

407	4161	U5001	Bower Lane	Rugeley	A0460 Wolseley Road	Etchinghill Road	8170
408	4162	U5001	Stafford Brook Road	Rugeley	Etchinghill Road	Penkridge Bank Road	14000
409	4585	U5034	Littleworth Road	Hednesford	Hill Street	Cannock Wood Road	15920
410	4397	U5053	Barnswood Close	Cannock	Dorchester Road	End of cul-de-sac	1130
411	4398	U5053	Burnham Green	Cannock	Dorchester Road	End of cul-de-sac	420
412	4399	U5053	Meriden Close	Cannock	Wellington Drive	End of cul-de-sac	1070
413	4400	U5053	Bideford Way	Cannock	Wellington Drive	Longford Road	3240
414	4401	U5053	Dorchester Road	Cannock	Wellington Drive	Exeter Road	2440
415	4402	U5053	Exeter Road	Cannock	Bideford Road	End of cul-de-sac	990
416	4403	U5089	Green Lane (Inc. of the cul-de-sac)	Rugeley	Crabtree Way	A0460 Western Springs Road	6460
417	4163	A0041	Wergs Road	Perton	Wrottesley Park Road	County boundary nr Yew Tree Lane	7090
418	4164	A0449	Kidderminster Road	Stourton	A458 Bridgenorth Road	County Boundary	28620
419	4165	A0449	Wolverhampton Road	Acton Gate	M6 Jct 13 Surfacing Joint	Mill Lane Island	7790
420	4166	A0458	Bridgnorth Road	Six Ashes	Four Ashes Hall (Near Mere lane)	County Boundary	21630
421	4167	A0462	Bursnips Road	Essington	Broad Lane Jct sufacing joint	Hobnock Road Mini Island	2660
422	4168	A0462	Warstone Road	Warstone	M6 Jct 11 Surfacing Joint	Broad Lane Jct sufacing joint	17990
423	4169	B4156	Hobnock Road	Essington	A0462 Bursnips Road	Brownshore Lane	7680
424	4404	B4210	Broad Lane	Springhill	County Boundary	150m south of Springhill Farm	5350
425	4405	C0006	Birches Road	Bilbrook	Birches Bridge	Lane Green Road	6720
426	4406	C0006	Codsall Road	Bilbrook	Lane Green Road	County Boundary	3270
427	4407	C0040	Suckling Green Lane	Codsall	Histons Hill	Birches Bridge	6080
428	4173	C0099	Batfield Lane	Gilberts Cross	County Boundary(Nr Batfield House)	Bradburys Lane	2290
429	4174	C0099	Highgate Common Road	Enville Common	Highgate Road	Chester Road	2510
430	4175	C0099	Morfe Lane	Coxgreen	Bradburys Lane	A0458 Bridgnorth Road	7020
431	4176	C0099	Morfe Lane	Enville	A0458 Bridgnorth Road	Highgate Road	13080
432	4177	C0211	Mill Lane	Weston-U-Lizard	A0005 Watling Street	County Boundary(Nr Tong Dr)	6820
433	4178	C0253	Gospel Ash Road	Bobbington	Six Ashes Road	Crab Lane	10750
434	4179	C0253	Highgate Common	Enville	Crab Lane	Morfe Lane	7420
435	4180	C0253	Highgate Road	Enville	Morfe Lane	Chester Road	2210
436	4408	C0259	School Lane	Coven	A449 Stafford Road	Brewood Road	4600

437	4181	C0265	Kingsford Lane	Wolverley	Compton Road	County Boundary(Nr Briar Cft)	7730	
438	4182	D4006	Watery Lane	Bobbington	C0307 Crab Lane	C0253 Gospel Ash Road	2160	
439	4183	D4007	Church Lane	Bobbington	C0078 Six Ashes Road	Lutley Lane	2400	
440	4184	D4007	Leaton Lane	Bobbington	C0307 Crab Lane	Lutley Lane	5070	
441	4185	D4008	Lutley Lane	Bobbington	Leaton Lane	Mere Lane	4840	
442	4187	D4011	New Road	Smestow	C0078 Tom Lane	C0131 Church Road	11800	
443	4596	D4021	Strawmoor Lane	Oaken	A41 Holyhead Road	Railway bridge	6630	
444	4410	D4031	Church Lane	Codsall	Church Road	Church Hill	1250	
445	4188	D4082	Great Moor Road	Pattingham	Moor Lane	Pattingham Road	4800	
446	4189	D4083	Moor Lane	Pattingham	Clive Road	Property - Tinkers Farm	4930	
447	4190	D4083	The Elms Paddock	Pattingham	Moor Lane	End of the cul-de-sac	340	
448	4191	D4084	Bennetts Lane	Great Wood	A0454 Bridgnorth Road	End of the cul-de-sac	4610	
449	4192	D4375	Wharwell Lane	Great Wyrley	Gorse Lane	A0034 Walsall Road	1880	
450	4193	D4437	Acorn Close	Great Wyrley	Oak Avenue	End of the cul-de-sac	630	
451	4194	D4437	Hawthorne Avenue	Great Wyrley	Oak Avenue	End of the cul-de-sac	480	
452	4195	D4437	Oak Avenue	Great Wyrley	Gorse Lane	Bentons Lane	1530	
453	4196	D4461	Bluebell Lane	Great Wyrley	Tower View Road	Fairoaks Drive	1100	
454	4197	D4461	Fairoaks Drive	Great Wyrley	Wharwell Lane	Holly Lane	2560	
455	4198	D4461	Lilac Lane	Great Wyrley	Tower View Road	Fairoaks Drive	970	
456	4199	D4461	Plants Close	Great Wyrley	Fairoaks Drive	End of the cul-de-sac	710	
457	4200	D4461	Poplar Road	Great Wyrley	Gorse Lane	Fairoaks Drive	1600	
458	4201	D4461	Tower View Road	Great Wyrley	Poplar Road	Holly Lane	1870	
459	4202	D4461	Well Lane	Great Wyrley	Poplar Road	Fairoaks Drive	960	
460	4203	D4472	Yemscroft	Great Wyrley	A0034 Walsall Road	End of the cul-de-sac	480	
461	4204	D4485	Alpha Way	Great Wyrley	Holly Lane	End of the cul-de-sac	890	
							Total Estimated Area	1522910

Programme may change due to impact of weather, conflict with other works, utility works or, where accelerated deterioration has taken place.

District	Delivery	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	S106 and Other Funding (£000)	Total Cost 2023/24 (£000)	Have access to more good jobs and share the benefits of economic growth	Be healthier and independent for longer	Live in thriving and sustainable communities	Outcome Score Total
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Targeted Local Safety Schemes Commenced 2023/24 or earlier

SBC	Amey	Holdiford Road bridges, Milford	Following feasibility and consultation, traffic signals will be installed at the canal and river bridges on Holdiford Road where there is restricted width and intervisibility.	The scheme is expected to reduce the number of accidents as, through examining the most recent three years of personal injury collision data, six collisions have taken place, of which all but one were head on collisions occurring at this location. The proposed remedial measures would provide a First Year Rate of Return (FYRR) greater than 100%.	65	0	65	1	2	3	6
SMDC	Amey	A53 Buxton Road, between Blackshaw Moor and Flash	Likely scheme following feasibility study includes a speed limit reduction to 50mph, marker posts at side road junctions and blind spots, warning signs to alert drivers to expect slower vehicles existing the layby near Brown Lane, traffic island at Blackmere Road/Hazel Barrow Lane junction and updated warning and directional signage along the route.	To reduce the number and severity of personal injury collisions occurring on this section of the A53. During the most recent three years of complete data (2018-2020) as well as any files received since, twelve personal injury collisions have taken place (one of which was fatal and five were serious).	100	0	100	1	2	3	6
ESBC	Amey	B5030 Ashbourne Road, between Uttoxeter and Rocester	The preferred option in the feasibility study includes, central hatching reducing the likelihood of vehicles crossing onto the path of oncoming vehicles, potential for double white lines in narrower places to prevent overtaking, junction aheads signs, maintenance of vegetation and a speed limit reduction within the National Speed Limit stretch to 50MPH.	It is estimated that the proposed measures could produce a saving of 1.06 accidents per annum (based on a conservative collision saving of 33%). This would equate to an annual saving of £278,379 (based on DfT estimate for built up accidents 2023). Pending any changes following the double white line assessment the total works is estimated to be £95,000, and therefore, the first-year rate of return would be 309%.	95	0	95	1	2	3	6
ESBC	Amey	Loxley crossroads, Kingstone, Uttoxeter	To improve safety, it is recommended that the two side roads are offset to give better sight of the junction.	Following a fatality in 2018 and earlier fatalities, there are concerns regarding forward visibility with drivers not seeing the 'stop' markings at the junction and going straight across. The proposed solution has been agreed by the parish council and they have offered a contribution towards the scheme. The landowner is prepared to freely dedicate the land.	150	50	200	1	2	3	6
County wide	Amey	Additional Local Safety Schemes	New accident cluster locations identified following data analysis.	To ensure delivery of future local safety schemes within one financial year, design and associated consultation will be completed during 2024/25 with delivery in 2025/26.	10	0	10	1	2	3	6

Local Safety Scheme commenced Sub Total 420 50 470

District	Delivery	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	S106 and Other Funding (£000)	Total Cost 2023/24 (£000)	Have access to more good jobs and share the benefits of economic growth	Be healthier and independent for longer	Live in thriving and sustainable communities	Total
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2024/25 New Targeted Local Safety Schemes

CCDC/ESBC	Amey	Vehicle Activated Signs (VAS)	The installation of two VAS signs are proposed for installation to help reduce casualties at Rugeley Road near to Caravan Park, Beaudesert, Cannock Chase and Forest Road near to Junction of Dunstall Cross / Dunstall Hill, Rangemore Hill.	<p>VAS112 is a bend warning indicator in Cannock Chase, it was initially installed due to a significant volume of collisions within 3 years prior to installation- (3 KSI & 10 Slight) reducing to 1 slight in the 3 years after installation (a cost saving to the economy £1.13million).</p> <p>VAS139 is a crossroads junction ahead warning sign installed due to a collision history at the crossroads within the 3 year period prior of (1KSI & 3 Slight) reducing to zero personal injury collisions during the 3 consecutive years after. (a £377k cost saving to the economy) There are high Community and member concerns at this location.</p>	50	0	50	1	2	3	6
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2024/25 New Local Safety Scheme Sub Total 50 0 50

District	Delivery	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	S106 and Other Funding (£000)	Total Cost 2023/24 (£000)	Have access to more good jobs and share the benefits of economic growth	Be healthier and independent for longer	Live in thriving and sustainable communities	Total
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Community Liaison Schemes Commenced 2023/24 or Earlier

SBC	Amey	Mill Lane Great Haywood footway	Funding is available to continue the detailed design, local consultation and third party agreements on this proposal to provide a safe footway between Great Haywood and the canal basin and farm shops. The aim is to provide a link between existing footways, to improve road safety for vulnerable road users. The scheme includes footway provision on one-way signal operation under the rail bridge.	The footways are heavily used however no footway extends for around 100m under the railway bridge and pedestrians are forced to walk into the carriageway. There have been a number of close encounters between pedestrians and motorists. It is supported by the County Councillor and the parish. A petition for the footway was also submitted to the County Council in 2017. The main risk to delivery is associated with completing a third party agreement.	15	0	15	1	3	3	7
TBC	Amey	Flood mitigation at Glascote arches, Tamworth	A feasibility study recommended options for mitigating the flooding and the preferred short term low cost option that will be delivered in 2024/25 is to flush through the drains and put a camera down.	Flooding has occurred at this location for many decades as it is a low point in the topography and the nearest place the drainage can outfall into the adjacent River Tame. This is a key walking route between Glascote and Tamworth town centre. Investigations have included technical surveys to understand the drainage infrastructure, third party assets/EA responsibilities and identification of options to improve drainage.	30	0	30	2	2	3	7
ESBC	Amey	Uttoxeter Parking Review - Market Place, Uttoxeter	Proposals include increasing on-street parking and disabled bays, changes to on-street timings and cycle parking. On-street electric vehicle charging points will be considered through other funding opportunities in line with the EV Strategy.	There are a number of new developments in Uttoxeter Town area which with no increase in off-street parking has put increased pressure on on-street parking. A feasibility study and local consultation has been completed which considered options to improve on street provision, remove parking where inappropriate and suggest locations where more on street parking can be provided.	30	0	30	2	1	3	6
ESBC	Amey	Traffic management Back Lane, Uttoxeter	Enforcement and engineering solutions to deter through traffic along Back Lane. Future proposals could include a bus gate that could potentially be enforced by ANPR cameras.	There are a number of new developments in Uttoxeter Town area which has put increased pressure on Uttoxeter. Proposals for Back Lane are supported by key stakeholders, including the Town Council. Back Lane links Silver street to Dove Bank and whilst subject to a traffic regulation order that prohibits traffic, the road continues to be well used as a cut through to avoid queuing traffic at the junction. The route is also used by school buses to drop off and collect Students to Elaine's school and concern is raised that vehicles pass these buses at speed as students walk into the road.	20	0	20	2	2	3	7

ESBC	Amey	Uttoxeter town centre bollard enforcement	Reinstatement of a rising bollard at the north end of High Street, Uttoxeter.	Reinstatement of a rising bollard to manage traffic flows in this key town centre location.	15	0	15	3	1	3	7
ESBC	Amey	Stone Road/Smithfield Road Junction improvement, Uttoxeter	Measures to improve pedestrian environment at a key junction providing access to local schools. Scheme includes amending the alignment of an existing zebra crossing, improved signage and lining, guardrail upgrade and introduction of a TRO to prohibit unsafe parking which limits visibility.	There are a number of new developments in Uttoxeter Town area which has put increased pressure on Uttoxeter. The existing 'zebra' crossing on Stone Road is located in a position that means when pedestrians are on the crossing, they are unsighted as vehicles turn off Smithfield Road into Stone road. There are also numerous places where pedestrians cross in this area without using the crossing.	5	0	5	2	1	3	6
SSDC	Amey	Codsall Road, Dam Mill Codsall	Implementation of measures to reduce speeds and improve safety at a bend in Codsall Road.	There is a long term history of loss of control incidents and whilst the criteria is not met for road safety intervention there is pressure (over a number of years) from the community to take action at this site which is also supported by the local member and the Parish Council. Low-cost measures have been previously implemented including speed indication devices (SIDs) funded by the Parish Council but the problems still exist. The scheme aims to reduce safety incidents and traffic speeds	40	0	40	1	2	3	6
Community Liaison Schemes Commenced 2023/24 or Earlier Sub Total					155	0	155				
2024/25 New Community Liaison Schemes											
LDC	Amey	A51/ Hood Lane Weight Limit Signage, Rugeley	Installation of two advanced weight limit signs on the A51 on the approach to Hood Lane (in both directions) advising HGVs of the 7.5t weight limit.	The scheme will help reduce the number of HGVs illegally using Hood Lane, which has resulted in damage to property. The signage will be similar to the sign installed further down the A51 at the junction of Longdon Green which has proved very successful.	5	11	16	1	1	3	5

ESBC	Amey	Belvedere Road traffic management, Burton upon Trent	The proposal includes the review of central hatching, edge of carriageway markings, markings to reduce the size of the bell mouth junction on Outwoods Street and a relocation of the bus stop.	To enhance the safety for the local community and provide road markings to encourage motorists to drive to the condition of the road. There are safety concerns at this location, where vehicles are hitting guardrails and boundary walls. This is a main route for the hospital and Outwoods Street leads to a school.	25	0	25	1	3	2	6
SBC	Amey	A519 Beech Road Safety Improvements	Following the outcome of a feasibility study, the preferred option is likely to include the upgrading of existing warning signage and providing changes to the speed limit at the bend in the road.	There are safety concerns at this location due to the layout of the road and the speed in which vehicles take the bend and the local councillor considers that the issue needs to be prioritised due to accidents.	20	0	20	1	3	2	6
SBC	Amey	A513 Lichfield Road, Shugborough Speed Limit Change	The proposal is to reduce the speed limit from 60mph to 40mph, tying in with the existing 40mph in Milford. This section of road includes entrances/exits to Shugborough and Cannock Chase punch bowl car park that both have visibility restrictions due to the bends in the road.	There is a blind bend around the Punch Bowl car park which causes concerns for drivers and for visitors trying to enter/exit the car park due to limited visibility. This scheme will benefit the local community, longer distance trips and active travel, as it is a popular leisure cycling/walking area.	15	0	15	1	1	2	4
LDC	Amey	A513 Kings Bromley Lane traffic management	A feasibility study has been completed and the preferred option is to deliver additional advanced traffic signs, bollards within the verge and additional road marking on the approaches to the junction.	King's Bromley Lane is an un-lit, single carriageway rural road, with a National Speed Limit, providing connection to the A513/B5014 Uttoxeter Road. Concerns raised by the local member and the local community are centred around the increasing number of collisions occurring at the junction as a result of vehicles overshooting the existing give way. To scheme will reduce ongoing maintenance costs through damage and mitigate against this longstanding local community concern .	30	0	30	1	2	3	6
SMDC	Amey	High Street Cheadle, enhanced vehicle access to local businesses	The proposal is to add short-stay parking bays and loading bays to further support the local businesses in the area. The Traffic Regulation Order (TRO) will be amended before relining, following recent re-surfacing works.	Currently, there is limited parking for customers accessing local businesses on High Street. The proposed short-stay parking location is currently designated as 'no waiting at any time,' yet despite parking restrictions, local residents frequently use it for quick stops at businesses without hindering the flow of traffic. The scheme aims to decrease illegal parking, enhance customer parking, and support local businesses.	18	0	18	3	2	1	6

ESBC	Amey	Station Lane traffic management, Walton-on-Trent	The proposal includes carriageway narrowing prior to the Walton Bridge and a priority system, allowing motorists in large vehicles the opportunity to turn around and find an alternative route. This will also see the National Speed Limit dropped to 40mph.	This scheme is supported by the local councillor. Derbyshire County Council are also expressing their concerns as they regularly have large vehicles stuck on the bridge at Walton-on-Trent, using emergency services time to alleviate the situation.	8	0	8	2	1	2	5
ESBC	Amey	B5013/B5014 Uttoxeter Road junction improvement, Abbots Bromley	The proposal includes signage improvements and speed control measures on the approaches to the junction.	Safety issues at the junction have been raised by the local councillor due to speeding cars overshooting the junction and colliding with gates/fences. The B5013 and B5014 are notorious for speeding with a Pursuant to Police Reform Act Section 59 in place close to Blithfield Reservoir. A recent fatality occurred at the junction involving a motorcyclist and a bus,	50	0	50	1	2	3	6
SBC	Amey	Stone town centre Gyrotory Review	A feasibility study to review Stone town centre transport provision for all modes, focusing on the ring road. An options assessment is required, supported by data collection, to investigate the potential for short term low cost measures and the need for larger scale improvements that could be delivered in the future, as resources permit. The study will require consultation with key stakeholders, including Morrisons, local businesses and Stone Town Council.	A feasibility study is required as the one way system in Stone town centre currently suffers from periods of traffic delays and safety issues for pedestrians and cyclists. There are local concerns about the growth of traffic in Stone that is likely to be generated by residential developments in the area.	10	0	10	3	2	2	7
TBC	Amey	Tamworth town centre TRO review	Undertake further reviews of the traffic regulation orders in place (including traffic surveys and monitoring) and investigate the need for the implementation of experimental traffic regulations orders.	The review will consider pedestrian safety in the town centre and any appropriate amendments to accommodate committed development such as the Future High Streets project.	20	0	20	2	1	3	6
SBC	Amey	Aston Link Road traffic management, Stone	Feasibility Study to consider option for reviewing the purpose of Aston Link Road as a connection between the A51 and Lichfield Road. The study should look at the potential for making Aston Link Road one way and give consideration to walk and cycle movements.	The study will consider various existing issues including increased use of the link road as a short cut, limited visibility, queuing vehicles on A51 at this junction, substandard width of the lane and proximity to Lichfield Road junction. Consideration will be given to walk and cycle movements in the area.	16	0	16	1	1	2	4
SBC	Amey	Newport Road and Castle Bank pedestrian crossings, Stafford	Feasibility Study to consider the need and viability for improved crossing provision on Newport Road and Castle Bank for walking, wheeling and cycling.	There is local councillor concern that the heavy volumes of traffic on the Newport Road and lack of crossings points is making it unsafe for walking, wheeling and cycling. The objective is to provide better access for all along this corridor and improve safety for children walking, wheeling and cycling to school.	5	0	5	2	2	3	7
2024/25 New Community Liaison Sub Total					222	11	233				

District	Delivery	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	S106 and Other Funding (£000)	Total Cost 2023/24 (£000)	Have access to more good jobs and share the benefits of economic growth	Be healthier and independent for longer	Live in thriving and sustainable communities	Total
2024/25 Countywide Commitments											
County wide	Amey	Divisional Highway Programme	The Divisional Highway Programme is a Local Member Initiative that helps to fund highway and transport schemes prioritised by County Councillors, such as pedestrian safety, safety and congestion issues at local junctions, school traffic, HGV routing, speeding through villages, parking issues and rat-running on inappropriate roads.	County Councillors are allocated £7,000 to give them the opportunity to directly input into delivery programmes. They work closely with Community Infrastructure Liaison Managers and Parish Councils to ensure local concerns and challenges are identified and priorities are established, taking into account financial constraints.	434	0	434	2	2	3	7
County wide	Other	Highways Laboratory	Funding provided to the County Council's Highways Laboratory for testing materials to ensure compliance with standards and specifications and measuring properties such as reflectivity of road markings and the skid resistance of road surfaces.	Ensures that the schemes delivered in both the maintenance and integrated transport block capital programmes achieve the required standard.	70	0	70	3	1	3	7
County wide	Amey	Rights of Way Maintenance and Improvements	Delivery of a programme of maintenance and improvements to the PRoW network to address issues and increase efficiency of management. Schemes in 23/24 will focus on: <ul style="list-style-type: none"> Major PRoW improvement schemes 'Finding Your Way' Programme 'Miles without Stiles' Programme Community Paths Initiative Path Volunteer Programme 	The County Council has a statutory duty to keep 4,510km of Public Rights of Way (PRoWs) safe and accessible. Funding will help to: <ul style="list-style-type: none"> addressing the backlog of unresolved issues Reduce the risk of complaints against the council and improve public satisfaction Enable a forward planned approach Increased involvement from the community via the community paths initiative and volunteering programme. Focus improvements on value to the local transport network. Provide new infrastructure to enable new and upgraded routes on the Definitive Map to be used by the public. 	120	0	120	1	3	3	7
County wide	Amey	Scheme prep costs	Funding required to provide initial investigations into scheme ideas to inform the decision whether they should be included in the programme and in bids for additional funding.	Helps to ensure that the most appropriate schemes are included in the programme in terms of achieving the necessary outcomes. Initial investigations and cost estimates will help to maximise the success of securing additional funding and reduce the risks associated with an under-costed bid.	20	0	20	2	2	2	6

County wide	Amey	Local Safety Scheme: Targeted wet road skidding sites	A route that has a wet road collision problem occurring predominantly at junctions and/or bends and approaches to roundabouts will be targeted via the Wet Roads Programme.	Sites will be assessed for suitability if there have been at least five wet road collisions on a short length of road (i.e. 200 metres) to make remedial action worthwhile within the latest three years of complete personal injury collision data. Sites should not normally exceed 1.5 km in length. Identified sites are sent to Asset Management with a request for investigation with a view to Premium Surface Dressing treatment as a Local Safety Scheme if appropriate.	130	0	130	1	2	3	6
County wide	Amey	Local Safety Schemes: Mass Action Programme	The Mass Action programme is a means to address a number of common type collisions that, while potentially occurring across a wide area, have a common cause, theme or pattern. The works involve the use of known engineering solutions to negate the actual hazards notably via signage and lining improvements.	All schemes proposed will have a minimum of three personal injury collisions within the latest three years of complete personal injury collision data.	35	0	35	1	2	3	6
County wide	Other	Traffic Signal Refurbishment	Countywide programme of traffic signal refurbishment, focusing on the growing number of poor assets that require urgent refurbishment. Includes a replacement programme for obsolete halogen bulbs.	Although civil costs are reducing due to a fully ducted system, the County Council has declining assets because of the volume of assets. Over the past five years our growth of new assets has been a total of 29 sites of which eight are junctions. The number of assets that are becoming very poor and in need of urgent refurbishment is increasing. Maintaining traffic signal assets to the required standards will improve traffic management of the highway network. Poorly maintained traffic signals impacts upon the authorities compliance with the requirements of the Traffic Management Act 2004.	800	0	800	3	1	3	7
County wide	Other	Traffic monitoring	Replace permanent traffic counters with CA Traffic's new "BlackCAT Compact" counters which have the ability for both telemetry and solar-power built in. Deliver additional permanent counters as required, including the monitoring of the impact of the Staffordshire Western Access Route and Lichfield Southern Bypass and active travel schemes. Data is also required to monitor the impact of strategic development locations throughout the County and traffic flow changes resulting from COVID-19.	Traffic count data enables the County Council to monitor traffic growth and cameras can help to monitor all modes of transport along key routes. The data helps to inform the outcome of highway improvements and major housing and employment developments. Telemetry allows the data to be received remotely in the office which will dramatically increase the receipt of the data across all sites. Solar power will avoid the need to change batteries in the units.	0	75	75	3	1	1	5

County wide	Amey	Bus stop Infrastructure improvement programme	A programme of works to improve the County Council's bus stop infrastructure to provide a more attractive environment for bus users ensuring a consistent standard.	Staffordshire's Bus Service Improvement Plan (BSIP) and Enhanced Partnership with bus operators will help to deliver the National Bus Strategy for England 'Bus Back Better'. Government guidance suggests that well designed, modern, high quality, attractive and safe bus stop infrastructure will help to growth bus patronage. A targeted approach will be applied by identifying key long term viable routes and prioritising bus stops that have the greatest use.	125	0	125	2	3	2	7
Countywide	Amey	Access for all improvements associated with highway maintenance schemes	Completion of audits of the walking environment along routes that are in the 2025/26 highway maintenance programme. The audits will identify a programme of potential improvements that can be delivered alongside the maintenance programme, as resources permit.	The purpose of the funding is to provide a resource that enables greater integration with the maintenance programme to ensure that minor improvements to the walking environment, such as dropped kerbs and tactile paving can be coordinated and delivered alongside maintenance schemes.	40	0	40	1	1	3	5
Countywide Schemes Sub Total					1774	75	1849				
District	Delivery	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	S106 and Other Funding (£000)	Total Cost 2023/24 (£000)	Have access to more good jobs and share the benefits of economic growth	Be healthier and independent for longer	Live in thriving and sustainable communities	Total
Transport Strategy Schemes Commenced 2023/24 or Earlier											
ESBC	Amey	B5017 Corridor Improvements, Burton	Deliver traffic management and pedestrian improvements on the B5017 between Wellington Road/Shobnall Road and Postern Road, taking into account local community concerns, safety concerns around Shobnall Primary School and access to the hospital.	Improvements are required in line with community concerns about the traffic impact of major development sites. Options that are being considered include signalisation of B5017 Henhurst Hill/ Hopley Road/ Postern Road junction, declassification of B5017 to facilitate introduction of an environmental weight limit and measures to discourage speeding.	0	80	80	3	2	3	8
ESBC	Amey	Transport improvements associated with Land South of Branston, Burton	Detailed designs will be progressed in line with the outcome of public consultations that were completed in 2023 on walking and cycling proposals along the B5018 corridor, between Main Street Branston and Paget High School. It is currently expected that the scheme will be delivered in 2025/26.	The transport package is required to help mitigate the traffic impact associated with development at Land South of Branston, in line with the East Staffordshire District Integrated Transport Strategy and Local Plan. Negotiations are taking place that may secure a contribution from Network Rail.	0	550	550	2	3	3	8

TBC	Amey	Comberford Rd / Gillway Ln / Coton Ln junction improvement, Tamworth	Detailed feasibility and design is required to identify a preferred improvement that will increase capacity at the junction to accommodate housing growth. Delivery will be in a future year using S106 funds.	The improvement is required to accommodate residential development totalling 870 dwellings at Anker Valley, land off Browns Lane and Coton Lane, and 1000 dwellings at Arkall Farm.	0	5	5	3	1	2	6
LDC	Amey	Cappers Lane / Trent Valley Road / Eastern Ave junction improvement, Lichfield	Feasibility and detailed design is required to identify a preferred improvement that will increase highway capacity and improve walking and cycling provision at the junction to accommodate proposed housing growth. Delivery will be in a future year, with the majority of funding for delivery from secured S106 .	The improvement is required to accommodate residential development at Streethay and Watery Lane totalling 1,700 dwellings, together with other nearby developments.	0	50	50	3	1	2	6
SBC	Amey	A34 Stafford Road / Eccleshall Road junction, Stone	Investigation and design of improvement options to provide additional vehicular capacity and walking and cycling provision on the Eccleshall Road approach to Walton Island.	This intervention was identified via the Transport Assessment in relation to development at Walton Hill, West of Longhope Drive, Stone. The junction is likely to experience traffic capacity issues in accordance with the impacts of proposed local developments. The A34 junction also creates severance and safety issues for pedestrians and cyclist movements between the development and Stone town centre.	0	208	208	3	1	2	6
LDC	Amey	Eastern Avenue pedestrian and cycle provision between A51 junction and Dimbles Lane, Lichfield.	Review of pedestrian provision at the A51 junction and cycle and footway provision connecting to Grange Lane south of Eastern Avenue and to existing footpaths that connect to Dimbles Lane. Shared/segregated cycle use needs to be provided along the northern side of the road serving The Friary School and Friary Grange Leisure Centre, with cycling provision at all crossings to connect to residential areas to the south of Eastern Avenue. The A51 junction needs to be reviewed in terms of HGV movements. There are significant drainage issues on footways in the vicinity of the narrow footways adjacent to the school entrance.	Safety concerns have been identified by the Road Safety Foundation at the junction with the A51 and the Local Cycling and Walking Infrastructure Plan (LCWIP) has identified this as a key priority route for cyclists. Footway issues at the school and HGV turning issues have been raised by local communities. The scheme needs to complement the Local Safety Scheme that is being delivered in 2022/23 at the Eastern Avenue / Grange Lane junction.	0	350	350	2	3	3	8

LDC	Amey	Abnalls Lane (A51 Lichfield to Burntwood)	Public consultation has been completed on scheme options. The preferred option has been amended to take account the outcome consultation. The final scheme will focus on providing a safer crossing point on the A51, to be delivered in 2024/25	Abnall's Lane is a key walking and cycling connection between Burntwood and Lichfield and is part of the National Cycle Network. The original proposal included the closure of Abnall's Lane from A51 to St Matthews Road Burntwood. Following detailed consultation a preferred scheme that enabled appropriate local access, alongside closure of the route to traffic, could not be identified. The scheme will therefore focus on improving safety at the crossing point on the A51.	0	35	35	1	3	3	7
SMDC	Amey	St Edward Street, Leek, pedestrian and cycle enhancements	In response to a feasibility report completed in 2020, further traffic appraisals and scheme designs were completed in 2022/23 including consideration of the impact of scheme options on the four key junctions within Leek town centre. Capacity assessments now need to be completed at these junctions. Once this work is complete, scheme options can then be taken forward for stakeholder engagement to identify the preferred package of sustainable transport measures.	St Edward Street is a key town centre corridor with significant pedestrian flows and retail units. It also experiences significant traffic flows including HGVs. It is constrained at the northern end by a narrowed carriageway which causes vehicular and pedestrian conflict. The 2020 Feasibility Report developed proposals that were identified in SMDC Leek Town Centre Masterplan in 2013. Delivery of the proposals are part of a wider package of transport measures required to support the delivery of employment growth and 1,015 new dwellings in the town. Public funding support is required to identify and consult on the preferred package of measures that will support the growth and economic regeneration of Leek, in line with the adopted Local Plan, in readiness for future bidding opportunities and potential S106 developer contributions.	7	0	7	2	3	3	8
TBC	Amey	Amington Cycle Route and School Street, Tamworth	Detailed design and consultations will be completed and the final scheme is programmed to be delivered during July and August 2024. The scheme delivers walking and cycling improvements between the High School, along Florendine Street where the local primary school is situated, across the busy Tamworth Road, linking to the canal to the towpath and the wider residential areas beyond the canal.	The funding award from Active Travel Englands will deliver improvements for walking and cycling in Tamworth, in line with Staffordshire's Local Cycling and Walking Infrastructure Plan.	0	456	456	2	3	3	8

SBC	Amey	Measures to ensure SWAR Benefits Realisation	Feasibility study to investigate the operation of the A34 Foregate Street/ Pans Road signals in relation to capacity and issues raised through the RSA process. There will also be consideration of measures to address the significant increase of traffic using Sash Street.	Ongoing review of the Stafford Western Access Rout (SWAR) has highlighted a few areas for more detailed consideration. This feasibility study will help to ensure that the full benefits of the SWAR are realised whilst minimising any unintended consequences.	30	0	30	3	1	3	7
EBC	Amey	Shobnall Road, Burton upon Trent National Cycle Network	Installation of LTN1/20 compliant cycling infrastructure along Shobnall Road Burton upon Trent to link National Cycle Network route 54 from the access to Shobnall Fields with Anglesey Street, including installation of National Cycle Network signage.	The project is located to the south west of Burton upon Trent and will remove a section of National Cycle Network 54 from a busy highway to cycle route segregated from the highway. The scheme will be funded through the Paths for Everyone programme managed by Sustrans.	0	308	308	2	3	3	8
EBC	Amey	Beam Hill/Stretton Local Transport Package, Burton	Feasibility Study to consider options for delivering transport improvements to mitigate the impact of traffic on local residential areas and improve the environment for pedestrians and cyclists.	Concerns have been raised by the local Councillor about the increase in traffic levels in the area generated from strategic development sites (950 dwellings). Schemes need to be delivered in accordance with the S106 related to Land at Upper Outwoods Farm, Beamhill Road	0	5	5	2	3	3	8
NBC	Amey	Newcastle-under-Lyme Town Centre Permeability Project	Detailed design, consultation and the delivery of pedestrian and cycle improvements connecting the new cycle infrastructure on George Street with the town centre. The proposal includes cycle provision along Hassell Street, improved public realm and crossing provision at the Hassell Street/Barrack's Road junction and improved provision along Barrack's Road linking to the Civic centre.	The Town Centre Permeability Project vision aligns with Newcastle Borough Council's Town Investment Plan which is being delivered through Towns Fund. The aim is to achieve a well-connected market town by providing high quality walking and cycling infrastructure that will encourage an increase in active travel.	0	650	650	2	3	3	8
EBC	Amey	Burton upon Trent Cycle Network Enhancements	Cycling and pedestrian improvements will be delivered along Borough Road between the rail station and the town hall; along connecting roads through residential areas, together with improved cycle provision on the A511.	The scheme will remove acute barriers to cycling/walking and is expected to achieve medium/high value for money and will help to deliver the Local Cycling and Walking Infrastructure Plan. East-west connectivity will be improved between housing growth areas, residential areas, the canal, town centre developments and onwards to the new washlands walking/cycling bridge.	0	695	695	2	3	3	8
LDC	Other	A513 Chetwynd Bridge, Croxall	Funding to prepare an Outline Business Case for the replacement of the bridge	A structural 7.5T restriction has been implemented on the bridge. However there are concerns the 1824 cast iron will continue to deteriorate, also attracting additional dead load from the concrete deck due to ongoing settlement. We are planning to monitor the defects with a range of strain gauges, part of the management of substandard structures process. It maybe that further restrictions are required, potentially closing the structure to all traffic.	30	0	30	3	1	3	7

ESBC, SBC, TBC, CCC, NBC	Amey	Cycle Parking	Design of high quality cycle parking at key locations in Burton, Stafford, Newcastle, Cannock and Tamworth to support the new segregated cycle routes being delivered as part of Active Travel Funds.	A Feasibility Study is being produced by Sustrans that identifies the current issues of current cycle parking provision and proposes locations for new parking required to support the current investment in new segregated cycle routes.	5	0	5	2	3	3	8
NBC	Amey	Newcastle Greenway barrier redesign	Silverdale greenway runs 2.7miles and is part of the National Cycle Network. A feasibility study has been produced by Sustrans that identifies how the barriers could be re-designed to ensure they meet Equalities Act 2010 requirements. Funding in 204/25 will be used to deliver the first phase of improvements that have received support from local communities and stakeholders.	Barrier re-design is an important element of Sustrans work. In 2018, the Sustran Paths for Everyone report set out to create a long-term vision for the National Cycle Network including making the network safer and more accessible for everyone, including the redesign of barriers. This objective aligns with the Equalities Act 2010 and the aim of the project is supported by Staffordshire County Council.	10	0	10	1	2	3	6
ESBC	Other	Traffic Signal Renewal - Wellington Street/Derby Street Gyratory	Update and replace the existing traffic signal furniture, supporting the countywide programme of traffic signal refurbishment, that focuses on the growing number of poor assets that require urgent refurbishment, including the replacement of obsolete halogen bulbs.	The Gyratory is old and consists of 4 junctions and 4 pedestrian crossing's which are run off 2 controllers. The life cycle of a traffic signal asset is approx. 15-20 years, the last upgrade was 19 years ago. The gyratory has had 35 faults at 1 controller and 33 at the other in the last year, typically our average number of faults are 4. The high fault rates are due to ageing equipment meaning repeat visits for our maintenance contractor. This is a critical part of the network which needs to be renewed as well as modified to make the gyratory operate more efficiently.	145	0	145	3	1	3	7
Transport Strategy Schemes Commenced 2023/24 or Earlier Sub Total					227	3392	3619				

2024/25 New Transport Strategy Schemes



LDC	Amey	Birmingham Road / A51 / St John Street junction improvement, Lichfield	Feasibility, appraisal of potential options and detailed design of the preferred option to enhanced pedestrian and cycle facilities at the Birmingham Road / A51 / St John Street signalised junction, potentially including cycle and pedestrian phases, refuges and reduced crossing distances. Scheme delivery will be in a future year, as resources permit.	The junction has been prioritised for improvement in the LCWIP. It will complement the downgrading of the route to a C road and the environmental weight restriction. Reduced traffic forecast along this corridor due to the opening of the Lichfield Southern Bypass will provide the opportunity to reallocate road space to pedestrians and cyclists. The scheme will need to tie into feasibility and designs for further potential improvements along Birmingham Road, between St John Street and Burton Old Road.	0	25	25	2	3	3	8
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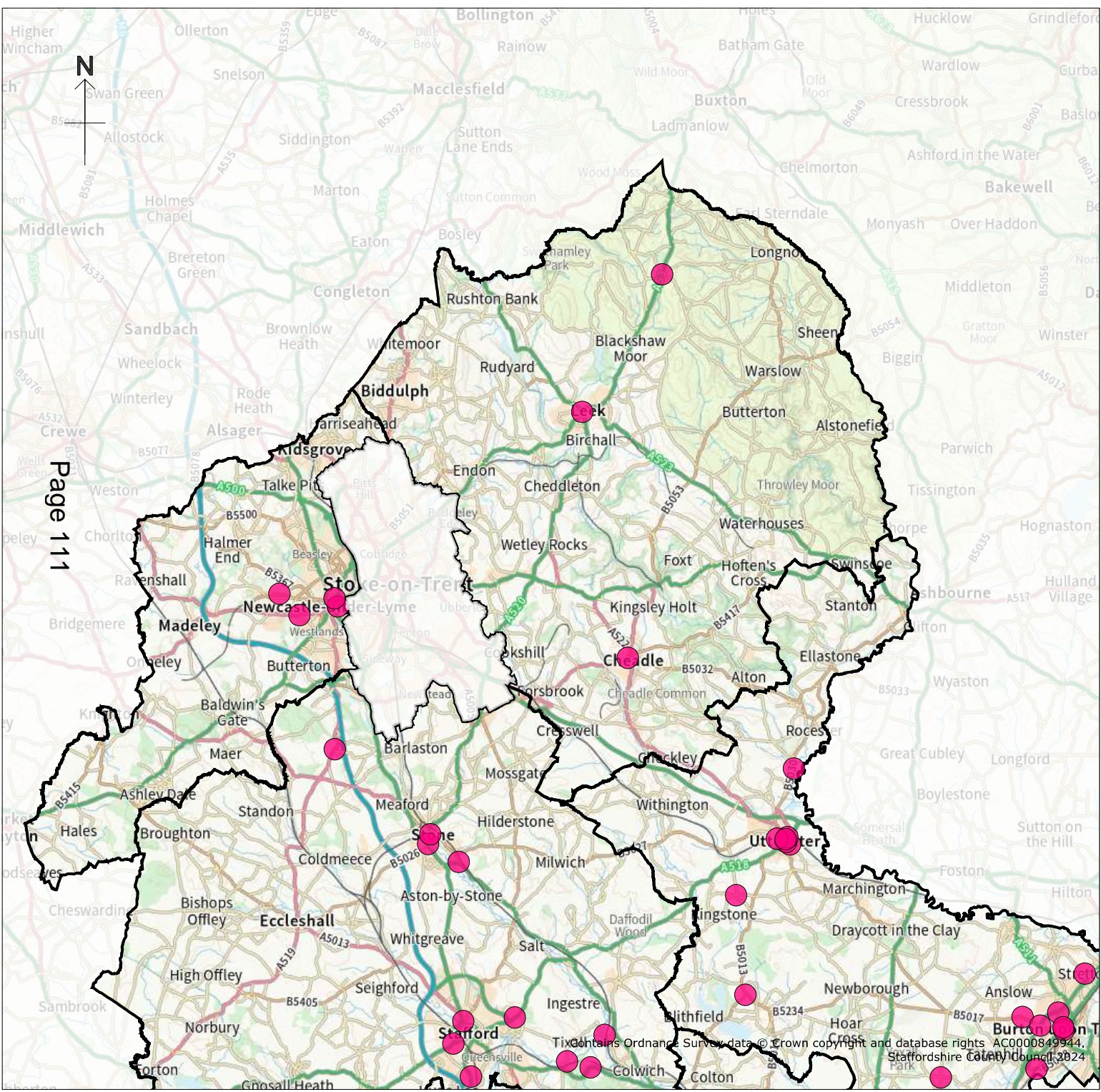
LDC	Amey	Cycling and walking enhancement between St John Street and Burton Old Road, Lichfield.	Feasibility, appraisal of potential options and detailed design of walking and cycling improvement along Birmingham Road between St John Street and Burton Old Road.	The route has been prioritised for improvement in the LCWIP. It will complement the downgrading of the route to a C road and the proposed environmental weight restriction. Reduced traffic forecast along this corridor due to the opening of the Lichfield Southern Bypass will provide the opportunity to reallocate road space to pedestrians and cyclists.	0	35	35	2	3	3	8
SBC	Amey	Veritas School active travel improvements, Stafford	Feasibility study to explore potential options to improve the walking, wheeling and cycling routes to Veritas Primary Academy School. Scheme delivery will be in a future year, as resources permit.	Veritas school has a strong association with the nearby MOD Stafford and many students. There is a lack of suitable provision on routes linking to the school particularly in the vicinity of the Weston Road/Beaconside junction for pedestrian and cycle crossing movements. On the A518, the school is located on a 40mph stretch of road without zig zags. The aim is to increase the number of trips made by active travel modes, improve the health and wellbeing of some of the most vulnerable road users and encourage positive travel choices amongst the young.	10	0	10	1	3	3	7
ESBC	Amey	Uttoxeter Rail Station Bridge/ Underpass lighting improvement	To light the vital link from the train station to Uttoxeter Town Centre Waitrose to improve connectivity.	The footway lacks lighting and has accumulated numerous requests for illumination from both the public and Kate Kniveton, MP of Burton and Uttoxeter. The implementation of lighting is anticipated to diminish anti-social behaviour, enhance connectivity for pedestrians and cyclists, and strategically connect the train station to the town centre. Improved visibility and safety measures will not only encourage more people to utilize this route but will also contribute to a more pleasant and secure commuting experience for everyone.	25	0	25	2	1	2	5
LDC	Amey	Cycle access along Cathedral Close, Lichfield	Investigation the potential to allow cycling in both directions through Cathedral Close, Lichfield.	Allowing cycling along Cathedral Close that does not create conflict with pedestrians, would provide an alternative option to the more highly trafficked Bird Street area, as well as increasing sustainable accessibility to a key visitor attraction in Lichfield. It will provide an alternative route to existing National Cycle Network route 54, linking between Beacon Street/Bird Street and Dam Street, Lichfield, enabling cyclists to avoid cycling through Bird Street Car Park and the potential for conflict with motor vehicles at this location.	5	0	5	2	3	3	8

SBC	Amey	A449 Rising Brook / Rickerscote Road Junction Improvement	A Feasibility Study to look at into the potential for increasing capacity for right turning traffic from the A449 northbound into Rickerscote Road, whilst minimising the delays on the other junction arms and enhancing provision for pedestrians and cyclists.	Delays are currently experienced at the junction leading to long queues northbound on the A449 approaching this junction, particularly in the PM Peak. A feasibility study is required to understand what can be done to the signals at this junction to improve the flow of traffic, at the same time as enhancing the environment for pedestrians and cyclists. Site visits and traffic data analysis has been undertaken to understand the problem. With School Lane now being one-way outbound to all traffic, traffic routing has changed, putting additional pressure on this junction.	5	0	5	2	1	1	4
various	Amey	Active Travel Project Pipeline	Develop a short and medium term project pipeline, include scheme feasibility, option appraisal, initial consultations with local Councillors and detailed design of preferred options.	Through Active Travel Capability Funds we are required to develop a short and medium-term project pipeline of schemes in readiness for future bid submissions. All schemes need to consider walking, wheeling and cycling.	25	25	50	2	3	3	8
LDC	Amey	Fradley Active Travel improvements	Design and deliver improvements to active travel modes to provide connections to key local infrastructure and services into the Fradley Park/Halifax Avenue housing development.	S106 funds are available to deliver walking and cycling improvements to help mitigate the impact of future developments in Fradley. The final preferred scheme will be identified through a review of potential options, taking into account the complex nature of all the development sites in Fradley and the various stages of development of each site.	0	105	105	2	3	3	8
ESBC	Amey	Safe Walking and Wheeling along A5121 corridor, Burton	Detailed design, consultation and delivery of walking and wheeling improvements along A5121 Derby Street, including side road junction treatments, enhanced footways and safer crossing facilities.	The A5121 Derby Street corridor in Burton has been identified as a priority corridor in Staffordshire's LCWIP as it is a strategically important gateway into the town. A safer walking and wheeling environment will be created to ensure inclusive mobility along A5121 Derby Street urban corridor.	0	332	332	2	3	3	8
NBC	Amey	Walking and cycling improvements in Newcastle via Station Walks.	Detailed design and consultation on a key East-West route, connect George Street to Knutton, Cross Heath, and Silverdale via Station Walks and the Greenway. Planned for delivery in 2026, this route includes a new toucan crossing over the A52, improvements at the A53 Kings Street/Borough Road junction, widening Station Walks, and a new crossing on Queens Street A527.	The route is prioritised in the LCWIP and funding has been secured and received from the Vision for Active Travel for Communities Living Beside the HS2 Railway funding pot to deliver walking and cycling enhancements between the completed George Street scheme and Newcastle Greenway. The overall plan is to make better connections for Active Travel between Newcastle Town Centre, Newcastle Greenway, Keele University and Stoke-on-Trent.	0	50	50	2	3	3	8
2024/25 New Strategy Schemes Sub Total					70	572	642				
IT block scheme carry over and fees					650		650				

Integrated Transport 2024/25 Programme Total	3568	4100	7668
Target IT block	2449		
Target + inflationary fund	3199		

Proposed Integrated Transport Improvements 24/25

-  District boundary
-  Scheme location





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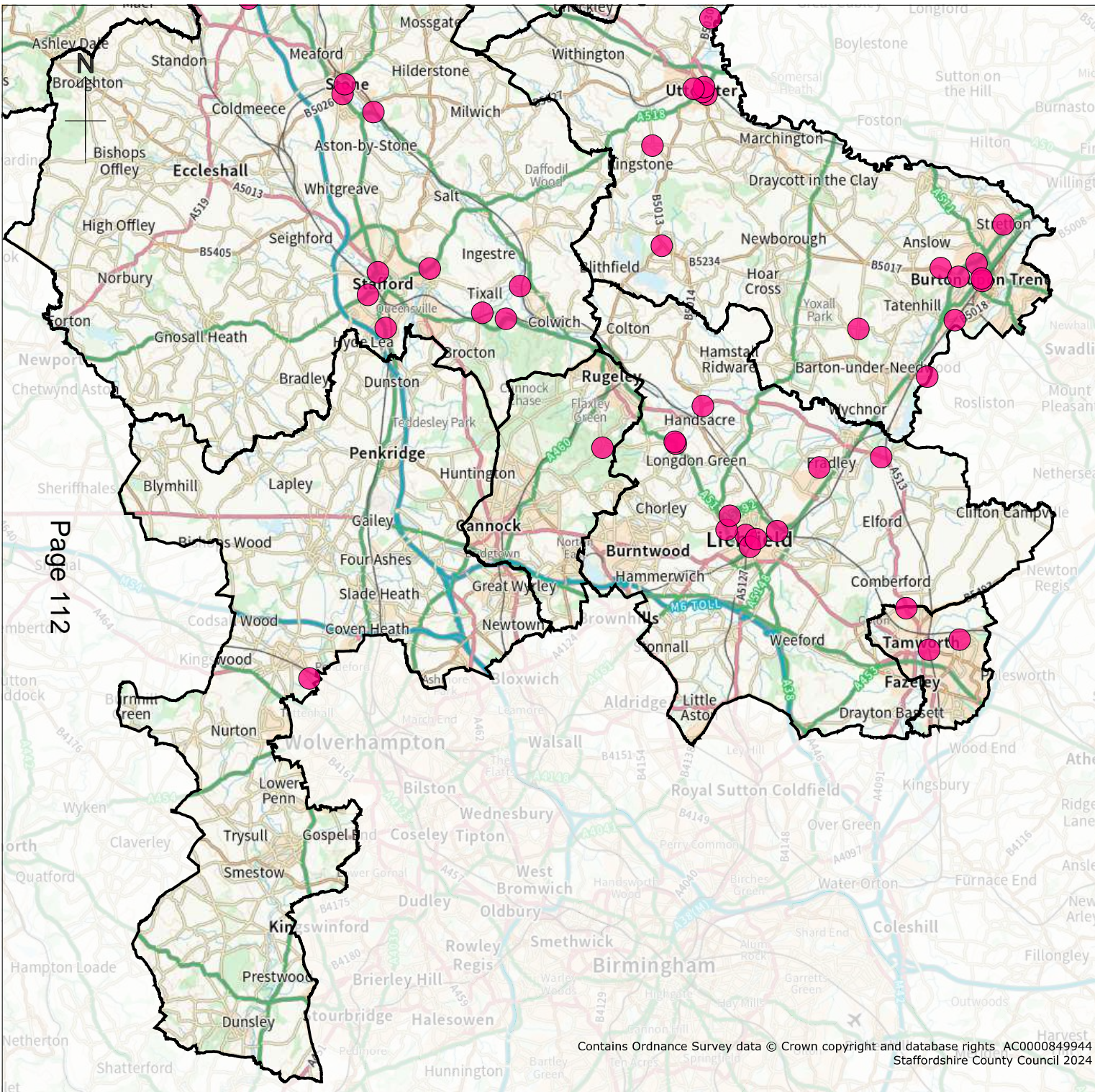
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Proposed Integrated Transport Improvements 24/25

-  District boundary
-  Scheme location

Scale: 1:290000

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Cabinet Meeting on Wednesday 20 March 2024

Climate Change Strategic Development Framework - Update



Councillor Simon Tagg, Cabinet Member for Environment, Infrastructure and Climate Change said,

“Climate Change is a critical issue facing Staffordshire. The County Council declared a climate change emergency in 2019 to achieve net zero carbon emissions by 2050.

We recognise reducing emissions in isolation is not enough and we must also build resilience into our services to the changing climate.

The revised Climate Change Strategic Development Framework outlines our priorities for achieving our net zero ambition and how to better prepare ourselves and local communities for the changing climate.

Report Summary:

The first Climate Change Strategic Framework (the Strategic Framework) was published in 2021 and set out our approach for achieving net zero carbon emissions by 2050. The document is supported with a five-year Climate Change Action Plan identifying actions for reducing our carbon emissions.

Since declaring a climate emergency in 2019, Staffordshire County Council carbon footprint has been reduced by 50%, focusing on practical changes to the way we operate has delivered change at pace.

However, we know that even if carbon emissions are substantially reduced globally our climate will still change, potentially rapidly over the next few decades. It is therefore important that we prepare for these changes to happen and build resilience into the services we deliver.

With a strong foundation now in place for tackling Staffordshire County Council’s emissions the Strategic Framework has been revised to outline and demonstrate commitment to reducing emissions and building climate change resilience into our services. The Climate Change Action Plan will be reviewed to align with the refreshed Strategic Framework vision and consider both mitigation and adaptation across all council services.

The five key themes the Strategic Framework have been revised to demonstrate our commitment to mitigation and adaptation. All of the themes outlined in the original Framework remain a high priority for action and are incorporated within the revised key themes. Having strong all-encompassing themes for mitigation and adaptation in the revised Framework provides a strong framework for delivery across the organisation.

Local authorities have an important role to play in raising awareness and involving local communities and businesses by sharing information on how impacts of a changing climate can be managed and what we can all do to help. The Strategic Framework sets out the authority's role in influencing both the local and national agenda, working with key stakeholders, and ensuring that County Council Members are informed and seen as climate change champions for the community that they serve.

Recommendations

I recommend that Cabinet:

- a. Notes and approves the updated Climate Change Strategic Development Framework.
- b. Notes that the revised Climate Change Strategic Development Framework highlights the importance of considering climate change mitigation and adaptation in combination.
- c. Notes the Climate Change Action Plan is being refreshed to incorporate carbon reduction initiatives and building climate change resilience across all council services.

Cabinet – Wednesday 20 March 2024

Climate Change Strategic Development Framework - Update

Recommendations of the Cabinet Member for Environment, Infrastructure and Climate Change

I recommend that Cabinet:

- a. Notes and approves the updated Climate Change Strategic Development Framework.
- b. Notes that the revised Climate Change Strategic Development Framework highlights the importance of considering climate change mitigation and adaptation in combination.
- c. Notes the Climate Change Action Plan is being refreshed to incorporate carbon reduction initiatives and building climate change resilience across all council services.

Local Member Interest:

N/A

Report of the Director for Economy, Infrastructure and Skills

Reasons for Recommendations:

1. In May 2019 the UK became the first major economy to pass a law requiring the UK to bring all greenhouse gas emissions to net zero by 2050. This means that the country needs to remove as much carbon from the atmosphere as it emits.
2. Staffordshire County Council has championed the climate change agenda for many years. In June 2019 the Council declared a climate change emergency and set a target to achieve net zero carbon emissions by 2050 aligning with the national commitment. Since that date our emissions have been reduced by 50%.
3. A Staffordshire County Council five-year climate change action plan is in place delivering against the priorities identified in the first Climate Change Strategic Development Framework, published in February 2021. The Climate Change Action Plan is reviewed annually and has prioritised actions to reduce carbon emissions to deliver against our net zero target.

4. It is recognised that adapting to the changing climate is of equal importance. In 2023 the County Council led on producing a joint Adaptation Strategy on behalf of the Staffordshire Sustainability Board. All Staffordshire District and Borough Councils have formally adopted this strategy.
5. The revised Strategic Framework reflects the importance of considering climate change mitigation and adaptation with equal importance.
6. The Climate Change Action Plan will be reviewed to align with the refreshed Strategic Framework's vision and consider both mitigation and adaptation across all council services.

Legal Implications

7. The government has made it a legal requirement to achieve net zero by 2050. It is currently not a legal requirement for councils to reduce emissions or report on adaptation achievements although we can have a wide degree of influence. The Strategic Framework provides an outline of the councils' priorities and principles to achieve net zero in support of the national requirements.
8. It is not a legislative requirement for local authorities to report on adaptation. In 2023 the government released a consultation to consider annual climate change adaptation reporting becoming mandatory for local authorities. Whilst the consultation concluded that reporting shall remain voluntary for the next few years, the government are piloting a framework and have released guidance for local authorities to follow for adaptation planning and reporting.
9. Staffordshire County Council is planning to follow the government adaptation reporting guidelines for the preparation of the Adaptation Plan to align with the recommended reporting requirements. Additionally, we are considering participation in the trial for reporting in anticipation of reporting becoming mandatory in a few years.
10. The County Council has a statutory duty to deliver numerous wide-ranging services. The delivery of services across the Council can be severely impacted by the changing climate. For example, extreme heat can lead to higher admissions for people needing care. Flood or storm events can prevent or delay care workers accessing properties. Extreme temperatures also have a detrimental impact on our Highways infrastructure leading to more repair works required and therefore putting additional pressure on resources.

11. Pro-actively identifying opportunities to adapt and mitigate impacts from the changing climate on our services allows us to prepare for extreme weather events and the general changing climate to ensure continuity and high quality in all aspects of delivering our services.

Resource and Value for Money Implications

12. Measures to reduce the County Council's carbon footprint and build resilience across our services provide potential to make long-term savings and reduce risk, for example by a reduction in energy use.
13. In the Adept publication ['Preparing for a changing climate good practice guidance for local government' \(June 2019\)](#) it states, "Studies show that adaptation action is generally cheaper, and more effective over time than the costs incurred responding to the impacts".
14. The authority has committed specific funds in its MTFs to support the climate change agenda with £590,070 committed for 2024/25 and a further £546,700 committed up to 2025/26.

Climate Change Implications

15. One of the key priorities in the Staffordshire County Council Strategic Plan is to tackle climate change. The Strategic Framework provides an overarching approach for the Council to deliver against climate change commitments and ambitions.

List of Background Documents/Appendices:

Appendix 1 - Climate Change Strategic Development Framework - Update.

Community Impact Assessment

Contact Details

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Climate Change

Strategic
Development
Framework

Revision 1
January 2024

Foreword

Staffordshire's climate is changing and is predicted to continue to change over the coming decades. We can expect for summers to be hotter and drier, winters milder and wetter and extreme weather events more frequent throughout the year.

At Staffordshire County Council we are committed to tackling climate change and have a target to achieve net zero greenhouse gas emissions by 2050. We also recognise the importance of preparing for the future and building resilience to the changes in the climate we will face.

Our pro-active approach strives to achieve a healthier population, thriving local environment and prosperous county in challenging times.

We have achieved a 50% in reduction in greenhouse gas emissions since 2019, which has been a great achievement. However, we know we have a long way to go to achieve our net zero ambition and a climate resilient county and we cannot do this on our own. Everyone can play a part. We will continue to build and strengthen links with our partners and communities to allow collaborative working across the county. By working together, providing leadership and support we can make our climate change ambitions a reality for all of Staffordshire.



Simon Tagg

County Councillor
Simon Tagg

Cabinet Member for Environment,
Infrastructure and Climate Change



Context & background

A 2018 report produced by the United Nations Intergovernmental Panel on Climate Change (IPCC) found that to limit global warming to 1.5°C above pre-industrial levels, nations need to achieve net zero carbon emissions by 2050. A further IPCC report in 2022 stated to achieve the 1.5°C limit, global emissions must peak by 2025 and by 2030 have reduced by 43% compared to 2019 levels.

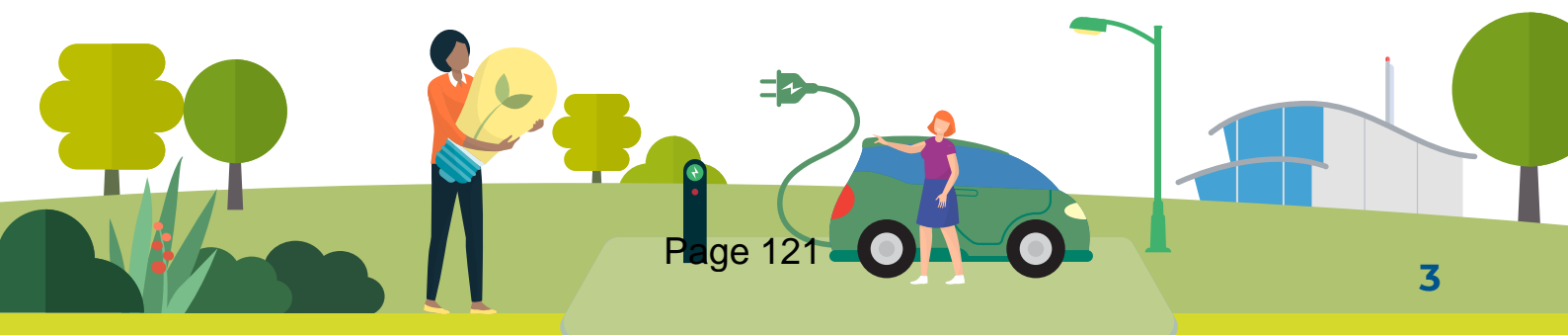
The world is warming faster than at any point in recorded history. In the UK the ten warmest years have all occurred since 2003. The consequences of this warming are being felt in Staffordshire including endangering habitats and species, intensifying heat stress on buildings and the health of the population, particularly the most vulnerable.

Solutions for reducing greenhouse gas emissions are referred to as mitigation. Putting plans in place to reduce the impact of change are referred to as adaptation. Together these are essential for creating a county resilient to climate change.

In 2019, the UK became the first major economy to pass a law requiring the UK to bring all greenhouse gas emissions to net zero by 2050. This means we need to remove an equal amount of greenhouse gases from the atmosphere as we release into it. Following the setting of the UK net zero target, Staffordshire County Council members declared a Climate Change Emergency. The declaration made a commitment for the Council to achieve net zero organisational greenhouse gas emissions by 2050. A climate change action plan was produced identifying key priorities for emission reduction.

The Council led on establishing the Staffordshire Sustainability Board in 2022. This Board is made up of elected members and represents a collaborative forum to influence change and encourage organisations and individuals across Staffordshire to join forces to combat climate change. In 2023 the Council led on producing the Staffordshire Climate Change Adaptation Strategy on behalf of the Staffordshire Sustainability Board. All Staffordshire councils have adopted this Strategy. The Strategy includes a range of objectives to reduce exposure to climate change risk and capitalise on new opportunities to provide a safe, comfortable place to live and work.

Together this Strategic Framework and the Climate Change Adaptation Strategy provide a strong foundation for delivering actions for reducing greenhouse gas emissions and creating a resilient county.



Climate Change Vision

Staffordshire County Council will achieve net zero organisational emissions by 2050 and we will deliver our services to enable thriving, resilient and sustainable communities.



Taking action for climate change

For Staffordshire, climate change is likely to mean warmer wetter winters and hotter drier summers with more extreme weather events such as greater flooding and heatwaves. These changes are already being experienced. For example, in 2022 temperatures exceeded 40 degrees for the first time. Increased frequency of flooding and extended periods of drought are also being recorded. Measures to reduce the Council's footprint and build climate change resilience across the services offer the potential to make long-term savings and reduce risk. Using our direct and indirect influence we can help foster positive change to achieve a healthier environment, economy and communities.

Staffordshire County Council greenhouse emissions performance

Each year the council monitors its greenhouse gas emissions footprint and has been successful in achieving a 50% reduction since declaring a climate change emergency. The council's corporate estate, waste and transport continue to form a large proportion of the footprint and are priorities for emission reduction or elimination. We recognise that reducing emissions to zero by 2050 will not be possible for all services. To achieve our net zero target, we will investigate options for sequestration (removing carbon from our atmosphere, for example by tree planting) where carbon emissions cannot be reasonably reduced any further.

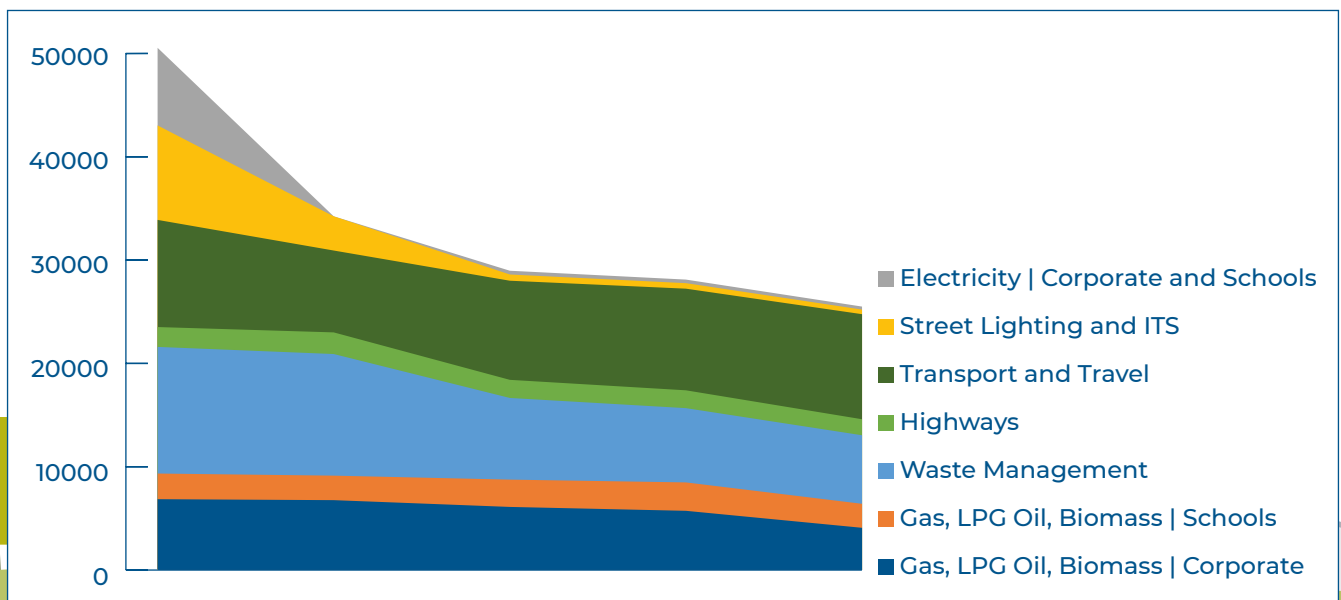
Building climate change resilience

Work is ongoing to reduce emissions to mitigate global warming.

This can slow the pace of global warming but not stop it. Climate change is already impacting people's lives, nature and infrastructure.

It also has the potential to impact all our council services.

The importance of building resilience into our services and local environment and helping communities and businesses cope with the effects of the changing climate will be considered in tandem with reducing greenhouse gas emissions.



Principles for achieving net zero and building a county resilient to climate change

- Ensure all council services understand the need to reduce greenhouse gas emissions and to consider and mitigate the risk of the changing climate.
- Be innovative, aspirational and positive leading by example.
- Be positive in our approach, embrace opportunities and build on our successes.
- Empower our staff and members to suggest solutions and commit to delivering the net zero target.
- Have transparent processes and make the best use of the resources we have.



Climate change mitigation and adaptation priority themes

We have identified five priority themes to deliver our vision.

Working together

Share knowledge to stimulate action on climate change
Encourage waste minimisation:

- reduce waste generation
- Increase recycling rates

Embrace circular economy principles

Natural environment and greenspaces

Holistic approach to water catchment management

Enhanced ecological resilience and biodiversity

Greater incorporation of blue and green infrastructure for developments

Health, wellbeing and safety

Increase access to walking and cycling infrastructure

Minimise health inequalities and health risks from the changing climate

Climate change is integrated into business continuity planning

Local economy

Enable the skills to transition to a green economy

Assist business to

- understand climate risks and integrate resilience.
- understand carbon footprinting and reduce emissions
- encourage new technologies and innovation

Critical infrastructure, transport and built environment

Reduce the carbon footprint of our buildings, infrastructure and fleet

Build climate change resilience into our infrastructure and built environment

Encourage low or zero carbon transport

Increase renewable energy generation

Implement water efficiency measures and flood risk management



Opportunities and levels of influence

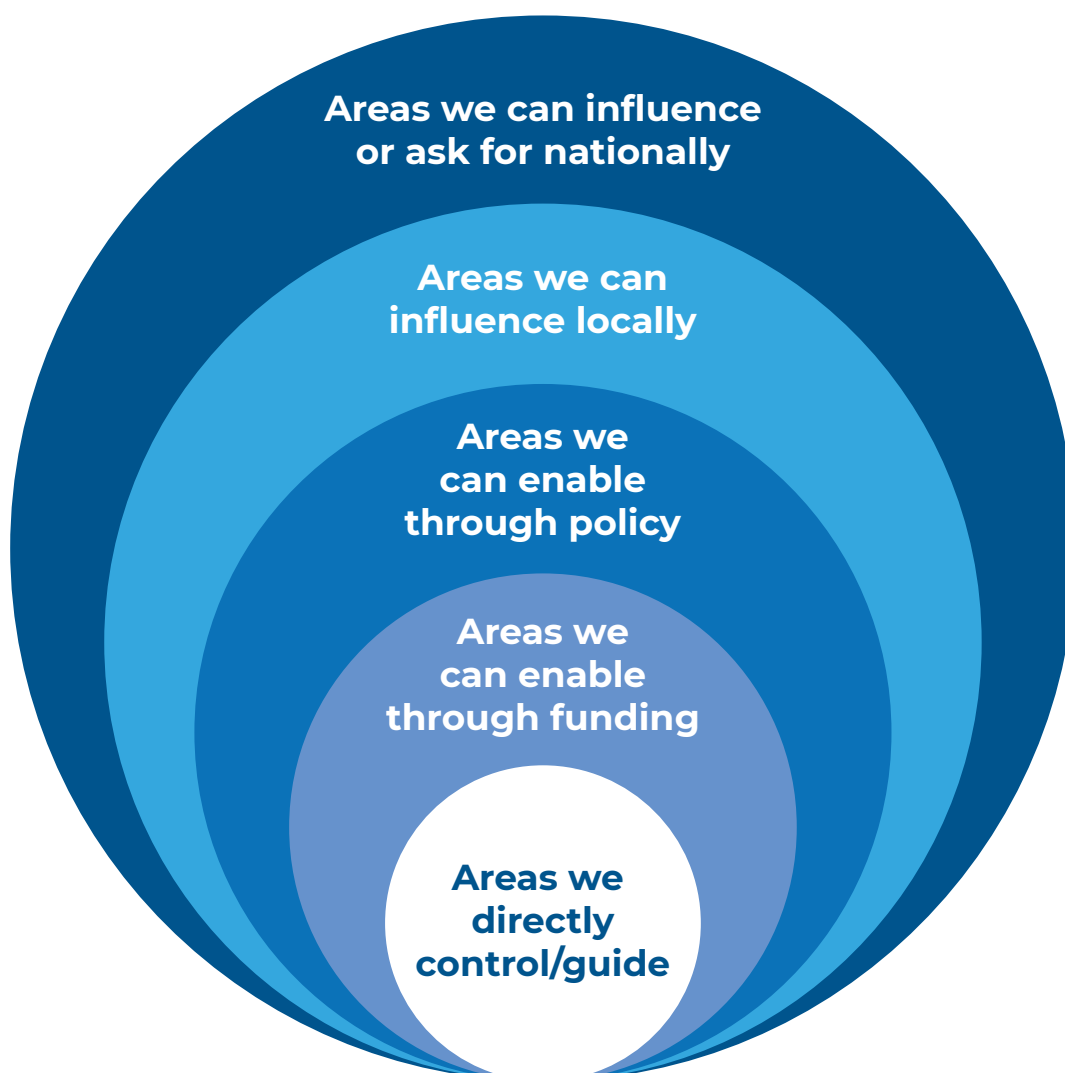
As a council we have direct control of less than 1% of greenhouse gas emissions in Staffordshire. With the help of our partners and communities we will be able to make a bigger impact.

All services will need to play a significant role to achieve the climate change vision. It will require leadership at multiple levels, new ways of thinking and the ability of decision makers to connect with others, working towards joint solutions.

To achieve the vision, we will prioritise the greenhouse gas emissions which the council has direct control over and the greatest degree of influence and work

internally and with partners to increase climate change resilience.

The county council can have varying influence over greenhouse gas emissions and climate change risks that occur within the council area. We will work with our partners and the wider community, to ensure we are considering all the areas we can influence to get a truly countywide approach to climate change.



Our approach to delivery

Our vision cannot be achieved through one decision or investment. Change will be required over a number of years and requires us to be flexible so we can respond to new opportunities.

All our services will take action and we will work with partners where possible to reduce Staffordshire's wider carbon emissions.

Working internally

we will

- Ensure our approach is based on robust data with climate change impacts considered across the organisation.
- Prioritise where to focus our efforts on activities where we have the most effective control or influence.
- Make sure all internal strategies and policies reflect our climate change vision.
- Ensure that our actions follow consultation and agreement with elected members.
- Make sure our outwardly focussed strategies reflect the vision, and encourage our partners and communities to do the same wherever possible.
- Ensure any potential impacts on climate and the environment are considered and reflected in our decision making and reporting.

Working with partners and our community

we will

- Seek out opportunities to work with partners and the local community to encourage the climate change agenda, and support any local improvements.
- Give people the skills they need to drive the climate change agenda forward.
- We will encourage and support the transition of the Green Economy within Staffordshire.





Reviewing our progress

The Action plan will be monitored to track our progress and refreshed as required. Our performance, achievement and areas of improvement will be summarised each year in an annual report.

Plans, performances and strategies will be regularly reviewed as we monitor progress and as new technologies and innovative ideas are identified.

Signed

A handwritten signature in white ink that reads "Simon Tjo".

20 March 2024



Community Impact Assessment

Staffordshire climate change adaptation strategy

Author: James Cartwright – Sustainability Manager

Date: 25 January 2024

➤ **Equality Assessment**

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>Age - older and younger people</p>	<p>People of all ages will benefit from the County Council reducing emissions and adapting to climate change through enhanced quality of life and well-being through a cleaner, greener, and more resilient local environment.</p>	<p>Elderly and younger people could be more vulnerable to the impacts of the changing climate such as extreme heat days.</p>	<p>When engaging with communities to encourage and drive forward the climate change agenda, endeavor to do this in an accessible way to residents who are elderly, particularly those who are digitally excluded. Mitigations/recommendations will be developed as impacts are identified as the action plan is reviewed each year.</p>
<p>Disability - people who are living with different conditions and disabilities, such as: mental illnesses, long term conditions, Autism, and other neurodiverse conditions, learning disabilities, sensory impairment, and physical disabilities.</p>	<p>People with disabilities will benefit from the County Council reducing emissions and adapting to climate change through enhanced quality of life and well-being for everyone through a cleaner, greener, and more resilient local environment</p>	<p>No specific risks relating to people with disabilities.</p>	<p>When engaging with communities to encourage and drive forward the climate change agenda, endeavour to make it accessible to all, including those with disabilities such as visual impairment or learning disabilities. Mitigations/recommendations will be developed as impacts are identified as the action plan is completed and then reviewed each year.</p>
<p>Gender reassignment - those people in the process of transitioning from one sex to another</p>	<p>People who have undergone gender reassignment or are transitioning will</p>	<p>No specific risks relating to gender reassignment have</p>	<p>Mitigations/recommendations will be developed as impacts are identified as an action plan is</p>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
	benefit from the County Council reducing emissions and adapting to climate change through enhanced quality of life and well-being through a cleaner, greener, and more resilient local environment.	been identified at this stage.	developed and then reviewed each year.
<p>Marriage & Civil Partnership - people who are married or in a civil partnership should not be treated differently at work</p>	N/a	No specific risks relating to marriage and civil partnerships have been identified at this stage.	
<p>Pregnancy & Maternity - women who are pregnant or who have recently had a baby, including breast feeding mothers</p>	Pregnant women will benefit from the County Council reducing carbon emissions and adapting to climate change through enhanced quality of life and well-being through a cleaner, greener, and more resilient local environment.	Pregnant or maternity women could be more vulnerable to the impacts of the changing climate such as extreme heat days.	Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>Race - people defined by their race, colour, and nationality (including citizenship) ethnic or national origins</p>	<p>People of all ethnicities will benefit from the County Council reducing carbon emissions and adapting to climate change through enhanced quality of life and well-being through a cleaner, greener and more resilient local environment.</p>	<p>No specific risks relating to race have been identified at this stage.</p>	<p>When engaging with communities to encourage and drive forward the climate change agenda, endeavour to do this in an accessible way to residents who do not have English as their first language.</p> <p>Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.</p>
<p>Religion or Belief - people with any religious or philosophical belief, including a lack of belief. A belief should affect a person's life choices or the way they live for it to be considered</p>	<p>People of all religions and beliefs will benefit from the County Council reducing carbon emissions and adapting to climate change through enhanced quality of life and well-being through a cleaner, greener, and more resilient local environment.</p>	<p>No specific risks relating to religion or belief has been identified at this stage.</p>	<p>Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.</p>
<p>Sex - men or women</p>	<p>People of all genders will benefit from the County Council reducing carbon emissions and adapting</p>	<p>No specific risks relating to different genders have been identified at this stage.</p>	<p>Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.</p>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
	to climate change through enhanced quality of life and well-being through a cleaner, greener, and more resilient local environment.		
<p>Sexual orientation - whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes</p>	<p>People of all sexual orientations will benefit from the County Council reducing emissions and adapting to climate change through enhanced quality of life and well-being through a cleaner, greener, and more resilient local environment.</p>	<p>No specific risks relating to sexual orientation have been identified at this stage.</p>	<p>Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.</p>

➤ **Workforce Assessment**

Who will be affected – consider the following protected characteristics: age, disability, gender reassignment, marriage & civil partnership, pregnancy & maternity, race, religion or belief, sex and sexual orientation	Benefits	Risks	Mitigations / Recommendations
<p>All staff</p>	<p>Staff who live/work in Staffordshire will benefit from the County Council reducing carbon emissions and adapting to climate change through enhanced quality of life and well-being. through a cleaner, greener, and more resilient local environment.</p> <p>SMART/Agile working will result in increased flexibility for staff, especially during periods of adverse weather.</p>	<p>No specific risks to SCC staff</p>	<p>It is recommended that all staff take part in the climate change training module available on the Learning Hub.</p> <p>Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.</p>

➤ **Health and Care Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
A changing climate and weather extremes will affect citizens of Staffordshire in different ways	By adapting to climate change and considering the impacts of a changing climate in the services that we deliver, residents and businesses will benefit from our resilience planning	Without proper planning with a changing climate in mind, there could be increased demand on our services at critical times that will stretch resources and capacity to deliver our services	Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.

➤ **Communities Assessment**

Key consideration	Benefits	Risks	Mitigations / Recommendations
A changing climate and weather extremes will affect citizens of Staffordshire in different ways	By adapting to climate change and considering the impacts of a changing climate in the services that we deliver, residents and businesses will benefit from our resilience planning	Without proper planning with a changing climate in mind, there could be increased demand on our services at critical times that will stretch resources and capacity to deliver our services	Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.
Encouraging and advising on carbon reduction options such as energy efficiency can help communities save money in the longer term	Reduced energy use or low carbon options and potential for financial savings	Without proper advice some measures implemented may not achieve the desired change	Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.

➤ **Economic Assessment**

Key consideration	Benefits	Risks	Mitigations / Recommendations
<p>A changing climate and a higher probability of weather extremes in both heat incidence and the frequency of flooding events needs to be considered from an economic perspective.</p>	<p>By adapting to climate change and considering the impacts of a changing climate in the services that we deliver, residents and businesses will benefit from our resilience planning</p>	<p>Without proper planning with a changing climate in mind, there could be increased demand on our services at critical times that will stretch resources and capacity to deliver our services and may impact in vital infrastructure.</p>	<p>Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.</p>

Key considerations	Benefits	Risks	Mitigations / Recommendations
<p>Our climate is changing and over the coming years we shall all feel the effects of climatic extremes which will impact on our lives and businesses.</p>	<p>Working collaboratively together with other Council across Staffordshire will enable policy to be implemented to tackle climate change adaptation on a local level for the benefit of Staffordshire residents and businesses.</p>	<p>If we do nothing, then the changing climate will affect the services that Councils deliver.</p>	<p>Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.</p>
<p>The council has committed to achieving net zero by 2050</p>	<p>Identifying measures to reduce emissions will deliver against the target</p>	<p>If we do nothing carbon emissions will not be decreased sufficiently to achieve net zero</p>	<p>Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.</p>

Key considerations	Benefits	Risks	Mitigations / Recommendations
Landowners, tenants, and users of rural open spaces are starting to have their use of the environment compromised due to climate change	By working with the rural sector, the council can have a positive effect on adapting to climate change and helping other adapt to a changing climate.	Not to plan for the future could impact on many sectors within the environment	Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.
Landowners, tenants and users of rural open spaces are starting to have their use of the environment compromised due to climate change	Reducing carbon emissions will reduce the pace and severity of climate change	Not to plan for the future could impact on many sectors within the environment	Mitigations/recommendations will be developed as impacts are identified as an action plan is developed and then reviewed each year.

Cabinet Meeting on Wednesday 20 March 2024

Staffordshire County Council Electric Vehicle Charging Infrastructure Strategy and LEVI Update



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

“Transport accounts for around 35% of Staffordshire’s annual carbon emissions, and as well as contributing to climate change, has a major impact on public health. While it is not the county council’s role or responsibility to install the charging points, we know our communities, and we want to work with partner local authorities and the private sector to facilitate delivery of a convenient and accessible network of charging points in Staffordshire that supports the move away from petrol and diesel vehicles.”

Councillor Simon Tagg, Cabinet Member for Environment, Infrastructure and Climate Change



“The County Council declared a climate emergency in 2019 and we are making great progress as an organisation to achieve our target of net zero carbon emissions by 2050.

We have a role to play in inspiring and making it easier for more people to switch to green and active travel, such as walking and cycling, or the use of electric vehicles. Indeed, the Government has banned the sale of all new petrol and diesel cars beyond 2035 so across the country and in Staffordshire we need to see more charging points installed for electric vehicles in public places, on-street and in workplaces.”

Report Summary:

The Department for Transport (DfT) has indicatively allocated the authority £4,588,000 capital funding to enable the private sector to deliver public electric vehicle (EV) charging infrastructure in Staffordshire. This report seeks approval to accept this funding and for the Grant Determination Letter to be signed. This funding will enable the authority to facilitate and coordinate the private sector to improve accessibility of EV infrastructure for Staffordshire residents. It is projected that this grant funding, will unlock private sector investment of £10-£15m for Staffordshire.

The authority has agreed in principle to collaborate on a cross-local authority application through joining a local authority consortium led by Midlands Connect.

The authority's Public Electric Vehicle Charging Infrastructure Strategy prioritised off-street charging whilst also recognising the need for on-street charging. The grant requires the delivery of both off and on street charging infrastructure with a focus on on-street.

Recommendations

I recommend that Cabinet:

- a. Agrees to accept funding from the Department for Transport to enable the private sector to deliver public EV charging infrastructure in Staffordshire.
- b. Delegates the final decision to either remain in a local authority consortium with Midlands Connect or for Staffordshire County Council to procure an EV infrastructure partner independently to the Director for Economy, Infrastructure and Skills in consultation with the Cabinet Member for Highways and Transport and the Cabinet Member for Environment, Infrastructure and Climate Change.
- c. Delegates the completion of any legal agreements associated with the installation of electric vehicle chargepoints i.e. s50 and SCC private leases to the Directors for Economy, Infrastructure and Skills.
- d. Notes the Department for Transport focus for on-street charging infrastructure and the need to include a combination of off-street and on-street provision as a requirement of the Local Electric Vehicle Infrastructure (LEVI) funding.

- e. Notes the continued collaboration with district and borough councils to allocate LEVI funding to facilitating the installation of EV infrastructure at areas of off-street parking where there is a residential need.

Cabinet – Wednesday 20 March 2024

Staffordshire County Council Electric Vehicle Charging Infrastructure Strategy and LEVI Update

Recommendations of the Cabinet Member for Highways and Transport & Cabinet Member for Environment, Infrastructure and Climate Change

I recommend that Cabinet:

- a. Agrees to accept funding from the Department for Transport to enable the private sector to deliver public EV charging infrastructure in Staffordshire.
- b. Delegates the final decision to either remain in a local authority consortium with Midlands Connect or for Staffordshire County Council to procure an EV infrastructure partner independently to the Director for Economy, Infrastructure and Skills in consultation with the Cabinet Member for Highways and Transport and the Cabinet Member for Environment, Infrastructure and Climate Change.
- c. Delegates the completion of any legal agreements associated with the installation of electric vehicle chargepoints i.e. s50 and SCC private leases to the Directors for Economy, Infrastructure and Skills.
- d. Notes the Department for Transport focus for on-street charging infrastructure and the need to include a combination of off-street and on-street provision as a requirement of the Local Electric Vehicle Infrastructure (LEVI) funding.
- e. Notes the continued collaboration with district and borough councils to allocate LEVI funding to facilitating the installation of EV infrastructure at areas of off-street parking where there is a residential need.

Local Member Interest:

N/A

Report of the Director for Economy, Infrastructure and Skills

Reasons for Recommendations:

Background

1. In January 2023, Cabinet approved the Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy (known as the Strategy from here on in, Appendix 1). It was acknowledged within the Strategy that Staffordshire County Council (SCC) can enable and facilitate the development of a charging infrastructure network across the county. This position aligns with recent Department for Transport communication which outlined that *“As the market develops, we expect private investors to fund a growing proportion of the cost of chargepoint roll out. But there will continue to be a central role for local authorities, ensuring chargepoint rollout meets local needs (DfT, 2024).”*
2. The Strategy assists in enabling electric vehicles to be a viable option for residents, visitors and businesses whilst helping to support the aims of the Council’s Strategic Plan, through contributing towards achieving carbon net zero and improving the quality of life for residents through a reduction of noise and air quality impacts.
3. The authority’s role is to facilitate and coordinate the private sector to improve accessibility of EV infrastructure for Staffordshire residents and not to deliver EV infrastructure themselves.
4. As of 31st January 2024, there are 428 public chargepoints in Staffordshire with 54% (233) of the chargepoints being rapid chargers (>=50kWh). CENEX (Centre of Excellence for Low Carbon and Fuel Cell Technologies) who are a LEVI support body, estimate that Staffordshire will require 5,140 electric vehicle chargepoint sockets by 2030.

Chargepoint Hierarchy

5. A hierarchy of charging needs was identified as part of the Strategy (Figure 1). Private residential off-street EV charging infrastructure is the recommended type for residents of Staffordshire with access to private off-street parking (driveways).

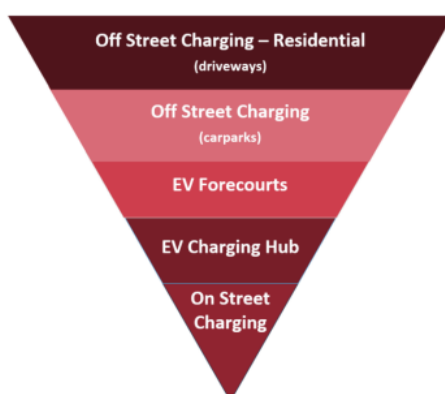


Figure 1: Hierarchy of Charging Options (SCC Public EV Charging Strategy)

6. The Strategy identifies that collaborating with district and borough councils to install EV infrastructure at areas of off-street parking where residential needs are considered should be a focal point. However, alongside EV charging hubs and EV forecourts, the requirement for on-street charging infrastructure is also acknowledged within the Strategy.
7. The Strategy anticipated that the priorities of the hierarchy would change over the coming years as government initiatives are deployed, the market matures, and public demand patterns change over time.
8. We will align the delivery of the LEVI funding to our strategy and prioritise off-street charging where practically possible.

Local Electric Vehicle Infrastructure (LEVI) Funding

9. On 31st March 2023, Government announced there would be an indicative £343m LEVI capital funding for Tier 1 authorities in England to increase the number of chargepoints across the country to enable more people to make the transition to using EVs.
10. At the same time, it was announced that there would be an indicative £37.8m LEVI Capability Fund which will provide local authorities with the skills and capacity to deliver their charging strategy.
11. Instead of the requirement to apply, LEVI funding has been indicatively allocated to address regional and charging inequality through providing funding across England.
12. The LEVI Fund has two main objectives: 1) deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure across England; 2) accelerate the commercialisation of, and investment in, the local charging infrastructure sector.
13. Local Authorities were required to submit an Expression of Interest for funding by 26th May 2023 and were encouraged to collaborate and submit cross-local authority applications within their area of allocated funding. It is expected that through collaboration, greater coordination, scale, and private sector investment in projects could be achieved.
14. Following the desire for cross-local authority application, SCC agreed in principle to collaborate with Nottinghamshire County Council, Nottingham City Council, Derbyshire County Council and Derby City Council in a consortium with Midlands Connect (Appendix 2).
15. Within the Consortium, Nottinghamshire County Council have been identified as the lead authority. This role includes leading on legal support

(drafting and finalising main contract, in line with tender and exploring third party land leases); leading on procurement (drafting and finalising the procurement pack and evaluation and monitoring of the tender with the Consortium) as well as to lead on the soft market testing. However, Nottinghamshire County Council are not providing SCC with legal advice and therefore no reliance can be placed on their advice if there are issues with the Consortium's chosen Framework.

16. SCC has been allocated an indicative amount of £4,588,000 capital funding from the LEVI fund and have been allocated to funding tranche one to receive funding by the 31st of March 2024. No deadlines have been set by the DfT on when the funding is needed to be spent by, however it is anticipated that delivery of infrastructure would commence in Spring 2025 and could take between 3 and 5 years to complete the project.

Authority	Allocation of LEVI funding
Derby City Council	£1,758,000
Nottingham City Council	£1,704,000
Staffordshire County Council	£4,588,000
Nottinghamshire County Council (Lead LTA)	£5,522,000
Derbyshire CC	£4,100,000
Total	£17,672,000

Table 1: Second Midlands Electric Vehicle Infrastructure Consortiums Allocation of LEVI Funding

17. Nottinghamshire County Council on behalf of the Consortium, submitted a Capital Fund Stage 2 application form in November 2023.
18. Our initial submission prioritised off-street charging in line with our strategy, however, feedback from DfT is that they want us to deliver a greater proportion on-street to align with national priorities. Therefore, our proposal has been amended to deliver more on-street locations, but we will still be delivering 70 off-street locations across Staffordshire. This approach should facilitate the private sector delivering c.2,130 chargepoint sockets across 600 - 900 sites within Staffordshire.
19. Following the initial stage 2 application feedback and through dialogue with Midlands Connect and Energy Saving Trust, the estimated number of chargepoint sockets for Staffordshire is now estimated to be 2,130 across a minimum of 600 and maximum 900 sites with a greater focus on more equitable site identification (social equity or costs for electricity connection fees).
20. Aligning with the Strategy and the recommendation to continue to engage with all district and borough councils to provide a consistent approach to EV rollout across Staffordshire, an EV officer working group

was established with district and borough colleagues with presentations delivered at all district and borough council offices. To maximise the opportunity to provide a consistent approach with LEVI funding, a selection of district and borough off-street locations will be proposed as part of a LEVI funding submission.

21. In line with the objectives and aims of LEVI funding and national strategy, the justification to determine the selection of off-street locations will be the estimated number of local residents within a 3-minute walk who do not have access to private off-street parking and the nearby electricity capacity. Efforts will be made to ensure there is a fair allocation across all district and boroughs.

On-street Charging Infrastructure

22. As per the Strategy, the County Council does not permit any cable to be placed across the public highway; as it represents a health and safety hazard, and an impediment to the safe use of the highway by the visually and/or mobility impaired, or other affected user groups. Under the Highways Act 1980, action may be taken to remove cables that are deemed unsuitable or unsafe.
23. Where chargepoints are installed on-street and a footway is present, the installation of all EV infrastructure shall ensure the minimum footway widths are preserved.
24. The majority of charge points will be 'Fast' (7kWh) speeds and it is expected that the infrastructure may be bollard type in their design.
25. Where the minimum footway width required cannot be met, dependent on carriageway width, a build-out into the carriageway with the chargepoint unit may be considered.
26. The appearance of charging equipment units will be suitably compact to minimise adverse visual impact and be designed to be sympathetic and in keeping with the streetscape, without compromising compliance with BSI PAS1899 (EV charging accessibility) standards.
27. The authority and the chargepoint operator will undertake a full viability study to determine the appropriateness for each on-street location put forward for LEVI funding.
28. There will be a requirement for s50 highway consents for on-street charging which will need to be dealt with following procurement process and selection of highway sites. Government consultation has commenced that includes whether chargepoint operators can become a statutory

power, thus allowing them to install, maintain and repair apparatus in a public highway (carriageway, verge, and footway). Statutory undertakers need to apply for a permit in advance of carrying out works. They must apply for these via the Department for Transport (DfT) Street Manager service.

Alternative Options

29. Alternative options have been considered, including allowing the emerging EV charging industry to take the lead and for the authority to not play a facilitating and enabling role. However, this is likely to lead to an ineffective EV chargepoint network across the county focussed on commercially viable locations only. This would potentially result in a reduction in people choosing to switch to an EV and the diminished opportunity to benefit from reduced air and noise pollution.
30. The Strategy provided the foundation to co-ordinate delivery of EV infrastructure across the county, whilst the UK government has made it clear that local authorities have a significant role to play in delivering EV chargepoints due to their understanding of the transport needs of their local population, their responsibility for planning policy, ownership of car parks, and management of the public highway. The LEVI funding allocated to the authority can enable the creation of a competitive public charging landscape, ensuring best value for money.

Timescale

31. Indicative timeline and key dates are (Appendix 3).
- a. March 15th, 2024 (extension provided to SCC to the 20th of March) signed grant offering letter and Post Approval Action Plan
 - b. May 20th, 2024, finalised procurement documents for tender
 - c. June 2024, Governance approval of site and procurement
 - d. July 2024, tender release
 - e. September 2024, winning tender contract and Stage 3 application submission,
 - f. January - March 2025, OZEV approval, signed contract and award including final 10% of capital funding.

Risks Identified

32. If the grant determination letter and Post Approval Action Plan (PAAP) is not signed by 20th March 2024, LEVI funding for Staffordshire may not be received (£4,588,000). The PAAP will outline improvements required to the application and draft procurement documents. Upon signing the terms of the PAAP, SCC will be issued 90% of the allocated LEVI capital funding.

33. If there are delays to the stage 3 submission proposed for September 2024, 10% of funding (£458,800) expected in March 2025 may not be received. Sufficient time is required for Legal to review the MOU, GDL and PaaP. Additionally, funding terms and conditions have not yet been received/reviewed and the Framework documents have not been agreed so full liability/risks cannot be fully assessed at this stage.
34. Though supported by Midlands Connect, there is a risk of not meeting the DfT deadlines due this project being led by a single lawyer at Nottinghamshire County Council. This is because of the complex nature of the project including the associated documents that need to work together as well as other more substantive issues still to be worked out such as tying up the market for long periods, pricing restrictions etc. External advice and support is being sought by Midlands Connect with a tender to procure legal consultancy support to go live shortly.
35. Risks regarding immaturity of market and ability of one provider to deliver at scale and pace across such a large geographical patch need to be considered by the Consortium.
36. A detailed risk matrix for the authority will be developed for the project.

Legal Implications

37. Legal Services will be consulted to advise and highlight areas of concern for officers to make risk-based decisions.
38. At this stage of the project, Legal Services have not been given full access to all of the documents or had the opportunity to review the funding terms and conditions yet. Therefore, Legal Services are not in a position to fully assess the risks and would intend to review the risks throughout the duration of the project to aid the decision-making process to be made by relevant directors and Cabinet members.
39. SCC's Procurement team is engaged with the project and all supply or concession contracts will comply with the Council's Contract Procedure Rules.
40. During the three stages for submission, each stage of the application is checked by OZEV and the LEVI support body for review and approval. The stage 3 submission will include a contract review by OZEV.

Resource and Value for Money Implications

41. The Department for Transport proposes to provide £4,588,000 capital funding across financial years 2023/24 and 2024/25.
42. The Department proposes to issue 90% of the funding (£4,129,200) following receipt of the Grant Determination Letter, signed by the Authority. The remaining 10% (£458,800) of the allocation will be issued following the Department's approval of the Authority's proposed procurement contract(s).
43. The indicative allocation by Financial Year is set out in the following table:

Financial Year	Total (£)
2023/24	£4,129,200
2024/25	£458,800
Total	£4,588,000

44. Alongside the development of the Strategy, previously allocated DfT Capability Funding (£613,000) has been used to fund an EV Infrastructure Delivery Manager position and a LEVI project Manager as well as cover associated fees for Legal services. No SCC funding has been required for this project to date and additional DfT Capability Funding has been applied to support ongoing Legal fees.

Climate Change Implications and Health Implications

45. The Council recognises that climate change is the biggest environmental challenge facing the world today and has reflected this by identifying climate change as one of the five key principles in the Council's Strategic Plan. SCC recognises that actions are needed to minimise the Council's carbon emissions. These actions are to either stop carbon emissions, develop ways to remove carbon that is already in the atmosphere (sequestration) or help communities and business prepare for the impact of changing climate (adaptation).
46. In Staffordshire, transport contributes c35% of the c6.5 million tonnes of annual Carbon emissions. EV adoption forms a critical part in tackling climate change, and the decarbonisation of transport in Staffordshire is recognised within the revised Staffordshire's 2021-2025 Climate Change Action Plan. Reducing emissions by supporting infrastructure for zero emissions vehicles like chargepoints is one of several key actions highlighted in the Climate Change Action Plan.
47. Through facilitating the switch from petrol and diesel vehicles to carbon zero fuelled vehicles, such as EVs, the Council will not only contribute to the reduction in nitrogen oxides emissions across the county but also contribute towards the reduction in the amount of harmful air pollutants such as volatile organic compounds and sulphur dioxide.

Community Impact

48. The Community Impact Assessment for the Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy can be viewed in appendix 3. The proposals represent a positive impact since all members of the community will benefit through enhanced quality of life and well-being through a cleaner, greener, and more resilient local environment by the County Council encouraging the adoption and roll out of EVs.

Conclusion

49. While it is not SCC's role to install and maintain the charging network, as the highways authority, a major land and asset owner, as well as our commitment to achieving net zero, we do have an important coordinating and facilitating role.

50. Through engagement and collaboration with all district and borough councils to provide a consistent approach to EV rollout across Staffordshire, up to seventy off-street locations will be included as part of the stage 3 submission for LEVI funding. However, as previously identified within the Strategy, on-street charging locations will also be included within the submission as directed by the DfT.

51. Through accepting the £4,588,000 DfT capital allocation, an estimated £10-£15m of investment across Staffordshire could be delivered helping to contribute towards achieving the goal of 5,140 EV chargepoint sockets by 2030.

List of Background Documents/Appendices:

Appendix 1 - [Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy](#)

Appendix 2 - [Press release](#) outlining SCC agreeing in principle to collaborate with Nottinghamshire County Council, Nottingham City Council, Derbyshire County Council and Derby City Council in a consortium with Midlands Connect

Appendix 3 - Timeline of dates supplied by Midland Connect for LEVI second consortium (Midlands Connect, 2024)

Community Impact Assessment

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Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy

Staffordshire County Council EV Charging Strategy

18/01/2023

amey consulting

Foreword

Climate Change is a huge issue that affects us all. Staffordshire County Council (SCC) declared a climate change emergency in 2019 and made a firm commitment to achieve net zero carbon emissions by 2050.

Since 2019 we have reduced our own carbon emissions by 43%, but SCC and the entire public sector only account for 2% of all emissions in Staffordshire. Transport accounts for around 40% of the county's total annual carbon emissions, and as well as contributing to climate change, has a major impact on public health.

We have a role to play in inspiring and facilitating more people to switch to greener and active travel, such as walking and cycling, or the use of electric vehicles (EVs). Indeed, the Government has banned the sale of all new petrol and diesel cars beyond 2030.

However, it is essential that Staffordshire has a convenient and accessible network of EV charging points. While it is not the county council's role or responsibility to install the charging points, we know our communities, and we want to work with and partner local authorities and the private sector

This strategy sets the scene for why we need to act, explains where we are and outlines the role that Staffordshire County Council will play.

Cllr David Williams

Cabinet Member for Highways and Transport

Executive Summary

In 2019, Staffordshire County Council (SCC) declared a climate emergency and committed to becoming net carbon neutral by 2050. To achieve this, the Council reviewed its operations and activities as well as putting in place a monitoring and evaluation programme to track progress.

Transport is a major contributor to the climate, health and ecological challenges being faced. In June 2019, the UK Government acknowledged this and announced ambitions for the transport network to be net zero by 2050. This was followed in November 2020 by an announcement of the ban on new petrol and diesel car sales by 2030. These are amongst the early steps in transitioning to sustainable modes of transport and the increased use of Electric Vehicles (EVs) will support the push to net zero. Further steps will be needed to encourage the removal of all petrol and diesel cars, including the growth of a viable second-hand EV market to reduce vehicle costs.

To support the move to EVs and other electric modes of transport, an EV charging network is essential. While it is not SCC's role to install and maintain the charging network, as the highways authority, a major land and asset owner, and our commitment to achieving net zero, we do have an important coordinating and facilitating role. SCC therefore commenced a concerted effort in 2019-20 to kick-start EV charging for the public but then COVID-19 struck, and this early work was stalled. SCC re-invigorated this work in late 2021 through commissioning Amey Consulting to work alongside them. This support facilitated the gathering of knowledge, developing a strategy and action plans whilst supporting all the Staffordshire district, town, and borough councils by bringing everyone together to increase understanding, provide a framework, and assist in the decision-making process.

EV car ownership sits at about 1% of the total UK car fleet in late 2021 and this is expected to increase to around 10% over the next three years. As battery technology improves, traveller range anxiety has lessened and price parity between combustion engine cars and EV cars is on the horizon (expected around 2026). Access to a usable and convenient charging network will therefore encourage further uptake of EVs and help to reduce inequalities in accessing this essential technology.

New government guidance now mandates EV charging in some car parks and most new homes. The newly published 'UK EV Charging Strategy' [1] along with this 'SCC Public EV Charging Strategy' will be crucial components in outlining how a charging network should be developed, where chargepoint

installation should be considered, and how SCC will provide coordination to local councils towards their successful installation of chargepoints.

This SCC Public EV Charging Infrastructure Strategy analyses various areas including policy, funding, and technology. The strategy identifies five types of charging solutions: EV charging hubs, EV forecourts, on-street charging, residential off-street parking, and off-street charging. The strategy also delves into the current and forecasted demand for each of the districts and boroughs and for the whole of Staffordshire, to inform strategic decision making. This document recommends broad locations across the county that should be considered for charging infrastructure and the optimal solutions that are most appropriate to match current and anticipated demand.

This document will be updated following receipt of additional guidance on EV strategies issued by the DfT in connection with Local Transport Plans.

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1. Glossary of Terms

BEV – Battery Electric Vehicle

Chargepoints – The physical devices that deliver electricity to EV's

DNO – Distribution Network Operator (electricity companies!)

EV – Electric Vehicle

EV Forecourt – Fuel stations that include chargepoints

EV Charging Hub – Fast, rapid, or ultra-rapid chargepoints at a specifically designed location

Hybrid – A vehicle that combines an electric motor supporting an Internal Combustion Engine

ICE – Internal Combustion Engine (usually petrol or diesel)

kW / kWh – Kilowatt / kilowatt hour – measure of power

Off-street Charging – Chargepoints in car parks

On-Street Charging – Chargepoints located on streets

PHEVs – Plug-in hybrid electric vehicle

Residential Off-street Charging – Private chargepoints installed by users at their residence

Smart Charging – This refers to electric vehicles and chargepoints sharing a data connection

'the area' – Refers to any locations or facilities within Staffordshire County Council boundaries

'the borough' - Refers to any borough council within Staffordshire

'the district' – Refers to any district council within Staffordshire

'the council' – Typically refers to Staffordshire County Council

SCC – Staffordshire County Council

ULEV – Ultra low emission vehicle

User – Electric vehicle owner or user and chargepoint user

2. Introduction

Staffordshire County Council (SCC) has commissioned Amey Consulting to create a Public Electric Vehicle (EV) Charging Infrastructure Strategy. This will explore how the council can facilitate the growth of charging infrastructure across the county working with the 2nd tier districts and boroughs. This strategy will be created to coordinate the development of accessible chargepoints across the county and support local authorities, residents, businesses, or others looking to install chargepoints through providing information and guidance. Though it is recognised that commercial companies will provide charging, the role of the authority is to coordinate and therefore facilitate the development of a charging network that meets the needs of the people of Staffordshire. Within this role, issues including distribution, reducing risks of poorly located and/or insufficiently maintained infrastructure and accessibility will be overcome.

The strategy will cover public EV charging infrastructure and key policies and regulations at both a local and UK level that impacts charging requirements. Amey Consulting will also explore existing and future technologies, funding procurement and delivery methods at a local level, as well as commercial models which might be appropriate for the council and included districts.

The second aspect of the strategy is to establish the likely current and future demand for EV charging infrastructure across Staffordshire, aligning to the Council's wider net zero policies. From this demonstrable demand, the propensity to use EVs will be mapped, forming the basis of the location selection for EV charging infrastructure and feeding into the final output of an Implementation and Action Plan.

The strategy will support all modes of sustainable transport and ensuring improvements enhance the full transport offering within Staffordshire. To achieve this, consideration was also given to the potential modal shift that new EV charging infrastructure could bring.

This strategy supports SCC's environmental objectives towards achieving net zero emissions by 2050, across every aspect of SCC's service provision and estate:

- Organisational Carbon Reduction (reduce the carbon impact of council services)
- Improve Air Quality (improve the health of individuals through improved air quality)
- Supporting Behavioural Change

To support the delivery of the strategy, SCC and Amey have held meetings and review workshops with the individual district and borough Councils in Staffordshire as well as internal SCC stakeholders. These helped ensure that the councils and the user needs were embedded into the long-term strategy and implementation plans. Review sessions and other meetings have been held to ensure that iterative feedback has been incorporated into this report.

3. EV Charging Context

SCC recognise that climate change is the biggest environmental challenge facing the world today and has reflected this by identifying climate change as one of the five key principles in the Council's Strategic Plan. SCC recognises that actions are needed to minimise the Council's net carbon emissions. These actions are to either stop carbon emissions, develop ways to remove carbon that is already in the atmosphere (sequestration) or help communities and business prepare for the impact of changing climate (adaptation).

EV adoption forms a crucial part of tackling climate change, along with the decarbonisation of transport in Staffordshire, which forms a key objective of Staffordshire's 2021-2025 Climate Change Action Plan.

Reference	Description	Action	Proposed timeline
CN-08-21	Increase the number of Electric Vehicle (EV) charging points.	Work with district and borough councils to agree a consistent approach to EV infrastructure across Staffordshire.	Mar 2023
		Investigate the potential to upgrade electricity supply in SCC building stock to facilitate EV charging in retained property portfolio.	Mar 2022
		Develop an EV Infrastructure Strategy and Low Emissions Vehicle Infrastructure Action Plan	Mar 2024
		Maximise opportunities to bid for Department for Transport funding, including workplace charging fund (at SCC buildings) and on street residential charging fund.	From Nov 2021
		Work with Amey to roll out EV charging across all highway's depots.	From Nov 2021

Table A: Carbon Reduction - CCAP - Chargepoints

The 2011-2026 Local Transport Plan highlights the need to reduce the reliance on private vehicles and support active travel and other modes, it acknowledges that cars will still play a role in the transport choices for many.

The availability of charging infrastructure across Staffordshire county can provide an important focus on encouraging the growth in use of EVs, whilst also supporting the rural community. Midlands Connect, who research and develop transport projects, also acknowledge the significance of EVs and EV infrastructure in the movement to decarbonisation.

At the end of May 2022 there were 32,312 charging points across the UK, at 19,945 charging locations, with a steep increase in growth from 2019 onwards. This represents a 32% increase in the number of charging devices since May 2021 [5].

This is driven by an increased demand for EVs, with more than 300,000 BEVs and 600,000 PHEVs on UK roads in 2021. As the number of EVs grow, retailers, supermarkets and other public facing organisations with car parks look to partner with chargepoint suppliers and provide their customers and

Staffordshire Local Transport Plan (2011-2026)

Reducing Road Transport Emissions and their Effects on the Highway:

- We will promote alternatives to private motor vehicles
- We will promote the use of low-emitting vehicles and vehicle efficiency
- We will lead by example and reduce our own road transport emissions
- We will improve the resilience of the transport network to changing climatic conditions

visitors with the required charging. Demand for EV charging could well be at around 300,000 chargepoints by 2030 [6].

Location	Total public charging devices	Total public rapid charging devices (25kW+)	Public rapid chargers as a % of total public charging devices	Charging devices per 100,000 population
UK	28,375	5,156	17%	42.3
West Midlands	1,969	495	25%	31
Staffordshire	239	105	46%	26

Table B: EV charging stats Jan 22 DfT EVCD_01a/b

In Staffordshire there are approximately 450,000 petrol and diesel cars, and approximately 4,500 EVs registered across the respective districts and boroughs. There has been steady growth, but this is expected to increase dramatically in both the number of EVs registered and the number of chargers; all of which will contribute to the councils across Staffordshire reaching their respective net zero ambitions.

Location	ULEVs (all)*	BEV**	PHEV**	Motorcycles**	LGV's (all)**
United Kingdom	621,564	314,966	271,930	8,132	24,697
England	554,656	281,219	242,794	7,260	22,050
West Midlands	42,391	21,721	18,753	560	1,703
Staffordshire	4,558	2,315	1,999	60	182

Table C: ULEV's Q3 2021

*Data from DfT VEH0131, Q3 2021

**Data from VEH0133, Q3,2021

Data in italics extrapolated from VEH0131/VEH0133

Research conducted by Ordnance Survey, Zap-Map and Field Dynamics has identified that across Staffordshire, on average 75% of households have access to off-street parking and of those households that do not have off-street parking, on average of 3% of households are within a 5-minute walk from a public chargepoint. The 97% of households that do not have access to off-street parking and are not within a 5-minute walk of a public chargepoint equates to approximately 92,000 households. A public chargepoint infrastructure network should prioritise solutions that enable an equitable and accessible network for these 92,000 households.

Council	Percentage of households with access to off-street parking	Percentage of households within a 5-minute walk of a public charger
Cannock Chase	79%	1.8%
East Staffordshire	67%	5.2%
Lichfield	76%	11%
Newcastle Under Lyme	76%	0.5%
South Staffordshire	77%	2.5%
Stafford	75%	5.6%
Staffordshire Moorlands	80%	0.9%
Tamworth	71%	0.1%

Table D: Source: National Ranking of EV Charge Point Coverage, ZapMap & Field Dynamics

At present, any Staffordshire resident wishing to install an electric charging point can currently do so on their own private property (private on-street charging points are currently not available). There is a government grant available where a maximum of £350 is available to assist some residents with the initial upfront cost of installing an EV charging point [2]. However, there is a proportion of residents in Staffordshire who do not have off-street access, and for these residents most of the on-street parking is currently outside of the catchment area for public EV charge points (greater than a 5-minute walk).

Within the Midlands Connect EV Strategy, the identification of optimum locations for charging infrastructure has been recognised as a critical component of the deployment of a charging network, where locations have a variety of needs. Ensuring that those residents who don't have off-street parking options are still able to access chargepoints.

Supermarket Charge Point Operator Partnerships in Staffordshire

Tesco - Podpoint

ASDA – BP Pulse

Aldi – NewMotion

Lidl - Podpoint

Morrisons – GeniePoint

Co-op - ZeroNet

For greatest impact in meeting requirements for supporting those who wish to switch to EVs, the local authorities should coordinate the installation of chargepoints at workplaces or retail parks, improving EV catchment of off-street parking, and especially installing chargepoints in council owned and managed car parks. This could help the local councils to ensure the futureproofing of their infrastructure, providing chargepoints as the demand continues to increase.

It has been indicated by the UK Government that further policies will be released that will focus on Electric Vehicles and EV charging infrastructure in the next 12-24 months, along with funding to continue support for local authorities in their journey to decarbonisation. Midlands Connect is also planning continued support through establishing an EV forum, engagement with Distribution Network Operators (DNOs) and planning tools. In addition to the Government's on-going developments, the private sector has also continued the growth of charging networks across the UK, such as in petrol stations, supermarket car parks and retail parks. However, within Staffordshire this number remains low.

3.1. Midlands Connect

The Midlands Connect (MC) report 'Supercharging the Midlands' [3] summarises the key findings and analysis from their study of the MC region; providing guidance and principles to support the accelerated uptake and provision of EV charging infrastructure in the region. The report presents the baseline and forecasts for 2025 and 2030. MC also published their Rural Mobility Hub report [8] to help local authorities identify and establish commercially viable rural mobility hubs. This will generate new ideas during 2022 for an era of greater digital connectivity, and in the context of rural community needs [7].

EV's registered	Baseline 2020	2025	2030
Scenario 1 – slow uptake	44,909	344,951	1,304,156
% EV	0.74%	5.6%	20.9%
Scenario 3 – accelerated uptake	44,909	642,762	2,527,845
% EV	0.74%	10.5%	40.6%
Chargepoints forecast	2,174 (Jan 2021)	9,915 – 25,703	21,988 – 77,533

Table E: Midlands Connect MC region forecasts

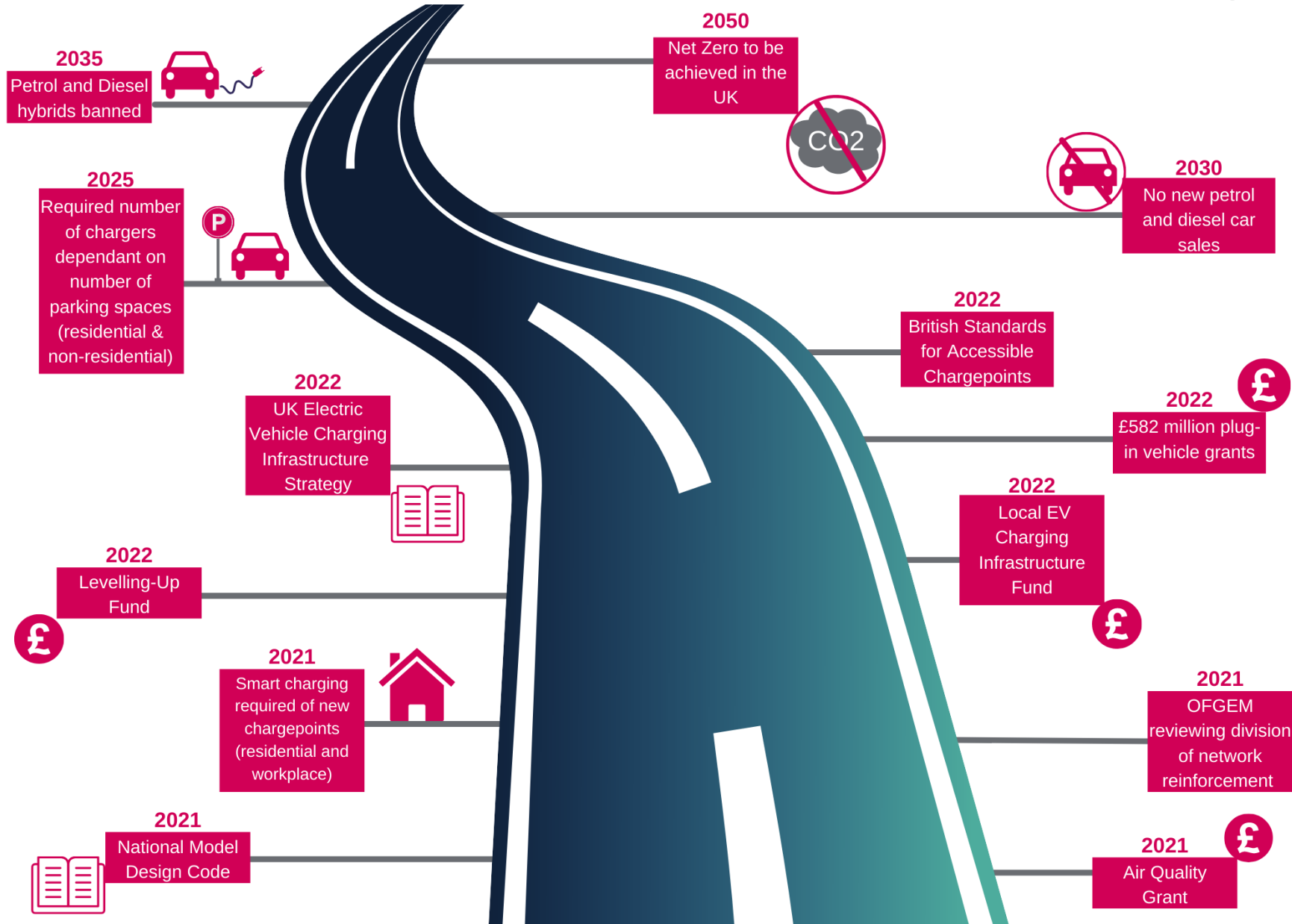


Figure 1: EV landscape roadmap

4. Policy and Funding Review

Over the last five years there has been continued growth in investment in charging infrastructure and policies that acknowledge the critical role that charging infrastructure has in the continued uptake in EVs. The announcement of the Rapid Charging Fund as part of the March 2020 budget saw £500 million committed to supporting the growth of a high-powered charging network across the UK. At the same time as announcing the funding, clear charging infrastructure aims and objectives for the UK were published. These aims included having 6 high-powered open access chargepoints at each motorway service area in the UK by 2023. It is understood that the demand for charging infrastructure will continue to increase, and the introduction of these policies aims to ensure this demand will be met. The policies and funding available for charging can be leveraged to help Staffordshire to meet their net zero ambitions.

Coordinating a wider EV charging network in Staffordshire will not only support the private use of EVs but can also be beneficial to businesses and workplaces who will need to move to electric fleets. The new legislation that bans new petrol and diesel cars being sold in the UK from 2030 will further drive movement away from petrol and diesel vehicles and towards low carbon alternatives.

This section of the strategy outlines the policies and funding that are and will continue to be most impactful for Staffordshire's short and long-term EV network plans. The policy and funding review focusses on five key areas of impact:

- **Chargepoint technology** – specifications for the charge point technology or where the policy supports the development of new technology
- **Chargepoint installation** – specifications on installation either on the number of charge-points available or the locations
- **Commercial requirements** – specifications for the operators or support for operators
- **Building regulations** – guidance on how charge-points should be incorporated into planning and planning decisions
- **Consumer protections** – specifications as to what operators and charge-points must provide to consumers

In addition to these five key areas, we have highlighted the chargepoint infrastructure solutions the policies are relevant to; whether responsibility for meeting the requirements falls to the public or private sectors; and have examined any available funding which supports meeting the policy aims. A summary of the information contained within the policies reviewed can be found in the local policies table below.

This information has been distilled into the roadmap presented above to demonstrate the key policies and funding milestones until 2050. Continued funding will enable SCC to adhere to both UK-wide and internal policies; the Council should seek to support government consultations to ensure the Staffordshire voice is heard.

Current national policies are displayed in Appendix D, whereas the local policies are set out in the table below.

Policy Title	Summary	Date of publication	Charge-point impact	Key Considerations	Chargepoint solution	Funding Opportunities	Timeframe
Local Policies							
Staffordshire Local Transport plan 2011-2026	The plan sets out the County Council's proposals for transport provision in the county, including walking, cycling, public transport, car-based travel and freight, together with the management and maintenance of local roads and footways.	2011	<ul style="list-style-type: none"> Investigating measures that will encourage the use of low-emitting vehicles such as the development of EV charging points. Replacing SCC vehicles (when required) with ones that are less polluting and more fuel efficient, wherever possible. Reviewing SCC staff car parking facilities Encouraging public transport operators that when replacing vehicles, they consider purchasing lower emitting vehicles. 	<ul style="list-style-type: none"> Promoting (and running) schemes that encourage the take up or smarter travel modes Introducing Traffic Regulation Orders (such as clear zones, low-emission zones and no stopping/parking zones) Encouraging all owners of the transport network to manage, maintain and develop with climate change in mind. 	<ul style="list-style-type: none"> Off-street On-street EV Forecourts EV Charging Hubs 	<ul style="list-style-type: none"> On-Street Residential Chargepoint Scheme 	Medium – 2 - 5 years +
Staffordshire Climate Change Action Plan 2021-2025	<p>SCC recognises that a range of actions are needed to stop or reduce the Council's carbon emissions. These actions are to either stop carbon emissions, develop ways to remove carbon emissions, or help communities and businesses prepare for the impact of a changing climate.</p> <p>The Council will monitor its carbon emissions each year, to track the success of these actions. This plan will be reviewed annually to ensure that it continues to deliver the Councils commitment to the climate change agenda.</p>	2021	<ul style="list-style-type: none"> Increase the number of EV charging points Investigate the transitions of Council fleet to alternative fuels or more carbon efficient options where appropriate by 2025. 	<ul style="list-style-type: none"> Work with district and borough councils to agree a consistent approach to EV infrastructure across Staffordshire. Investigate the potential to upgrade electricity supply in SCC building stock to facilitate EV charging in retained property portfolio. Develop an EV Infrastructure Strategy and Low Emissions Vehicle Infrastructure Action Plan Maximise opportunities to bid for Department for Transport funding, including workplace charging fund (at SCC buildings) and on street residential charging fund. Work with Amey to roll out EV charging across all highways depots. Ensure sufficient resources are available to support business areas in identifying opportunities and understanding carbon impacts. Continued liaison with district and borough councils to discuss how planning considerations can include climate change mitigation and adaptation. 		<ul style="list-style-type: none"> On-Street Residential Chargepoint Scheme 	Medium – 2 - 5 years +
Staffordshire Climate Change Strategic Development Framework	SCC committed itself to the climate change agenda by declaring a climate change emergency in 2019 and to also achieve net zero carbon emissions by 2050. The Strategic Development Framework sets out how the authority will work towards achieving its carbon emissions target.	February 2021	<ul style="list-style-type: none"> reduce vehicle emissions reduce our overall carbon impact 	<ul style="list-style-type: none"> Ensure all council services understand the need to reduce our carbon emissions and are committed to doing so. Be innovative, aspirational and positive leading by example. Be positive in our approach, embrace opportunities and build on our successes. Empower our staff and members to suggest solutions and commit to delivering the net zero target. Have transparent processes and make the best use of the resources we have. 	<ul style="list-style-type: none"> Off-street On-street EV Forecourts EV Charging Hubs 	<ul style="list-style-type: none"> On-Street Residential Chargepoint Scheme 	Long - 5 years +

Table F: Policies review - Local Policies

5. Demand Analysis

5.1. Methodology

The focus of the demand analysis is to use data to create unique insight into the propensity to use EVs. The propensity to use EVs is directly linked to the requirements for charging infrastructure. Through specific analysis of data related to Staffordshire and its' districts and boroughs, a charging network is proposed to meet anticipated demand, local strategic objectives and existing and upcoming UK policies.

The analysis focuses on collating and mapping relevant data onto a GIS (geographical information system). GIS offers a unique ability to combine data that would not usually have been analysed together. For example, combining points of interest with the number of households with more than one car allows us to suggest the types of journeys being made. The use of GIS allows for the best use of the available data and ensures the analysis is tailored for the Staffordshire districts and boroughs.

The first step is to create a high-level demographic profile of those most likely to use EVs, using specific Staffordshire data. A matrix is created to assess all types of demographic data and identify areas where there is a highest likelihood of potential EV users. The output from the analysis is a propensity map of Staffordshire showing the areas of high and low propensity to use EVs

Further analysis is then undertaken to consider the infrastructure and journey data across the Council.

This level of assessment has provided unique insight across the county and allows for a charging network to be recommended to that considers the county wide perspective and the individual district and borough requirements towards a transition to EVs.

Demographic Assessment

The demographic assessment uses 2011 census data (This document will be revised when the 2021 census data becomes during late 2022) and additional local data available to the Council. The table below outlines the key datasets, the target population demographic and the rationale for including this sector within the intended audience.

Data	Target	Reason
Age	25-54 being the most ideal ranges	Those between these ages are the most likely to adopt new technology.
Household income	Minimum of £25k	The current cost of an EV can be prohibitive to lower incomes, but the funding available to support purchases of EVs supports this - as a minimum.
Household access to a car	Minimum one car	SCC is looking to support the transition to EV but are also looking to support modal shift away from car use.
Household employment status	Employed or a third level student	Those in employment are more likely to be commuting by car in the districts and boroughs, whilst students are likely to generate charging demand in the future.

Table G: Key demographic datasets

These data sets are chosen as the most impactful for those likely to adopt an EV in the future. This is expected to change as the expense of owning a private EV lowers and with the development of charging networks. These areas are scored based on the level of target demographics in the areas. These scores

are combined in a weighted overall score to create a demographic relative propensity map across Staffordshire for EV uptake.

Journeys Assessment

Journey information assessment uses the Propensity to Cycle Tool (PTC), open street map, and SCC provided data. This data is used to map commuter journeys, school journeys and journey purpose (or driver), such as to supermarkets, workplaces and tourist destinations. The current commutes, school routes and the number of these journeys taken by car to establish the number of switchable trips to EV. Where journeys were not able to be mapped, journey drivers were analysed and trips that would most likely be made by car were inferred.

Infrastructure Assessment

Infrastructure data is taken from Western Power Distribution (WPD), open street map, Zap-Map and SCC data. The table below outlines the key data sets and the reason for their inclusion within the analysis.

Data	Reason
WPD capacity map	Establish the location of existing sub-stations
Car parks	Establish demand for short-term charging and the car-parks ability to deliver this
Land ownership	Establish whether installation would be within SCC control
Planning applications	Establish growth in the area and opportunity for growth of off-street and off-street residential charging in line with new policy requirements for chargepoint installation in new developments
Fuel Stations	Establish existing network of fuel stations and infer transition of those fuel stations to EV forecourts as EV demand increases during phase out of petrol and diesel cars. Establish capacity to add to charging network at these locations.
Existing chargers	Establish locations and types of existing chargepoints

Table H: Key infrastructure datasets

These data sets have the highest impact on the development of the charging network both in terms of capacity and available space.

Combined Assessment

The propensity map serves as the base for the combined assessment and, from this, facilitates a focus on the high propensity areas that enables individual assessments. At this individual assessment point, the infrastructure is examined to ensure available space and no overlap with existing chargepoints.

Commuting

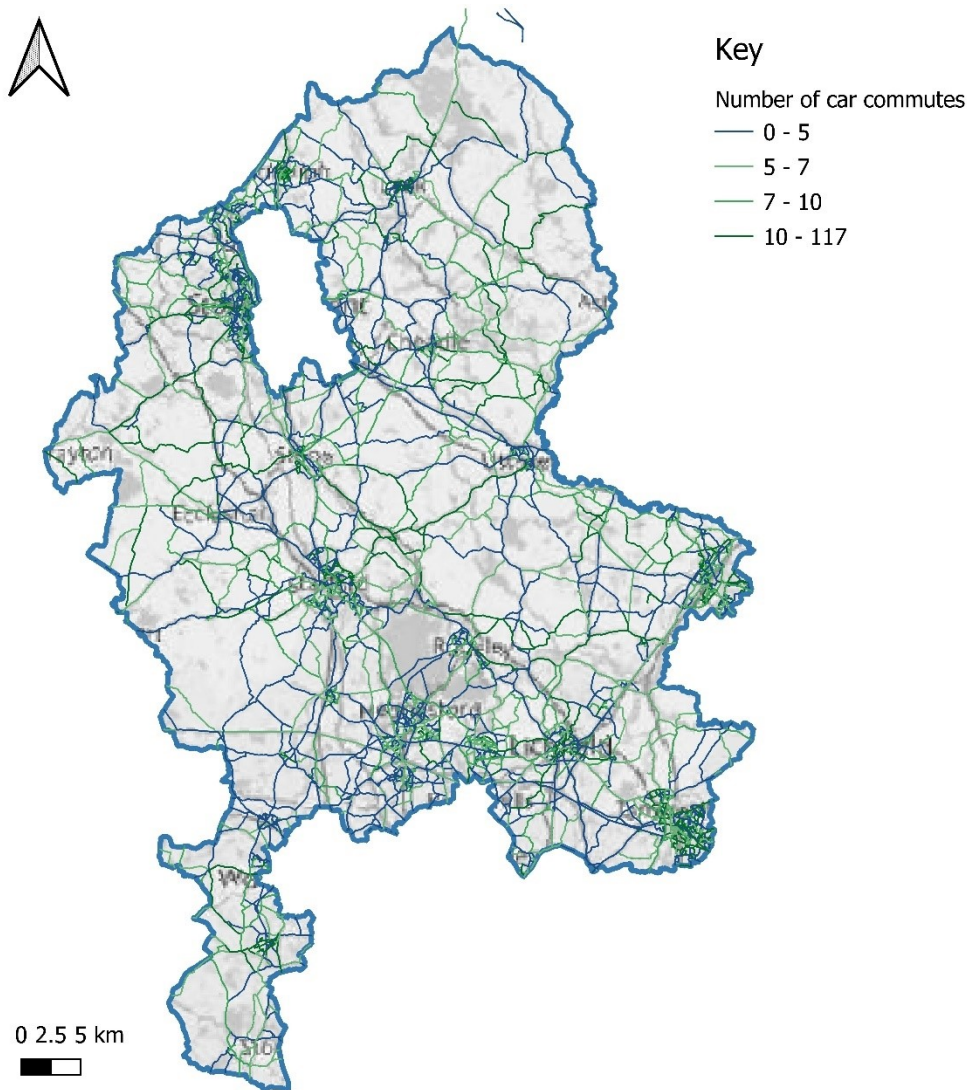


Figure 2: Staffordshire car commuting

The map shows the number of car commutes across Staffordshire. The data is sourced from the propensity to cycle map and shows general start and end points rather than door to door travel. This data is used to show both the number of commutes and the percentage of the commutes made by car. The areas with high car commutes are given the highest score as these areas would have the highest impact if switched to EV and would therefore require the largest number of chargepoints.

Points of Interest

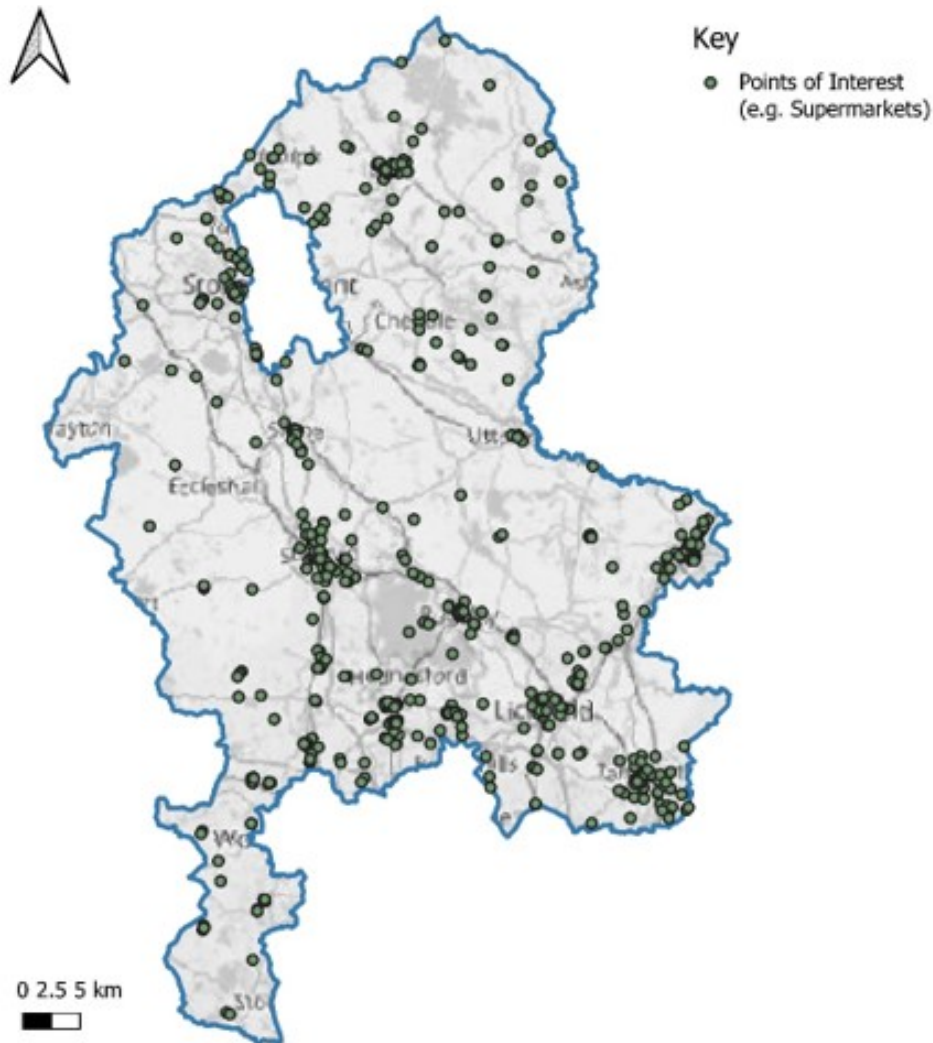


Figure 3: Staffordshire POI

The map shows a sample of points of interest that were mapped. The reason for mapping points of interest is to infer trip generators for example supermarkets, workplaces, tourists attractions. This has been undertaken due to the unavailability of live people movement data that would have shown the mode and destination of those points of interest that were most likely to have a high number of car journeys and were therefore given a higher score.

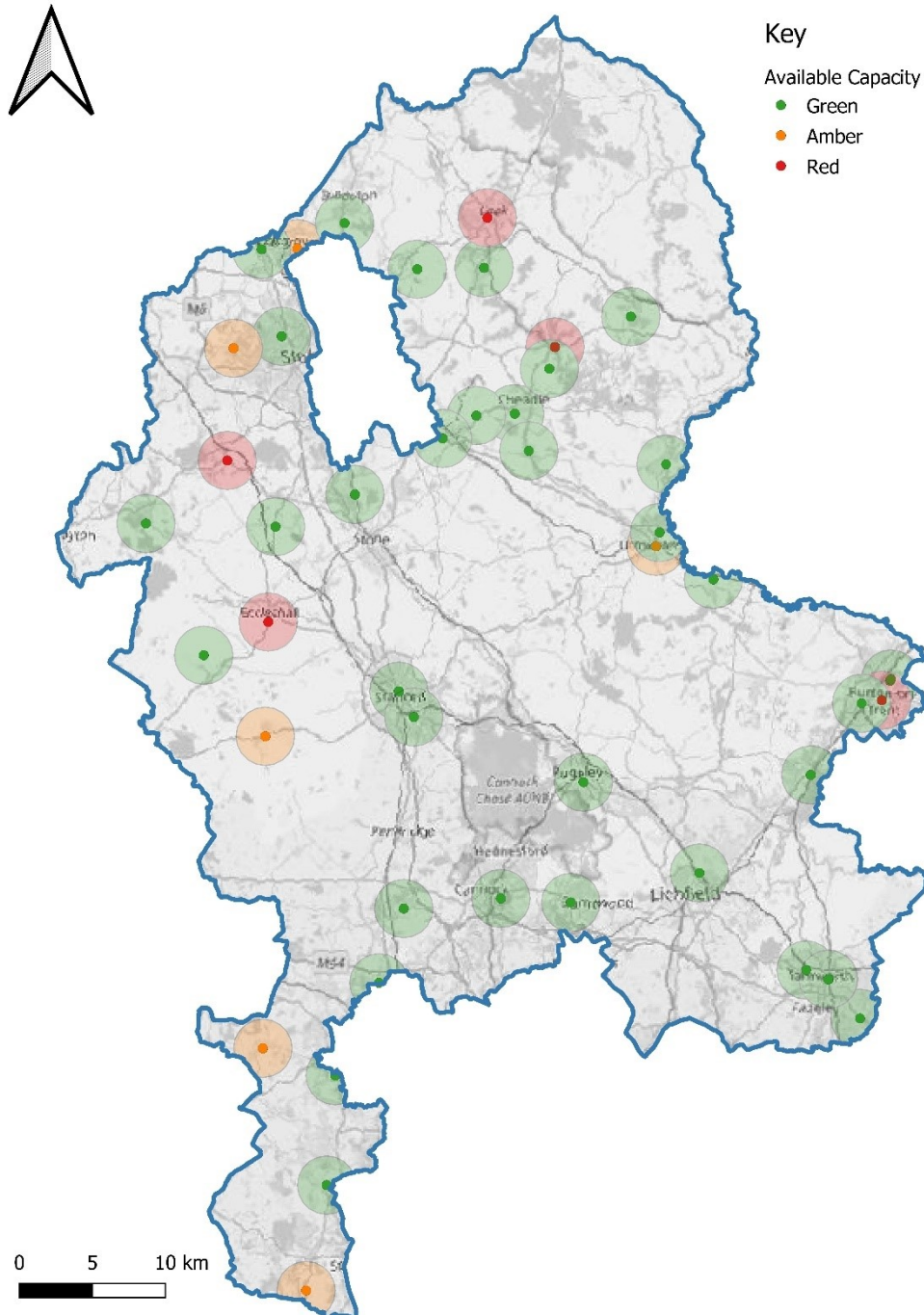


Figure 4: Sub-Station power capacity

The map shows all the Western Power sub-stations across Staffordshire; this gives some indication of where power is available across the power grid and where capacity may be more limited. This may be especially impactful when considering the location of rapid charging sites and hubs.

5.2. Demand Analysis – County Overview (2021/22)

Propensity map

The maps are divided up by districts or boroughs along the Lower Layer Super Output Areas (LSOA), these are government geographical areas also used for the Census, each LSOA area has an average of 1,500 people or 650 households.

It should be noted that the strongest likelihood of converting to EVs at this time is often in more affluent and rural areas, rather than in the more urban centres. Campaign targeting is guided by propensity; whilst EV charging infrastructure locations are more related to current and expected demand.

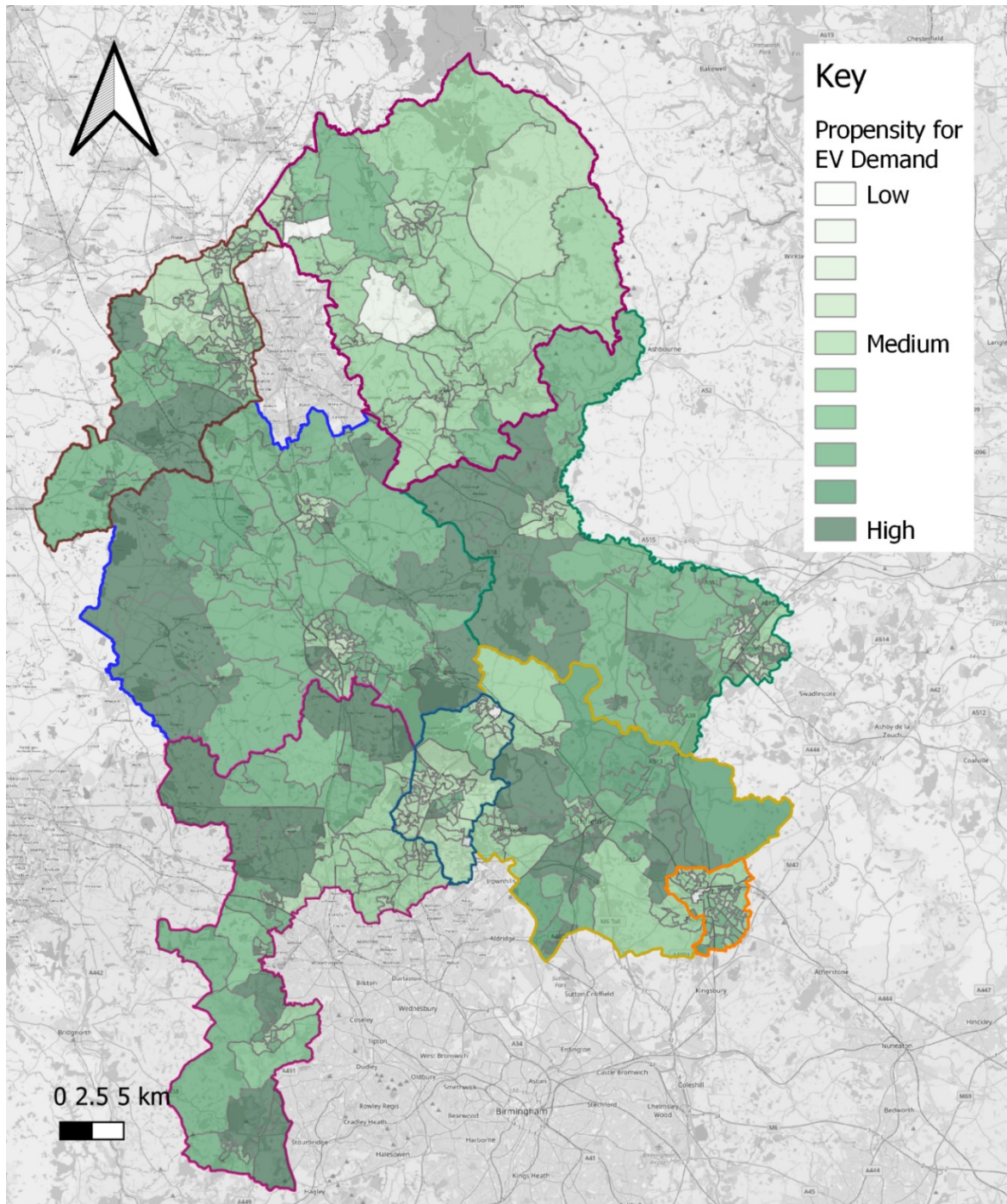


Figure 5: Staffordshire EV charging propensity

Suggested EV charging locations

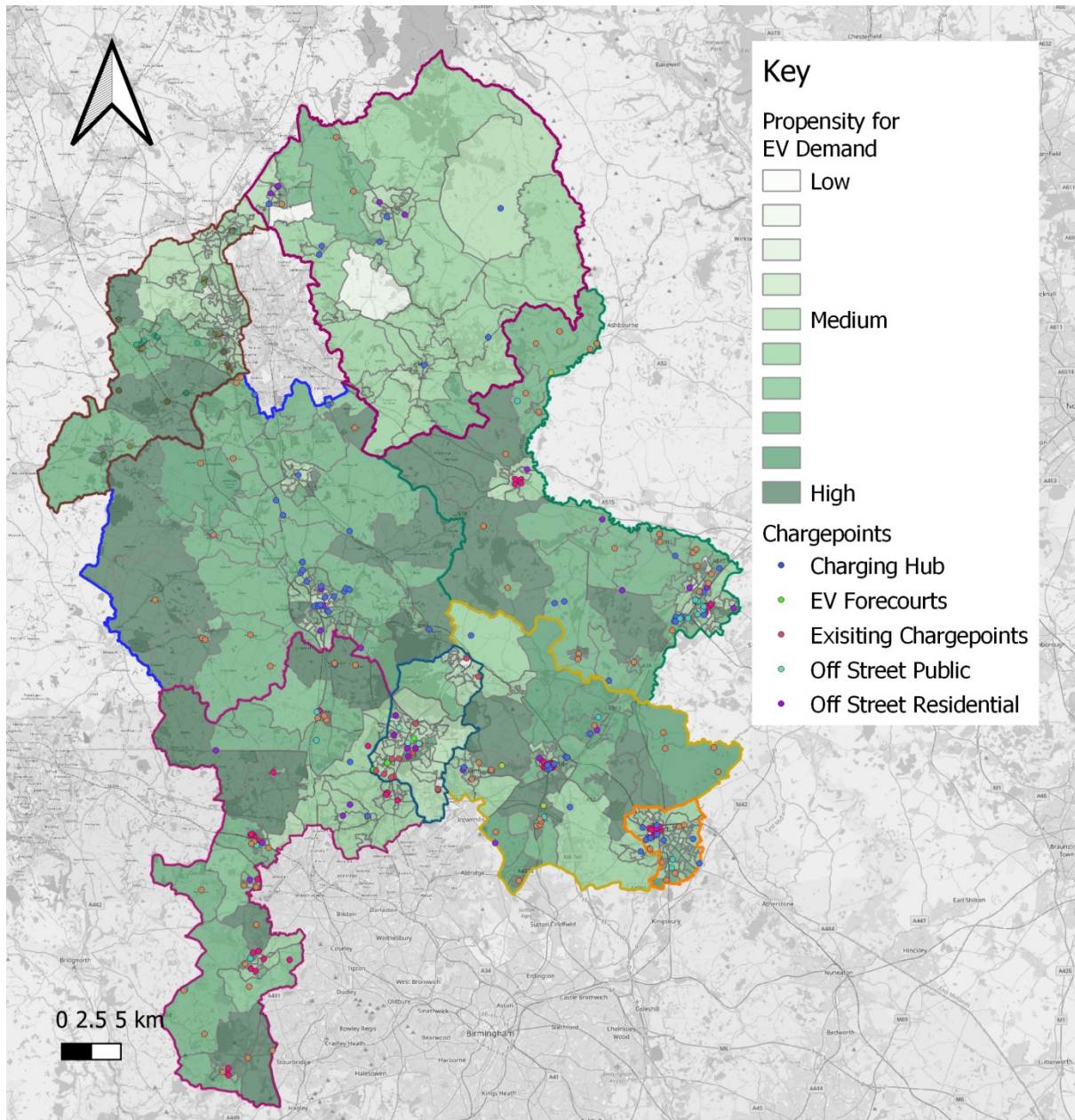


Figure 6: Staffordshire EV charging locations

Chargepoint Definitions:

- EV Charging Hub - Suggested multiple fast, rapid, or ultra-rapid at specifically designed locations
- EV Forecourt – Existing fuel stations (highly likely to be converted to EV over the coming years)
- Off-street public – Suggested chargepoints at car parks
- Off-street residential – Suggested key council support areas for private chargepoints being installed at residences

For suggested chargepoints of off-street residential, EV charging hubs, and off-street residential the suggestions are locations within a 1km area

5.3. Demand Analysis – the District and Boroughs

Cannock Chase Propensity and Points of Interest

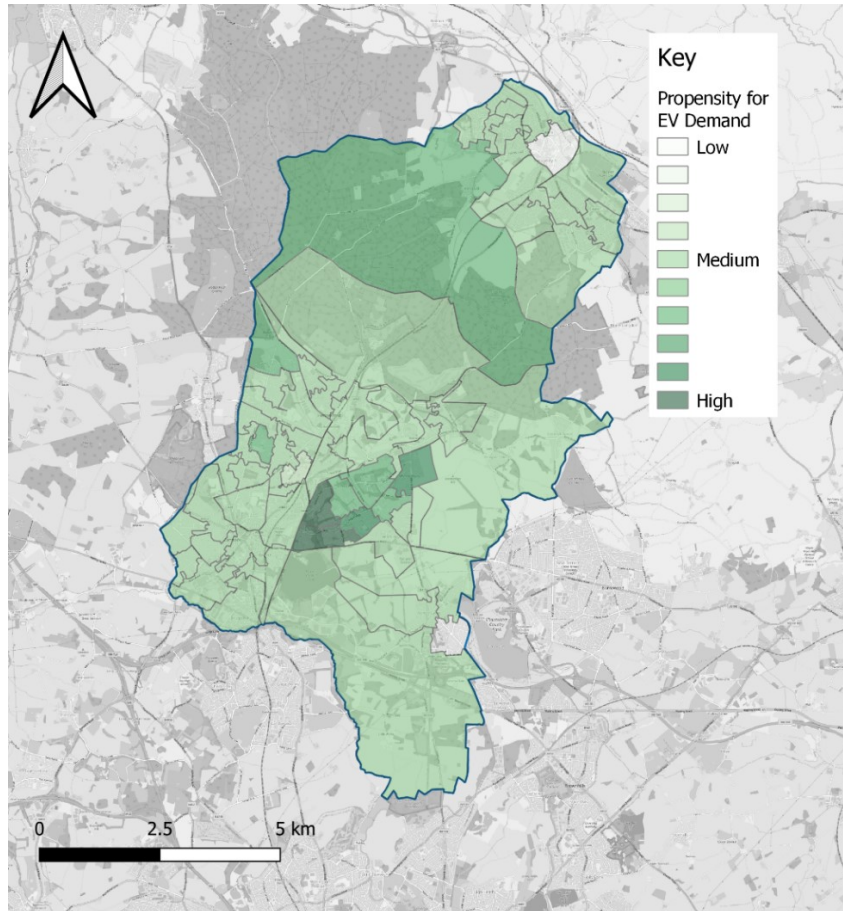


Figure 7: Cannock Chase Propensity

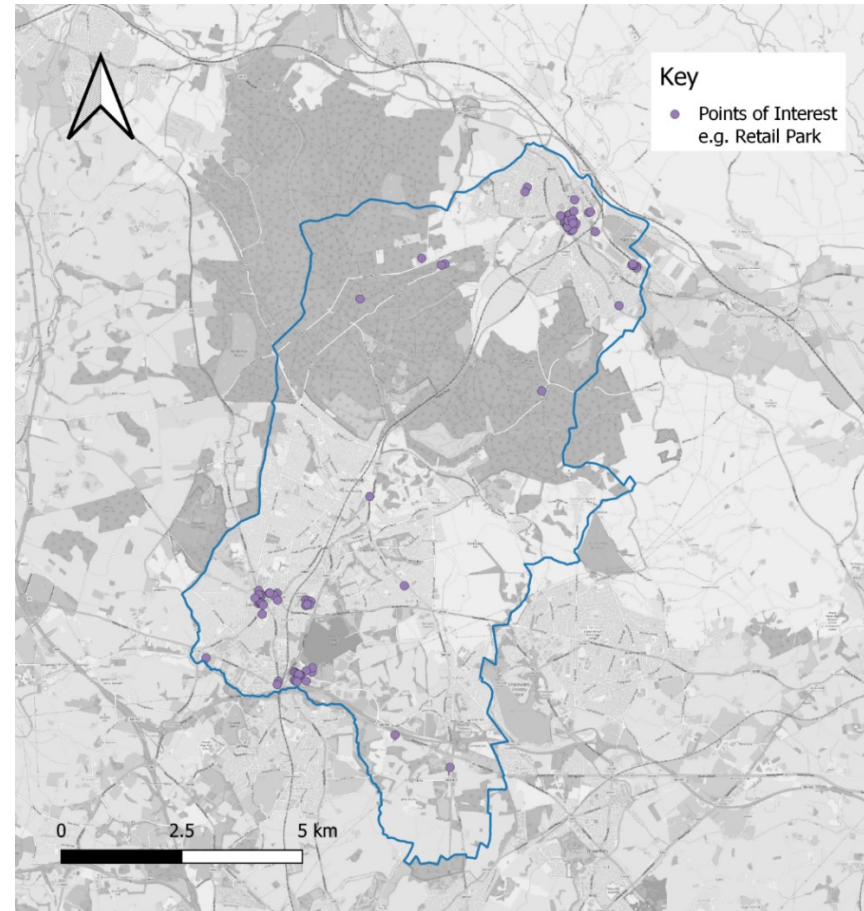
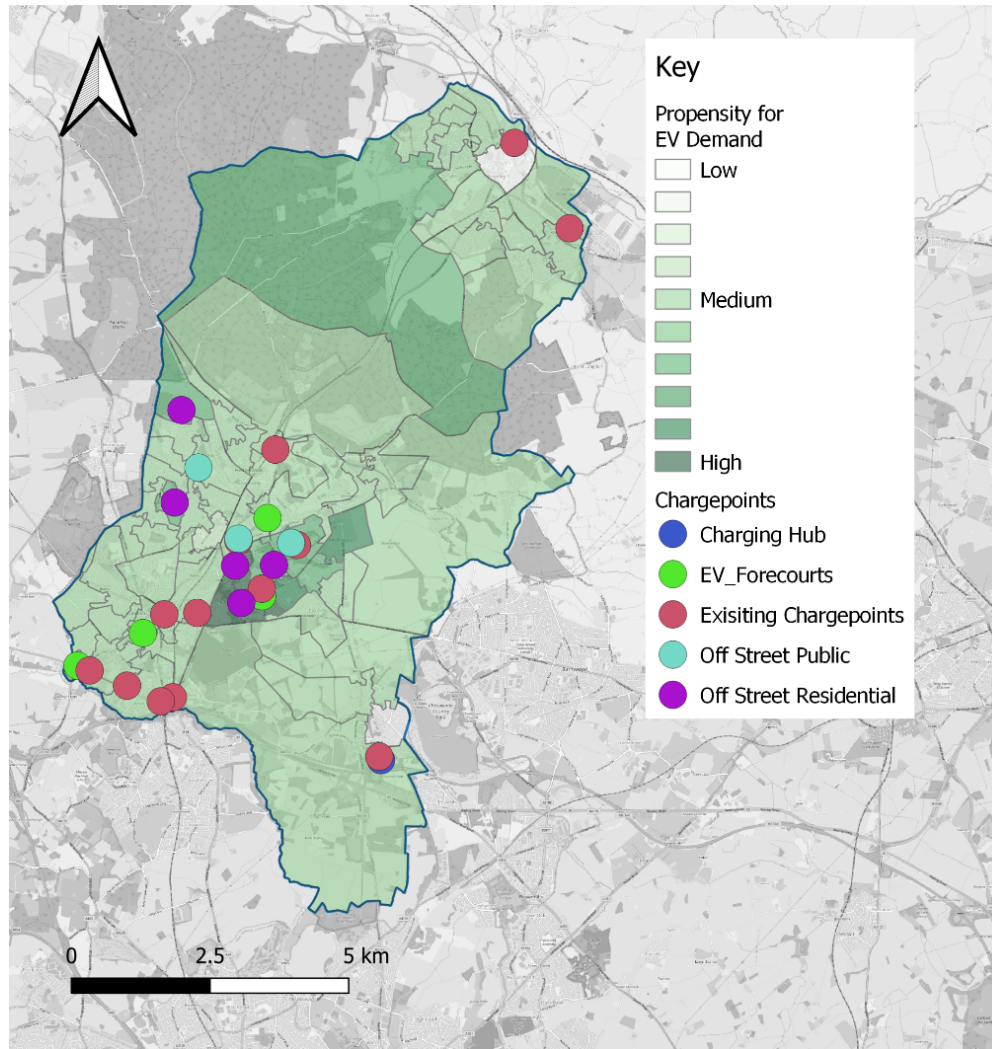


Figure 8: Cannock Chase Points of Interest

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Cannock Chase – Proposed Locations



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Figure 9: Cannock Chase - Proposed locations

EV Charging Hub	EV Forecourt	Off-street public	Off-street residential
Suggested multiple fast, rapid, or ultra-rapid at specifically designed locations	Existing fuel stations (highly likely to be converted to EV over the coming years)	Suggested chargepoints at car parks	Main areas where private chargepoints should be encouraged at residences (e.g. on driveways)
Action: Investigate private operators to build and run an EV charging location / hub	Action: Engage with fuel stations to confirm their plans; avoid coordinating EV charging in close proximity	Action: Engage with the district council to ensure ownership and facilitate EV charging installation	Action: The district council should engage residents and support where possible
For suggested chargepoints: EV charging hubs, off-street public and off-street residential the suggestions are locations within a 1km area.			

East Staffordshire Propensity and Points of Interest

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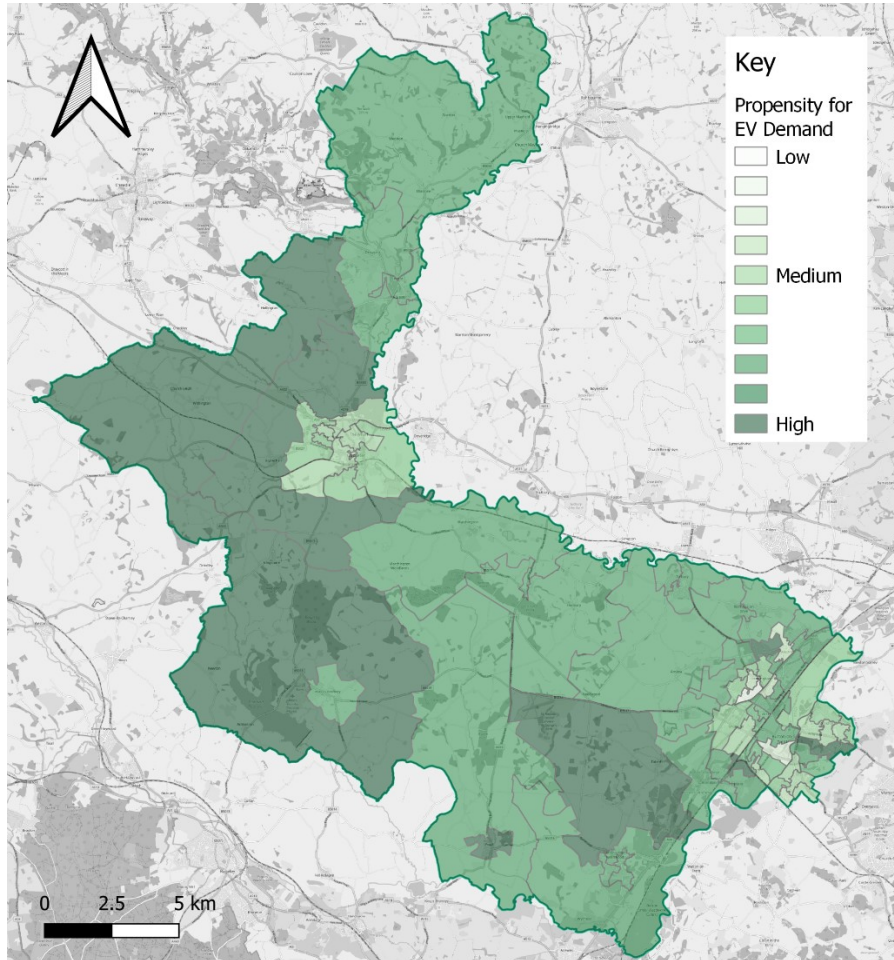


Figure 10: East Staffordshire propensity

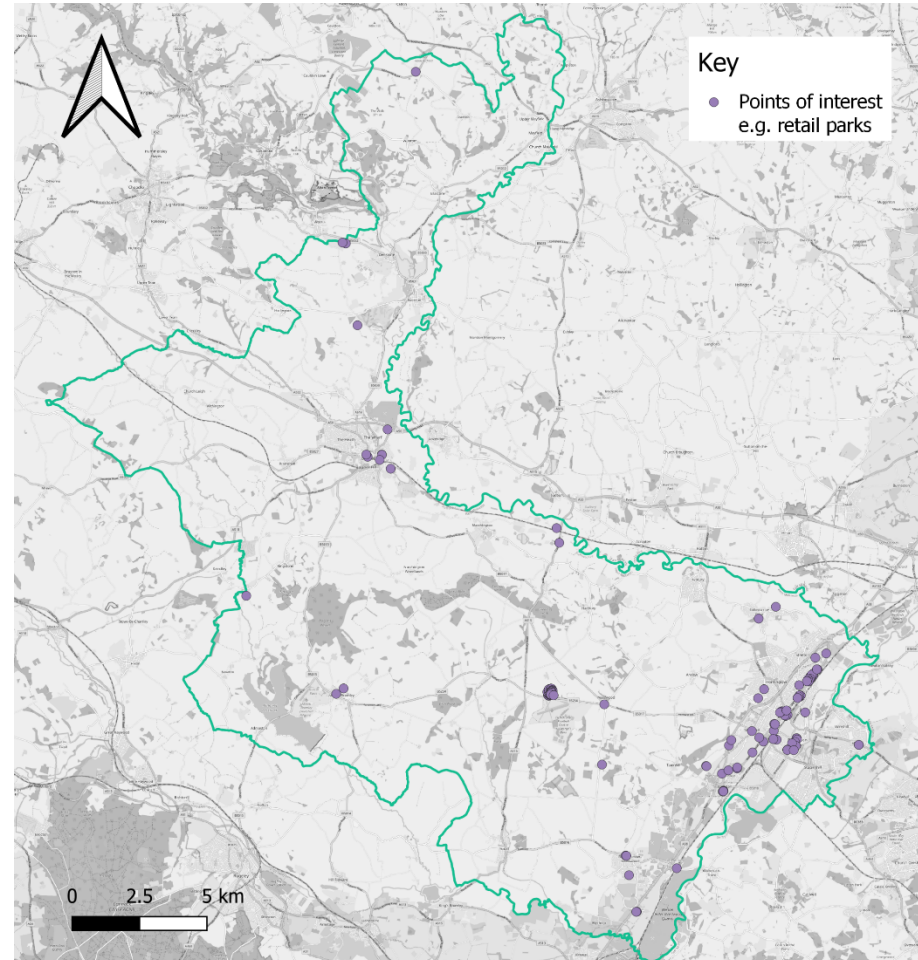


Figure 11: East Staffordshire Points of Interest

East Staffordshire – Proposed Locations

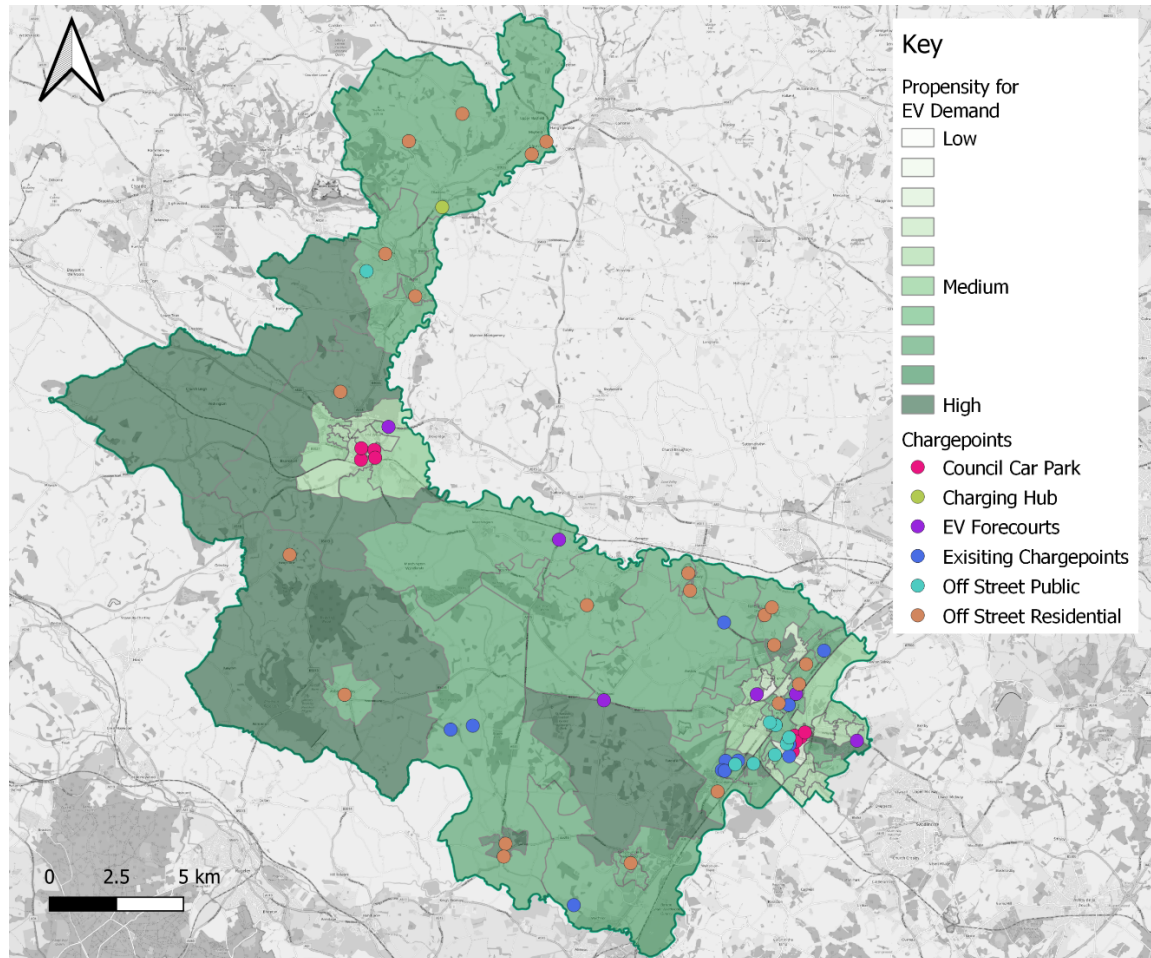


Figure 12: East Staffordshire Proposed locations

EV Charging Hub	EV Forecourt	Off-street public	Off-street residential
Suggested multiple fast, rapid, or ultra-rapid at specifically designed locations	Existing fuel stations (highly likely to be converted to EV over the coming years)	Suggested chargepoints at car parks	Main areas where private chargepoints should be encouraged at residences (e.g. on driveways)
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Council Car Park - Action: Engage with the borough council to ensure ownership and provide support to facilitate EV charging installation.			
For suggested chargepoints: EV charging hubs, off-street public and off-street residential the suggestions are locations within a 1km area.			

Lichfield Propensity and Points of Interest

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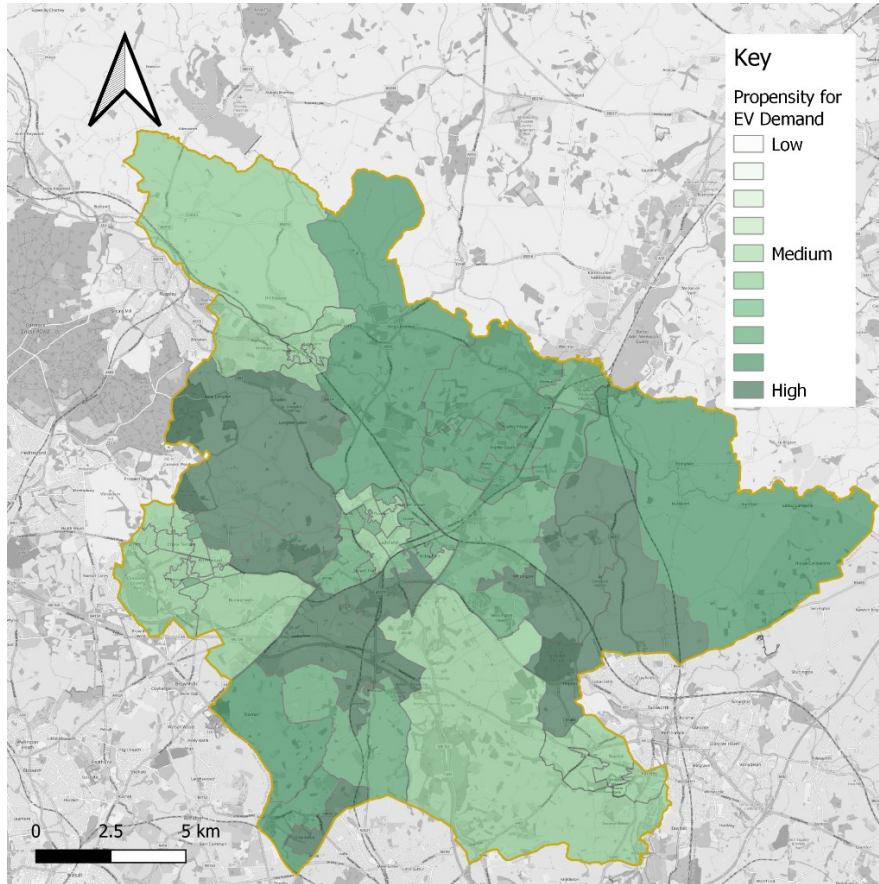


Figure 13: Lichfield Propensity



Figure 14: Lichfield Points of Interest

Lichfield – Proposed Locations

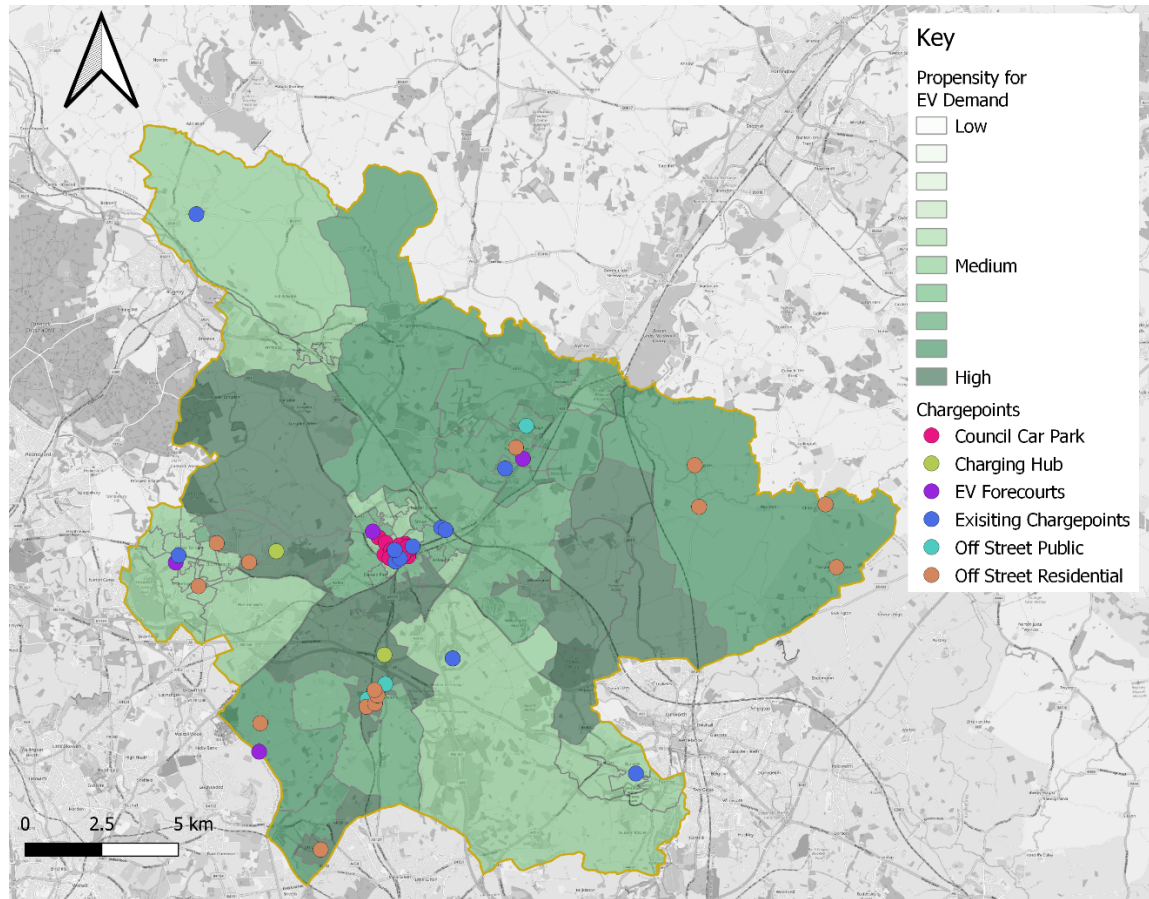


Figure 15: Lichfield - Proposed locations

EV Charging Hub	EV Forecourt	Off-street public	Off-street residential
Suggested multiple fast, rapid, or ultra-rapid at specifically designed locations	Existing fuel stations (highly likely to be converted to EV over the coming years)	Suggested chargepoints at car parks	Main areas where private chargepoints should be encouraged at residences (e.g. on driveways)
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Council Car Park - Action: Engage with the district council to ensure ownership and provide support to facilitate EV charging installation.			
For suggested chargepoints: EV charging hubs, off-street public and off-street residential the suggestions are locations within a 1km area.			

Newcastle under Lyme Propensity and Points of Interest

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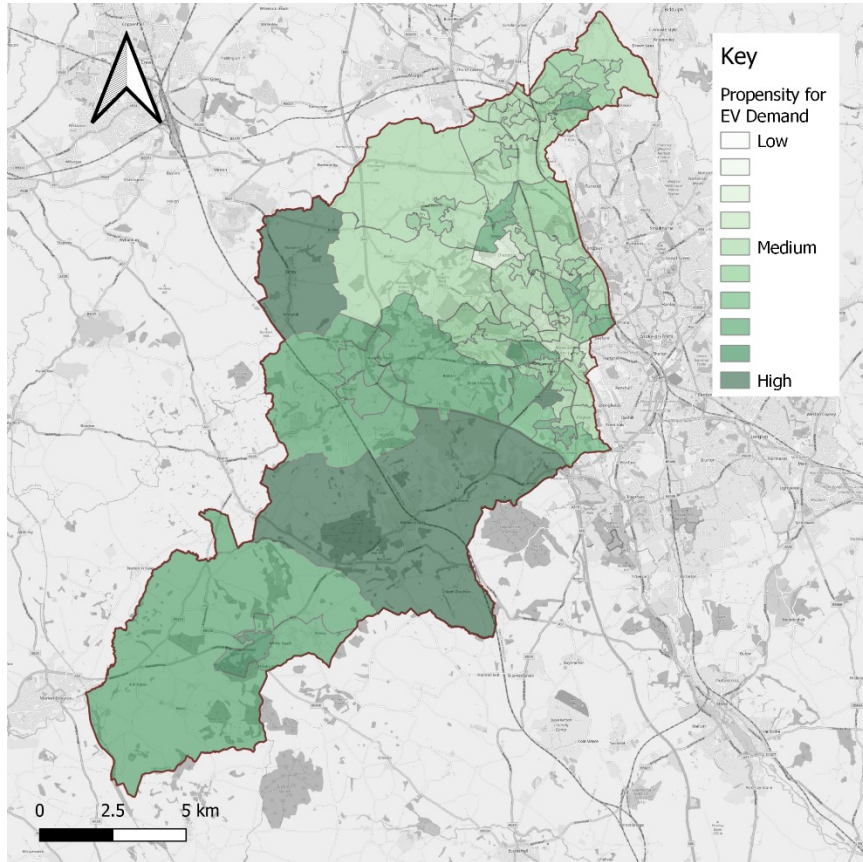


Figure 16: Newcastle under Lyme Propensity

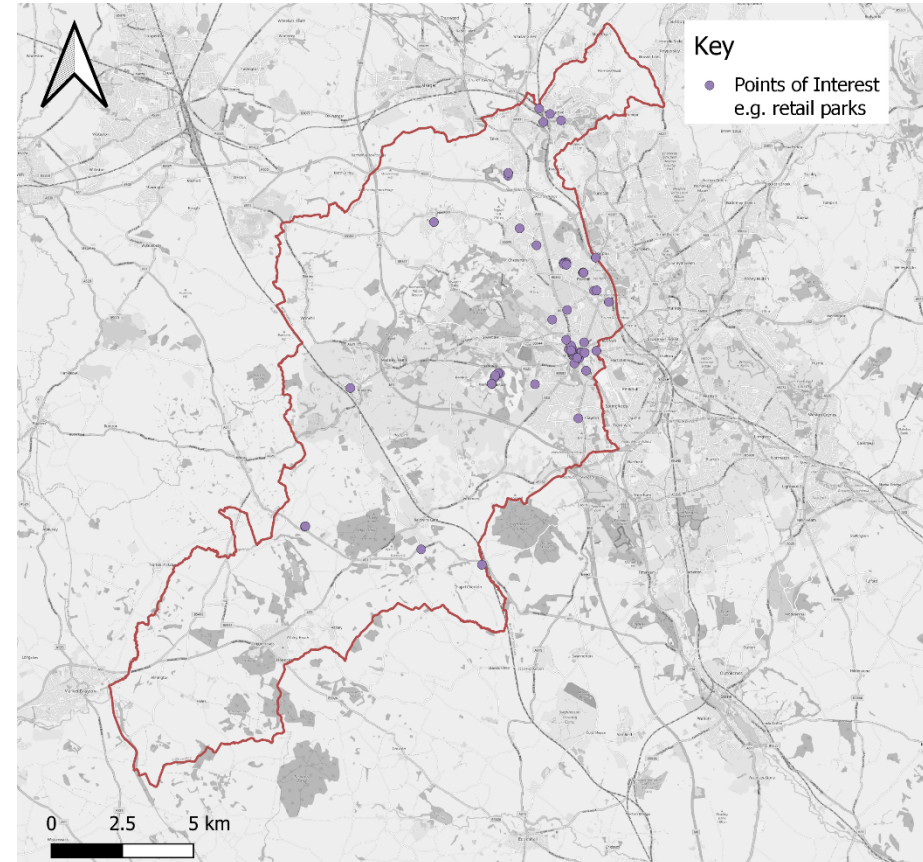
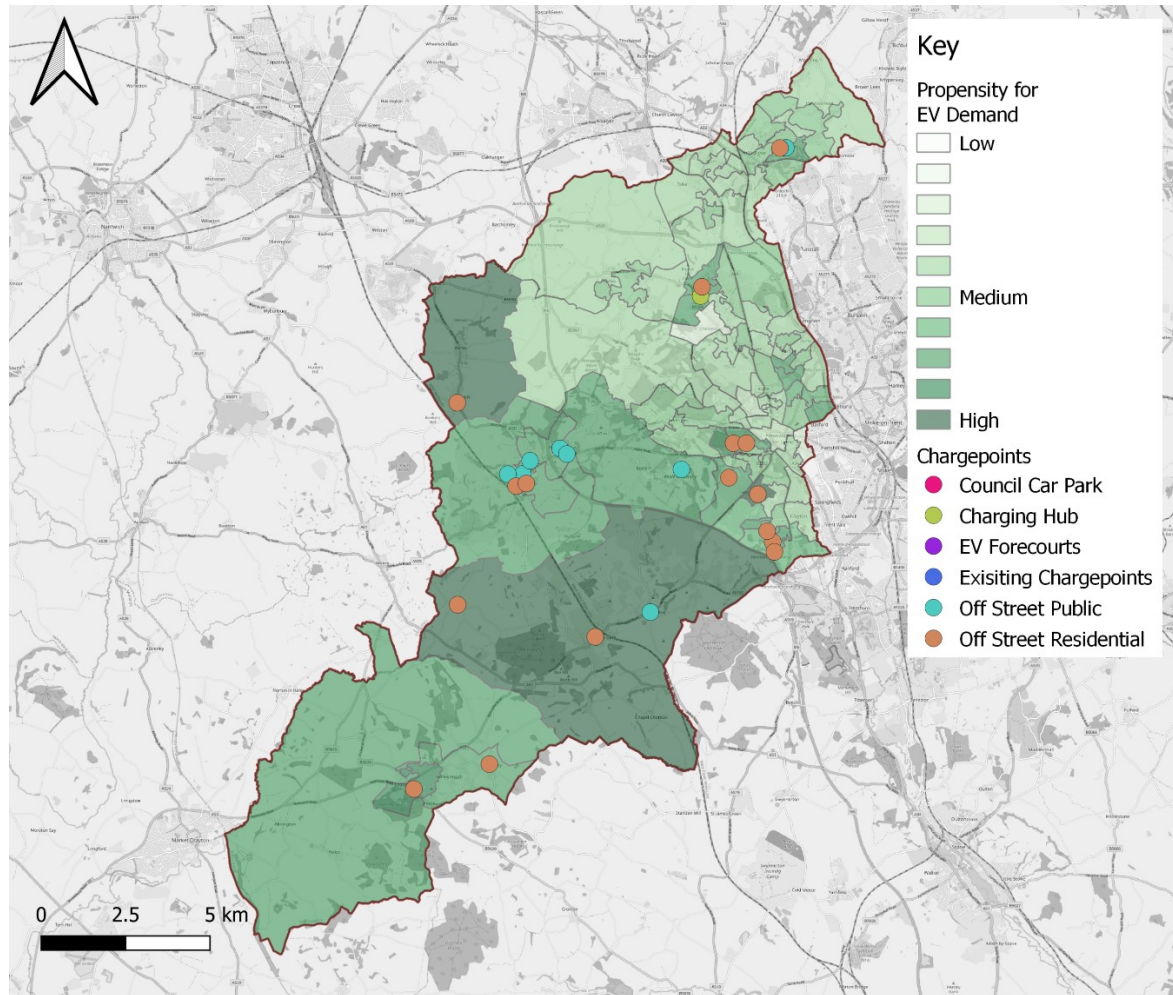


Figure 17: Newcastle under Lyme Points of Interest

Newcastle under Lyme – Proposed Locations



EV Charging Hub	EV Forecourt	Off-street public	Off-street residential
Suggested multiple fast, rapid, or ultra-rapid at specifically designed locations	Existing fuel stations (highly likely to be converted to EV over the coming years)	Suggested chargepoints at car parks	Main areas where private chargepoints should be encouraged at residences (e.g. on driveways)
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Council Car Park - Action: Engage with the borough council to ensure ownership and provide support to facilitate EV charging installation.			
For suggested chargepoints: EV charging hubs, off-street public and off-street residential the suggestions are locations within a 1km area.			

Figure 18: Newcastle under Lyme Proposed locations

South Staffordshire Propensity and Points of Interest

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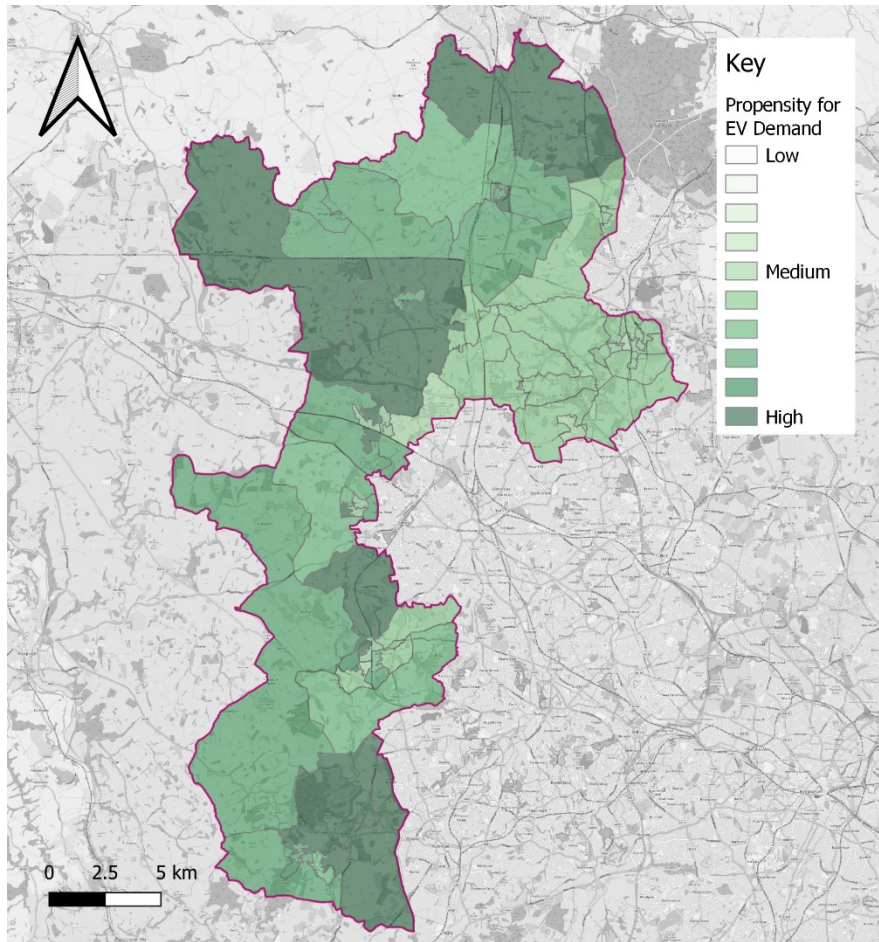


Figure 19: South Staffordshire Propensity

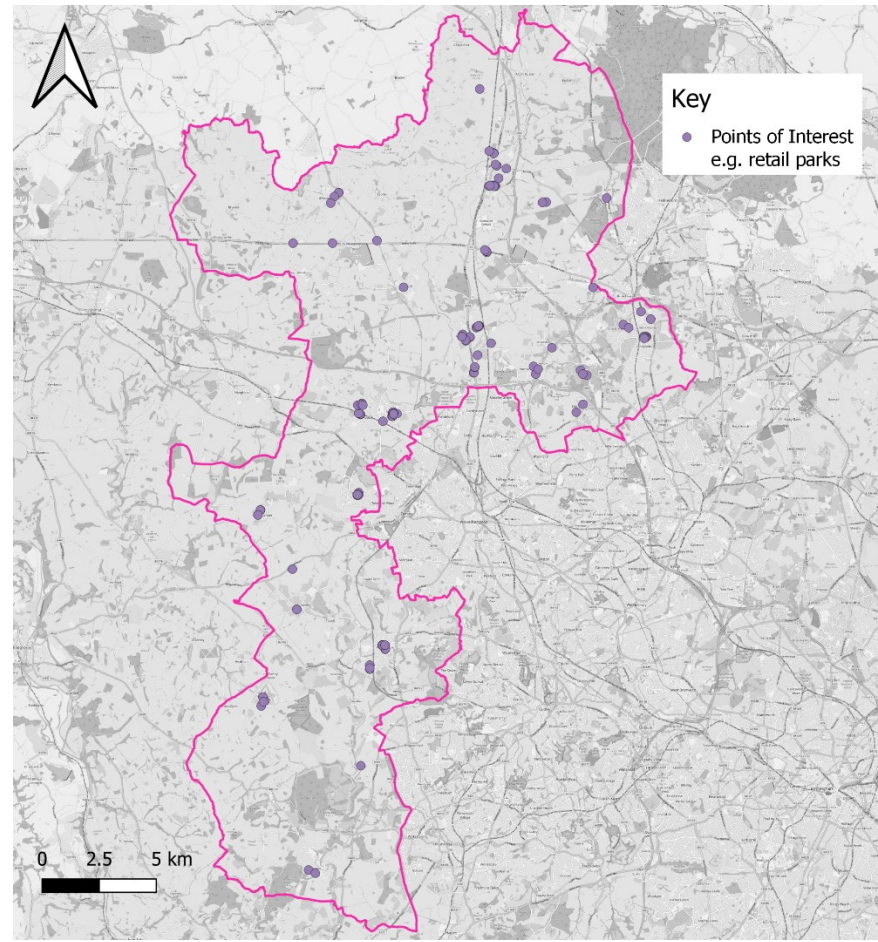
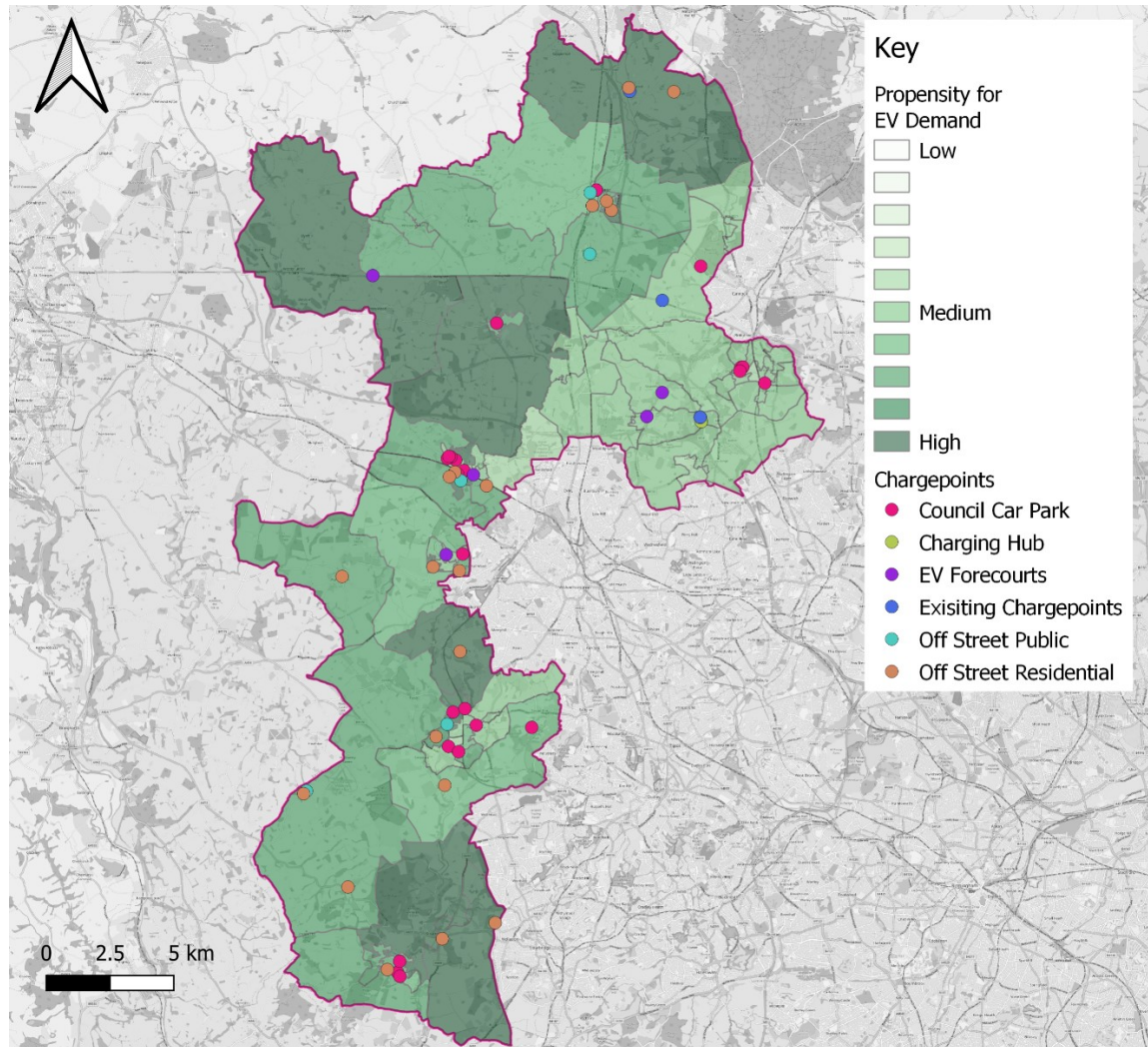


Figure 20: South Staffordshire Points of Interest

South Staffordshire – Proposed Locations



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Figure 21: South Staffordshire Proposed locations

EV Charging Hub	EV Forecourt	Off-street public	Off-street residential
Suggested multiple fast, rapid, or ultra-rapid at specifically designed locations	Existing fuel stations (highly likely to be converted to EV over the coming years)	Suggested chargepoints at car parks	Main areas where private chargepoints should be encouraged at residences (e.g. on driveways)
Action: Investigate private operators to build and run an EV charging location / hub	Action: Engage with fuel stations to confirm their plans; avoid coordinating EV charging in close proximity	Action: Engage with the district council to ensure ownership and facilitate EV charging installation	Action: The district council should engage residents and support where possible
Council Car Park - Action: Engage with the district council to ensure ownership and provide support to facilitate EV charging installation.			
For suggested chargepoints: EV charging hubs, off-street public and off-street residential the suggestions are locations within a 1km area.			

Stafford Propensity and Points of Interest

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Figure 22: Stafford Propensity



Figure 23: Stafford Points of Interest

Stafford – Proposed Locations

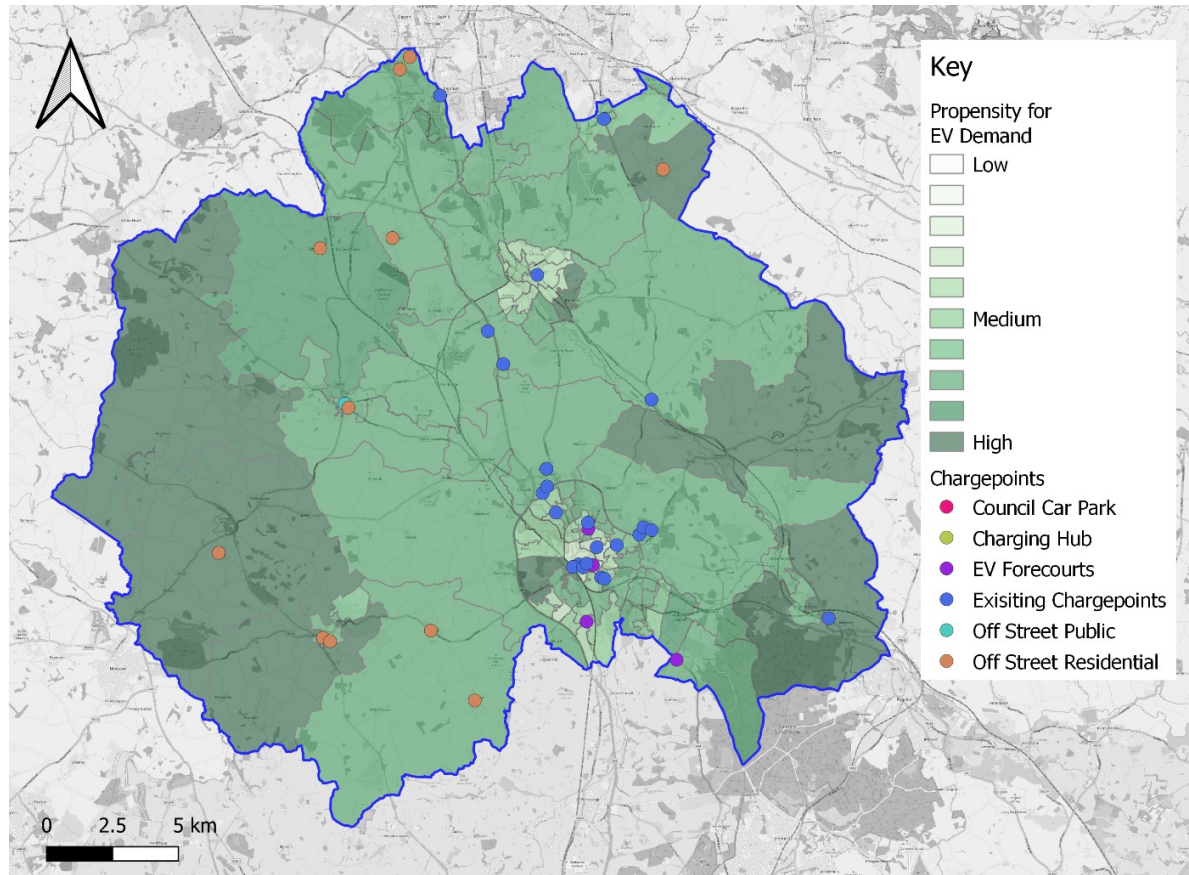


Figure 24: Stafford Proposed locations

EV Charging Hub	EV Forecourt	Off-street public	Off-street residential
Suggested multiple fast, rapid, or ultra-rapid at specifically designed locations	Existing fuel stations (highly likely to be converted to EV over the coming years)	Suggested chargepoints at car parks	Main areas where private chargepoints should be encouraged at residences (e.g. on driveways)
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Council Car Park - Action: Engage with the borough council to ensure ownership and provide support to facilitate EV charging installation.			
For suggested chargepoints: EV charging hubs, off-street public and off-street residential the suggestions are locations within a 1km area.			

Staffordshire Moorlands Propensity and Points of Interest

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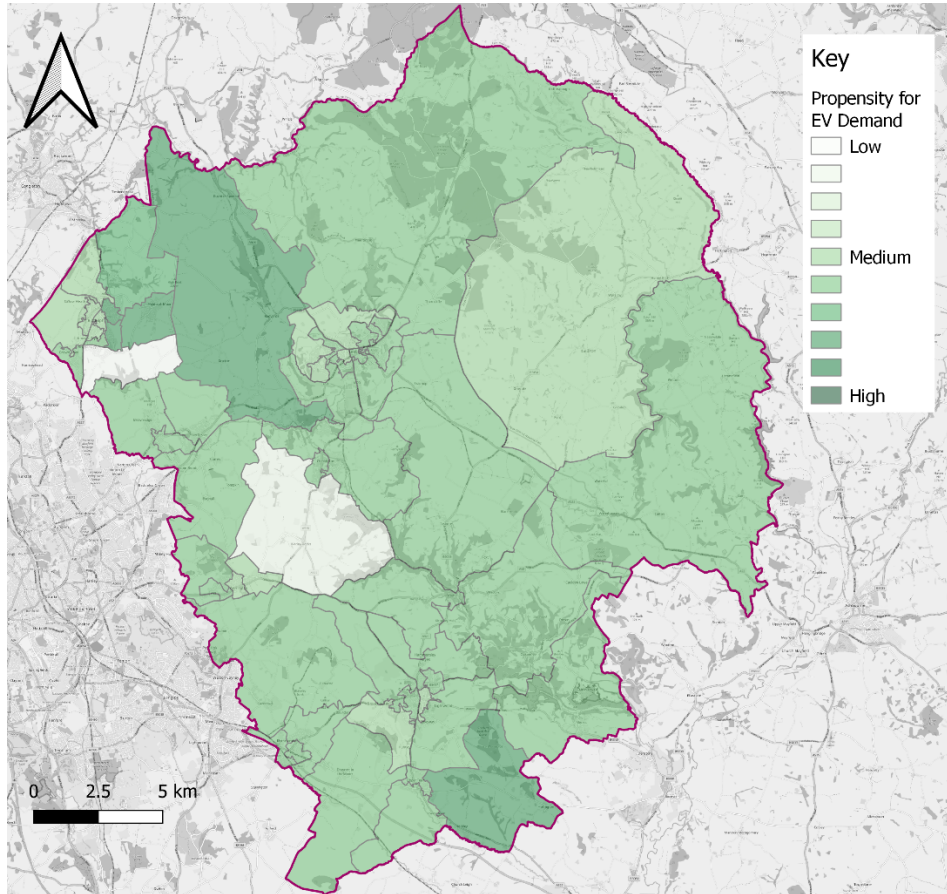


Figure 25: Staffordshire Moorlands Propensity

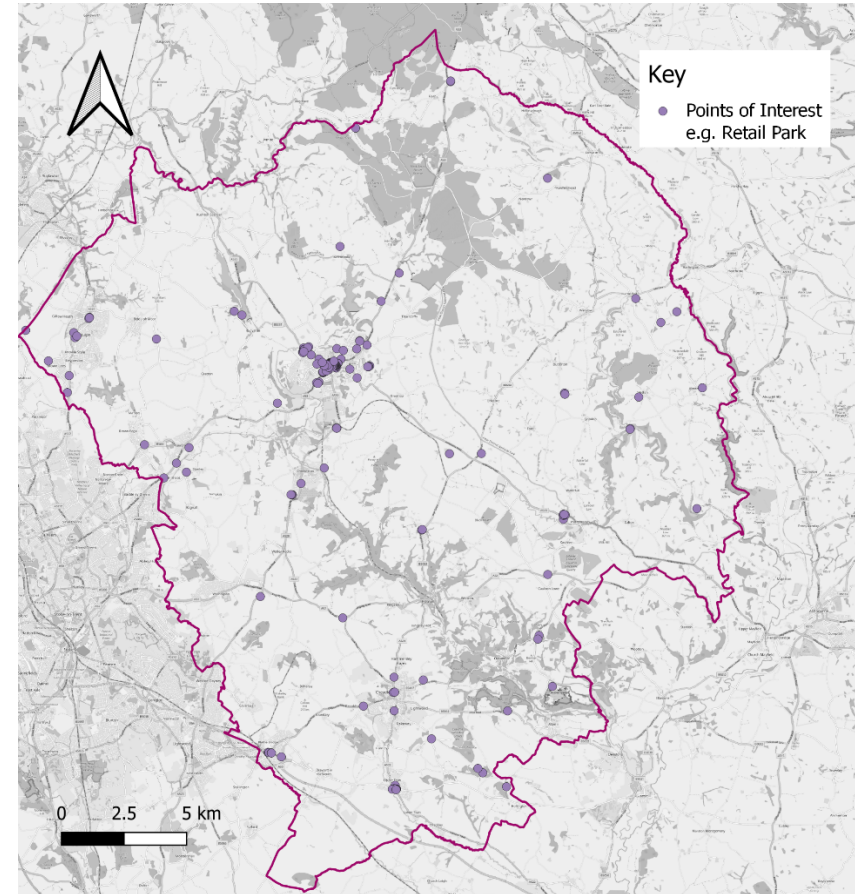
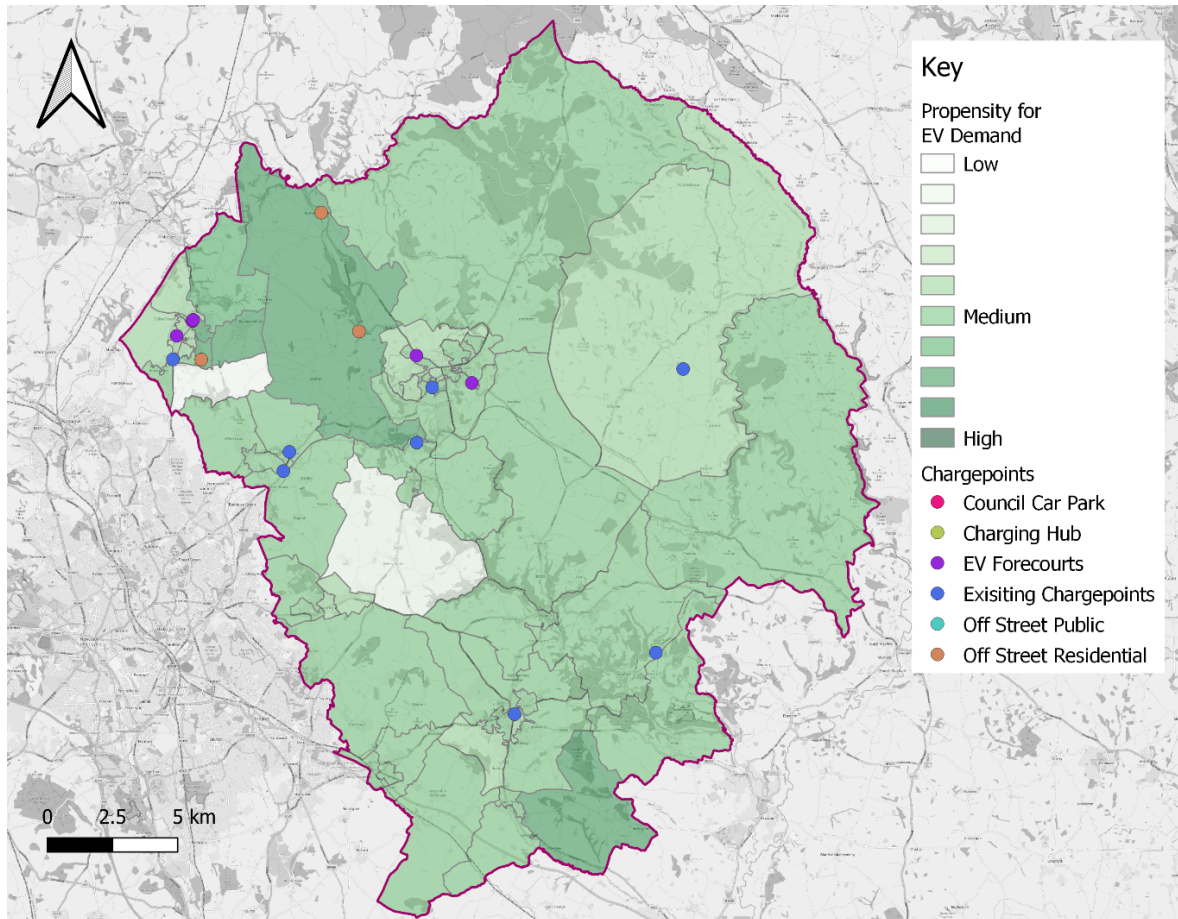


Figure 26: Staffordshire Moorlands Points of Interest

Staffordshire Moorlands – Proposed Locations



EV Charging Hub	EV Forecourt	Off-street public	Off-street residential
Suggested multiple fast, rapid, or ultra-rapid at specifically designed locations	Existing fuel stations (highly likely to be converted to EV over the coming years)	Suggested chargepoints at car parks	Main areas where private chargepoints should be encouraged at residences (e.g. on driveways)
Action: Investigate private operators to build and run an EV charging location / hub	Action: Engage with fuel stations to confirm their plans; avoid coordinating EV charging in close proximity	Action: Engage with the district council to ensure ownership and facilitate EV charging infrastructure	Action: The district council should engage residents and support where possible
Council Car Park - Action: Engage with the district council to ensure ownership and provide support to facilitate EV charging installation.			
For suggested chargepoints: EV charging hubs, off-street public and off-street residential the suggestions are locations within a 1km area.			

Figure 27: Staffordshire Moorlands – Proposed Locations

Tamworth Propensity and Points of Interest

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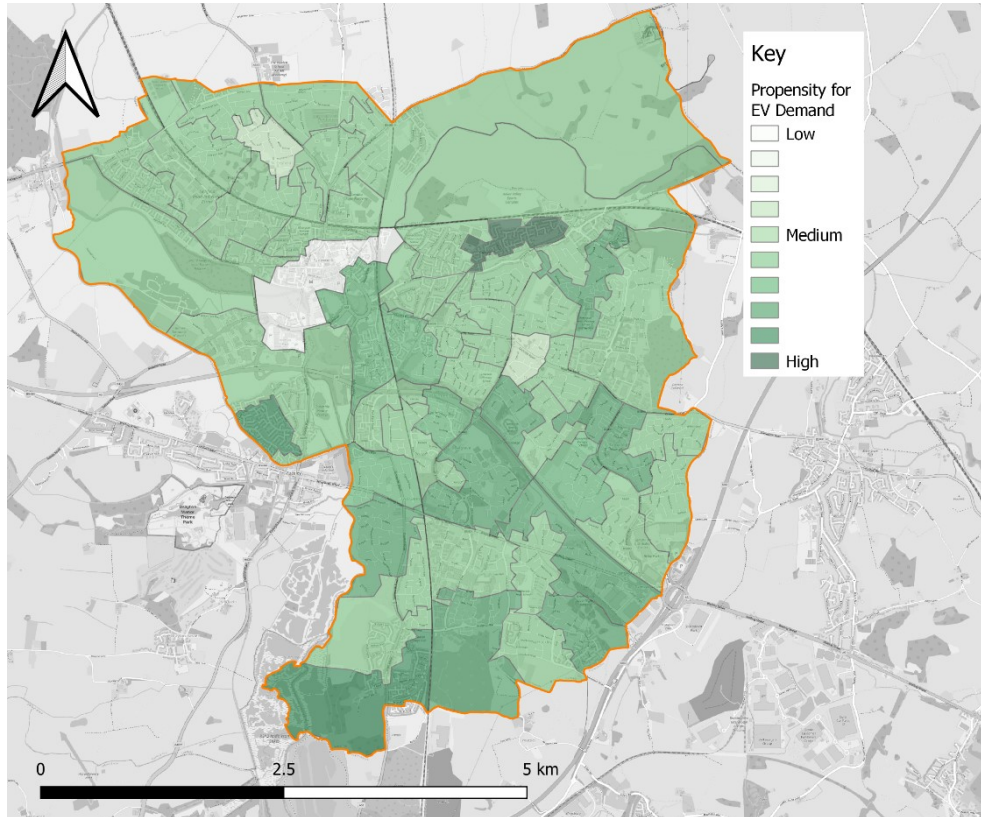


Figure 28: Tamworth Propensity



Figure 29: Tamworth Points of Interest

Tamworth – Proposed Locations

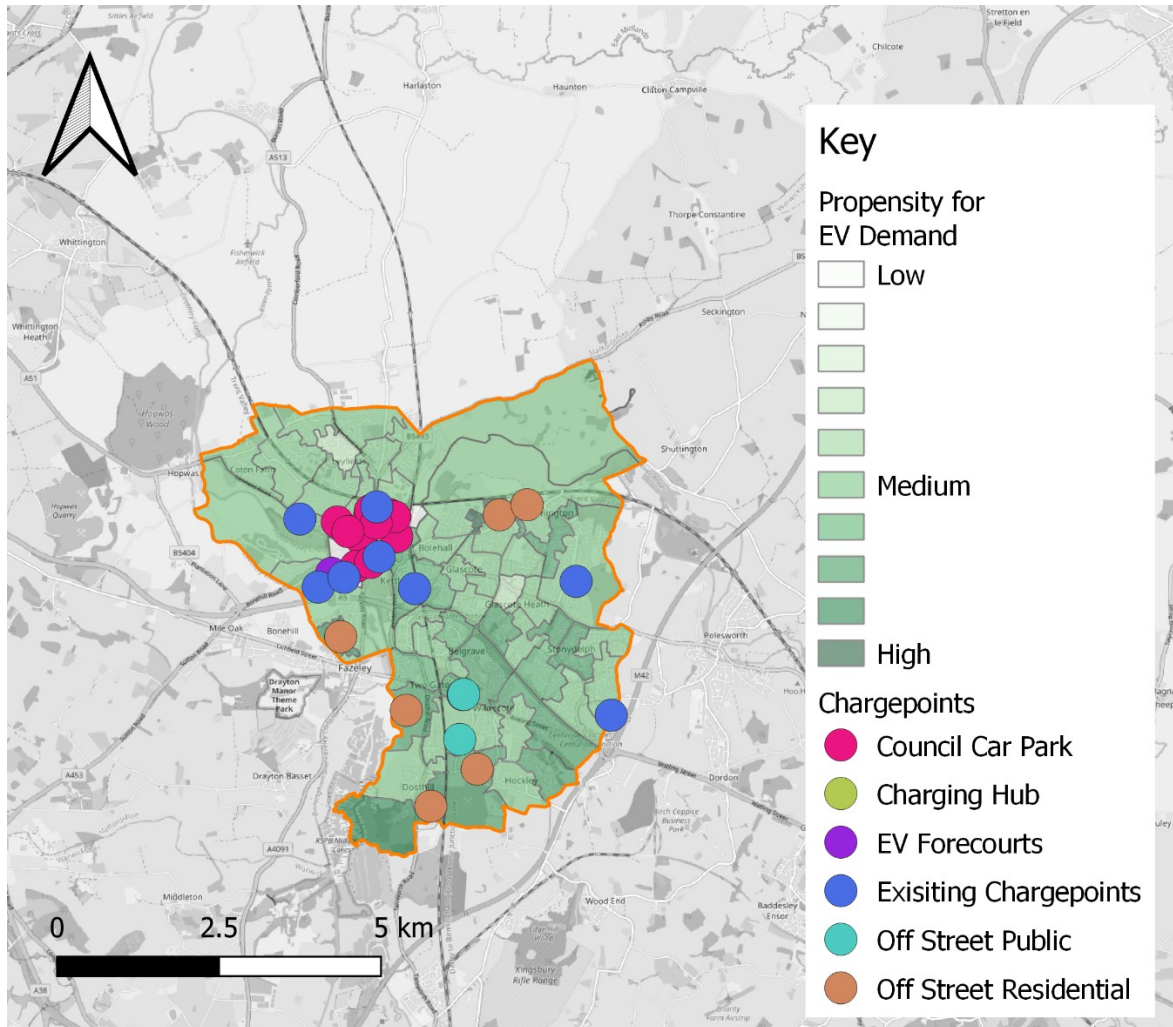
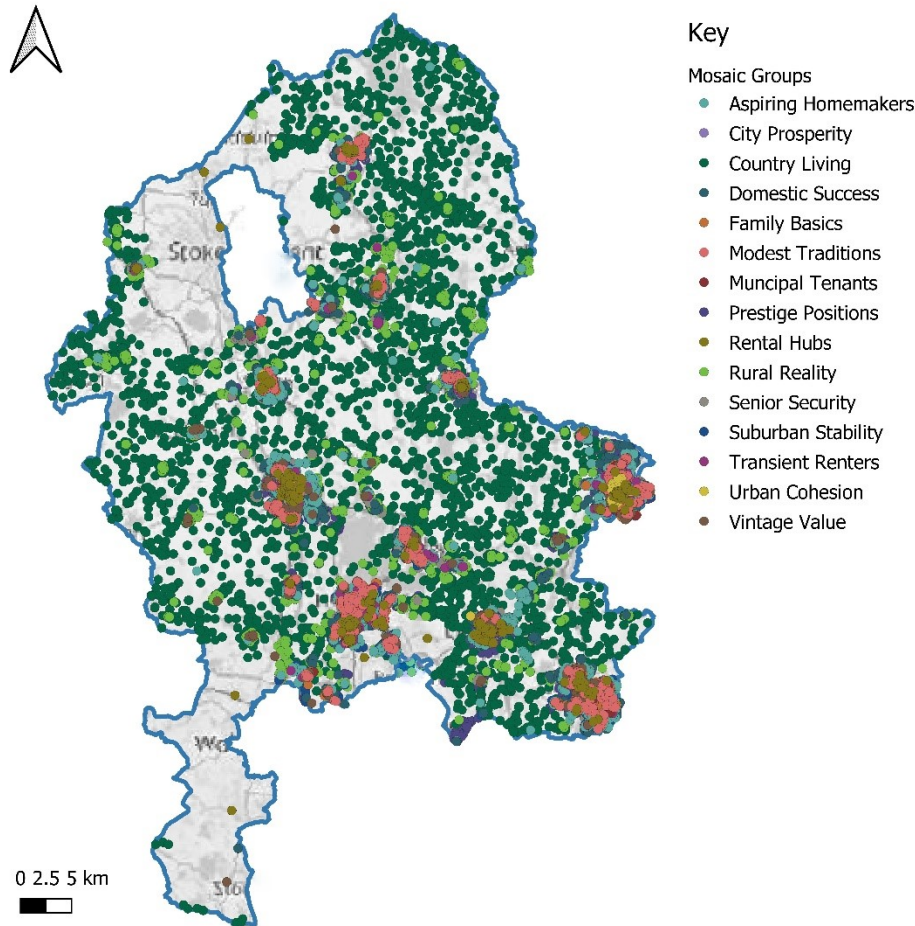


Figure 30: Tamworth - proposed locations

EV Charging Hub	EV Forecourt	Off-street public	Off-street residential
Suggested multiple fast, rapid, or ultra-rapid at specifically designed locations	Existing fuel stations (highly likely to be converted to EV over the coming years)	Suggested chargepoints at car parks	Main areas where private chargepoints should be encouraged at residences (e.g. on driveways)
Action: Investigate private operators to build and run an EV charging location / hub	Action: Engage with fuel stations to confirm their plans; avoid coordinating EV charging in close proximity	Action: Engage with the borough council to ensure ownership and facilitate EV charging installation	Action: The borough council should engage residents and support where possible
Council Car Park - Action: Engage with the borough council to ensure ownership and provide support to facilitate EV charging installation.			
For suggested chargepoints: EV charging hubs, off-street public and off-street residential the suggestions are locations within a 1km area.			

5.4. Demand Analysis – Mosaic



Mosaic is a geodemographic profiling tool which classifies residential postcodes into one of 15 Groups and 66 Types. It is based on data from Experian, Census (2011), Electoral Roll, Council Tax valuations, house sale prices, self-reported lifestyle surveys, OFCOM data and other consumer information.

All these datasets are aggregated to provide composite personas of the types of adults living in an area and an accurate understanding of the lifestyles and behaviours of households, this enhances the demographic data by helping to understand the likely behaviours of residents.

This information is better viewed and understood through the use of interactive GIS systems along with a full understanding of the category meanings; these maps are included as they help to illustrate the methodologies that can be employed.

Figure 31: Staffordshire Mosaic data

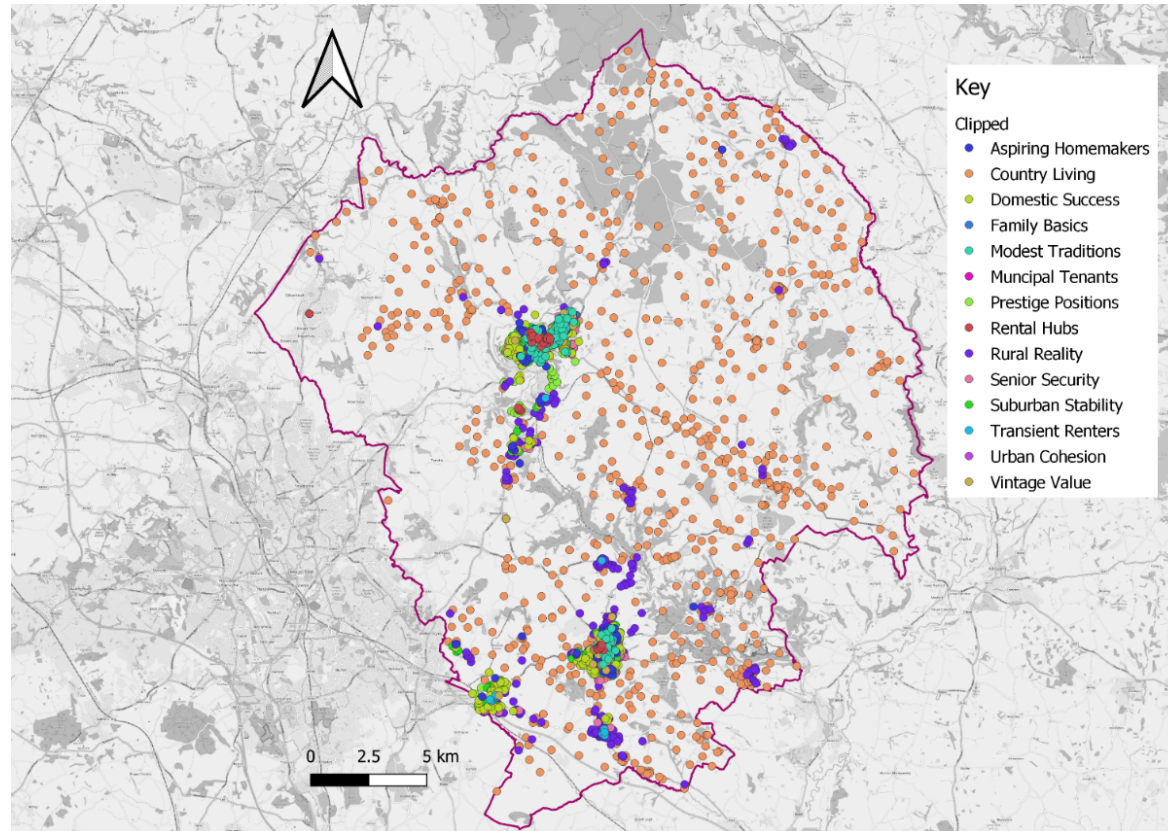


Figure 32: Example of Mosaic data applied to Staffordshire Moorland

Mosaic data and its' interpretation is an example of a deeper level of demand analysis that could be completed by the individual district and borough councils to identify more specific locations and to target campaigns.

5.5. Staffordshire County – Further analysis

From combining all of the datasets – largely represented by the maps above, each of the 'chargepoint services' have specific requirements and meet specific needs within the charging network. The table below outlines each of the primary charging solutions.

Chargepoint service	Typical chargepoint type	Location type	Demand met
EV charging hub	Rapid charging	4 or more chargers in the same location often with the opportunity to add other modes of transport or at transport hubs such as train stations	Depending on scale can support a community uptake in EVs or target high volume traffic routes such as the Strategic Road Network, to support longer EV journeys to or through the area
EV forecourt	Rapid charging	Existing petrol stations	Support the switch to EV while there is still a need for petrol vehicles. Often there are partnerships between oil companies and chargepoint operators for example BP now also provides and operates chargepoints
Residential off-street charging	Slow charging	Private residents with off-street parking	Support private car owners to switch to EV
Off-street charging	Fast / rapid charging	Charging in car parks both private and Council owned	Support destination charging
On-street charging	Fast / rapid charging	Residential areas where there is no or limited access to private driveways	Support private car owners switch to EV

Table 1: Charging Solutions for district and borough councils in Staffordshire

The available charging solutions are then analysed as a combined network across the county to ensure charging demand can be met. While the focus of this strategy is EV charging infrastructure, the entire transport network of Staffordshire is considered as it is important that EV charging infrastructure is part of the overall solution.

Consideration should also be made of how chargepoint locations could also link to public transport solutions such as the installation of chargepoints at stations, and how EV charging could support other agendas such as active travel.

5.6. Findings

The key findings from the demand analysis outline that there are opportunities to grow the use of EV in Staffordshire and this should be supported by assisting district and borough councils to develop a consistent charging network for the county. The ambition to achieve net zero by 2050 alongside the decarbonisation objectives will be supported by growing the use of EVs. In addition to the decarbonisation objectives, wider transport objectives were considered such as ensuring accessibility options when installing chargepoints and active travel.

All the provided maps help illustrate the location of current charging solutions and the potential areas to assist and coordinate EV charging solutions for the public. Locations are identified by markers, but it is important to note that the markers do not denote specific locations but approximate areas.

Significant insight into the challenges and potential of the county was seen through the analysis. Over 50% of households within Staffordshire have one or two cars and with 'commute by car' being the most

common transport mode. There is a demonstrable need for endorsing the switch to EV or other modes of transport where possible.

The suggested networks include a large proportion of off-street charging infrastructure solutions, both residential and based in public car parks. Analysing the current likely areas for EV ownership, it has been suggested that a large proportion of these could be best served through off-street residential solutions. Where off-street residential charging wasn't a suitable solution but there was high propensity for EV transition, EV hubs or off-street charging has been suggested. The number and capacity of car parks available also offers potential for planned growth of the charging network, through coordinating the installation of a small number of chargepoints to encourage growth and continuing to increase this as demand grows. To ensure futureproofing, reduce costs, and meet changes in policies - ducting and cabling for further chargepoints can be installed with the installation of the initial chargepoints. By also including larger scale EV charging hubs on key routes for those travelling through or to the county, drivers of EVs would have confidence that there would be chargepoints available. Those who may be residents on the outskirts of the county could even consider switching as the network grows.

The current level of EV ownership and charging infrastructure, depicts low EV ownership and the early stages of a sustainable and effective charging network. Overall, this indicates that the suggested network and its current capacity will need to be developed over a relatively short period of time and will need to be continually expanded by the time net zero ambition across Staffordshire are met around 2050. The analysis completed suggests that the focal points of the charging network be off-street residential and off-street charging, for example car parks. From there, EV hubs can be used to enhance the network. The assumption is that the private sector will drive the installation of chargepoints in EV forecourts.

Through the analysis, a suggested EV charging hierarchy has been developed. The hierarchy considers the propensity analysis, solution analysis and the specific solutions suited to the Council. The objective of the hierarchy is to enable SCC and district and borough councils to coordinate solutions best suited for Staffordshire. A review of On Street Charging has been provided in Appendix C.

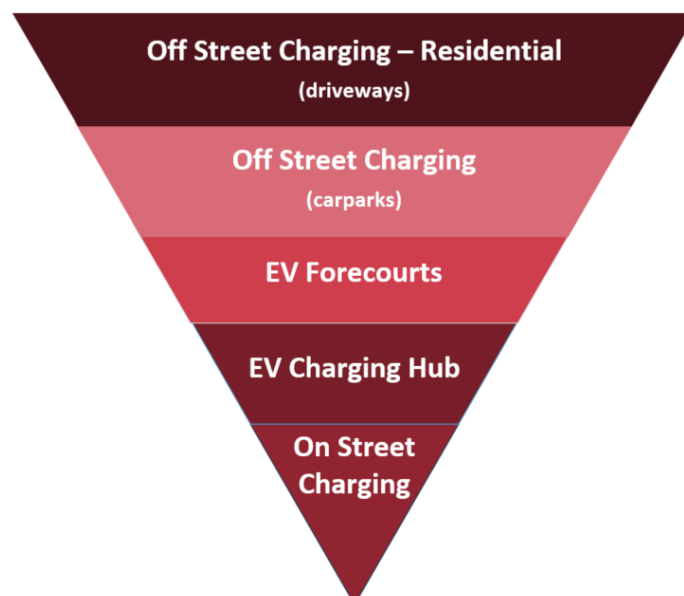


Figure 33: Hierarchy of Charging Options

SCC and district and borough councils should coordinate support and communications in the order displayed, though these priorities will change over the coming years as government initiatives are deployed, the market matures, and public demand patterns change over time. For local reasons the priorities may differ for each of the district and boroughs of Staffordshire.

6. Technology and Market Review

This section of the report forms a review of the existing and emerging EV charging technology, Appendix C contains a review of slow charging, on-street and lamppost charging and how these impact the choices and decisions made across the county.

6.1. Technology Overview

EV charging technology has primarily been driven by private companies focussed on developing and operating the charging infrastructure. With increased demand and market growth, there is increased benefit for these companies to explore faster and more innovative technology. There is a lack of standardised terminology from the speed of charging to the technological requirements to use a charger. For example, fast charging can refer to different kW across charging operators. This means a broad understanding of the underlying technology and requirements is essential for identifying suitable solutions. This has been achieved by establishing a baseline for charging infrastructure in modes, types and solutions.

In addition to the charging technology, consideration has also been given to developments in EV technology. Battery capacity continues to improve and become a key consideration in users purchasing choices. The battery capacity is a consideration in the development of charging infrastructure due how capacity impacts charge time. Furthermore, there are now around 100 EV models on the market. SCC understands that the number of models will continue to grow and will take this into account when facilitating the implementation of a charging network to ensure the widest compatibility.

Charging falls into two categories: Alternating Current (AC) and Direct Current (DC). AC provides alternating current to the vehicle and then technology within the vehicle converts it to DC for charging. Whereas a DC chargepoint converts an alternating current to a direct current within the chargepoint before providing it to the vehicle. While not always the case, DC chargepoints tend to be faster charging, use higher power, and therefore do not fit every solution, and are not compatible with all vehicles.

In addition to the categories of AC and DC charging, there is also tethered and untethered charging. Tethered charging is when the chargepoint has the cable hard-wired to it. Tethered charging is usually found at chargepoints installed at resident properties, and at DC chargepoints. Untethered charging refers to when the cable is not provided at the chargepoint and is usually stored within the vehicle.

While the charging technology itself is critical, it is also key to have an effective charging network integration with communications and management software so that links with back-office systems can be ensured. This will enable chargepoints to receive system updates, meaning compatibility with newer vehicles can be better ensured. Connectivity also allows data capture and monitoring which supports users, operators, and the Council to build insights for EV best practice. This connectivity also links to the access to the chargepoint whether it is free or paid for and gives users remote access.

For the purposes of this review, only options that are relevant within Staffordshire have been considered. Due to the evolving market, key innovations have also been highlighted to ensure the long-term futureproofing of a Staffordshire charging network.

6.2. EV Charging Modes

Alongside AC and DC types, the BS EN 61851-1 standard defines 4 'modes' for charging, effectively defining the chargepoints technology. Modes specify the type of circuit, the socket and therefore the power that can be utilised. It is important to understand that modes impact the speed of charging, and each mode is not necessarily compatible with all cars. As innovations enter the market these definitions and standards will continue to evolve.

Mode 1

Mode 1 covers the charging of an EV by plugging it into a 13amp / three-pin plug socket. This is the mode least recommended for public use as it offers little protection as there is no in-cable control box (ICCB) to provide communication between the outlet and the vehicle ensuring safe charging. Due to the low current this mode is more relevant to electric vehicles such as mopeds, and many newer EVs will not be compatible to charge through Mode 1.



Figure 34: Mode 1 Graphic

Mode 2

Mode 2 covers the use of a 13amp / three-pin plug socket, but the cable importantly incorporates an in-cable control and protective device (ICCPD). The ICCPD will ensure that the charging is set to a specific charging power and provides protection against injury by detecting any imbalance in the currents across the circuits and if detected cuts the power.

Mode 2 is most suitable for EVs that have moderate charging needs, for example PHEVs. It is also an important back-up charging option if there are no dedicated EV chargepoints. It is important to note that Mode 2 is still not a recommended charging option and, like Mode 1, not all EVs are compatible with the mode. Vehicles that are Mode 2 compatible are often supplied with a Mode 2 cable with Mode 3 as an optional extra. Mode 2 usually sees the charge limited to 2.4kw.

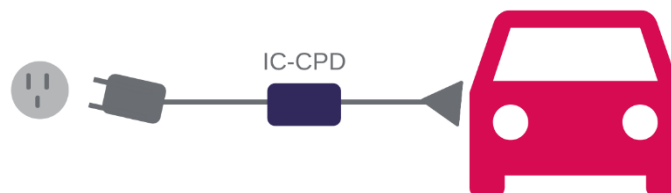


Figure 35: Mode 2 Graphic

Mode 3

Mode 3 uses a separate dedicated circuit and is suitable for residential, public and workplace charging. Mode 3 is provided through a dedicated chargepoint and has communication between the vehicle and the chargepoint. Mode 3 sees a broader range of charge that can be supplied to a vehicle and is the most suitable for charging BEVs. Due to the dedicated chargepoint, a tethered or untethered cable can be used. If tethered, this will usually be suited to the vehicle expected to be charged.

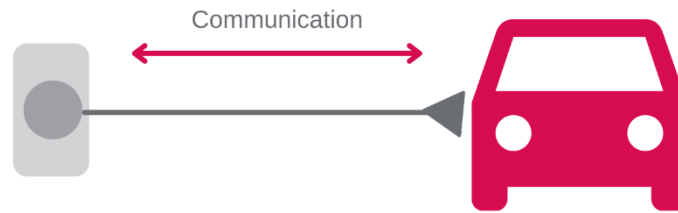


Figure 36: Mode 3 Graphic

Mode 4

Mode 4 is provided through dedicated EV equipment. Rather than providing AC, Mode 4 uses a charger built into the chargepoint to provide DC directly to the vehicle via a tethered cable. Mode 4 chargepoints are commonly in the 20-50kW range and charging in excess of 350kW level may be available in the medium term. This can see an EV charged to 80% in approximately 15 minutes. This approach requires enhanced infrastructure and currently Mode 4 is not available as residential charging.

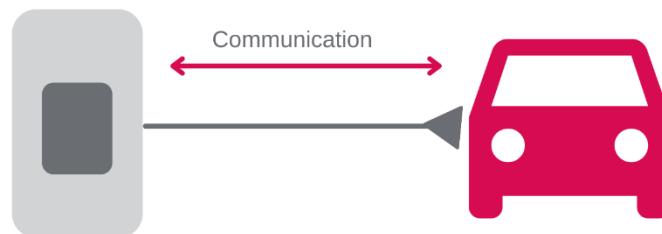












Figure 37: Mode 4 Graphic

6.3. EV Connector Type

As it currently stands, the EV charging market has not agreed to one connector type. There are 4 common types of connectors in the UK although Type 1 is now least common. The connectors impact the mode of charging and the maximum capacity.

The time to charge a vehicle is a key consideration for most users. There are situations when a slower charging period would be acceptable, for example at a residential off-street chargepoint overnight. However, a fast charge would be preferable at a shopping centre car park. It is therefore key to understand the compatibilities across the modes and type, and their optimum use cases.

Table J: Connector types and charge durations

Charging Speed	Power Output	Typical charging location	Charge Time*	Compatible connection types	
Slow	3 to 7kW	Home, workplace, on-street (lamp column)	16 hours	Type 1	
				Type 2	
Fast	7 to 22kW	On-street, public car park, workplace	2 to 7 hours	Type 1 (max 7kW)	
				Type 2	
Rapid	Up to 50kW	On-street, public car park, forecourt, service station, EV Charging Hub	Up to 1 hour	Type 2	
				Combined Charging System (CCS)	
				CHAdEMO	
Ultra-rapid	120 - 350kW	Forecourt, service station, EV charging hub	Up to 40 minutes	Type 2 (Tesla adapted only)	
				Combined Charging System (CCS)	
				CHAdEMO	

* 0% to 80% of a standard 60kW EV battery

The table presents the connector types and the charging durations. The speed at which a vehicle can be charged is commonly termed; slow, fast, rapid or ultra-rapid. Across these speeds there are requirements based on mode and type, as well as vehicle compatibility.

6.4. EV Charging Solutions

Within this strategy five EV charging solutions have been identified, providing Staffordshire with the optimum network. The solutions are listed below, these solutions are explained through this document:

- EV hub
- EV forecourt
- Off-street residential charging
- Off-street charging
- On-street charging

These solutions are suitable based on several factors and the locations for these have been identified through the completed demand analysis. However, across each of these locations, multiple types of chargepoint could be implemented to meet requirements. A key factor as to the type of chargepoint recommended in each solution is the speed at which EVs could be charged and the compatibility across vehicle types. In this strategy we have identified three charging speeds: slow, fast and rapid/ultra-rapid. Across each of these speeds we have indicated the solution it best suits and the relevant types of chargepoint have been identified.

There are currently large investments in emerging EV technologies within in the UK. To ensure that Staffordshire charging infrastructure is futureproofed, key innovations have also been highlighted.

Slow Charging

The definition of a slow charging solution is a charge of 3kW – 7kW and either Mode 2 or Mode 3. Slow charging is often suited to off-street residential solutions, as in these cases vehicles can be charged overnight, and this aligns with the Department for Transport recommendations of charging overnight.

The decision to use the slower types of charging mechanisms is closely linked to the problem you are trying to resolve. The situation as it exists across Staffordshire has been considered in detail and is described in Appendix C.

Fast Charging

The definition of a fast charging is a charge of 7kW-22kW and modes 2, 3, CHAdeMO or Combined Charging System. Often when installing fast chargepoints, power supply upgrades can be required to ensure the required electrical infrastructure. Fast charging can be delivered through a variety of chargepoints, kerbside units, dedicated parking bays or residential charging units.

Fast charging can suit a variety of situation and use cases. Fast charging can support the top-up of EVs while visiting points of interest such as supermarkets, retail parks or tourist locations. In addition, fast charging can be used in off-street residential solutions and can be helpful in multiple EV households.

The benefit of the speed of fast charging is key and as EVs continue to develop more vehicles will be able to charge at the highest rate.

Rapid/Ultra rapid

The definition of rapid/ultra-rapid charging is a charge of 50kW or more and Modes 3, 4, CHAdeMO or Combined Charging System. Like fast charging installations, the electricity supply and capacity need to be examined before installation. This is critical if many rapid/ultra-rapid chargepoints are installed in one location. Across the UK rapid/ultra-rapid chargepoints are the smallest proportion of chargers. Currently off-street and on-street residential solutions cannot facilitate rapid/ultra-rapid charging and it is more commonly found at forecourts, charging hubs or at commercial locations.

Ultra-rapid charging is still relatively new technology and therefore is not compatible with all EVs. Rapid/ultra-rapid charging is provided through locations with dedicated parking bays. This charging offers a similar benefit as fast charging but providing a larger battery charge in a shorter period of time; especially at locations such as service stations, supermarkets or retail parks. Rapid/ultra-rapid charging can also be beneficial for EV users on longer distance journeys.

Electric Charging Hub

Electric charging hubs offer an opportunity to provide large scale publicly accessible charging. This is beneficial in the move to EVs in supporting the removal of charge anxiety on longer journeys and ensuring short charges provide enhanced benefit to EV users.

In addition to the scale of charging available at a hub the space can also provide other benefits such as community spaces, retail or food.

An example of a charging hub within the UK is Braintree near Essex with space for 36 vehicles to charge and the utilisation of solar and renewable energies.



Figure 38: GRIDVOLT charging hub

Innovation

Technology within the EV charging market is continually developing and endeavouring to meet user demands for convenience and speed while providing viable solutions.

Wireless charging, which is now commonplace for smart phone charging, and other at-home technology is now being explored for EV charging. The technology used is a similar form of inductive charging with the electrical charge passing through an air gap from one magnetic coil to the other. This could provide charging through charging bays with a stationary vehicle, while some companies are also exploring the possibility of charging while driving. This technology is not at implementation stage although there are several trials across the UK for example in Nottingham and Milton Keynes. This charging would be beneficial to not only private EVs but buses, taxis or commercial vehicles.

Another area of innovation is vehicle to vehicle (V2V) and vehicle to grid (V2G) charging and integration. This is possible when a charger includes the technology to allow current to flow bidirectionally. The benefit of vehicle to grid integration is that depending on the demands on the grid, power can flow either to or from the vehicle. This would allow EVs to support the grid during peak times. The benefits of vehicle-to-vehicle charging are similar in that EVs could support other EVs when charging is required. With this we are seeing that the development of EV charging infrastructure could be used to support wider infrastructure challenges.

There is substantial work developing around the use of solar energy and battery storage that will allow the harvesting of renewables such as daylight and wind power to supplement the grid and allow energy to be fed back into the grid, companies such as myenergi [4] have commercial solutions for home energy management.



Figure 39: Wireless in road charging

7. Commercial Models

When considering the installation of a charging network, several commercial models will often provide the best fit for both the charging solution across the county and for the individual districts and boroughs. If a range of charging infrastructure solutions are installed, this may lead to several commercial models being utilised.

Off-street residential charging can be considered separately, as this would not require council support, but instead would require investment from the intended user with two key costs. Firstly, an installation cost, which can be offset by applying for funding support such as OZEV's Electric Vehicle Homecharge Scheme. Secondly, there would then be the on-going electricity cost, and many electricity providers are now offering tariffs to cater for EV charging.

For off-street, on-street, EV charging hubs, and EV forecourts there are a variety of models that could be seen across Staffordshire to allow users to access the chargepoint. Authorities may choose to own and operate the chargepoints themselves and set the cost for charging a vehicle. There are examples where authorities choose to make chargepoints and/or parking free to EV users. Other models bring operators in to manage and install the chargepoints.

When considering the models utilised across Staffordshire, each authority will need to consider:

- Cost to the user
- Cost to the authority
- Customer service implications
- Marketing capability and requirements
- Capability and responsibility of installation
- Capability and responsibility to maintain chargepoints
- Ongoing support and management of EV charging systems and suppliers
- Ongoing support and management of infrastructure

7.1. Model Assessment

There are five key commercial models to be considered for public EV charging solutions across Staffordshire, excluding off-street residential. The table below outlines the key points of the different models and what should be considered in each case.

Model	Description	Key Considerations
Own and Operate	<ul style="list-style-type: none"> Local Authority (LA) tenders for a Chargepoint Operator to install chargepoints LA own the Chargepoints (gov. funding) LA takes revenue LA pays CPO to maintain Chargepoints. 	<ul style="list-style-type: none"> This model would involve LAs appointing suppliers to deliver and manage the chargepoint infrastructure for a set period with all revenue being retained.
Match Funding	<ul style="list-style-type: none"> The OZEV grant offers up to 60% of the funding for eligible costs. The remaining 40% will need to be provided by the LA or a third party i.e. CPO. This could also be achieved if government funding is not available, but the LA and the operator agree to match funding. 	<ul style="list-style-type: none"> Likely to reduce the revenue received and limiting the overall control the LA can exert on the facility.
Concession Framework	<ul style="list-style-type: none"> The operational costs and risks are shared in part or completely with the operator. This model is often a revenue share. 	<ul style="list-style-type: none"> The LAs safeguard their resources and revenue but then must accept diminished input in determining facility locations. This approach is best suited where demand is proven, or operators are confident of a return on investment.
Land Rental	<ul style="list-style-type: none"> Private sector investment, installing, maintaining the chargepoints while paying rent to the LA (or other) for land 	<ul style="list-style-type: none"> Revenue for the LAs would solely be from the land rental which would reduce some risks. However, operators would look to ensure demand.
Leasing/Hosting	<ul style="list-style-type: none"> Chargepoints leased to the LA for a monthly fee 	<ul style="list-style-type: none"> Provides control of location to the LAs and maintenance to the operator. LAs would not receive any revenue and would need to decide if monthly fees would be covered by cost to users.

Table K: Commercial Model Overview

It is likely that across Staffordshire, several of these commercial models could be utilised, depending on the type of infrastructure installed. The advantages and disadvantages of each model are outlined below.

Model	Advantages	Disadvantages
Own and Operate	<ul style="list-style-type: none"> All revenue is retained by the LA Locations selected by the LA Streamline procurement UK Government has established procurement frameworks to expedite process and encourage supplier confidence 	<ul style="list-style-type: none"> Funding would need to be identified On-going maintenance costs Updates to technology are the LA's responsibility Any key performance indicators and or contractual service level agreements may be difficult to enforce
Match Funding	<ul style="list-style-type: none"> Partner ownership incentivises better provision, improved quality of service for users Reduced risk and responsibility for maintenance costs The chargepoints can be futureproofed depending on the partnership agreement 	<ul style="list-style-type: none"> Reduced revenue share Contractual and financial arrangements may not suit all suppliers and so pool of available partners is reduced. Partners require confidence that revenue will be achieved in any locations
Concession Framework	<ul style="list-style-type: none"> Reduced risk and responsibility for maintenance costs The chargepoints can be futureproofed depending on the partnership agreement Depending on the agreement the council may retain ownership of the chargepoints or electrical connections 	<ul style="list-style-type: none"> Operators require confidence that revenue will be achieved and therefore locations would need to be agreed Delivery can be slowed due to negotiations and the time to make a contractual award Reduced revenue share
Land Rental	<ul style="list-style-type: none"> Reduced risk and responsibility for maintenance costs Agreed revenue through rent 	<ul style="list-style-type: none"> Operators require confidence that revenue will be achieved and therefore locations would need to be agreed Delivery can be slowed due to negotiations
Leasing/Hosting	<ul style="list-style-type: none"> Reduced risk and responsibility for maintenance costs The chargepoints can be futureproofed depending on the leasing agreement Locations selected by the councils 	<ul style="list-style-type: none"> No revenue share Delivery can be slowed due to negotiations and the time to make a contractual award Expected that the monthly cost would need to be covered by charges to users

Table L: Model assessment

7.2. Promoting charging infrastructure

There are a variety of methods to promote the creation of an EV charging network that does not require each council to lead on installation or location identification. This could include:

- Workplace charging points
- Trial implementations
- Development & planning considerations
- Vehicle trials

Workplace charging points

This could involve coordinating the deployment of charging facilities at workspaces for employees to utilise. This can be achieved by creating a framework through which standardised new charging infrastructure can be deployed for use at workplaces. Agreements in terms of the adoption, long-term maintenance etc. and the initial cost can be built into contracts between the operator and landowner in this instance the workplace. This can help provide the best rate to chargepoint users if there is a cost to charge.

For workplaces there are national schemes, such as the Workplace Charging Scheme which could be engaged with. Workplace chargepoints support local authorities to roll-out charging infrastructure across the county. In addition, many workplaces now have sustainability targets internally and by encouraging the uptake of EVs with their staff and visitors, these targets can be met.

Trial implementations

This would see the local authorities engage with chargepoint operators to trial the technology for a set amount of time. This is usually implemented in the case of innovations within the charging market, for example through a trial of pop-up chargers. The benefits are threefold as the local authority can test the demand for charging infrastructure, operators are able to trial new technology or back-office innovations and users are given access to new chargepoints. Depending on the trial agreement, installed equipment could be kept after the trial.

Development & Planning considerations

Planning policies and developments across the county offer an opportunity to grow the charging network. Section 106 agreements (between councils and a developer) should include provision for EV charging infrastructure and, assuming this is to be included within the wider adoption, a standard can be mandated. With the introduction of National Model Design Code guidance will be provided on how policies and design can be best utilised in the decarbonisation of transport. In addition, there are building regulations that should be implemented including requirements for EV charging infrastructure.

Vehicle trials

Through engagement with various suppliers, it is possible to facilitate the trial of an electric vehicle (private hire vehicles, vans and eCargo cycles) as a way to actively engage organisations to consider adoption of EV technology.

8. Recommendations & Next Steps

8.1. Engagement

Through developing this strategy document, SCC acknowledges the importance of engaging with district, borough and parish councils to facilitate a consistent and effective EV charging solution for the people of Staffordshire and its visitors.

It is important to bring both district and borough councils and the residents along with Staffordshire County Council on this journey to coordinate a solution for the benefit of all; the development and delivery of an engagement programme will be key. To support the work of the district and borough councils, an EV Toolkit [See Appendix B] has been developed. The EV Toolkit has been developed and delivered for SCC, and further explains the charging options and answers key questions for district and borough councils to use, to help inform and support.

Alongside this, each district and borough council have been provided with an EV Charging Action Plan that identifies most steps required to deploy and manage EV charging solutions [see Appendix A].

Through developing an improved understanding of current and future vehicles along with the associated infrastructure, district, borough, and parish councils will aim to provide residents with the confidence to switch and thereby increase the speed at which net zero is reached.

Parish councils have a strong connection with their local communities and can be instrumental in raising the local perception of EV charging. They should be encouraged to support initiatives such as car share schemes and installing charge points at local community buildings for the benefit of their local residents.

It is also expected that chargepoint operators operating across the county will engage with local users, taking onboard feedback and ensuring that the solutions meet demand and expectations. Each district and borough council should ensure that all engagement considers feedback received from users. It is expected that all operators engaged by the district and borough councils will have a Service Level Agreement that ensures the fit for purpose nature of their offering.

Each district and borough council will also be engaging external stakeholders such as developers, businesses, and landowners to support installation on their land and promote the new charge-point network where relevant.

Recommendation 8.1: Local authorities should review this EV Charging Strategy and ensure feedback they receive from chargepoint users and stakeholders at key delivery points is included in further plans and actions.

8.2. Procurement

There are several potential procurement routes available to each of the councils. To utilise the most effective procurement route, each council will need to engage with relevant stakeholders such as their procurement teams and Councillors, to agree the preferred approach. In addition, a review of any existing models utilised by the councils will need to be undertaken along with an in-depth review of the potential operational and commercial models to ensure that the procurement process will support the agreed objectives.

Recommendation 8.2: Local authorities should engage with their procurement teams to assess the appropriate avenues for procurement, taking into account the operating and commercial models that are optimal for each local authority. Continued assessment of appropriate and relevant funding for the councils to install chargepoints will support their residents in making the transition to EVs.

8.3. Locations and Feasibility

The demand analysis has identified suitable locations based on relative levels of demand and a high-level infrastructure analysis. Before any chargepoint solution is installed, a detailed feasibility of the proposed areas for EV charging sites is required. This would confirm location and solution suitability by completing:

- Site visits
- Electrical feasibility study
- Civils' feasibility study
- Detailed analysis of the users in the area
- Detailed assessment of installation cost
- Adhering to standardised installation processes (The IET Code of Practice for Electric Vehicle Charging Equipment Installation and Accessible Charging BSI PAS 1899:2022)

Accessibility will also be a consideration in all locations and chargepoint solutions. This should focus on ensuring that all users can, and also feel enabled, to utilise the facilities. For example, those who may have disabilities may have specific concerns or needs with regards to the type of charge-point installed, the amount and availability of pavement space or the implications of trailing cables. The accessibility review should also evaluate the local area with regards to lighting, general safety, CCTV and crime and disorder prevention alongside other general requirements being met.

Recommendation 8.3.1: Local authorities should ensure a feasibility study is undertaken that follows good practice with well-developed processes and procedures for installing any chargepoints that will be publicly accessible.

Recommendation 8.3.2: Staffordshire County Council will continue to engage with all district and borough councils to provide a consistent approach to EV rollout across Staffordshire.

8.4. Funding

As part of the strategy, a high-level funding review has been completed. In implementing the strategy, SCC will co-ordinate with district and borough councils to develop joint bids and gain access to relevant funding from UK Government, the Department for Transport and Office for Zero Emission Vehicles. This will allow each district and borough council to deploy funding to support the widest distribution of charge-point solutions. In addition to this form of funding, district and borough councils should also explore the commercial partnership opportunities which may be applicable with a particular focus on EV charging hubs.

District and borough councils should also help ensure that the residents of Staffordshire are kept up to date on funding that is available to them as private car owners for EV purchasing and chargepoint installation.

Recommendation 8.4: SCC should co-ordinate joint bids to maximise opportunities and each district and borough council should aim to support residents in staying up to date with relevant funding information.

8.5. Operators

Each district and borough council should ensure that operators in their area meet expectations in both the technology provided and through using Key Performance Indicators (KPI's). As with any type of service provision users' rights should be protected - Ofgem continues to ensure these rights and protections meet with new chargepoint services. Access to charging can be confusing with different operators using many different methods. The supplied EV Charging Toolkit should provide users with a clear source of information.

Recommendation 8.5: District and borough councils should engage as a group with private chargepoint operators to ensure they follow best practice and encourage charging solutions at locations tailored to the requirements of each area, for the benefit of as many citizens as possible.

8.6. Monitoring

Monitoring the chargepoint network should be a key responsibility of each district and borough council and their appointed operators. Monitoring will allow each council to understand usage and track demand which will then feed into enhancements to chargepoints or expanding the network. As the use of EVs and chargepoints grows, each council should aim to monitor the impact on air quality and emissions.

Recommendation 8.6: Each district and borough council should ensure a monitoring system is in place to review the impact of their EV charging strategy and feed this back to the public where relevant. When new data is available, the analysis should be updated. The developed EV Charging Action Plan should be adopted by each council and implemented against a common timeframe.

9. Conclusion

This Public EV Charging Strategy outlines a methodology to help district and borough councils meet the anticipated growth in demand. This is based on current data, predictions, and the impact of upcoming policies. Through coordinating development of the charging infrastructure networks across the county; SCC can support the local authorities in the creation of a sustainable charging network for the benefit of residents and visitors to the county; all of which will produce positive steps towards reaching net zero.

SCC has been clear in their objectives for decarbonisation and their commitment to supporting local authorities and residents in producing modal shift. The Public EV Charging Infrastructure Strategy considers not just existing EV users but potential users. It examines the transport network across Staffordshire and aims to facilitate modal shift to a more sustainable travel network for the future.

As EV use grows, this data led approach can be further updated and adapted to recognise where further charging demand and infrastructure is required. As policies continue to be implemented both UK wide and across Staffordshire, the implementation of this charging infrastructure strategy will ensure each of the district and borough councils are prepared to meet policy changes and the challenges ahead.

SCC's position should continue to be supporting the district and borough councils with information, consistent approaches, developing bids and broad support; whilst promoting options and funding choices for the public. Implementing all these steps will enable the successful growth of EV chargepoint installations across the county.

10. References

- [1] [UK Electric Vehicle Infrastructure Strategy \(GOV.UK\)](#) Accessed 13/06/2022
- [2] [EV Chargepoint Grant guidance for customers - GOV.UK \(www.gov.uk\)](#) Accessed 08/08/2022
- [3] [Midlands Connect | Supercharging the Midlands](#) Accessed 10/05/2022
- [4] [Renewable energy products made in Great Britain | myenergi](#) Accessed 13/06/2022
- [5] [How many charge points are there in the UK 2022 - Zap-Map](#) Accessed 13/06/2022
- [6] [Government announces tenfold expansion in charge points by 2030 - zap-map](#) Accessed 13/06/2022
- [7] [MC - STP Doc Digital \(midlandsconnect.uk\)](#) Accessed 13/06/2022
- [8] [The future of rural mobility report final \(midlandsconnect.uk\) \[pdf\]](#) Accessed 08/08/2022

Appendix A: EV Charging Action Plan

To support district and borough councils in their EV charging infrastructure journey, an action plan has been produced. This document sets out all the steps required and allows the capability to track and manage each EV charging project.

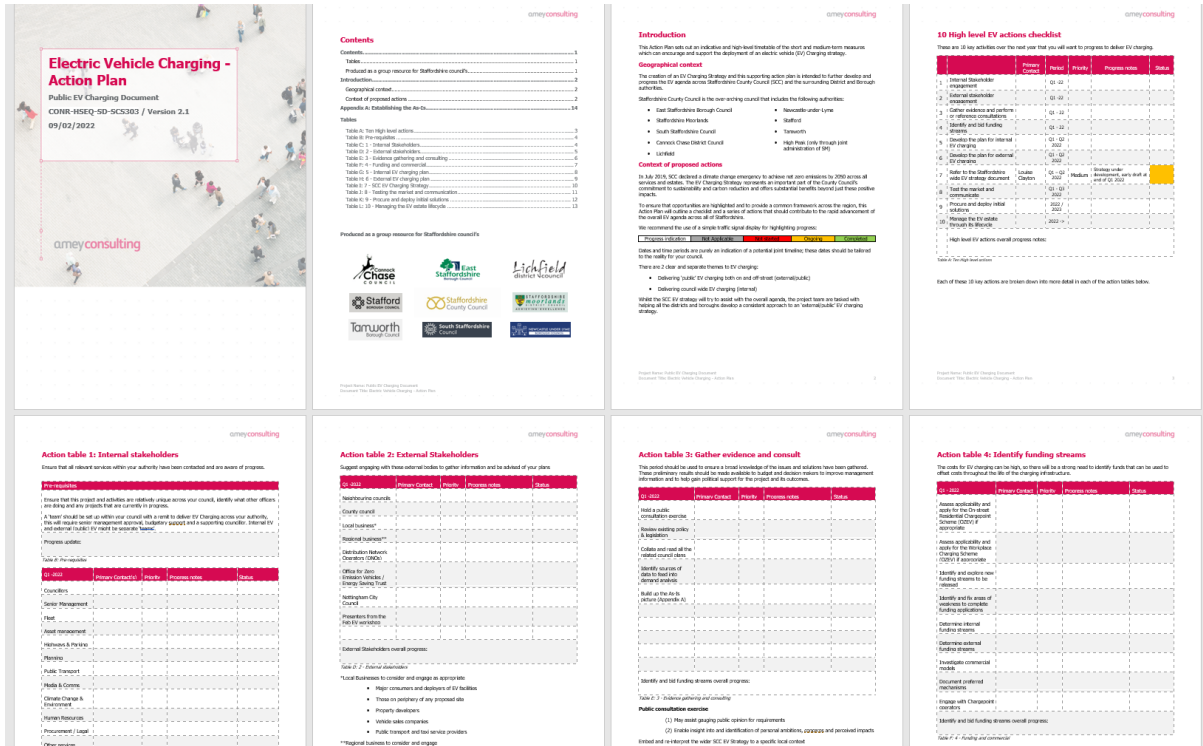


Figure 40: Electric Vehicle charging plans

Appendix B: EV Charging Public toolkit

A toolkit has been provided for SCC that sets out key information that the public will want to know when it comes to owning and running an EV. This will be published on the county council's website as a resource for all to use.

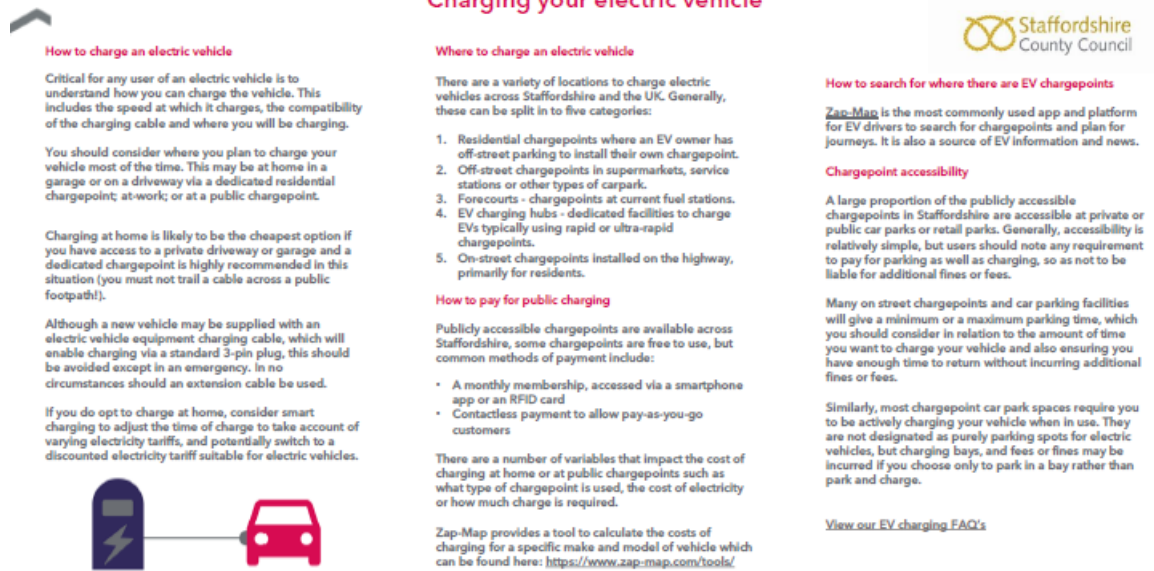


Figure 41: EV Charging - public toolkit

Appendix C: Slow Charging Review

The definition of a slow charging solution is a charge of 3kW –7kW and either Mode 2 or Mode 3. The benefit of a slow charging solution is that it is unlikely to require enhancements to the electrical infrastructure to which it is connected.

Slow charging is best suited to off-street residential solutions, as in these cases vehicles can be charged overnight, and this aligns with the Department for Transport (DfT) recommendations of charging overnight. This type of solution would also be suitable of PHEVs which do not require a continuously available chargepoint.

Though Elexon regulatory approval is required, lamp column chargepoints use the adaptation of traditional lighting columns to provide charging. However, the cabling for streetlights can generally only support charging of between 3 – 5 kW. Lamp post charging relies on the lighting column being next to the road so that charging cables don't stretch across footways causing an obstruction. In common with many local authorities, and in line with best practice, Staffordshire County Council has undertaken a programme to move lighting columns to the back of the footway. This reduces street clutter and therefore improves visibility for drivers whilst making more space on footways for pedestrians, wheelchairs, buggies and those living with sight loss. The authority is very mindful that we need to ensure that our pavements are safe for all pedestrians (particularly those with visibility impairments) and other highway users, and that we don't expose the County Council or individuals to excessive liability or risk and therefore does not permit trailing cables across a footway.

Despite the relatively low level of power delivered by each unit, the cumulative impact means that generally only a small number of lamp posts can support charging on any one street which means that this solution isn't scalable.

Pop-up chargepoints fit within the category of charging infrastructure known as kerbside units. The key difference in this innovation is that the charging unit retracts into the kerb. This supports the removal of street clutter and street space can then be utilised by other users and support those who have accessibility concerns.

However, in an on-street location, it is recommended that each chargepoint installed needs to have a dedicated EV charging bay with it. This effectively provides a protected private parking space for the resident who has requested the chargepoint (if there are initially no other plug-in owners on the street). To bring in parking restrictions requires a residents' parking permit scheme which requires the support of a proportion of residents on the street.

Additionally, it would be unreasonable to require a resident to continue using a plug-in vehicle. With leasing now the dominant form of new car 'ownership' it is increasingly common for car users to swap vehicles after 12, 24 or 36 months. This means that whilst a resident may have a plug-in vehicle when they request a chargepoint, they are not required to keep doing so. This issue also applies to ownership/tenancy at the address, which again could not reasonably be conditioned. Whilst in theory any established bays could be used by a new owner/tenant of the property or new EV owners on the street, in practice additional EV owners are more likely to request a facility outside of their property and given current plug-in vehicle rates it is highly unlikely that any new owner/tenant will have a

qualifying vehicle. This would then mean that they wouldn't be able to park in front of their property even if the bay was unused.

In both the above cases scalability is an issue. This means that whilst the first few requests on a road may be met, subsequent requests could not. This is not equitable and doesn't deliver our goal of supporting EV take up at scale. A 7-kW charger is a meaningful additional electrical load. It is equivalent to half the total import capacity of a house with a 60-amp fuse and about one third of the import capacity for a house with a 100-amp fuse. From a technical point of view, if additional capacity is needed in a street, it can be provided. However, the cost of this varies significantly from street to street depending upon the existing electrical supply. In some cases, no upgrades will be required. In streets where upgrades are needed, the costs can vary from tens of thousands of pounds to hundreds of thousands of pounds, sometimes in adjoining streets. This creates a postcode lottery which would lead to some residents having requests rejected whilst neighbours may have requests accepted. Through the recommendation that on street facilities require a dedicated parking bay, this effectively creates a protected private parking space for one resident.

These solutions either require high user tariffs (and therefore are not equivalent to home charging options) or will require ongoing revenue support to cover the cost of operation and maintenance. As a core principle of the public network is that user tariffs should support day to day costs, we would have to implement a high tariff. This would make the on-street solution less attractive for users and mean that they are more likely to seek out cheaper charging alternatives which would lead to underuse of chargepoints and a shortfall in revenue. It would be unreasonable to require residents to commit to using an on-street charger they have requested on an ongoing basis. This leads to a high likelihood of stranded assets, ongoing financial liabilities with no income, and unused spaces which is likely to cause ongoing issues for residents. Providing dedicated private car parking spaces does not support the governments' long-term goal of reducing the need for private car ownership dependency and encouraging active modes of travel. This is particularly important in areas where there are existing issues with lack of space for car parking, limited footway space and congestion.

Public chargepoints can support multiple vehicles, this is particularly true for Rapid and Ultra-Rapid chargers but also applies to Fast chargers. On street residential chargers will generally support one vehicle. A ratio of one charger to one vehicle is resource inefficient and as such does not support Climate Change and Sustainability objectives, it will also hold back the uptake of EVs as one for one charger deployment will take far longer and cost far more than public facilities.

An accessible public charging network is needed to provide affordable alternatives to home charging to ensure that those without access to off-street parking are not disadvantaged. Failure to provide alternatives could delay the transition to EVs for many Staffordshire residents. For residents without the ability to charge EVs off-street a number of alternative options to home charging will be important in enabling a transition to EV use.

Workplace charging during the day will also be an important option. In locations with poor public transport accessibility and where employees are dependent on car travel; we will engage with both public and private sector employers to encourage them to make use of the Government Workplace Charging Grant to establish and expand a workplace EV charging offer as part of a wider review of workplace car parking requirements for employees. We will engage with large public sector employers such as hospitals, schools and colleges and medical centres with workplace car parking to determine

EV charging infrastructure requirements. Retail and leisure destination car parks with dwell times of an hour or more also offer an opportunity to provide alternative EV charging options. Working with district and borough councils, together we will investigate opportunities to expand the charging network in local authority owned car parks in town and district centres and at other local authority assets such as car parking at leisure centres, gyms, libraries, community and health centres and recreation / sports facilities.

We will engage and work with private EV charging infrastructure providers and operators to coordinate them to install chargepoints off-street in retail and leisure destinations and community charging hubs in residential areas could also provide an alternative option in some locations. Where there are residential areas with significant on-street car parking we will investigate opportunities to facilitate off-street community charging hubs on a case-by-case basis where appropriate locations can be found and look at options that will enable residents to use these facilities for overnight charging where possible. These community charging hubs could potentially include charging bays for EV Car Club vehicles as well as other mobility services such as cycle hire or e-bike hire facilities, offering residents alternatives to private car ownership.

Appendix D: National Policies

Policy Title	Summary	Date of publication	Charge-point impact	Key Considerations	Chargepoint solution	Funding Opportunities	Timeframe
National Policies							
Reducing emissions from road transport: Road to Zero Strategy - GOV.UK (www.gov.uk)	The Government's long-term strategy to transition to zero emission road transport	2018	<ul style="list-style-type: none"> • New street lighting columns to include charging points. • Highway Infrastructure Code of Practice and the Network Management of Traffic Equipment Code of Practice – that highway authorities refer to as part of the management and maintenance of their assets – to include a section on the benefits of introducing EV lamppost chargepoints. 	<ul style="list-style-type: none"> • A cohesive, integrated, and affordable net zero public transport network, designed for the needs of the passenger, will empower consumers to make sustainable end-to-end journeys and enable inclusive mobility. • Clean Air Zone cities should continue to be used as a tool to achieve net zero. 	<ul style="list-style-type: none"> • Off-street • On-street • EV Forecourts • EV Charging Hubs 	<ul style="list-style-type: none"> • On-street Residential Chargepoint Scheme (ORCS) for local authorities • EV Charging Infrastructure Investment Fund • Tax and grant support increasing EV uptake • EVHS grant 	Medium - 2 - 5 years
Automated and Electric Vehicles Act 2018	Regulation of consumer experience of charging infrastructure, including requirements and prohibitions	2018	<ul style="list-style-type: none"> • Regulations may impose requirements on operators of public charging or refuelling points in connection with— (a) the method of payment or other way by which access to the use of public charging or refuelling points may be obtained; (b) performance, maintenance and availability of public charging or refuelling points; (c) the components of public charging or refuelling points that provide the means by which vehicles connect to chargepoints. 	<ul style="list-style-type: none"> • The information considered likely to be useful to consumers and users or potential users of the chargepoint, for example information about— (a) the location of the chargepoint and its operating hours, (b) available charging or refuelling options, (c) the cost of obtaining access to the use of the chargepoint, (d) the method of payment or other way by which access to the use of the point may be obtained, (e) means of connection to the point, (f) whether the point is in working order, and (g) whether the point is in use. 	<ul style="list-style-type: none"> • Off-street • On-street • EV Forecourts • EV Charging Hubs 		Short - under two years

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Policy Title	Summary	Date of publication	Charge-point impact	Key Considerations	Chargepoint solution	Funding Opportunities	Timeframe
				<ul style="list-style-type: none"> • Building regulations may require operators to— (a) provide a prescribed method of payment or verification for obtaining access to the use of public charging or refuelling points; (b) co-operate with each other for the purposes of a requirement imposed by the regulations (for example, by sharing facilities or information); (c) take prescribed steps for the purposes of such a requirement (for example, to provide information to a prescribed person). 			
EV Charging in Residential and Non-Residential Buildings	The Government proposal on charging requirements for residential and non-residential buildings	2019	<ul style="list-style-type: none"> • Every residential building undergoing major renovation with more than 10 car parking spaces to have cable routes for electric vehicle chargepoints in every car parking space. • Every new non-residential building and every non-residential building undergoing a major renovation with more than 10 car parking spaces to have one chargepoint and cable routes for an electric vehicle chargepoint for one in five spaces. • A requirement of at least one chargepoint in existing non-residential buildings with more than 20 spaces, applicable from 2025. 	<ul style="list-style-type: none"> • Within Building Regulations, the government will apply a requirement for cable routes to be installed in all residential buildings with more than 10 parking spaces undergoing major renovation, with some exemptions. • The Government will lay down requirements for the installation of a minimum number of chargepoints in all existing non-residential buildings with more than 20 parking spaces. This requirement must be set by March 2020 and will come into force by 1st Jan 2025. 	<ul style="list-style-type: none"> • Off-street • On-street 	<ul style="list-style-type: none"> • OZEV 	Short - under two years

Policy Title	Summary	Date of publication	Charge-point impact	Key Considerations	Chargepoint solution	Funding Opportunities	Timeframe
Future of mobility: urban strategy - GOV.UK (www.gov.uk)	Outlining the benefits, the Government wants to see from mobility innovation.	2019	<ul style="list-style-type: none"> • New modes of transport and new mobility services must be safe and secure by design. • Mass transit must remain fundamental to an efficient transport system. 	<ul style="list-style-type: none"> • The marketplace for mobility must be open to stimulate innovation and give the best deal to consumers. • The commercial benefits of innovation in mobility must be available to all parts of the UK and all of society. • New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users. • Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system. • Preparing the urban environment, through publishing Building Regulations guidance to support local decisions about the design and allocation of urban space. 	<ul style="list-style-type: none"> • Off-street • On-street • EV Forecourts • EV Charging Hubs 	<ul style="list-style-type: none"> • £90 million of funding in Future Mobility Zones. • Unspecified support of the automotive industry to adapt, by continuing to fund the research and development of low carbon technologies. 	Medium - 2 - 5 years
Workplace Charging Scheme (WCS)	The scheme is a voucher-based scheme providing support towards the cost of the purchase and installation of chargepoints up to 75% of the costs and capped at £350 for each socket.	2020	<ul style="list-style-type: none"> • The minimum technical specification for the Workplace Charging Scheme has been updated. Chargepoint models under 'fast DC' with a charging output greater than 3.5kW and not greater than 22kW are now eligible. 			<ul style="list-style-type: none"> • 75% of chargepoint costs up to £350 per chargepoint and maximum 40 chargepoints. 	

Policy Title	Summary	Date of publication	Charge-point impact	Key Considerations	Chargepoint solution	Funding Opportunities	Timeframe
Transport Decarbonisation Plan	The plan that follows on from Decarbonising transport published in March 2020 which set out the scale of reductions from transport needed to deliver the carbon budgets and net zero. The plan now sets out the commitments and actions made to decarbonise the UK transport system.	2021	<ul style="list-style-type: none"> • A driver should never be more than 25 miles away from a rapid (50kW) chargepoint anywhere along England’s motorways and major A roads. • The Energy White Paper sets out framework to ensure that there is investment to power transition to EVs. 	<ul style="list-style-type: none"> • Ofgem is currently reviewing the ways EV charging infrastructure is allocated and has recently published a consultation proposing that all network reinforcement costs should be socialised across electricity bill payers, rather than falling on the individual connecting consumer. • The National Model Design Code sets out a process for developing local design codes and guides, with supporting design guidance on movement and public spaces including streets. It outlines an expectation that development should consist of a well-connected network of streets with good public transport and an emphasis on active travel modes including walking and cycling. • Manual for Streets aligns with these principles and is routinely used for plan making and decision taking to secure better outcomes for our streets and public realm. 	<ul style="list-style-type: none"> • Off-street • On-street • EV Forecourts • EV Charging Hubs 	<ul style="list-style-type: none"> • £120 million in zero emission buses through the Zero Emission Bus Regional Areas scheme • £50 million provided through the All-Electric Bus Town or City scheme • £1.3 billion to accelerate the roll out of charging infrastructure • £1.3 billion over the next four years for charging • A new £90 million Local EV Infrastructure Fund, opening in 2022, • £880 million Air Quality Grant • £4.8 billion Levelling-Up Fund • £1.5 billion between April 2015 to March 2021 to support the early market and remove barriers to EV ownership and £2.8 billion package of measures to support the switch to clean vehicles • £1 billion to build an internationally competitive electric vehicle supply chain at pace and scale in the 	Medium - 2 - 5 years

Policy Title	Summary	Date of publication	Charge-point impact	Key Considerations	Chargepoint solution	Funding Opportunities	Timeframe
						UK. • £582 million for new vehicle grants until 2022-23. • £1.5 billion - Transport decarbonisation R&D investment by mode • £1.5 billion - Transport decarbonisation R&D investment by strategic priority	
EV Smart Charging	The Government published its final response to the electric vehicle smart charging consultation that was closed in May 2020.	2021	<ul style="list-style-type: none"> Smart charging technology will be required of all new chargepoints, phase one focuses on domestic and some workplace charge-points. 	<ul style="list-style-type: none"> Interoperability allowing consumers to switch chargepoint operators will be required in Phase Two. Data share across operators is being explored for commercial opportunities by Government. 	<ul style="list-style-type: none"> Off-street On-street 		Short - under two years
Ofgem EV Strategy	Ofgem is the energy regulator and has launched a strategy aimed at supporting EV infrastructure and technology while ensuring consumers are protected.	2021	<ul style="list-style-type: none"> Support will be given to ensure the network capacity is in place to support the required charging infrastructure. Costs to large electric consumers such as EV charging infrastructure to be brought down when reinforcement is required. 	<ul style="list-style-type: none"> Support the development of vehicle to grid technologies where EV owners can earn money exporting electricity back to the grid. Support the adoption of EVs by working with the sector to ensure the widest range of products, tariffs and services are available. 	<ul style="list-style-type: none"> Off-street On-street EV Forecourts EV Charging Hubs 		Long - 5 years +

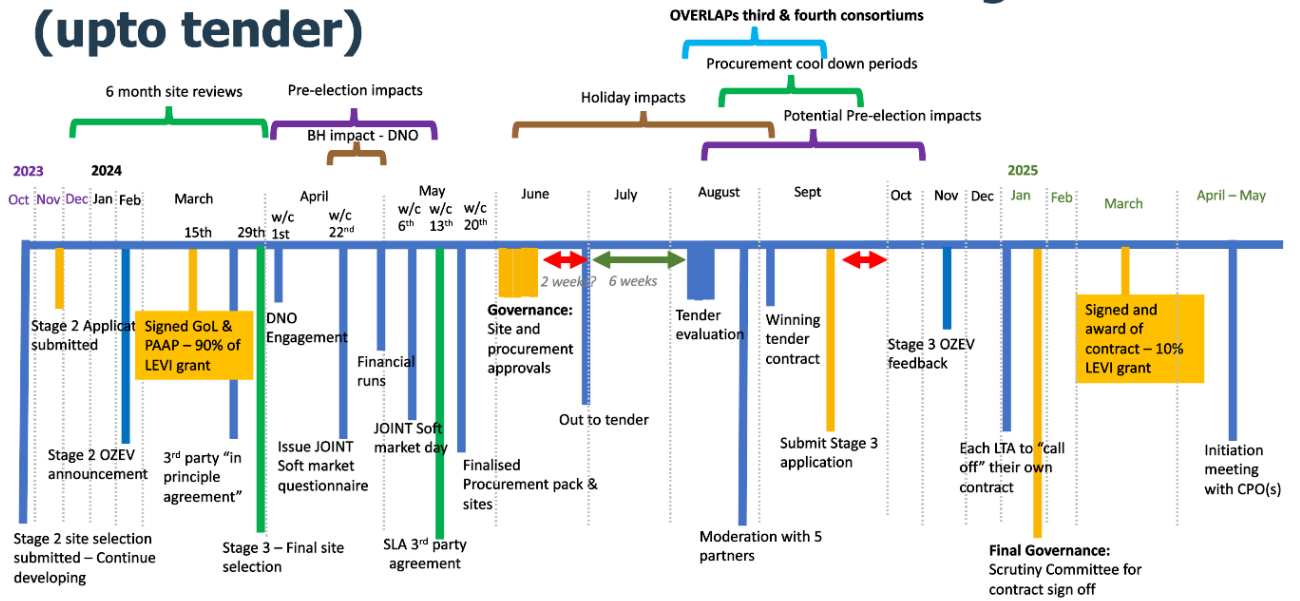
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Policy Title	Summary	Date of publication	Charge-point impact	Key Considerations	Chargepoint solution	Funding Opportunities	Timeframe
Net Zero Strategy: Build Back Greener	The strategy outlines the steps to be taken to cut emissions, take advantage of economic opportunities and support private investment.	2021	<ul style="list-style-type: none"> By early 2030s 25% of cars will be electric which will require a charging network to support. Later in 2021 an EV infrastructure strategy will be published. Support developments in smart charging. 	<ul style="list-style-type: none"> Support the move to EV for goods deliveries. In decarbonising the transport sector new employment opportunities will be created. Local Transport Plans will set out place-based strategies for improving transport networks with focus on carbon reduction and a move to net zero. Ensure consumers have access to the required technologies. 	<ul style="list-style-type: none"> Off-street On-street EV Forecourts EV Charging Hubs 	<ul style="list-style-type: none"> £620 million for zero emission vehicle grants and EV Infrastructure, including further funding for local EV Infrastructure, with a focus on local on street residential charging Allocating a further £350 million from the up to £1 billion Automotive Transformation Fund (ATF) to support the electrification of UK vehicles and their supply chains £70 million to roll out home, on-street and workplace chargepoints 	Long - 5 years +
Rapid Charging Fund	The Rapid Charging Fund (RCF) will support motorway and major A road service operators prepare for net zero.	2021	<ul style="list-style-type: none"> By 2023, to have at least 6 high-powered, open-access chargepoints (150-350 kW capable) at motorway service areas in England. By 2030, we expect around 2,500 high-powered, open-access chargepoints across England's motorways and major A roads. By 2035, we expect around 6,000 high-powered, open-access chargepoints across England's motorways and major A roads. 		<ul style="list-style-type: none"> EV Charging Hubs 	<ul style="list-style-type: none"> Fund £950 million 	Long - 5 years +
The Ten Point Plan for a Green Industrial Revolution	The Ten Point Plan outlines key areas of focus and targets for the	2021	<ul style="list-style-type: none"> Targeted support on rapid charging points on motorways and major roads. 	<ul style="list-style-type: none"> In 2021 a Green Paper was to be published which outlines the post-EU emissions regulations. 	<ul style="list-style-type: none"> Off-street On-street EV Forecourts 		Long - 5 years +

Policy Title	Summary	Date of publication	Charge-point impact	Key Considerations	Chargepoint solution	Funding Opportunities	Timeframe
	continued development to net zero.			<ul style="list-style-type: none"> • A focus on building the EV manufacturing industry in the UK 	<ul style="list-style-type: none"> • EV Charging Hubs 		
Future of transport: regulatory review: zero emission vehicles	The reviews aim to address outdated transport policies. The review is seeking views on the introduction of requirements to chargepoints.	2021	<ul style="list-style-type: none"> • Statutory obligation to provide charging infrastructure. • Requirements to install chargepoints in non-residential car parks. • New powers supporting the delivery of the rapid charging fund. • Requirements to improve the experience for electric vehicle consumers. 	<ul style="list-style-type: none"> • The review will consult on whose duty it will be to enact the legislation. This may be local authorities, chargepoint operators or energy companies. • Provision of the chargepoints will likely fall on the landowners. • Accessibility and safety will be key consideration within the user experience. 	<ul style="list-style-type: none"> • Off-street 		Short – under two years
Plug-in Grant Scheme	From December 2021 the grant scheme for zero-emission vehicles was updated to target less expensive models.	2021	<ul style="list-style-type: none"> • There will be £1,500 for vehicles under £32,000 with vehicles that are wheelchair accessible being prioritised with a higher grant. • There are also changes to the Plug-in Van Grant making the scheme more sustainable. 	<ul style="list-style-type: none"> • The aim of the changes to the grant is to increase the speed of EV uptake. This will have an impact on the charging infrastructure requirements. 	<ul style="list-style-type: none"> • Off-street • On-street • EV Forecourts • EV Charging Hubs 	<ul style="list-style-type: none"> • Fund £620 million 	Short – under two years
Taking Charge: The Electric Vehicle Infrastructure Strategy	The strategy combines the aims, objectives and funding provided by the UK Government.	2022	Outlining the continues support and objectives for charging infrastructure across the UK.	<ul style="list-style-type: none"> • Outline the strategic aims and objectives of the UK Government for charging infrastructure. 	<ul style="list-style-type: none"> • Off-street • On-street • EV Forecourts • EV Charging Hubs 	<ul style="list-style-type: none"> • £450 million Local EV Infrastructure Fund (LEVI) • A further £50 million in LEVI funding local delivery support • £950 million rapid charging fund 	Long - 5 years +

Table M: National EV policies

Second Midlands EVI Consortium – Stage 3 (upto tender)



Community Impact Assessment

Staffordshire County Council Public Electric Vehicle Charging
Infrastructure Update 2024

Author: Richard Rea

Date: 29 February 2024

➤ **Equality Assessment**

The Public Sector Equality Duty is part of the Equality Act 2010 and this Duty requires us as a public body to have ‘due regard’ to eliminating discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act. It requires us to advance equality of opportunity and foster good relations between people who share a ‘relevant protected characteristic’ and people who don’t.

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>Age - older and younger people</p>	<p>People of all ages will benefit from an enhanced quality of life and well-being through a cleaner, greener and more resilient local environment by the County Council encouraging the adoption and roll out of EVs.</p>	<p>No specific risks relating to age have been identified at this stage.</p> <p>Accessibility and user experience needs to be considered in chargepoint design and bay design.</p>	<p>When engaging with communities to encourage and drive forward the adoption and roll out of EVs, endeavour to do this in an accessible way to residents who are elderly, particularly those who are digitally excluded.</p> <p>Chargepoint operators will be asked to consider PAS 1899. PAS 1899 covers accessible electric vehicle charge points for those with diverse accessibility needs. It provides guidelines on the physical environment, placement, information provision and design. It contributes to building confidence in the accessibility and inclusivity of EV infrastructure.</p>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
			Mitigations/recommendations will be developed as impacts are identified.
<p>Disability - people who are living with different conditions and disabilities, such as: mental illnesses, long term conditions, Autism and other neurodiverse conditions, learning disabilities, sensory impairment and physical disabilities.</p>	<p>People with disabilities will benefit from an enhanced quality of life and well-being through a cleaner, greener and more resilient local environment by the County Council encouraging the adoption and roll out of EVs.</p>	<p>No specific risks relating to people with disabilities.</p> <p>Accessibility and user experience needs to be considered in chargepoint design and bay design.</p>	<p>When engaging with communities to encourage and drive forward the adoption and roll out of EVs, endeavour to make it accessible to all, including those with disabilities such as visual impairment or learning disabilities. Consideration will need to be given to the location of charging points for example designated disabled charging bays and bays for parents/carers with small children may be required.</p> <p>Chargepoint operators will be asked to consider PAS 1899. PAS 1899 covers accessible electric vehicle charge points for those with diverse accessibility needs. It provides guidelines on the physical environment, placement, information provision and design. It contributes to building confidence in the accessibility and inclusivity of EV infrastructure.</p> <p>Mitigations/recommendations will be developed as impacts are identified.</p>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>Gender reassignment - those people in the process of transitioning from one sex to another</p>	<p>People who have undergone gender reassignment or are transitioning will benefit from an enhanced quality of life and well-being through a cleaner, greener and more resilient local environment by the County Council encouraging the adoption and roll out of EVs.</p>	<p>No specific risks relating to gender reassignment have been identified at this stage.</p>	<p>Mitigations/recommendations will be developed as impacts are identified.</p>
<p>Marriage & Civil Partnership - people who are married or in a civil partnership should not be treated differently at work</p>	<p>N/A</p>	<p>No specific risks relating to people who are married or in a civil partnership have been identified at this stage.</p>	<p>Mitigations/recommendations will be developed as impacts are identified.</p>
<p>Pregnancy & Maternity - women who are pregnant or who have recently had a baby, including breast feeding mothers</p>	<p>Women who are pregnant or who have recently had a baby, including breast feeding</p>	<p>No specific risks relating to women who are pregnant or who have recently had a</p>	<p>Mitigations/recommendations will be developed as impacts are identified. Consideration will need to be given</p>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
	<p>mothers will benefit from through an enhanced quality of life and well-being through a cleaner, greener and more resilient local environment by the County Council encouraging the adoption and roll out of EVs.</p>	<p>baby, including breast feeding mothers have been identified at this stage.</p>	<p>to the location of charging points to make them more accessible.</p>
<p>Race - people defined by their race, colour, and nationality (including citizenship) ethnic or national origins</p>	<p>People of all ethnicities will benefit from an enhanced quality of life and well-being through a cleaner, greener and more resilient local environment by the County Council encouraging the adoption and roll out of EVs.</p>	<p>No specific risks relating to race have been identified at this stage.</p>	<p>When engaging with communities to encourage and drive forward the adoption and roll out of EVs, endeavour to do this in an accessible way to residents who do not have English as their first language.</p> <p>Chargepoint operators will be asked to consider PAS 1899. PAS 1899 covers accessible electric vehicle charge points for those with diverse accessibility needs. It provides guidelines on the physical environment, placement, information</p>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
			<p>provision and design. It contributes to building confidence in the accessibility and inclusivity of EV infrastructure.</p> <p>Mitigations/recommendations will be developed as impacts are identified.</p>
<p>Religion or Belief - people with any religious or philosophical belief, including a lack of belief. A belief should affect a person's life choices or the way they live for it to be considered</p>	<p>People of all religions and beliefs will benefit from an enhanced quality of life and well-being through a cleaner, greener and more resilient local environment by the County Council encouraging the adoption and roll out of EVs.</p>	<p>No specific risks relating to religion or belief has been identified at this stage.</p>	<p>Mitigations/recommendations will be developed as impacts are identified.</p>
<p>Sex - men or women</p>	<p>People of all genders will benefit from an enhanced quality of life and well-being through a cleaner, greener and</p>	<p>No specific risks relating to different genders have been identified at this stage.</p>	<p>Consideration will need to be given to the location of charging points to ensure safety for example public locations with lighting and cctv.</p>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
	<p>more resilient local environment by the County Council encouraging the adoption and roll out of EVs.</p>		<p>Mitigations/recommendations will be developed as impacts are identified.</p>
<p>Sexual orientation - whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes</p>	<p>People of all sexual orientations will benefit from an enhanced quality of life and well-being through a cleaner, greener and more resilient local environment by the County Council encouraging the adoption and roll out of EVs.</p>	<p>No specific risks relating to gender reassignment have been identified at this stage.</p>	<p>Mitigations/recommendations will be developed as impacts are identified.</p>

Who will be affected – consider the following protected characteristics: age, disability, gender reassignment, marriage & civil partnership, pregnancy & maternity, race, religion or belief, sex and sexual orientation	Benefits	Risks	Mitigations / Recommendations
All staff	Staff who live/work in Staffordshire will benefit from an enhanced quality of life and well-being through a cleaner, greener and more resilient local environment by the County Council encouraging the adoption and roll out of EVs.	No specific risks to SCC staff	<p>It is recommended that all staff take part in the climate change training module available on the Learning Hub.</p> <p>Consideration will need to be given to the location of charging points to make them accessible for all for example designated disabled charging bays for staff who have a disability.</p> <p>Mitigations/recommendations will be developed as impacts are identified.</p>

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Key consideration	Benefits	Risks	Mitigations / Recommendations
<p>There is a risk that the current rollout of public EV charging will be too slow to meet demand, which risks creating ‘charging deserts,’ reducing people’s willingness to switch to EVs for those residents who are unable to charge their vehicle at home.</p>	<p>The creation of charging hubs at retail parks, visitor attractions and at local authority owned and managed car parks can attract visitors to the area.</p> <p>On-street locations will contribute to benefit some of the 92,000 households who do not have access to private off-street parking.</p>	<p>Failure to provide alternative charging infrastructure could delay the transition to EVs for many Staffordshire residents.</p>	<p>A public charging network is needed to provide practical alternatives to home charging to ensure that those without access to off-street parking are not disadvantaged.</p>

➤ **Economic Assessment**

Key consideration	Benefits	Risks	Mitigations / Recommendations
<p>Higher skilled workforce</p>	<p>With the increased uptake of EV technologies, this will lead to the growth and development of higher skilled jobs.</p>	<p>These jobs are created outside of Staffordshire or the West Midlands.</p>	<p>It is recommended that as EV technologies are adopted on a larger scale, that the necessary resource is identified and implemented to capture the potential</p>

Key consideration	Benefits	Risks	Mitigations / Recommendations
			for growth and enhanced jobs within the reach of Staffordshire residents.

➤ **Climate Change Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
<p>The proposal has climate change implications as transport contributes c35% of the c6.5 million tonnes of Carbon emissions. EV adoption forms a critical part in tackling climate change, and the decarbonisation of transport in Staffordshire is recognised within the revised Staffordshire's 2021-2025 Climate Change Action Plan.</p>	<p>The proposal will make a positive contribution to net zero and adaptation</p>	<p>If the EV strategy is not adopted or is delayed, there is a risk that the climate change action plan targets will not be met and the benefits to residents and businesses will be delayed.</p>	

Cabinet Meeting on Wednesday 20 March 2024

Section 75 Agreement for Adult Social Care Assessment & Case Management and Occupational Therapy in Staffordshire



Councillor Mike Wilcox, Cabinet Member for Health, and Care said,

“This new agreement allows the Council to build on our long-running, successful partnership with Midlands Partnership Foundation NHS Trust.

“Together, we will continue to put people’s needs at the heart of everything we do and provide integrated health and social care services for older people, people with physical disabilities, and those living with mental health conditions.”

Report Summary:

The Council’s Section 75 Agreement with Midlands Partnership University NHS Foundation Trust (MPFT) is due to end March 2025. Following a review of the current arrangements and current performance of the partnership, the report recommends that the Council commences a new Section 75 Agreement with MPFT for a further three years (1 April 2025 – 31 March 2028) with the option to extend for a further two years (1 April 2028 – 31 March 2030).

Recommendation(s)

I recommend that Cabinet:

- a. Note the progress with the current Section 75 Agreement with Midlands Partnership University NHS Foundation Trust (MPFT).
- b. Approve that the Council enter into a new Section 75 Agreement with MPFT to continue to provide adult social care assessment and case management and occupational therapy in Staffordshire.

- c. Authorise completion of a change control to the Section 75 Agreement to transfer the existing Mental Health Floating Support Service contract with MPFT into the Section 75 Agreement.
- d. Authorise the Director of Health and Care and Director of Corporate Services, in consultation with the Cabinet Member for Health and Care to finalise and implement a Section 75 Agreement for adult social care assessment and case management and occupational therapy commencing 1 April 2025.

Cabinet – Wednesday 20 March 2024

Section 75 Agreement for Adult Social Care Assessment & Case Management and Occupational Therapy in Staffordshire

Recommendation(s) of the Cabinet Member for Health and Care

I recommend that Cabinet:

- a. Note the progress with the current Section 75 Agreement with Midlands Partnership University NHS Foundation Trust (MPFT).
- b. Approve that the Council enter into a new Section 75 Agreement with MPFT to continue to provide adult social care assessment and case management and occupational therapy in Staffordshire.
- c. Authorise completion of a change control to the Section 75 Agreement to transfer the existing Mental Health Floating Support Service contract with MPFT into the Section 75 Agreement.
- d. Authorise the Director of Health and Care and Director of Corporate Services, in consultation with the Cabinet Member for Health and Care to finalise and implement a Section 75 Agreement for adult social care assessment and case management and occupational therapy commencing 1 April 2025.

Local Member Interest: N/A

Report of the Director for Health and Care

Reasons for Recommendations:

Background

1. The adult social care assessment and case management services provided by MPFT delivers the Council's statutory duties for assessment of people's eligible needs, determination of an appropriate support plan, and review of people with assessed eligible needs.
2. The services provided also includes:
 - a. Providing professional support to prevent or reduce the need for care, including rehabilitation for people with sensory needs.

- b. Assessing individuals' mental capacity and making Best Interest Assessments.
 - c. Completing Mental Health Act Assessments by Approved Mental Health Professionals (AMHPs).
 - d. Completing safeguarding enquiries and developing safeguarding plans.
 - e. Providing Occupational Therapy assessments to enable people to maximise their independence, for example through use of equipment.
3. Midlands Partnership University NHS Foundation Trust (MPFT) and its progenitor organisations South Staffordshire and Shropshire Foundation NHS Trust (SSSFT) and Staffordshire and Stoke-on-Trent Partnership Trust (SSOTP) have provided adult social care assessment and case management and occupational therapy services for older people and people with physical disabilities on behalf of the Council since April 2012, and for people living with mental health conditions in south Staffordshire (the districts of Cannock, Tamworth, Stafford, South Staffordshire, Lichfield and East Staffordshire) since 2009.
 4. The partnership between the Council and MPFT has matured significantly since its inception, and the Section 75 Agreement has flexed and adapted to the demands on the services. This is evidenced by how the partners responded to the COVID-19 pandemic, prioritising resource across the Council and MPFT to respond to changes in demand pressures and risk prioritisation.
 5. The Council has a legal agreement under Section 75 of the NHS Act 2006 to delegate these functions to MPFT. This Section 75 Agreement ends on 31 March 2025 and therefore there is a requirement to enter into a new Section 75 Agreement.
 6. The partners have agreed in principle that the term of the new agreement will be three years (1 April 2025 – 31 March 2028) with the option to extend for a further two years (1 April 2028 – 31 March 2030).

Review of current arrangements

7. The partners review the quality and performance of the agreement monthly. Performance of the agreement has continued to exceed our targets, for example between April 2023 to December 2023:
 - a. 87% of assessments completed by MPFT and Council adult social care teams were completed within 28 days (compared to the target of 80%)
 - b. 94% of people who have been in receipt of care for 12 months, have received a review of their care (compared to the target of 80%)

- c. There was an increase in waiting times in occupational therapy assessments during 2023. However, MPFT have successfully implemented a programme of performance improvement: in October 2023, 241 people were waiting longer than 28 days for an assessment, this had reduced to 97 people waiting by December 2023 and we are on trajectory for 80% of adults to receive an assessment within 28 days by January 2024.
 - d. Quality audits are regularly completed which demonstrate that adults strengths and goals are considered and evidenced in assessments.
8. Our Section 75 Agreement continues to support the integration of care arrangements with the NHS. An example of this is our effective Discharge to Assess pathway where our adult social care teams work with NHS teams to support adults to be quickly discharged from hospital; typically, within Staffordshire we have no, or very few, delayed discharges to due to social care.
 9. In addition to the Section 75 Agreement the Council also separately commissions a **Mental Health Floating Support Service** from MPFT. This service is for people aged 16+ with low level mental health conditions and support needs. It aims to prevent, delay, and reduce people's needs for formal social care services and help them to stay independent and be actively included in their social networks and community by building on individual, social network and community strengths, assets, and resources.
 10. The Mental Health Floating Support Service is commissioned through a separate contract which expires at the end of March 2024 at a cost of £300k. Including the service within the Section 75 Agreement from 1 April 2024 will enable the streamlining of governance and contract management arrangements.
 11. To enable the Mental Health Floating Support Service to be included within the Section 75 Agreement we have consulted with providers of community mental health services and the Staffordshire and Stoke-on-Trent Integrated Care Board for their views. Feedback from the consultation and our response to this is included in Appendix 3 and demonstrates that overall, there is support for the proposal. The paper sets out our response to issues raised and makes recommendations to address these where appropriate.
 12. It is recognised that during the life of the new Section 75 Agreement there is likely to be an **increase in demand and complexity** for adult social care services in line with the demographic trends of an ageing population. The Council and MPFT have agreed that an increase in

demand will be managed within the existing resources through continuing to develop more efficient processes.

13. In the event that either demand increases above this general trend, and/or either partner considers that there is insufficient capacity to continue to deliver the services to the required quality and performance standards, the partners will meet to agree how this will be jointly managed.

Legal Implications: New Section 75 Agreement

14. There is a requirement to consult with the public prior to entering into a Section 75 Agreement. The Council and MPFT previously consulted with the public:
 - a. In 2011 prior to the Section 75 for older people and people with physical disabilities commencing.
 - b. In 2016 prior to the Section 75 Agreement for older people and people with physical disabilities being varied in April 2017.
 - c. In 2017 regarding assessment and case management for people living with mental health conditions in North Staffordshire; and
 - d. In January 2024 regarding the transfer of the existing contract for Mental Health Floating Support Service to the Section 75 Agreement.
15. For this Section 75 Agreement the Community Impact Assessment has demonstrated that there is no impact on individuals, and therefore it would not be an efficient use of council taxpayer's money to repeat the consultation process.
16. The Council and MPFT have completed a review of the current Section 75 arrangements and have agreed that it remains suitable for the future and for the addition of the Mental Health Floating Support Service. The partners have also agreed the key principles of a new Section 75 Agreement.
17. The new Section 75 Agreement will be drafted and finalised in line with Appendix 1.
18. In parallel with the Section 75 Agreement, MPFT entered into Admitted Body Status Agreement to enable staff who transferred from the Council to MPFT to continue to access the Local Government Pension Scheme (LGPS). The Council will ensure the necessary steps are taken to enable these pension arrangements to continue.

Resource and Value for Money Implications

Current funding (2023/24)

19. The Council paid MPFT £23.620M for services provided under the Section 75 Agreement in 2023/24 as listed in Table 1. The cost exceeded the Council's forecasted budget by £0.206M, due to NHS pay inflation being higher than anticipated, and a pressure has been included within the MTFs to manage this in the future.
20. MPFT have stated that the cost of delivering the services was £24.45M; an additional cost of £0.830M compared to the £23.620M funding that the Council provided.

Table 1: Section 75 Agreement funding

Service	2023/24	2024/25
Older People/ Physical Disabilities	16.517	18.024
Occupational Therapy	1.554	1.616
Mental Health (South)	2.633	2.892
Mental Health (North)	0.727	0.756
Mental Health Floating Support (separate contract in 2023/24)		0.312
Overheads	2.189	2.227
Total	23.620	25.877
Budget	23.414	25.462
Health and Care reserves		0.415
Balance	(0.206)	0.000

Funding for 2024/25

21. The current Section 75 Agreement includes provision for the Council to increase its financial contribution to reflect any increase in costs due to pay inflation and non-pay inflation.
22. In recognition of the direct staffing costs that MPFT are incurring, the Council will make a one-off payment of £1M in 2024/25 as well as meeting the cost of pay inflation. In recognition of this additional funding, MPFT have agreed that the cost of the overheads will decrease by £0.200M annually within the new agreement for 2025-2030. The

additional costs of the one-off payment of £1M will be made from Health and Care reserves and will not place any pressure on the MTFS.

23. The cost of any pay inflation in 2024/25 has not been confirmed but is expected to be 4%. Based on this the funding and costs for the Section 75 Agreement for 2024/25 are shown in Table 1. Note that if pay inflation in 2024/25 is lower than 4% this would reduce the funding required and if it is higher than 4% it would increase the funding required from Health and Care reserves.

Funding for new Section 75 Agreement (2025 – 2028/30)

24. The Council will agree on receipt of the evidence of additional costs incurred by MPFT, to increase the value of the Section 75 Agreement by £630k annually to fund the direct staffing costs required to deliver the services.
25. In addition, the Council will fund pay inflation of up to 2%. There remains a risk that pay inflation exceeds 2% and in this event the partners would be required to manage the cost of the service within the available budget. The Section 75 Agreement will be updated to confirm that both partners are committed to continuous improvements to productivity in order to offset pay inflation cost pressures.
26. Funding for the new Section 75 Agreement will be dependent on pay inflation in 2024/25. This is shown in Table 3 based on the assumption of 4% as above – and assuming pay inflation of 2% annually throughout the new Section 75 Agreement. The Council's Medium Term Financial Strategy has not yet been set for 2029/30 and therefore the budget shown for 2029/30 is estimated.
27. Note that if pay inflation in 2024/25 is lower than 4% this would create a small saving for the Council, which would be used to fund service improvements; if it is higher than 4.7% it would create a small cost pressure for each year of the new Section 75 Agreement – around £250K annually for each 1% that inflation is above 4.7%. This would need to be met by additional demand management in order to limit the cost of care.

Table 3: Section 75 Agreement funding

Service £M	2025/26	2029/30
Older People/ Physical Disabilities	18.164	19.661
Occupational Therapy	1.648	1.784
Mental Health (South)	2.793	3.023

Mental Health (North)	0.771	0.835
Mental Health Floating Support	0.318	0.344
Overheads	2.118	2.293
Total	25.800	27.927
Budget	25.974	28.122
Balance	0.173	0.195

Climate Change Implications

28. The new Section 75 Agreement will not have climate change implications, as there are no changes to the services proposed. MPFT has published a Green Plan and Green Strategy for 2022-25 which details its ambitions to reach net-zero.

Community Impact Assessment and Alternative options considered.

29. The Community Impact Assessment demonstrates that the transfer of the existing contract for Mental Health Floating Support Service to the Section 75 Agreement will not have any impact on communities.
30. The alternative option for the provision of the Mental Health Floating Support Service would be to end the contract with MPFT and procure an alternative provider. This could require the services to be disintegrated with the NHS services and may incur transition costs to transfer staff and assets to a new provider which would deflect resource from continuing to improve services to people.
31. The Community Impact Assessment demonstrates that continuation of the current arrangements with the agreement of a new Section 75 Agreement will not have any impact on communities.
32. The alternative option would be to end the Section 75 Agreement and for the Council to provide the service directly. This would require the services to be disintegrated with the NHS services, would incur transition costs to transfer staff and assets to the Council which would deflect resource from continuing to improve services to people.

Risk Assessment

33. There is a risk that the quality and performance of the services could reduce as the Council and MPFT are required to meet increases in demand for services and any additional costs of pay inflation within the

available MTFS budget. The new Section 75 Agreement will have governance arrangements in place to monitor and manage this risk.

Next Steps

34. Change control documents will be drafted to enable the Mental Health Floating Support Service to be included within the existing Section 75 Agreement from 1 April 2024, and to recognise the additional funding of £1m for 2024/25.
35. Lawyers acting on behalf of the Council and MPFT will draft the new Section 75 Agreement in line with the principles agreed in Appendix 1.

List of Background Documents/Appendices:

- Appendix 1: Principles of the new Section 75 agreement
- Appendix 2: Financial profile
- Appendix 3: Summary of consultation

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Appendix 1 – Principles of Section 75 Agreement

The partners have agreed the following key principles for the new section 75 agreement:

1. **Principle A:** The partners agree that the scope and specification of the current Section 75 agreement should be replicated in the future agreement, with only factual inaccuracies corrected
2. **Principle B:** That the term of the new agreement will be three years (April 2025- March 2028) with the option to extend for a further two years (April 2028 – March 2030).
3. **Principle C:** In recognition of the direct staffing costs that MPFT are incurring, the Council will make a one-off payment of £1M in 2024/25 as well as meeting the cost of pay inflation. In recognition of this additional financial contribution, the cost of the overheads will decrease by £200k annually within the new agreement for its duration.
4. **Principle D:** The new section 75 will be revised to state that the Council will commit to funding staff pay inflation costs incurred by MPFT, which MPFT cannot meet via other means, up to the maximum value of 2%. In the event that pay inflation exceeds the maximum 2% amount, the Authorised Officers of each organisation (the Council's Director of Health and Care and MPFT's Chief Financial Officer) will meet to agree how this cost will be funded and/or how the service costs can be reduced to meet the available budget.
5. **Principle E:** The Section 75 will be updated to confirm that both partners are committed to implementing continuous improvements to productivity in order to offset pay inflation funding pressures.
6. **Principle F:** The Council will increase the value of the Section 75 by £630k annually to fund the direct staffing costs required to deliver the services.
7. **Principle G:** The Partners are committed to strengths-based practice and ongoing demand management in order to manage the numbers of people receiving care, to contain costs overall and ensure that any funding required for pay inflation is available.

8. **Principle H:** The Partners are committed to continuous improvement (e.g. use of digital solutions, streamlining pathways) to improve productivity to enable any increases in demand to be met within the current resource capacity.
9. **Principle I:** The new section 75 will be amended to include "triggers" which will require the parties to meet and understand how excessive growth in demand, changes in performance/quality, and/or increased resource pressures can be jointly managed.

The key terms of the existing Section 75 agreement will continue:

Term of Agreement / Termination	<ol style="list-style-type: none"> 1. Either Partner can choose to terminate on a no fault basis by giving six months notice at any point after the first 18 months. In the event of terminating for "no fault", the Partner choosing to terminate incurs all exit costs. 2. In the event of termination for breach of contract, the Partner at fault is responsible for exit costs.
Financial Contribution	<ol style="list-style-type: none"> 3. The financial contribution for the services is outlined in this cabinet paper. 4. There is the ability to make performance deductions of 5% for Occupational Therapy and 2% for Assessment and Support planning per annum for under performance
Primary Obligations	<ol style="list-style-type: none"> 5. The Council's primary obligation is to contribute funds. Whilst not a contractual obligation, the Council must also manage the agreement and administer the governance process 6. MPFTs primary obligations are to deliver the delegated functions in line with the specification and performance expectations; and transform the services in accordance with any future Transformation Plans, milestones and dates.

The Section 75 Agreement will continue to include a number of key terms that provide assurance to the Council that MPFT are delivering the delegated functions in line with the specification, and that these functions are performing well, are value for money and enable the Council to meet its statutory duties.

Joint Assistant Director of Adult Social Care	1. This role reports to the Director of the Health of Care and MPFT's Chief Executive and will have direct line management of adult social care staff.
Access to Data	<p>2. Both partners are joint data owners.</p> <p>3. The Council will not have access to health information.</p> <p>4. The Council will be able to access all social care data and information held on MPFT's systems, to enable it to deliver its statutory functions.</p> <p>5. In the event that the Agreement is terminated, MPFT will provide an electronic copy of all social care information held by MPFT to the Council to enable the Council to safely deliver services to people.</p>
Staffing lists	6. The Council will continue to receive monthly, anonymised, staffing lists documenting the job roles and salary of employees providing services and also quarterly "blended roles" staffing lists for roles supporting the delivering of services.
Direction clause	<p>7. The Section 75 will retain the Direction clause in the current Agreement. Recognising that the Council's Director of Adult Social Services (DASS) remains statutorily accountable for the services (this function cannot be delegated to another organisation via a Section 75). The DASS will have the right to 'direct' MPFT staff to deliver a priority or action. Where this "Direction" is required, it will be in writing (whether email or otherwise) and sent to the Joint Assistant Director of Adult Social Care who will subsequently direct staff accordingly.</p> <p>8. The Joint Assistant Director of Adult Social Care has the option to respond to advise the DASS</p>

	<p>why the Direction is not recommended but is still obligated to follow any Direction of the DASS.</p>
Step in	<p>9. The arrangements for “step-in” will be similar as is currently described in the current section 75.</p> <p>10. This assures the Council that it can deliver its statutory duties in the event that the Agreement is terminated, and a 6 month exit period is required; or there is a critical risk to the ongoing delivery of statutory services. The circumstances where “step in” apply and how this practically work is set out in the agreement</p>
Policy and Practice Guidance	<p>11. MPFT will continue to follow the Council’s policies and practice guidance in relation to adult social care to ensure consistency of adult social care across all client groups</p>
Performance Management	<p>12. The performance framework and management arrangements will continue in its current format. This will include:</p> <ul style="list-style-type: none"> • Major Performance indicators – in the event a Major PI is “red” and it is not corrected on completion of an agreed Remedial Action Plan the Council will have the right to terminate the Agreement. • Financial Deduction Indicators – in the event this indicator is “red”, the Council can deduct a financial contribution. • Core Performance Indicator – in the event a Core PI is “red”, the Council can require MPFT to implement a Remedial Action plan to improve performance. • Supplementary performance indicators - which are only produced where a core performance indicator is “red” to enable the partners to understand/analyse what is leading to the under-performance

Appendix 2

*The MTFS period for the Council is 2024/25-2028/9 and therefore the SCC budget for 2029/30 is estimated for demonstration purposes

	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Council Funding to Section 75							
Older People/ Physical Disabilities	16,517	18,024	18,164	18,527	18,898	19,276	19,661
Occupational Therapy	1,554	1,616	1,648	1,681	1,715	1,749	1,784
Mental Health (South)	2,633	2,892	2,793	2,849	2,906	2,964	3,023
Mental Health (North)	727	756	771	787	802	818	835
Mental Health Floating Support		312	318	325	331	338	344
Overheads	2,189	2,277	2,118	2,160	2,204	2,248	2,293
Total	23,620	25,877	25,800	26,316	26,843	27,380	27,927
Budget	23,414	25,462	25,974	26,495	27,028	27,570	28,122*
Health and care reserves		415					
Balance	-206	0	173	179	185	191	195

Results of consultation on proposals to include the Mental Health Floating Support Service within the S75 with MPFT in January 2024

1. Background

MPFT currently provide the mental health floating support service under contract to SCC. It is proposed to incorporate the service into the S75 for Assessment and Case Management and Occupational Therapy Services by variation from 1 April 2024 and then to be included in the new S75 from April 2025 onwards.

The rationale for the proposal is that users will benefit from:

- MPFT's position as a provider of a range of mental health services means that users of those services can move between services as their needs fluctuate;
- Seamless support through integrated health and social care teams;
- Shared business continuity arrangements;
- Consistency of service provision across the County.

The consultation ran for a 2-week period from 8 January – 22 January 2024 on Let's Talk Staffordshire. It was a closed consultation. Support Staffordshire helped us to identify providers of community mental health services in Staffordshire and contacted them about the survey on our behalf with a direct email to each organisation.

We also informed Staffordshire and Stoke-on-Trent Integrated Care Board about the consultation.

In total 65 providers were notified about the consultation and invited to give their feedback.

2. Key findings and our response

We received 4 responses, all of which were from providers of mental health services and were submitted anonymously. We did not collect any demographic data.

Table 1: Please tell us your views on the proposed new way of working with MPFT

	Comment	Our response
1	Not fair and open to competition. How do we know what will give the best value for money?	When the service was previously tendered, it had to be split into 3 as no one provider was able to cover the whole geography. This led to inconsistent approaches to service delivery and performance measures and did not offer best value as each provider had separate management costs and overheads. MPFT have demonstrated good quality service provision with positive outcomes for service users, and that they can offer a consistent service across the County supported by direct links to other mental health services. The arrangement offers best value due to a single management structure which MPFT provide through the S75.
2	Feel beneficial, certainly need continuity of service opportunity that can be accessed across Staffordshire. I feel it would be good to embrace as wide a cohort of support services within this provision as possible ie. third sector.	MPFT have established links with the voluntary sector capacity building provider and network with them to identify available resources. MPFT make introductory referrals to voluntary sector providers according to a person's needs. If MPFT identify a gap in voluntary sector provision or community assets, they actively work with the sector, including community libraries, to meet need.
3	I think collaborative working is always the key to providing quality provision	As above.
4	Probably makes sense to bring all the provision under one roof	The rationale for the proposal includes that MPFT provide a range of mental health services and users of those services benefit from being able to move seamlessly between services as their needs fluctuate.

Table 2: Can you think of any risks with the proposals?

	Comment	Our response
1	Yes - risks would be in not exploring other offers or innovative ways of working. Provider Trusts are expensive and not always best value for money and it makes it harder for smaller organisations, charity or third sector organisations to demonstrate their offer. I would like to see and know a strong rationale why this would be the preferred option.	As a Foundation NHS Trust, MPFT keeps up to date with developments, practice and guidance through the social care pathway, and social work learning academy. Its practice includes strength-based working, and consideration of AT and technology. Please see comments about best value in Table 1. The rationale for the proposal is described in the Background section.
2	That the budget allocated does not allow it to be far reaching enough.	There has been no reduction in overall budget and the budget for the S75 agreement will be linked to inflation and NHS pay rises. The budget is continually monitored through the S75 governance boards and any budgetary issues would be addressed through this route. Including the service within the S75 would increase value for money as the management costs are absorbed by MPFT.
3	As a VCSE we are seeing increased number of people stranded and without services when they clearly require them and a tendency to minimise need in order to relinquish responsibility.	It is difficult to give a comprehensive response to this comment without more evidence and examples. However, we can say that the integrated pathway into this service enables people to be referred to the most appropriate mental health service, and if their needs change, they can move more easily between services to access the right level of support. MPFT do not have any waiting lists for the service.
4	I think the MPFT is already short-staffed, in common with most MH providers, and wonder whether this will put additional strain on resources	It is acknowledged that there is a competitive market for lower banded roles however staffing has not impacted on capacity as MPFT can deploy staff from other services to support and roles can be flexed if required due to the wide range of recruitment within the Trust. This is supported by robust management structure and escalation processes. The Social Work Learning Academy supports with recruitment where necessary.

	Comment	Our response
		The Trust monitors sickness levels as part of its key performance indicators.

3. Conclusion

A small number of providers responded to the consultation. Overall, the feedback is positive and supportive of the proposal, with some general comments about the need to ensure that voluntary sector provision continues to have a role in people's recovery.

Risks were raised about the approach to including the service within the S75, ensuring best value, sufficiency of funding and staffing. In tables 1 and 2 we have provided a detailed response to these risks which evidences the rationale for the proposal and mitigations.

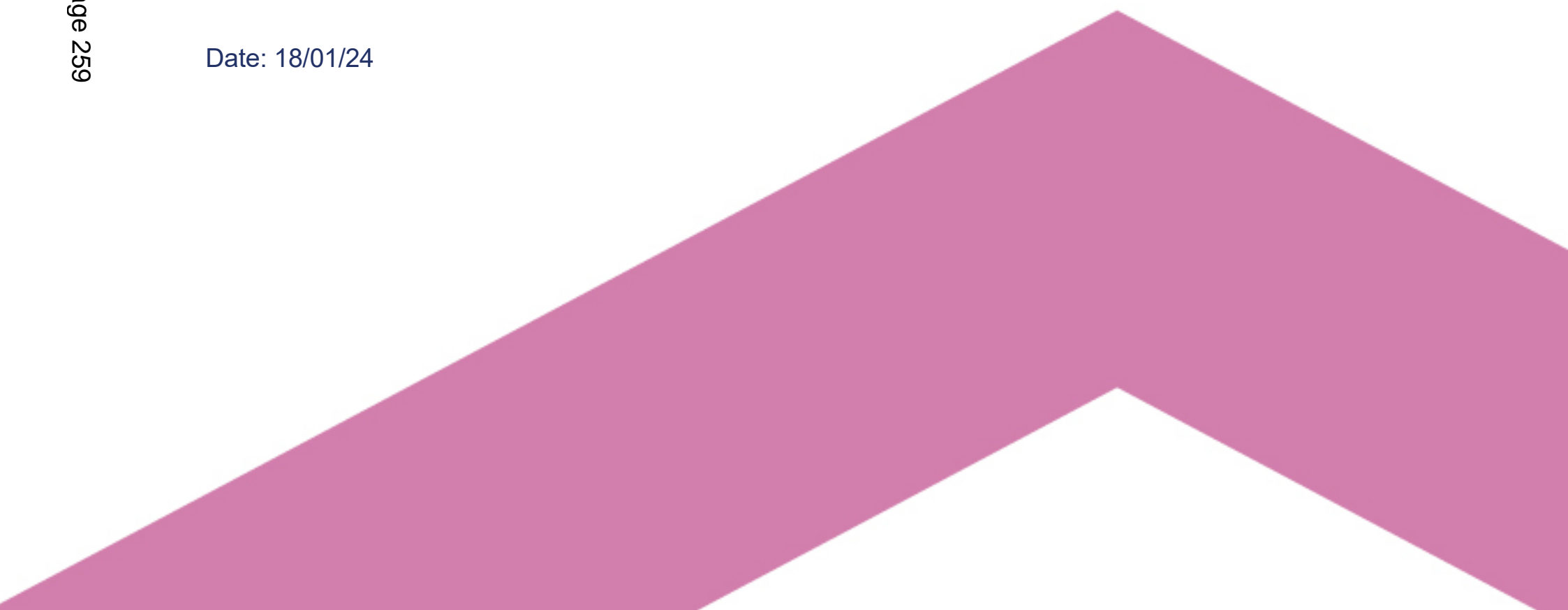
Based on the feedback, we see no reason not to progress with the proposed S75 arrangement.

Community Impact Assessment

Section 75 Agreement for Adult Social Care Assessment & Case Management and Occupational Therapy in Staffordshire

Author: Amanda Stringer

Date: 18/01/24



Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>Age - older and younger people</p>	<p>No impact - the decision is to continue to provide assessment and case management services for older people</p> <p>No Impact - The decision to transfer the existing Mental Health floating support contract within the section 75 agreement will not change the service.</p>		
<p>Disability - people who are living with different conditions and disabilities, such as: mental illnesses, long term conditions, Autism and other neurodiverse conditions, learning disabilities, sensory impairment and physical disabilities.</p>	<p>No impact - the decision is to continue to provide assessment and case management services for Adults living with a mental health condition, and adults with a physical disability</p> <p>The decision to transfer the existing Mental Health floating support contract within the section 75 agreement will have no impact on adults living with a mental health condition as there is no change to the service.</p>		
<p>Gender reassignment - those people in the process of transitioning from one sex to another</p>	<p>No impact - the decision is to continue to provide assessment and case management services for adults</p>		
<p>Marriage & Civil Partnership - people who are married or in a civil partnership should not be treated differently at work</p>	<p>No Impact - The decision to transfer the existing Mental Health floating</p>		

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
Pregnancy & Maternity - women who are pregnant or who have recently had a baby, including breast feeding mothers	support contract within the section 75 agreement will not change the service.		
Race - people defined by their race, colour, and nationality (including citizenship) ethnic or national origins			
Religion or Belief - people with any religious or philosophical belief, including a lack of belief. A belief should affect a person's life choices or the way they live for it to be considered			
Sex - men or women			
Sexual orientation - whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes			

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➤ **Health, Well-being and Social Care Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
Demands for, or access to, social care support for those eligible under the Care Act 2014.	No impact - the decision is to continue to provide assessment and		

Key considerations	Benefits	Risks	Mitigations / Recommendations
	<p>case management services for adults eligible under the Care Act 2014</p> <p>No Impact - The decision to transfer the existing Mental Health floating support contract within the section 75 agreement will not change the service.</p>		

Communities Assessment

Key consideration	Benefits	Risks	Mitigations / Recommendations
<p>The service is delivered across all areas of Staffordshire.</p>	<p>No impact - the decision is to continue to provide assessment and case management services for adults eligible under the Care Act 2014.</p> <p>No Impact - The decision to transfer the existing Mental Health floating support contract within the section</p>		

Key consideration	Benefits	Risks	Mitigations / Recommendations
	75 agreement will not change the service.		

➤ **Economic Assessment**

Key consideration	Benefits	Risks	Mitigations / Recommendations
Impact on economic growth	<p>No impact - the decision is to continue to provide assessment and case management services for adults, staff will continue to be employed by MPFT</p> <p>No Impact - The decision to transfer the existing Mental Health floating support contract within the section 75 agreement will ensure staff continue to be employed by MPFT</p>		

➤ **Climate Change Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
	<p>No impact there are no changes to the services proposed. MPFT has published a Green Plan and Green Strategy for 2022-25 which details its ambitions to reach net-zero.</p>		

Cabinet Meeting on Wednesday 20 March 2024

Provision of Apprenticeship Services 2024



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

Philip White, Deputy Leader and Cabinet Member for Economy and Skills at Staffordshire County Council said: "Skills are the life blood of any economy and having a skilled workforce is essential if we are to grow the Staffordshire economy and attract further investment and more businesses.

"Apprenticeships are key to this and last year 6,300 people started an apprenticeship in Staffordshire.

Apprenticeships are also an important aspect of workforce development for Staffordshire County Council. We currently have over 100 apprentices doing 35 different subjects and a further 95 apprentices working in our grant-maintained schools.

"As use of the Apprenticeship Levy becomes more established, and we use it to create a workforce with skills for both now and the future we need access to a wide range of specialist training providers. The appointment of Crown Commercial Services will make sure training is delivered by providers who have been approved and checked for due diligence. It will make it more efficient to award and manage the increasing number of contracts.

Report Summary:

From May 2017 Staffordshire County Council (the 'Council') have been paying into the Apprenticeship Levy. Since 2019, Cabinet have given approval for the use of two Dynamic Purchasing Systems (DPS) which have since expired.

The council requires an alternative DPS system. As the Levy starts to embed, funds spent are increasing as they are being used as a way to tackle skills shortages by upskilling the workforce and recruiting apprentices to new posts. The council needs to be confident that the providers delivering training are robust and have undergone the necessary due diligence. It would be inefficient to procure provision on a case by case basis, hence the procurement of a new DPS system.

Recommendations

I recommend that Cabinet:

- a. give approval for the Council to join Crown Commercial Service, Apprenticeship Training Dynamic Marketplace – Framework RM6102 until April 2025.
- b. review this in April 2025 to consider whether it is appropriate transfer to the CCS new framework RM6303 after considering the Apprenticeship Strategy that is currently being commissioned, through People Services;
- c. and approve the Assistant Director for Skills and Employability to be authorised to approve the award of contracts with training providers and the release of funds from the apprenticeship levy to fund training.

Cabinet – Wednesday 20 March 2024

Provision of Apprenticeship Services 2024

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

I recommend that Cabinet:

- a. give approval for the Council to join Crown Commercial Service, Apprenticeship Training Dynamic Marketplace – Framework RM6102 until April 2025;
- b. review this in April 2025 to consider whether it is appropriate transfer to the CCS new framework RM6303 after considering the Apprenticeship Strategy that is currently being commissioned through People Services;
- c. and approve the Assistant Director for Skills and Employability be authorised to approve the award of contracts with training providers and the release of funds from the apprenticeship levy to fund training.

Local Member Interest:

N/A

Report of the Skills and Employability Team

Reasons for Recommendations:

1. Skills and Employability have been working alongside colleagues in procurement to consider the available options and they produced a sourcing strategy in order for us to understand what was open to us in the current the market.
2. The alternative to using a dynamic purchasing system is to undertake lengthy and time-consuming procurement exercise for each different apprenticeship standard, undertaking due diligence and background checks for each provider, including more complex items such as cyber security and governance, which will be a significant draw upon resources across the council.
3. As use of the Levy becomes more established and we use it to bridge skills gaps and create a workforce with skills for both now and the future we will need access to specialist training providers that offer services that

are delivered in a way that benefits the organisation and apprentice. There are currently 689 apprenticeship standards available ranging from level 2 to 7 with another 64 standards in development.

4. Schools are being actively encouraged to use the Levy. The Skills and Employability team are linking with the Staffordshire Education Leaders Network to promote the use of apprenticeships within their organisation and further communication is being circulated through the school bag.
5. The previous two DPS systems used by Staffordshire County Council have been discontinued by their organisations. Key to the new framework will be longevity, with Crown Commercial Services (CCS) being one of the biggest public procurement organisation in the UK working across the public sector. Further advantages are:
 - a. Time savings in accessing framework agreements will be a faster process than conducting a full tender process.
 - b. A digital marketplace where the filtering function makes it easy to identify providers based on the needs set out in the specification.
 - c. All training providers have been assessed for financial stability, track record, experience, technical and professional ability. This also includes social value and initiatives.
 - d. All providers are ESFA and Ofsted assured.
 - e. The use of Docusign is available when awarding contracts which simplifies and digitalises the award process.

Background

6. Since the beginning of the Apprenticeship Levy in 2017 procurement of Apprenticeship services has included the following:
 - a. May 2017- February 2019 Managed Service Entrust Ltd.
 - b. March 2019 – September 2020 Nottingham City Council Directory of Approved Apprenticeship Providers Service (discontinued).
 - c. October 2020 – September 2024 Eastern Shires Purchasing Organisation DPS (discontinued).
 - d. Proposal would be to use CCS for the duration of the framework RM6102 until it expires April 2025
 - e. RM6102 framework ends in April 2025 we have been assured that the the new framework will be made live in February 2025
 - f. To consider extending this to RM6303 the replacement of framework RM6102
7. The Levy remains constant, the previous academic year financial information is as follows:

- | | |
|----------------------------------|------------|
| a. Levy paid | £1,252,174 |
| b. Spend (including transfers) | £790,326 |
| c. Expired funding | £360,438 |
| d. Funding at risk of expiration | £131,410 |
8. Each month, apprentices on programme are paid from the Digital Services Account (DAS). Each live apprentice generates 20% of the cost of the apprenticeship as a completion payment.
- An on-programme payment: (80% of the cost of the apprenticeship divided by the number of months of the programme).
 - Once those payments have been made the provider gets **no further payment** until completion, although the apprentice may still be on programme.
 - Completion payment 20% when the apprentice has achieved the qualification.
9. The Levy spend is often unpredictable due to factors such as apprentices:
- taking a break from learning,
 - leaving the programme of learning,
 - extending their end date,
 - and waiting on available dates to sit their end point assessment.
10. On programme as of 31 December 2023 we have:
- 204 live apprentices on programme (programmes ranging from 1 to 5 years),
 - total training costs for their courses £2,280,393,
 - of the 204 live apprentices, 95 are from over 50 different grant-maintained schools,
 - 45 different training providers,
 - covering 44 different apprenticeship standards.

The Wider Context

11. The Skills and Employability team host a graduation ceremony inviting apprentices from Staffordshire employees that have achieved their apprenticeship during the year. This apprenticeship graduation ceremony is now in its 9th Year. Employers and training providers also attend to celebrate achievement and network at this event. In 2024 we are utilising the 'We are Staffordshire branding' to further promote apprenticeships across the County.

12. The team also work closely with the Careers and Enterprise Company and the Careers Hub in Promoting Apprenticeships and Technical Education (ATE) Intelligence, which was gathered to identify baselines for local parent and teacher knowledge, understanding and awareness of ATE routes. The hub responded to findings by hosting seminars, CDP opportunities, workshops and resources including [Look at me now.](#) A dedicated site for sharing of free resources for Teachers, Parents and Students for Apprenticeships and Technical Education, as well as showcasing success stories of apprentices.
13. Skills and Employability are supporting the Staffordshire Ladder in running a large scale campaign to get a minimum of 1500 apprenticeships across Staffordshire by 2025. The Ladder will also be encouraging employers to pay more than the minimum apprenticeship wage. Staffordshire County Council lead by example and encourage grant maintained schools to do the same.
14. The Skills and Employability team are currently working with the Leaving Care team within the authority and colleagues in West Midlands Local Authorities to explore how best to support care leavers and ringfence apprenticeship opportunities for them.
15. There is further promotion during the national Apprenticeship Week to promote apprenticeships internally and externally. Including a big push internally to encourage managers to utilise apprenticeships to both upskill existing staff and for recruitment of new employees.
16. The County Council is an active partner of the West Midlands Ambassador Network and Staffordshire sub-branch. Working alongside the Careers Hub to share best practice amongst local authorities and businesses and connecting with Staffordshire's Schools to promote apprenticeships as a strong choice for school leavers.
17. 2023 also saw the County Council's first cohort of T Level students join the organisation. As well as embarking on an extended work placement, the T Level will ensure that these students leave their course 'work ready'. T levels are closely aligned with apprenticeships and natural progression for these students may be joining the workforce, higher level apprenticeships or higher education as a next step.

Resource and Value for Money Implications

18. There is no cost to the council to join the DPS, training providers will be charged a 1% fee by CCS.

19. CCS allows rapid awards. Suppliers have completed a template of built in questions so quality between suppliers can be evaluated.
20. Built in discounts have been applied by suppliers in the rapid award section of the DPS.

Climate Change Implications

21. Apprenticeships have nearly 700 standards, a number of these can be aligned to include improving our environment and contributing to our ambitions to reach net zero carbon by 2050. As we use apprenticeships to build skills for now and the future there are exciting qualifications such as Junior Energy Manager at Level 3, helping the organisation meet sustainability commitments by reducing energy consumption and reducing costs, and Ecologist Level 6 (degree) studying the relationships between living things and their environment to help to resolve potentially conflicting demands between economic development and the environment. To help further Staffordshire's progression towards net zero Staffordshire County Council and strategic partners have secured funding from Innovate UK to further understand net zero market demand and associated skills needs, including apprenticeships, for Staffordshire, both now and in the future

List of Background Documents/Appendices:

Community Impact Assessment

Contact Details

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Community Impact Assessment

Provision of Apprenticeship Services 2024

Author: Leonora Wilson-Weaver

Date:04 January 2024

➤ **Equality Assessment**

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>Age - older and younger people</p>	<p>Apprenticeships are available to all members of staff regardless of age, Additional funding is available for younger apprentices and those up to age 25 with SEN or care leavers.</p>	<p>In order to successfully complete the programme, they must be able to match and grow the skills required for the standard within their job role. Training providers are key to ensuring that the apprenticeship standards can be delivered by matching these to the job description provided by the employer.</p>	<p>If the proposal is adopted all training providers will have undergone quality checks by the Dynamic Purchasing System (DPS)</p>
<p>Disability - people who are living with different conditions and disabilities, such as: mental illnesses, long term conditions, Autism and other neurodiverse conditions, learning disabilities, sensory impairment and physical disabilities.</p>	<p>Apprenticeships can be paused by the apprentice to accommodate this, there may also be funded additional learning support</p>	<p>None-disclosure by apprentices may mean that funds are not released.</p>	<p>Initial checks by a robust training provider should ensure that this assessed during onboarding</p>
<p>Gender reassignment - those people in the process of transitioning from one sex to another</p>	<p>Open to all</p>	<p>None identified</p>	

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
Marriage & Civil Partnership - people who are married or in a civil partnership should not be treated differently at work	Open to all	None identified	
Pregnancy & Maternity - women who are pregnant or who have recently had a baby, including breast feeding mothers	Break in learning is possible at the apprentice's behest	Programme of learning will need to be reviewed to take account of changed circumstance.	Support to be provided by line manager and training provider
Race - people defined by their race, colour, and nationality (including citizenship) ethnic or national origins	Open to all	None identified	Link with all available networks to promote the apprenticeship offer e.g. Black and Brown Heritage Work Communication team utilised in publishing the offer locally.
Religion or Belief - people with any religious or philosophical belief, including a lack of belief. A belief should affect a person's life choices or the way they live for it to be considered	Open to all	None identified	
Sex - men or women	Open to all	None identified	Link with all available networks to promote the apprenticeship offer e.g. Women in Leadership
Sexual orientation - whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes	Open to all	None identified	

➤ **Workforce Assessment**

Who will be affected – consider the following protected characteristics: age, disability, gender reassignment, marriage & civil partnership, pregnancy & maternity, race, religion or belief, sex and sexual orientation	Benefits	Risks	Mitigations / Recommendations
MStaff in grant maintained schools, as well SCC come under the scope of this project and have been mentioned above	Given the opportunity to upskill, creating opportunities for employees to progress in their career and being able to access higher graded roles	Message is more easily shared amongst SCC. Consider how to reach all grant maintained schools	Discussions with HR – Head of People Solutions, Strategic Resourcing Manager, Assistant Director for People Build comms plan include Assistant Director for education forge links with Network for Education leaders use book bag with Schools.

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 ➤ **Health, Well-being and Social Care Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
Create apprenticeship employment opportunities across the Council and in the County at grant maintained schools	Access to better and well paid jobs will have a positive impact on health and well being raise living	There are fewer level 2 apprenticeships available	Work with teams such as BEST to offer Customer Service level 2 promote Teaching Assistant level 2 to schools.

Key considerations	Benefits	Risks	Mitigations / Recommendations
	standards -leading to improved life chances		Liaise with the Directory of Opportunities project regarding the Education, Employment and Training offer. Help shape the Early Careers Offer.

Communities Assessment

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Key consideration	Benefits	Risks	Mitigations / Recommendations
N/A			

Economic Assessment

Key consideration	Benefits	Risks	Mitigations / Recommendations
SCC is an aging workforce, recruiting apprentices will generate interest in those wishing to develop their careers. There are skills gaps in some areas which are already being met by the Levy. Success in this area will encourage other teams to use this in order to plug skills gaps.	More 'new' apprentices being employed by the council as directorates continue to see the benefits of recruiting apprentices. Contribution to keeping and attracting	Overspend on the Levy	Using a DPO will mean that we have more consistent contracts from training providers -

Key consideration	Benefits	Risks	Mitigations / Recommendations
	talented people and developing skills for now and the future from the People Strategy		

➤ **Climate Change Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
Page 278 Travel for apprentices to a training providers location	On-line delivery can be sought if appropriate.	Training providers may not be on be on the DPS	Crown commercial will accept additions to the system any time Meet with major local providers NSCG/Staffs Uni/Accacia to check impact.

➤ **Environment Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
None			

Cabinet Meeting on Wednesday 20 March 2024

Staffordshire's All Age Carers Strategy 2024 - 2029



Councillor Mike Wilcox, Cabinet Member for Health, and Care said,

"Carers make an extraordinary contribution in helping their loved ones lead healthier and more independent lives, and it is important that they are supported to care for them as long as they want to.

"This new strategy—produced in partnership with the Integrated Care Board (ICB) and with direct input from carers themselves—recognises the extraordinary contribution carers make up and down the county, and ensures they have the help and support they need. It also reflects how we'll continue to seek

the views of carers, and work with them to ensure they are aware of the support available and building access to support in their own communities.

"We've listened to what carers want and in building this strategy and have also integrated the needs of our inspirational young carers to ensure support specific needs."

Report Summary:

The Council and the Integrated Care Board (ICB) have jointly developed a final draft of a new All-Age Carers Strategy (2024-2029) to replace the current strategy.

Recommendation(s)

I recommend that Cabinet:

- a. Approve the Staffordshire All Age Carers Strategy 2024 – 2029.

Cabinet – Wednesday 20 March 2024

Staffordshire’s All Age Carers Strategy 2024 - 2029

Recommendation(s) of the Cabinet Member for Health and Care

I recommend that Cabinet:

- a. Approve the Staffordshire All Age Carers Strategy 2024 – 2029.

Local Member Interest:

N/A

Report of the Director for Health and Care

Reasons for Recommendations:

1. The Council and the Integrated Care Board (ICB) have jointly developed a final draft of a new All-Age Carers Strategy (2024-2029).
2. The Strategy has been co-produced by the Council and ICB with other partners including the provider of the carers support service “Staffordshire Together for Carers”, professionals and unpaid adult and young carers.
3. An extensive period of co-production took place between August and November 2023. A range of stakeholders were involved including adult and young carers, social care professionals in the Council and the Midlands Partnership University NHS Foundation Trust (MPFT), other partners and the wider public.
4. Feedback was obtained through an online and paper survey of adult carers, carers focus groups (online and in person), a survey of families of young carers and dedicated young carers focus groups. Separate focus groups were held to consult with Council employees who are also carers as well as with social care professionals in the Council and MPFT.
5. In total, 412 unpaid carers contributed their views. This includes 379 adult carers, including parent carers and Council employees who are also carers, 20 young carers, and 13 families of young carers. A summary of engagement feedback is in appendix 2.
6. A draft of the Strategy was presented to the Learning Disability and Autism Spectrum Condition Carers Forum on 15 January. The Forum

noted the strategic priorities and the process taken to reach them, and felt success depends on co-producing the action plan in a timely manner to ensure actions are achieved and that carers can stay involved. The group also asked to be kept informed about approval and delivery of the strategy.

7. The Strategy reflects national policy and legislative requirements as well as local strategies and plans including national and local data and carers feedback about their priorities.

- a. Staffordshire Health and Wellbeing Strategy
- b. Staffordshire County Council Corporate Plan
- c. Integrated Care Partnership Strategy
- d. NHS Long Term Plan
- e. Staffordshire and Stoke ICB Joint Forward Plan 2023 - 2028
- f. Staffordshire and Stoke ICB Operational Plan 2023 - 2024

8. The Strategy sets out seven main priorities each with associated outcomes and performance indicators:

- a. Information Advice and Guidance
- b. Identifying Carers
- c. Physical and Mental Wellbeing
- d. A Life Outside of Caring
- e. Short and Longer-Term Planning
- f. Assessment and Support
- g. Recognition and Value

9. The approach to achieving the outcomes will be to:

- a. Help people to help themselves by offering good and timely information about how to maintain their physical and mental wellbeing and where to go for support.
- b. Develop a carer friendly Staffordshire by increasing awareness of carers and their needs within the wider community and employers.
- c. Work with partners to build and use community capacity to support carers.
- d. Promote independence by building on carers' own assets and networks and linking carers to their local community resources.
- e. Co-produce support and services, working with individuals and communities.
- f. Encourage and enable our workforce to be able to identify carers and understand the role of the carer, and how to access support if they are a carer themselves.

- g. Embrace technologies to help identify carers earlier, link them to information and support, and use technology to support the caring role.

Governance and implementation

10. Cabinet are recommended to approve the Strategy on behalf of the Council. The ICB will be considering the Strategy through their own governance arrangements. The Health and Wellbeing Board will also be asked to consider and endorse the Strategy.
11. Once approved the new Strategy would commence from April 2024. An action plan would be co-produced to support implementation.
12. The Carers Partnership Board will oversee strategy implementation. This Board will report into the Disability and Neurodiversity Partnership Board, which will be responsible for reporting progress annually to the Health and Well-being Board.

Legal Implications

13. The new Strategy is a replacement of the current Strategy and there are no legal implications arising because of this report.

Resource and Value for Money Implications

14. There are no expected financial implications arising from the strategy. The associated action plan will be delivered within existing resources.

Climate Change Implications

15. The adoption of the new Strategy may have minor climate change implications if we deploy community worker(s). We will ensure that any specific worker(s) are deployed in an energy and time efficient manner to minimise the impact and we will use technology to facilitate connection of social networks for carers. This will mitigate the need to travel all the time and will have a positive impact on reducing potential carbon emissions.

List of Background Documents/Appendices:

- Appendix 1 – Staffordshire’s All Age Carers Strategy 2024 – 2029
- Appendix 2 - Analysis of feedback to engagement for the strategy.

Appendix 3 – Summary CIA for Staffordshire’s All Age Carers Strategy
2024 – 2029

Contact Details

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Natasha Moody, **Assistant Director for Wellbeing and Partnerships**

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Introduction

Staffordshire County Council's vision is that Staffordshire is an ambitious, innovative and sustainable county, where everyone has the opportunity to prosper, be healthy and happy.

This joint Strategy is for adult carers of adults (of all ages), parent carers of children approaching adulthood and young carers aged under 18.

At some point in our lives, most of us will be a carer. For some people caring for one or more family members or friends could be a long term, full-time role whilst for others it may be a short term or occasional role.

Caring is vital and rewarding but for some people it will come at enormous personal cost. The Council and the NHS cannot solve all of the difficulties that carers experience, but we can try and make life a little easier by addressing some of the top priorities.

This Strategy has been co-produced by the Council and Integrated Care Board and other partners, adult and young carers and their families, the public, and health and social care professionals.

The Strategy recognises the extraordinary contribution made by carers and aims to ensure they can lead happier, healthier and more independent lives, in a society that values and supports them to maintain their caring role.

We would like to thank everyone involved in the production of the Strategy, and we look forward to working with you to achieve our outcomes.

Cllr Mike Wilcox

*Cabinet Member for Health and Care,
Staffordshire County Council*

Cllr Mark Sutton

Cabinet Member for Children and Young People

Dr Richard Harling MBE

*Director of Health and Care,
Staffordshire County Council*

Neelam Bhardwaja

*Director for Children and Families,
Staffordshire County Council*

Lynn Millar

*Portfolio Director - Improving Health
Population, Staffordshire and
Stoke-on-Trent Integrated Care Board*



Context

This Strategy will help us to deliver priority outcomes in key local plans.

It aligns with the **healthy aging and good mental health priorities** in the Staffordshire Health and Wellbeing Strategy

as well as the **living and aging well priorities** in the Integrated Care Partnership Strategy

and supports delivery of the **outcome for residents to be healthier and independent for longer** in Staffordshire County Council's Strategic Plan 2022 - 26.



Unpaid adult and young carers in Staffordshire

Caring responsibilities will affect most people. The caring relationship can be with anyone - a partner, parent, sibling, child, grandchild, neighbour, or friend and may change over time. Carers may support one person for a long period or several people at different times.

The 2021 Census reported that:



Nearly 10% (82,000) of Staffordshire residents aged over 5 provide some unpaid care each week.



66% of carers are aged over 50, and 58% of carers are women.



There are 1,610 young carers aged 5 - 17.

Caring for others is part of our responsibilities to one another as citizens and can be extremely rewarding. National estimates from Carers UK place the total value of the unpaid work of carers in Staffordshire in 2021 at £2.6bn per annum. However caring can have a significant personal and financial cost with carers more likely to experience health and financial inequalities:



Carers are twice as likely to suffer from poor health compared to the general population mainly due to lack of information and support, finance concerns, stress and social isolation¹.



The caring role limits carers' ability to undertake paid work; Carers UK¹ estimate that 1 in 6 carers stop working or reduce their hours due to their caring role⁴.



Carers also have more outgoings related to their caring role such as caring equipment or higher fuel costs.



1 in 3 young carers have a mental health issue¹.



Carers under retirement age providing over 20 hours care per week are more likely to be living in lower-income households, compared with non-carers or carers providing less hours.



38% of young carers we spoke to told us they struggle to balance their caring role with going to school.

1 Carers UK and Centre for Care: Valuing Carers 2021 England and Wales | 2 NHS Long Term Plan

3 Children's Society. Young Carer Facts. Facts About Young Carers | The Children's Society (childrensociety.org.uk)

4 Carers UK: Employers for Carers website: Employers for Carers | Carers UK

Carers Assessments

Assessment for all young carers and newly registered adult carers are undertaken by the First Contact Team in Staffordshire County Council. Assessments for ongoing adult carers are usually done by social care district teams.

The First Contact Team, who do the greatest proportion of single carer assessments, carry out a regular customer satisfaction survey; 76% of carers who were assessed by the Team told us that the assessment wholly met their needs, with comments that the assessment process was professional, informative and staff personable and empathetic.

In September 2023, 1514 adult carers and 411 young carers were registered with our carers

support service, **Staffordshire Together for Carers**. This equates to 2% of all adult carers and 25% of all young carers in Staffordshire.

94% of Staffordshire’s population describe themselves as from White British communities. Staffordshire Together for Carers data shows that 97% of new carers accessing the service in 2022/23 were from White British communities, which suggests an under representation of other population groups that requires further analysis.



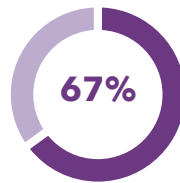
What adult and young carers told us

In total, 412 young and adult carers gave feedback to the strategy, including 306 adult carers who responded to our survey.

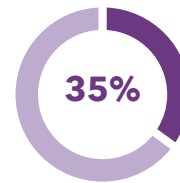
Of the carers that responded to each question:



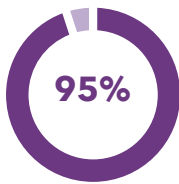
provide over 50 hours of care each week and many carers did not have a break from caring.



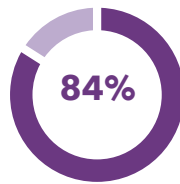
said they have not found it easy to find information, advice and guidance, and 59% said that information they had found had not been helpful.



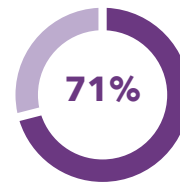
said they had not been involved or consulted as much as they wanted to be in discussions about the support or services provided to the person they care for.



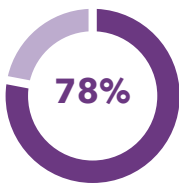
are not able to spend as much time as they want doing things they enjoy.



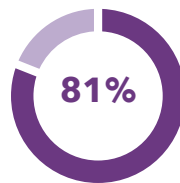
said they do not have as much social contact as they would like.



who felt respite was relevant to their situation said they would not know how to access it if they needed to.



said they do not have enough time to look after themselves.



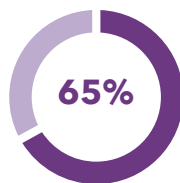
said they have not enough encouragement and support in their caring role.



Many were worried about what would happen when they can no longer care.



said caring had impacted negatively on their own health.



said caring has caused financial difficulties.



Many said that they were unaware of the carers assessment.

What adult and young carers told us

Adult carers said their top priorities to support them in their caring role are:

- › More timely support, including practical support, face to face and flexible peer support groups;
- › Reliable, accessible and timely information for example at the point of diagnosis or crisis;
- › More support from primary care, including signposting and timely information and advice;
- › More opportunities for a break from caring;
- › Simpler health and care systems including consistent workers, named contacts and being able to speak to someone;
- › To be recognised and valued, and for health and social care professionals to understand and have empathy for the carer's role;

Young carers and their families told us their top priorities are:

- › More support, including socialisation support, counselling and flexible peer support sessions;
- › Being identified as a young carer earlier and support given at an earlier stage;
- › More awareness of young carers in schools, communities, and health services;
- › More support in schools as a young carer and more practical support, such as exam help, free school meals, additional help;
- › More opportunities for a break from caring;
- › More funding and opportunities for young carers from local services including Staffordshire Together for Carers.



Priorities, outcomes and actions and how we will measure delivery

Based on our strategic objectives and engagement feedback, our priorities and outcomes for this Strategy will be:



PRIORITY A

Information, advice and guidance

OUTCOME

Adult and young carers have timely access to reliable, up to date information, advice and guidance and they know where to find this

Actions will include:

- › We will explore extending use of digital technology solutions to signpost carers to reliable and accessible sources of information and support, including practical support, whilst recognising that these do not work for everyone.
- › We will work with health and social care settings to improve the visibility and accessibility of information for carers.
- › Health and social care professionals will ensure that carers receive appropriate information at key points in the carer's journey such as at the cared for person's diagnosis and times of crisis and ensure that carers know where to get help and support.
- › Young carers will continue to be supported during times of crisis by Staffordshire Together for Carers and health and social care professionals.
- › Young carers will be supported to access information via Staffordshire Together for Carers and health and social care professionals.
- › We will ensure that carers can speak to someone if they need to.

- › We will continue to offer access to advice and support with financial management and welfare benefit entitlement.

For adult carers, we will measure delivery of this outcome through carer quality of life metrics from the biannual Survey of Adult Carers in England, and Staffordshire's own carers surveys to ensure that we hear from carers who are not in receipt of support, i.e.:

- › % of adult carers who have found it easy to access information and/or advice.
- › % of adult carers who are satisfied with the information and/or advice they have received.
- › Activity data from digital solutions such as websites and apps

For young carers we will measure this through the number of young carers assessments and numbers of young carers registered with Staffordshire Together for Carers.



B

PRIORITY B

Identifying Carers

OUTCOME

Adult and young carers, are identified, or can self-identify, so they will know where to go for support, keeping them well for longer and helping them avoid crisis

Actions will include:

- › We will provide our own local online carer awareness training and make it mandatory for social care professionals and promote and encourage uptake by health professionals.
- › We will explore the best use of digital solutions to identify adult carers early and help them to self-identify.
- › We will help primary care surgeries, often the starting point for a carer's journey, to recognise carers and know where to signpost them for support in their communities.
- › We will work in partnership with schools to help them identify children and young people who care for a family member

to ensure they are acknowledged and supported and referred to the appropriate professionals.

- › We will work to identify barriers and improve equality of access for carers to ensure that underrepresented groups are supported.

We will measure delivery of this outcome through:

- › % of adult and young carer population on the carer register for Staffordshire
- › Number of identified carer champions in primary care surgeries and schools
- › Ethnicity data from the carers support provider



C

PRIORITY C

Physical and mental wellbeing

OUTCOME

Adult and young carers can access the support they need to maintain good physical and mental wellbeing

Actions will include:

- › We will help primary care surgeries to identify carers and offer or signpost them to appropriate support, including Carers Passports and vaccinations.
- › To prevent loneliness and isolation we will continue to develop a range of opportunities for carers to meet with other people, including other carers.
- › We will train school staff and other relevant agencies to be alert to issues affecting the wellbeing of young carers and to respond appropriately.
- › We will continue to offer counselling to carers based on their needs through Staffordshire Together for Carers.
- › We will provide employers with information on carers legislation, so that employers know how to take effective action to enable carers to balance their caring and employment responsibilities.

We will measure delivery of this outcome through:

- › % of adult carers who say in the Survey of Adult Carers in England and Staffordshire's own survey:
 - I'm able to spend my time as I want, doing things I value or enjoy.
 - I have as much control over my daily life as I want.
 - I look after myself.
 - I have no worries about my personal safety.
 - I have as much social contact as I want with the people I like.
 - I feel I have encouragement and support.
- › Young carer feedback.



D

PRIORITY D

A life outside of caring

OUTCOME

Adult and young carers have the opportunity to have a life outside of caring and maintain social relationships with family, friends and others

Actions will include

- › We will use digital means to increase awareness of online directories, such as **Staffordshire Connects**, and face-to-face information sources including our **community help points**, so carers can connect with social groups and events in their community.
- › We will co-produce with carers a range of affordable and personalised opportunities to enable carers with the greatest need to have a break from caring.
- › We will work with partners including the voluntary sector to ensure carers have access to suitable peer support opportunities. This will include carers groups where carers can go with the cared for person.
- › We will help underrepresented carers, such as those in rural areas, to be better socially connected and experience fewer feelings of isolation.
- › We will ensure that young carers have educational opportunities and can experience activities and flexible peer support sessions outside school hours, that support them to develop and sustain friendships with their peers and gives them time away from their caring responsibilities.
- › We will support young carers to access education, work and training, ensuring that the education and life chances of young carers are not compromised by their caring role.
- › We will ensure that Staffordshire Connects has up to date information on how to arrange and access respite care.

We will measure delivery of this outcome through:

- › Number of young carers' statutory assessments and number of young carers made known as a carer to their school.
- › Number of young carers supported to access or maintain employment.
- › Number of adult carers in receipt of short break opportunities.
- › Number of young carers in receipt of short break opportunities and peer group support
- › % of carers supported by Adult Social Care receiving support in full or in part via one-off direct payments.



E

PRIORITY E

Assessment and support

OUTCOME

Young and adult carers have a consistent offer to preventative, personalised and strength-based assessment and support

Actions will include:

- › We will ensure a consistent approach to carers assessments is adopted by Adult Social Care and that the whole workforce is equipped and has the knowledge to support carers.
 - › We will ensure the carer is able to make an informed decision about how their assessment is undertaken and whether this is face to face.
 - › We will continue to develop our carer offer to be focussed on prevention, reducing and delaying needs arising and avoiding crisis.
 - › Where an assessment identifies eligible needs, we will look to meet these with support from the carer's own network or local community including preventive, universal services.
 - › We will improve understanding with carers and professionals of our current carers self-directed support offer, called carers direct payments, and make sure they are accessible to everyone who is eligible.
- › We will work holistically with young carers through the assessment process looking at the wider impact of their caring role on their education, health and wellbeing and future aspirations and ensure they have access to ongoing, appropriate support such as peer support groups, one to one support or counselling.
 - › Improve our assessment pathways for parent carers whose child is preparing for adulthood and for young carers approaching adulthood.

We will measure delivery of this outcome through:

- › Reviewing audits of our strength-based practice carer assessments.
- › Carer feedback on their experience of assessment by First Contact Team and timeliness of assessments.
- › Number of young carers accessing support from Staffordshire Together for Carers.
- › Uptake of one-off direct payments.



F

PRIORITY F

Short and longer-term planning

OUTCOME

Adult and young carers have the opportunity to develop effective contingency and long-term plans for when they cannot provide care and we will respond promptly should crisis occur

Actions will include:

- › Help to develop contingency plans and plan for the future will be offered to all newly registered carers and following an assessment.
 - › We will work with young carers to develop a "What to do in an Emergency" plan.
 - › We will ensure carers know how to get help in the event of a crisis.
 - › We will ensure that eligible carers can access a break from caring.
- › We will ensure that professionals working with families take a whole family approach, can recognise a potential crisis or where a longer-term alternative plan for care may be required and help to put arrangements in place.

We will measure delivery of this outcome through:

- › Number of contingency and longer-term plans carried out by our carers support service.
- › Number of referrals due to carer breakdown.



G

PRIORITY G

Recognition and value

OUTCOME

Carers feel valued and respected as an expert partner in care

Actions will include:

- › We will increase the numbers of carers champions in primary care and schools.
- › We will support social care staff to recognise, positively engage and respect carers.
- › We will involve adult carers in assessments, care planning, decision making and reviews, and universally recognise and support them as 'Expert Partners in Care'.
- › We will run regular communications to identify, support and celebrate carers using opportunities including Carers Week, Carers Rights Day and the Dignity in Care Awards.
- › We will work with businesses to help build carer friendly communities and recognise and support carers.

- › We will promote the use of discount cards and schemes for carers.

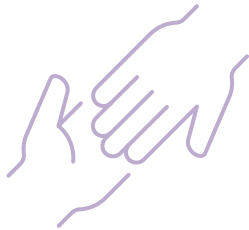
We will measure delivery of this outcome through:

- › % of carers who have been involved or consulted as much as they want to be about support or services provided to the person they care for.
- › % of carers who have had encouragement and support in their caring role.
- › Nominations of unpaid carers for the Dignity in Care Awards.
- › Number of staff who have undertaken carers awareness training.



Our approach

To achieve these outcomes, we will:



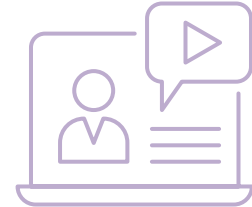
Help people to help themselves

by offering good and timely information about how to maintain their physical and mental wellbeing and where to go for support.



Encourage and enable our workforce

to be able to identify carers and understand the role of the carer, and how to access support if they are a carer themselves.



Embrace technologies

to help identify carers earlier, link them to information and support, and use technology to support the caring role.



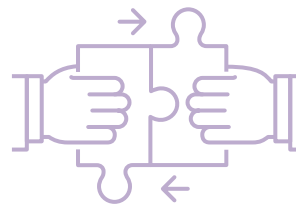
Co-produce support and services

working with individuals and communities.



Develop a carer friendly Staffordshire

by increasing awareness of carers and their needs within the wider community and employers.



Work with partners to build and use community capacity

to support carers.



Promote independence

by building on carers' own assets and networks and linking carers to their local community resources.



Staffordshire’s All Age Carers Strategy 2024 – 2029: Feedback from adult and young carers, families of young carers and social care professionals from the engagement process

Section 1: Results from survey of adult carers

Section 2: Feedback from adult carers’ focus groups

Section 3: Feedback from focus groups of adult social care professionals

Section 4: Feedback from working carers in Staffordshire County Council and Midlands Partnership University NHS Foundation Trust

Section 5: Feedback from young carers’ focus groups

Section 6: Feedback from families of carers

1. Adult carers feedback obtained through the survey

Services and systems that work for carers	The majority of carers said	<ul style="list-style-type: none"> - Most respondents had not received support from social services in the last 12 months but most of those who had were happy with it. - It is difficult to find information about support, services and benefits and we need better signposting or making it easier to find. - I would not know how to access support or respite care if I needed it. - A GP or a social care professional who they had met in the previous 12 months had not identified them as a carer or offered support. - They had been involved or consulted to some extent in discussions about the support or services for the cared for person. -
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	A number of carers said	<ul style="list-style-type: none"> - Information quality needs to improve, and be timely e.g. from health and social care professionals at key points like times of crisis and diagnosis. - The system needs to improve (too complicated, too many blockages, fragmented and lacking continuity between services, carers have to repeat story, difficult to find the right person / department, feeling fobbed off, navigating benefits applications very difficult).
	A few carers said	<ul style="list-style-type: none"> - We need help to complete benefit forms. - Better website navigation.
Employment and financial wellbeing	The majority of carers said	<ul style="list-style-type: none"> - In the last 12 months caring has caused some or a lot of financial difficulties. - I'm not in paid employment for reasons unconnected with caring e.g. retired. - Flexible working arrangements and flexibility for medical appointments are most helpful to balance work and caring.
	A number of carers said	<ul style="list-style-type: none"> - I'm not in paid employment because of my caring role. - I am in paid employment and feel supported by my employer.
	A few carers said	
Supporting a carer friendly community	The majority of carers said	<ul style="list-style-type: none"> - I do some of the things I value or enjoy but not enough. - I have some control over my daily life but not enough. - I am neglecting myself or sometimes can't look after myself well enough. - My health has been made worse by my caring role. - I don't have as much social contact as I would like.
	A number of carers said	<ul style="list-style-type: none"> - I have no encouragement and support.
	A few carers said	<ul style="list-style-type: none"> - I am extremely worried about my personal safety. - I fear for the future when I can no longer care.

Using data and digital solutions to improve outcomes for carers	The majority of carers said	<ul style="list-style-type: none"> - They use a smartphone, mobile phone or tablet to support their caring role, including to set reminders for medication, appointments and share information with their caring circle e.g. What's App.
	A number of carers said	<ul style="list-style-type: none"> - They don't use any IT and aren't IT savvy. - They had no time or interest in it.
	A few carers said	<ul style="list-style-type: none"> - They use movement monitoring devices or cameras. - They would like more support to use it. - Too confusing, stressful, would prefer to speak to someone.
What would make the biggest difference to help you continue in your caring role?	The majority of carers said	<ul style="list-style-type: none"> - More support including more practical support e.g. gardener, handman, more flexible peer support groups and more local support.
	A number of carers said	<ul style="list-style-type: none"> - A break from caring including respite care - Discount card - Greater recognition of their role and professionals to have more understanding and empathy for them as a carer - Better and more accessible information - More financial support - Health and social care systems to improve including better communication
	A few carers said	<ul style="list-style-type: none"> - To be involved and consulted in decision making - More help with transport - Services they can take the cared for person to - Carer passport

2. Adult carers feedback from carers focus groups

Are current priorities correct?	The majority of carers said	<ul style="list-style-type: none"> - Current priorities are broadly correct but need to be delivered - We need timely access to information, in a range of formats and to know where to find it or to be given it at key points e.g. diagnosis
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	A number of carers said	<ul style="list-style-type: none"> - Many people said they did not get any break from caring or only once a month. - Carers worry about what would happen when they can no longer care. - Carers gave a mixed response to digital solutions, some people quite savvy and use social media, Alexa, others had no access to PC, printers etc.
	A few carers said	<ul style="list-style-type: none"> - Need more support with financial management including information on website (financial contributions).
What is your experience of support or services	The majority of carers said	<ul style="list-style-type: none"> - Many people said GPs and hospitals know they are a carer but don't link or signpost to Social Care, provide adequate support or information re health condition, diagnosis. - Communication is poor.
	A number of carers said	<ul style="list-style-type: none"> - We don't know what support is available – this included statutory assessments, Staffordshire Together for Carers, and local community support or other peer groups. - Some people said they could not access peer groups due to lack of flexibility of time. - Carers assessments are a tick box exercise with no outcomes.
	A few carers said	<ul style="list-style-type: none"> - Social care professionals - lack empathy, no consistency and no key / allocated worker makes their role much harder including managing expectations downwards e.g. availability of respite. - Some carers said lack of services and respite for adults with learning disability in Leek / Moorlands. - Parent carers talked about poor experience of Children and Families Services and having to fight for their rights particularly with the Education Department.
What would make the biggest positive	The majority of carers said	<ul style="list-style-type: none"> - Better support from health and primary care, including information and signposting.

difference to help you keep caring?		- Many people said more peer support groups including specialist groups e.g. carers of people with mental health needs.
	A number of carers said	- Better access to respite so they could take a break from caring, enjoy outings. - Better communication, including named person to contact, direct phone line, someone to talk to face to face. - More information about services and support available, and more local services and support.
	A few carers said	- Consistent social worker / allocated worker, who understands them and the needs of the cared for person.
What are your top three priorities?	The majority of carers said	- More support, including face to face support, including social care professionals and access to groups. - Accessible and accurate information, advice and guidance, and signposting to this.
	A number of carers said	- More empathetic social care & health professionals who understand the carer's role. - Primary care surgeries to link or signpost carers to sources of support and information.
	A few carers said	- Primary care surgeries to share their carers register

3. Social care professionals' feedback from a focus group

Do you know where to signpost carers for an	Most people said	- There was good understanding of this within MPFT district teams and First Contact staff. Many attendees were carers assessors from First Contact Team.
	Some people said	

assessment of their needs	A few people said	
How would you prefer to source information when supporting or signposting a carer?	Most people said	<ul style="list-style-type: none"> - In email and printable format, and suitable for sending via text message. - Something simple and not too long. - Information on local services and where the gaps are.
	Some people said	<ul style="list-style-type: none"> - In hard copy as some carers don't have mobiles etc.
	A few people said	
What would be the most effective way to communicate changes to commissioned services or service pathways to you?	Most people said	<ul style="list-style-type: none"> - Service briefings e.g. PSW practice forum. - Social Work Learning Academy newsletter, leaflets, emails - but not on Fridays as these are the busiest for emails. -
	Some people said	
	A few people said	
From your interactions with carers, what are they telling you would make the biggest positive difference?	Most people said	<ul style="list-style-type: none"> - Respite and time for themselves, sitting services. - Easy access to respite as takes long time to access.
	Some people said	<ul style="list-style-type: none"> - Parent carer assessment: many don't feel they have an identity outside their caring role - would like an opportunity to meet other parent carers who can empathise. - Financial support due to cost of electricity and gas to heat home.
	A few people said	<ul style="list-style-type: none"> - More evening groups.

		<ul style="list-style-type: none"> - Priority access to mental health services for young carers and young adult carers as 6-month wait. - Ability to shape experience of coming into contact with services and social care professionals e.g. co-production, being involved in recruitment panel, access the website and choose how to get involved. - GP surgeries to be more empathetic and offer health appointments at appropriate times for the carer and the cared for person, as it can be impossible to get someone with dementia to an 8 a.m. appt.
Do you have any comments or suggestions you would like us to take into account?	Most people said	<ul style="list-style-type: none"> - There are service gaps (including local community groups and accessing benefits) as well as: <ul style="list-style-type: none"> - Availability of activities for young carers - predominantly delivered in 3 areas (Stafford, Lichfield and Burton) so people have to travel and lack of activities in school holidays. - Lack of face-to-face activities for 5 and 6 years olds - we are not meeting the need for them to get out of the home. - Information was shared about other activity providers. - Changes in age eligibility which meant a loss of provision for young carers aged 13+ years.
	Some people said	<ul style="list-style-type: none"> - Lack of provision for young adult carers 16 - 17 as activities usually take place at 4 - 5 p.m. and carers can't get to them. - Gap in Wombourne. - Struggle to get teenagers to engage - no peer support group for 13 + and in many of the areas. - Gap in age-appropriate support for young adult carers aged 18 - 30, e.g. contact with other adult carers and no online offer either.
	A few people said	

4. What Staffordshire County Council and MPFT working carers told us (NB only 3 working carers took part in these groups)

Are current priorities correct?	Most people said	- Current priorities broadly correct
	Some people said	- Unaware of carers assessment, direct payments or commissioned carers support service
	A few people said	- Need to make schools aware of assessment. - Information needs to be available to community MH services so they can give paper copies of leaflets and newsletters to patients. - Information needs to be available at point of crisis, not discharge. - Information needs to be available at child in need assessment, Sendiass and Family Hub.
How does your caring role impact on your work life?	Most people said	- Caring role peaks and troughs and can have more impact on work at crisis point with greater need for flexibility to deal with practical issues like making appointments. - Impact of caring on mental wellbeing.
	Some people said	
	A few people said	- Work is good for people’s mental health and we need to recognise that we have to maintain a service.
How does SCC currently support you?	Most people said	- People feel very well supported by managers and flexible working policy for those in flexible roles. - People feel trusted to deliver the workload. -

	Some people said	- Lack of flexibility with some job roles can make certain roles unmanageable.
	A few people said	- Access to wellbeing support like ThinkWell is valued and supports with emotional wellbeing / resilience at the point of crisis.
Looking to the future, what else can Staffordshire do to improve the support that it offers to working carers?	Most people said	- Support to navigate the system and signpost to support, information etc. - Other organisations being carers aware.
	Some people said	
	A few people said	
Would a dedicated support network in Viva Engage be useful to talk to other carers in similar situations?	Most people said	- People were positive about this depending on how it would be used - e.g. as a chat / peer support group function, information sharing tool etc.
	Some people said	
	A few people said	

Carers also told us:

"I feel forgotten"

"I worry about what will happen when I die."

"I am happy to be a carer. I know that it won't be forever, but it has meant I have and will continue to neglect my own business, that is the struggle."

"I want to be listened to, be believed and be involved in decisions."

"I just feel that an afternoon off once in a while so that I could go shopping or arrange to visit a friend would be amazing."

5. What young carers told us through the feedback sessions:

1	Can you talk about the things you like doing?	The majority of children/young people listed activities they could do	Football, cricket, singing, arts and craft, listening to music, sport in general, being with friends, basketball, swimming, talking to friends, video games, archery, playdough, exercise
		Several children	Said they have people to talk to about the things they like doing
		One child/young people said	Cannot discuss things if they have had a bad day
2	Does the support you provide for your family member (change wording as necessary in terms of brother/sister/Mum/Dad etc) ever stop you from doing these things?	The majority of children/young people said	It does not stop them from doing the things they like to do
		2 children/young people said	Occasionally they cannot do the things they want to do due to their caring roles
		5 children/young people said	It does stop them doing the things they want to do Some example answers: <i>"Because I normally need to look after my 2 brothers as they are disabled"</i> <i>"I don't do much as I have to help my Dad and look after myself"</i>
3	How do you manage the support you give to your family member alongside of going to school?	2 children/young people said	<i>"I just do it"</i>
		2 children/young people said	<i>"I manage well"</i>
		2 children/young people said	<i>"It is easy to manage"</i>
		2 children/young people said	<i>"It is not hard and I manage"</i>
		5 children/young people said	I do not manage very well Answers: <i>"I need to check my Mum takes her meds",</i>

			<p><i>"In the holiday I care and help my Mum and family and on a school day I have to do both before and after school",</i></p> <p><i>"I struggle a bit as I try to look after my other and go to school and that stresses me",</i></p> <p><i>"I do not cope well, I get annoyed or stressed quickly if my sister does something I don't like and it doesn't help that I have had the stress of school already that day", "badly!"</i></p>
4	Does the support you give have an effect on how you look after yourself? (<i>sleep, exercise, food, social activities, etc</i>)	10 children/young people said	No, it does not affect how they look after themselves
		1 child/young people said	A little
		6 children said	Yes, it does affect how they look after themselves Some example answers: <i>"In my sleep my tummy hurts because of worries so I can't sleep", "I don't get enough sleep"</i>
		3 children/young people said	No and yes. <i>"have learn that in my religion if I help we get a reward from God, I sometimes feel sleepy as I need to get my brother to sleep for me to be able to sleep"</i>
5	Thinking about time with your friends, does the support you give affect this?	4 children/young people said	Yes and no
		2 children/young people said	It does not affect their time with their friends
		4 children said	Yes it does affect their time with their friends Some example answers: <i>"Kind of because I only have 1 friend", "only get to see friends at school as my Mum said no to going out after school"</i>

6	Do you feel supported to be a carer, if so by who?	Majority of children/young people said	Yes
		2 children/young people said	No <i>"Not really, as being a young carer is not well known"</i> <i>"I have not been given support because my case is very serious"</i>
		People or services which supported them:	By everybody By friends and family Counsellor Teacher
		Majority said young carers service supports them	Young carer service
7	How long were you supporting someone before you knew you were a Young Carer and had some help/assessment?	Variety of answers	6 years x 3 7 years x 3 8 years x 2 5 years x 3 4 years x 2 3 years x 2 <i>"All my life"</i> Don't know x 5
8	Thinking about the support you offer your family member, what worries you the most?	Several children/young people said	Nothing
		One child/young people said	Don't know
		Several children said	Yes Some example answers: <i>"Arguments and crying",</i> <i>"school",</i> <i>"everything",</i> <i>"school and homework",</i>

			<p><i>"Mum getting worse",</i> <i>"falling behind in school",</i> <i>"him getting hurt",</i> <i>"if my family was unhappy",</i> <i>"something wrong happening to my brother which makes him go into hospital",</i> <i>"my Mum being alone",</i> <i>"I feel my family will suffer when I am in school", "my Mum being upset or if something happens"</i></p>
9	What help has made the most difference to you?	3 children/young people said	<p>Nothing <i>"Nothing as I am always worried and afraid"</i></p>
		2 children/young people said	Not sure
		Variety of answers	<p><i>"Friends",</i> <i>"counsellor",</i> <i>"help from my family",</i> <i>"school and other charity help",</i> <i>"getting an extension on the house by the Council"</i> <i>"my family has always been on my side when I have suicidal thought and my mental health is bad"</i> <i>"socialising with friends"</i></p>
10	What do you think the Council should consider most important to support Young Carers? <i>(Discuss what the Council is etc)</i>	Variety of answers	<p><i>"more money for young carer staff"</i> <i>"discounts towards basic needs"</i> <i>"making sure we are happy"</i> <i>"extra payments for those who help us"</i> <i>"more sport and friendship groups"</i> <i>"more people to help us"</i> <i>"more fun things to do"</i></p>

			<i>"bringing friends on trips as well as family"</i> <i>"time to talk"</i> <i>"make young carers more known"</i>
		3 children/young people said	Don't know
Additional questions for older young carers			
11	Does the support you give have an impact on what you will do after you finish school? (16/18+, future working, education, life?)	7 children/young people said	No One child said: <i>"no as I will be successful"</i>
		4 children/young people said	Not really/not sure <i>"my Dad can function without me, I think"</i>
		5 children/young people said	Yes Some example answers: <i>"Yes, as I cannot move away", "yes, it will have an impact on me"</i>
12	What do you think the Council should consider most important to support Young Carers?	Several young people said	Don't know
		2 young people said	Help make young carers be more known
		Several young people said	Help more young carers join the groups

6. What families of young carers told us

Completed via Microsoft form sent out by the commissioned service for young carers

1	Can you talk to us about the things your child/young person likes doing?	Variety of answers	Art and walking, going to different places and making new friends, swimming, reading, playing, cooking, bowling, Spending quality time with Mum and Dad. Watching movies, gymnastics, mountain biking, animals and outdoor activities <i>"monthly get togethers have been his life saver"</i>
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			Holidays, drama, visiting places, listening to music, horse riding <i>"she loves going to the group each month and doing the fun activities on offer with her friends"</i>
2	Does the support they provide for their family member ever stop them from doing these things?	1 person said	No
		1 person said	<i>"Try not to let it"</i> <i>"we try for it not too but we have to make reasonable adjustments which means sometimes it does stop or make it less enjoyable owing to worrying about doing things with conditions"</i>
		10 people said	Yes Some example answers: <i>"we are unable to go to a lot of places due to the disability/behavioural problems of her twin brother who struggles in busy/different environments"</i> <i>"yes all the time they don't get time to these activities until I am upstairs in bed"</i> <i>"he does worry about going to any activities that mean him going away overnight from his family member – this is something he won't do"</i> <i>"yes, they do not get to have any recreational or socialisation time as due to my disability I cannot take him anywhere"</i> <i>"yes, our son just trashes anything she is working on"</i> <i>"yes, as she has a younger brother she also has PICA syndrome so will eat anything from beads to pebbles"</i>

3	How do they manage the support they give to their family member alongside the demands of going to school?	Variety of answers – all had an element of difficulty	<p><i>"find it hard not to worry"</i></p> <p><i>"we have to try and get school homework done when her brother has left for school in the taxi in the mornings, but time is limited"</i></p> <p><i>"we try to balance this as much as possible"</i></p> <p><i>"with great difficulty and often by self"</i></p> <p><i>"not too bad at the moment, but as she gets older and has more to do, I think this will get harder"</i></p> <p><i>"they have to share duties: hoovering, washing up, cooking and other household chores"</i></p> <p><i>"he mainly supports his family member before school evenings and weekends"</i></p> <p><i>"they are struggling and very tired"</i></p> <p><i>"she copes quite well but can appear sad and withdrawn at times"</i></p> <p><i>"very difficult but we manage"</i></p> <p><i>"struggle sometimes to balance it all. School don't seem to register that being a young carer affects schoolwork and focus. Lots of funding and extras given for pupil premium children or LAC or SEN but no extra support given to young carer and they don't affect data. PPG and LAC and even SEND get free school meals , exam help, access to support, trips etc but young carers are never factored into this, yet they are often the ones who need it most"</i></p> <p><i>"they are quite settled at school and get no with their schoolwork and homework, but it is sometimes hard when I cannot help them due to my severe sight impairment"</i></p>
4	Does the support they	1 person said	No

	give have an effect on how they look after themselves? (<i>sleep, exercise, food, social activities, etc</i>)	2 people said 10 people said	A little/sometimes Yes Some example answers: <i>"her sleep gets disturbed every night which impacts on our daughter's tiredness the following day"</i> <i>"they stay up later to spend time with parents, food not always healthy as convenient for time, not able to get out and socialise, so not as confident"</i> <i>"struggles to remember to put herself first"</i> <i>"he will worry at times more and his nan has to step in and get him to go and spend time at her house to relax, and have time to destress and have time for himself"</i>
5	Thinking about time with their friends, does the support they give affect this?	1 person said	No
		3 people said	Sometimes
		8 people said	Yes Some example answers: <i>"yes, as the little time we have respite using the PA hours, we like to make this time special with our daughter, so this leaves little time for activities with friends out of school"</i> <i>"going to monthly group has helped him socialise and gain more friends"</i> <i>"can cause meltdowns in the home, because they want to be out but can't always do this"</i> <i>"she is more mature than some of her friends, owing to the responsibility she has, and it can affect her relationships with friends, as some of the things that "normal" kids do, just seems immature to her. Old head on young shoulders"</i>

			<p><i>"yes, we keep away from people as our son can be aggressive which impacts upon her"</i></p> <p><i>"it is difficult for them to socialise with their friends outside of school due to the fact that most of them either invite them to the park or birthday parties and as I cannot get them there, they miss out"</i></p>
6	Do you feel they are supported as a carer, if so by who?	1 person said	<p>School</p> <p><i>"school are very supportive; Staffordshire Together for Carers have had a real positive impact on social interaction and confidence"</i></p>
		2 people said	<p>Family</p> <p><i>"he is supported by other family members when he allows them to support him. He is a very private person and will isolate himself if he becomes too stressed"</i></p> <p><i>"us as a family and then Staffs young carers group, that is it. Doesn't seem to be support elsewhere for hr"</i></p>
		10 people said	<p>Young Carers/Staffordshire Together for Carers Service</p> <p>Some example answers:</p> <p><i>"by STfC but not much by anyone else"</i></p> <p><i>"young carers have been amazing"</i></p> <p><i>"STfC gives them respite and time away from myself and go beyond and gave them a few days away from me"</i></p> <p><i>"Young carers service is the only support she gets"</i></p>
7	How long were they supporting a family member before	Variety of answers	<p>Since they were at school</p> <p>7 years</p> <p>Assessed when they were 7 years old</p>

	they/you knew they were a Young Carer and had some help/assessment?		<p>6 years 5 years 2/3 years When they were 7 and 8 Long time 3 years x 2 2 years <i>"he has been a young carer since he was 8, and Young Carers Service were involved when he was 10, his older brother mentioned to his 6th form teach how ill their parent was and the caring they were all doing outside of school. She stepped in and referred them both, but her elder brother wasn't helped but the youngest was"</i> <i>"they took on their caring role at quite an early age and I didn't realise support was available for them until a couple of years ago"</i> <i>"since they were able to understand that their brother was different"</i></p>
8	Thinking about the support they offer their family member, what do you think worries them the most?	Variety of answers	<p><i>"not being there for me"</i> <i>"she wants her brother to stop banging his head because he hurts himself. He also targets other people especially our daughter, he pulls her hair out, scratches ad pinches so she is constantly worried about getting hurt by him an always on guard in her own home"</i> <i>"she is worried about lots of things"</i> <i>"the aggression from sibling who needs care, rejection from sibling, what things will be like when she grows up"</i></p>

			<p><i>"me having falls and them not being here"</i> <i>"that the young carer will say he isn't coping and involve Social Workers who will remove him from home" (this is a fear due to neighbours being foster carers)</i> <i>"the unpredictability of everything and mortality sometimes"</i> <i>"I think my safety and the fact I can't see much is what worries them the most"</i> <i>"how angry he gets"</i></p>
9	What help do you think has made the most difference to them?	Variety of answers	<p><i>"time away from caring"</i> <i>"having PA hours so we get to do normal things twice a month as a family"</i> <i>"having and talking to people in the same situation, time away to be a child"</i> <i>"breathing space away from being a carer"</i> <i>"we are still figuring out what help is available, nice to meet people with shared experiences"</i> <i>"he gets to go monthly to be with other young carers be a child, have fun at Xmas. They take him and a family member which he absolutely loves to a pantomime as he says he gets to spend just a couple of hours laughing and relaxing not worrying and seeing his family member smile because of their pain daily it doesn't happen much"</i></p>
		Several people said	Young Carers group

			<p>Young Carers support Young Carers weekends away Young Carers trips Confidence and socialisation opportunities from young carer support/groups</p>
		1 person said	Counselling
10	What do you think the Council should consider most important to support Young Carers?	Several people said	<p>Young Carers group More activities available for young carers More support early on in their caring life Schools to support more More respite for young carers Counselling Listen to their needs</p> <p>Some example answers: <i>"they need the support very early so they won't miss opportunities to socialise and learn"</i> <i>"that the young carers are needed. A lot of children out there living a life trying to be the grown up worrying about an adult in their household and this organisation (young carers service) steps in and lets them be a child again, if only for a few hours. They get to leave their worries at the door and also talk to others who know how it feels.</i> <i>This is a really important thing for a child as they get forgotten so many times as their voice is only heard when it's too late so please keep it going"</i> <i>"their voice, their concerns, their opinions. Getting schools to know who these young carers are and having them on the radar for support"</i></p>

			<p><i>"I think Staffordshire County Council should consider more respite breaks for young carers and also activity sessions to let children just be themselves and enjoy being children with no responsibilities for a short period of time"</i></p> <p><i>"That time with others like themselves, so they don't feel alone and like they are the only one with a family member with an illness or disability"</i></p>
11	Do you think the support/care they give will have an impact on what they will do when they finish school? (16/18+, future working, education, life?)	7 people said	<p>Yes</p> <p>Some example answers:</p> <p><i>"yes massively, we worry so much about how she will be able to study in peace in the future as her brothers behaviours and noise levels are too distracting. This is going to have a huge impact on her studies and results. We do think she would be amazing working with children and adults with additional needs"</i></p> <p><i>"yes because they constantly worry about things"</i></p> <p><i>"yes I think it is very important that children have an opportunity to live their childhood and enjoy themselves which will in turn impact their decisions on what they want to do after they leave school"</i></p>
		2 people said	Maybe
		2 people said	Not sure

Community Impact Assessment

Staffordshire's Joint All-Age Carers Strategy 2024 - 2029

Author: Jackie Averill

Date:23/1/24

➤ **Equality Assessment**

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>Page 324</p> <p>Cross Cutting themes – Impacts that affect all or multiple protected characteristics and health and care needs</p>	<p>This is an all-age strategy for unpaid carers which covers young carers aged from 5 – 17 and adult carers. It is joint with the Integrated Care Board and therefore covers primary care.</p> <p>This strategy replaces the current “All Together for Carers” Strategy 2018 - 2023. It builds on the 7 priorities which are in our current strategy, with some significant high-level actions to support how we identify carers and help carers to self-identify.</p> <p>All the actions within the Strategy are designed to support unpaid carers in a positive way, which will consider and is intended to benefit all groups of people with protected characteristics who are unpaid carers.</p> <p>The strategy complements the Staffordshire Health and Wellbeing Strategy, the Integrated Care Partnership Strategy, and supports delivery of the outcome for residents to be healthier and independent for</p>	<p>Successful delivery of strategic priorities relies on the support of partner organisations including primary care and the voluntary sector.</p> <p>The strategy covers a 5-year period and there is a risk that delivery will cease to be a priority for partners or that priorities will change during the lifespan of the strategy.</p> <p>Feedback from carer engagement has told us that older people and people with a disability may be part of a group which is more digitally excluded.</p> <p>Research for the strategy identified that ethnic minorities are under-represented in carers support services.</p>	<p>We have established joint ownership and governance of the strategy and its implementation plan through the Carers Partnership Board. The board has membership from the Council, the Integrated Care Board, voluntary sector providers and carers. The Board has responsibility for overseeing the implementation of the strategy.</p> <p>It will report progress to the Disability Neurodiversity Partnership Board and annually to the Health and Wellbeing Partnership Board.</p> <p>The strategy includes high-level actions, and once it is approved, we will co-produce a detailed implementation plan with carers.</p> <p>Carers feedback and national guidance showed us that our priorities for carers are universal and relevant, however the implementation plan will be dynamic, and actions may be added during its lifespan.</p> <p>The Carers Strategy recognises that digital means do not work for everyone and will ensure that carers can access support,</p>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
	<p>longer in Staffordshire County Council's Strategic Plan 2022 – 26.</p> <p>In the new strategy digital solutions will have a greater role in supporting unpaid carers to access support, information, advice and guidance (IAG).</p>		<p>including IAG, through non-digital means. This links with our Supportive Communities works programme, and community help points.</p> <p>It is a high-level action within the strategy to identify barriers and improve equality of access for all under-represented groups.</p> <p>Carers who do not speak English can be supported by an Interpreter through SCC's Translation and Interpretation contract.</p>
Age	See cross cutting themes	See cross cutting themes	See cross cutting themes
Disability			
Gender reassignment			
Marriage & Civil Partnership			
Pregnancy & Maternity			
Race -		See cross cutting themes	See cross cutting themes
Religion or Belief -			

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
Sex -			
Sexual orientation -			

➤ **Workforce Assessment**

Who will be affected –	Benefits	Risks	Mitigations / Recommendations
<p>SCC employees across Staffordshire</p>	<p>See cross cutting themes section</p> <p>The strategy will raise awareness of working carers and help working carers to self-identify.</p> <p>Carers awareness training will be mandatory for all social care professionals and will be available to all staff within the Council, and will be an aid for managers to identify and</p>	<p>See cross cutting themes section</p> <p>Raising awareness may mean more SCC working carers are identified and may need additional support to help them balance their work and caring roles.</p> <p>Staff may have difficulty accessing the relevant training and finding time to complete this.</p>	<p>See cross cutting themes section</p> <p>We will work with SCC working carers to identify other means to support them such as a Viva Engage group, and how to help them self-identify and be aware of support / services if appropriate or to set up a support group to connect using our Staff Network Guidance.</p> <p>Actions to deliver the strategy will include consideration of whether SCC pursue the Carer Friendly mark to demonstrate its commitment to supporting its employees who are also unpaid carers and to act as a role model and leader to other businesses and organisations.</p>

Who will be affected –	Benefits	Risks	Mitigations / Recommendations
	<p>support staff who are unpaid carers.</p>		<p>We will work with SCC working carers to identify other means to support them such as a Viva Engage group, and how to help them self-identify and be aware of support / services if appropriate.</p> <p>Carers awareness training, with a separate module for social and health care professionals, is already available on the Learning Hub and on the SCC website. We will deliver communications for staff and managers about making provision for staff to complete the training.</p>

➤ **Health, Well-being and Social Care Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
<p>Encouraging good health and wellbeing</p>	<p>See cross cutting themes section</p> <p>An intended outcome of the new strategy is that adult and young carers can access the support they need to maintain good physical and mental wellbeing. A range of high-level activities to support delivery of this outcome have been identified within the strategy.</p> <p>Carers will continue to be able to access one-off direct payments to support their good physical and mental wellbeing by taking a break from caring.</p>	<p>See cross cutting themes section</p> <p>Unpaid carers are at a significantly greater risk of health inequalities due to the impact of their caring role.</p> <p>Failure to identify carers in education or primary health care settings means that carers may not be aware of the support available to them.</p> <p>Carers may not be aware of the availability of one-off direct payments that would enable them to better maintain their health and wellbeing.</p>	<p>See cross cutting themes section</p> <p>Activities within the strategy will support primary care surgeries and schools to identify carers early, and support carers to take a break from caring.</p> <p>We will continue to promote the uptake of one-off direct payments for carers who are eligible and explore how to ensure consistent practice in offering one-off direct payments to carers.</p>
<p>Encouraging resilience and independence</p>	<p>See cross cutting themes section</p>	<p>See cross cutting themes section</p>	<p>See cross cutting themes section</p>

Key considerations	Benefits	Risks	Mitigations / Recommendations
	<p>Our strategic approach is to help people to help themselves in the first instance and to promote independence by building on carers' own assets and networks and linking carers to their community resources or to reliable sources of information, advice and guidance. The strategy also links to the Supportive communities' programme and voluntary sector provision.</p>	<p>Identifying carers, and helping them to self-identify, may increase the number of carers who seek social care support and / or support from our commissioned carers support provider.</p> <p>See Communities Assessment section</p>	<p>Many carers tell us they do not want or need formal social care support but do need timely access to IAG to meet their immediate needs. Improving access to reliable and up to date IAG is a key priority in the strategy.</p> <p>It is a high-level strategic action to explore how we can use digital technology to meet the immediate needs of carers by enabling them to build their own digital support plan, using online IAG (local and national) and seeking support, where appropriate, from universal and community services. Providers of similar digital support services report a high proportion of carers whose needs are met in this way and who do not progress to seek formal support.</p> <p>We will continue to review demand for the commissioned support provider's services and those of its partner organisations to monitor capacity and</p>

Key considerations	Benefits	Risks	Mitigations / Recommendations
			demand, and will take this into account when the service is re-tendered.

Communities Assessment

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Key consideration	Benefits	Risks	Mitigations / Recommendations
Community development / capacity	<p>See cross cutting themes.</p> <p>The strategic approach is to use community capacity to support carers where appropriate, so that will be an opportunity to strengthen work with communities and capacity within them.</p>	<p>See cross cutting themes</p> <p>Failure to identify and share information about needs for specific localities or groups of people within communities (and gaps in provision), could lead to less effective community capacity.</p>	<p>See cross cutting themes</p> <p>We will work with our commissioned carers support provider and assessment teams to identify and understand gaps in community capacity, and we will share information on gaps in capacity / provision with VCSE organisations and the Carers Partnership Board to support development of additional resources where appropriate.</p> <p>Alongside this, we will liaise with a wide range of people involved in development of community capacity including links with Community Champions programme, Supportive Communities programme and VCSE.</p>
Educational Attainment and Training	<p>See cross cutting themes.</p> <p>It is a priority in the carers' strategy to provide</p>	<p>See cross cutting themes.</p>	<p>See cross cutting themes.</p> <p>Additional resource has been identified to increase carers champions roles in</p>

Key consideration	Benefits	Risks	Mitigations / Recommendations
	<p>support to young carers to access education, and training, ensuring that the education and life chances of young carers are not compromised by their caring role.</p>	<p>The caring role can negatively impact a young carers' educational attainment, and therefore their life chances.</p> <p>Failure to identify young carers at an early point will disadvantage them by not being able to access the support available.</p>	<p>schools to support the identification of young carers.</p> <p>Carers awareness training will be mandatory for social care professionals.</p>
<p>Rural communities</p>	<p>See cross cutting themes.</p> <p>Our strategic approach includes exploring the use of digital technology to link carers to local support and services. This is a universal offer to all carers.</p> <p>Carers who access support from our commissioned carers support provider and who want to join a carers peer support group</p>	<p>See cross cutting themes.</p> <p>Carers who live in rural communities, whether they are known to us or not, may have fewer opportunities to access local social networks and support groups, and therefore be at greater risk of social isolation.</p> <p>Carers in rural communities may also have more limited access to reliable broadband services and be more at risk of digital exclusion.</p>	<p>See cross cutting themes.</p> <p>Through the strategy we will ensure that all carers have a digital and in person offer of support.</p> <p>We will also explore new ways in which we can help under-represented carers, including those in rural areas, to be better socially connected and experience fewer feelings of isolation, and we will seek funding opportunities, such as a bid to the Accelerating Reform fund.</p>

Key consideration	Benefits	Risks	Mitigations / Recommendations
	have a digital and in-person offer.		

➤ **Economic Assessment**

Key consideration	Benefits	Risks	Mitigations / Recommendations
<p>Economic Growth</p>	<p>See cross cutting themes.</p> <p>The strategy will support adult and young carers to access training and support to retain or gain employment, and aims to ensure young carers have good educational outcomes which is beneficial to economic growth.</p> <p>We will offer welfare benefits advice and support through our commissioned carers support provider to support carers to maximise their income.</p>	<p>See cross cutting themes.</p> <p>Provision of welfare benefit advice and support to make benefit claims may mean that some carers choose to give up work entirely in order to continue their caring role.</p>	<p>See cross cutting themes</p> <p>The carers support service will always offer support and advice on how to gain or retain employment, alongside the caring role.</p> <p>We will provide information and advice to Staffordshire employers and businesses, so they can identify working carers and help them to balance their working and caring roles and stay in the workplace.</p>

➤ **Climate Change Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
Travel and transport	The strategy promotes the use of digital technology as a means of connecting carers to social networks, with benefits of reducing the impact of transport and travel as well as enabling carers to use their time more effectively.	If we deploy community worker(s) to reach and engage under-represented groups including people who live in rural communities, there is likely to be greater reliance on private transport, and a higher associated carbon footprint. See also rural communities	We will ensure that any specific worker(s) are deployed in an energy and time efficient manner, such as focusing on specific districts and localities, working from home, using digital approaches where appropriate. We will promote the use of sustainable transport where this is practical to do so.

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 ➤ **Environment Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
Environment assessment	No impact.		

Cabinet Meeting on Wednesday 20 March 2024

Extension to the Dynamic Purchasing System Agreement for the supply of Residential and Nursing Care home placements



Councillor Mike Wilcox, Cabinet Member for Health and Care said,

“Ensuring timely access to care home placements, for people who can no longer be safely supported to live independently, is an essential part of ensuring the health and well-being of some of our most vulnerable citizens.

Having a care home market, which is contracted with the Council, ensures quality of care and capacity is available to meet the needs of the people we support.”

Report Summary:

Staffordshire County Council currently supports 3,392 adults to manage their assessed eligible social care needs in a care home. The Council procures these placements using a Dynamic Purchasing System (DPS).

The Council is developing a new commissioning model for care homes, including a new contract, new arrangements for procurement and a sustainable pricing strategy.

An extension of DPS to September 2025 will allow time for the new commissioning model to be finalised and implemented.

Recommendations

I recommend that Cabinet:

- a. Approve an extension to the Council’s Dynamic Purchasing System for adult care home placements.
- b. Note that a new commissioning model for care homes is in the final stages of development and ask that this be brought to Cabinet for consideration in summer 2024.

Cabinet – Wednesday 20 March 2024

Extension to the Dynamic Purchasing System Agreement for the supply of Residential and Nursing Care home placements

Recommendations of the Cabinet Member for Health and Care

I recommend that Cabinet:

- a. Approve an extension to the Council's Dynamic Purchasing System for adult care home placements.
- b. Note that a new commissioning model for care homes is in the final stages of development and ask that this be brought to Cabinet for consideration in summer 2024.

Local Member Interest:

N/A

Report of the Director for Health and Care

Reasons for Recommendations:

1. The Council has a statutory duty to meet the needs of people who are assessed as eligible for care and support under the Care Act 2014. If an eligible person is identified as having care needs that require residential or nursing care, the Council will meet those needs by commissioning a care home placement, subject to the Council's charging policy.
2. The Council's strategic objectives for commissioning residential and nursing care are:
 - a. Improve the quality-of-care homes in Staffordshire.
 - b. Ensure timely access to care home placements when required.
 - c. Ensure a fair cost for care home placements that ensures the sustainability for the market, value for money for taxpayers, and a balanced budget.

Background

3. The Council currently supports 3,372 adults to manage their assessed eligible social care needs in a care home as shown in Table 1. There are 221 care homes on the DPS in Staffordshire, with a total of 8,149 beds.

The remaining beds in county are commissioned by the NHS, other local authorities, or occupied by self-funders.

Table 1: Council funded care home placements numbers (January 2024)

Location	In county	Out of county	Total
Older people	2291	441	2732
Physical disability	98	53	151
Learning disability	244	157	401
Adult mental health	61	27	88
Total	2694	678	3372

4. Care homes are regulated and rated by the Care Quality Commission (CQC). Currently 73% of nursing homes and 78% of residential homes in Staffordshire are rated by the CQC as 'outstanding' or 'good', compared to the England averages of 78% for nursing homes and 82% for residential homes.

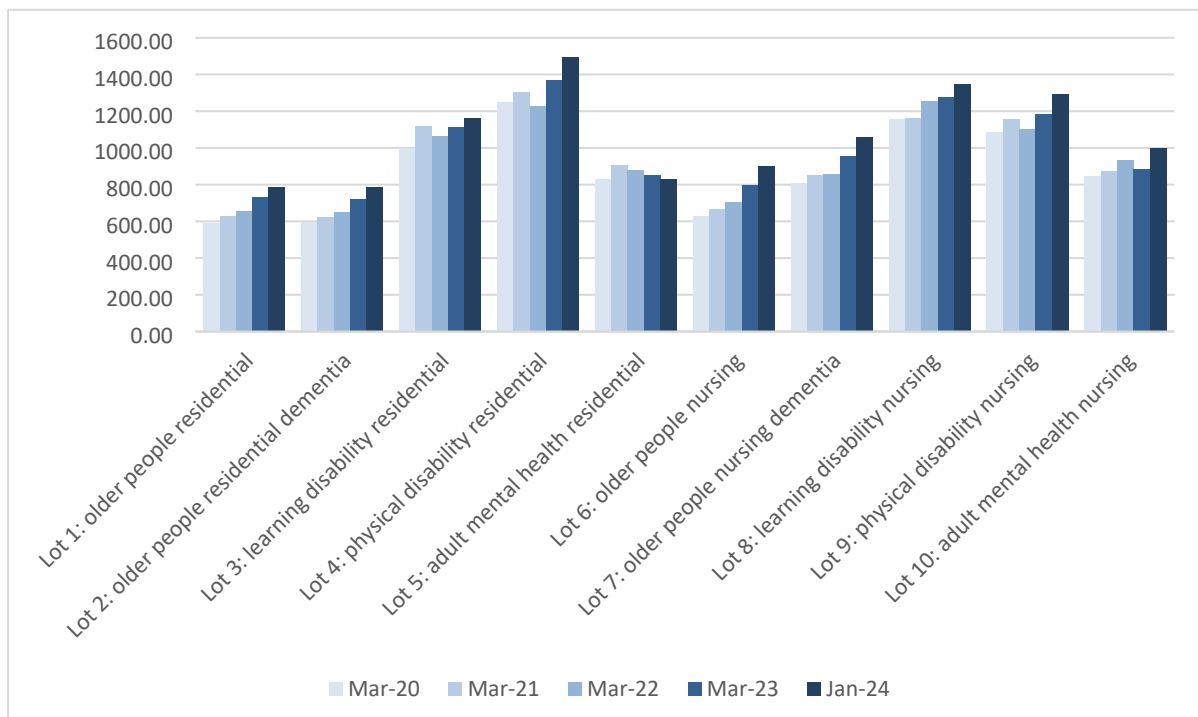
5. Timeliness of sourcing care home placements is currently good with most lots within the target of 75% sourced to timescales in recent months, as shown in Table 2.

Table 2: timeliness of sourcing Council funded care home placements (% within target timescales)

Sourced YYYY MM	Lot 1: older people residential	Lot 2: older people residential dementia	Lot 3: learning disability residential	Lot 4: physical disability residential	Lot 5: adult mental health residential	Lot 6: older people nursing	Lot 7: older people nursing dementia	Lot 8: learning disability nursing	Lot 9: physical disability nursing	Lot 10: adult mental health nursing	Total
2022 08	77.5%	75.2%	75.0%	33.3%	50.0%	48.1%	51.2%	100.0%	50.0%	100.0%	67.1%
2022 09	66.7%	66.7%	100.0%	58.3%	0.0%	56.5%	44.0%	0.0%	0.0%	0.0%	59.0%
2022 10	57.1%	76.1%	100.0%	28.6%	83.3%	71.9%	63.6%	0.0%	0.0%	28.6%	67.6%
2022 11	64.2%	71.7%	66.7%	83.3%	60.0%	72.2%	67.3%	66.7%	0.0%	33.3%	68.8%
2022 12	88.1%	77.0%	100.0%	75.0%	100.0%	89.3%	72.4%	71.4%		75.0%	80.6%
2023 01	81.8%	91.0%		87.5%	75.0%	96.8%	89.8%	0.0%		40.0%	88.0%
2023 02	97.6%	88.9%	100.0%	50.0%		76.7%	85.9%			50.0%	87.1%
2023 03	89.2%	84.3%	40.0%	90.9%	60.0%	89.6%	80.6%	80.0%		100.0%	84.3%
2023 04	96.8%	85.9%	50.0%	80.0%	66.7%	76.9%	79.2%	40.0%		60.0%	81.7%
2023 05	80.0%	86.9%	100.0%	75.0%	20.0%	59.0%	87.7%	100.0%	0.0%	57.1%	80.0%
2023 06	90.6%	87.5%	83.3%	84.6%	88.9%	81.3%	78.6%	100.0%		40.0%	84.6%
2023 07	82.4%	89.9%	100.0%	87.5%	71.4%	96.4%	77.0%	100.0%	100.0%	66.7%	85.5%
2023 08	95.9%	93.4%	60.0%	85.7%	85.7%	94.4%	83.3%	0.0%	100.0%	50.0%	89.7%
2023 09	89.5%	93.4%	60.0%	94.7%	57.1%	95.5%	86.4%	83.3%	0.0%	50.0%	88.8%
2023 10	93.6%	95.4%	100.0%	93.1%	66.7%	86.8%	88.6%	100.0%	0.0%	50.0%	91.1%
2023 11	95.6%	95.0%	100.0%	85.0%	90.0%	88.5%	98.4%	50.0%	100.0%	60.0%	93.4%
2023 12	97.6%	91.4%	100.0%	81.8%	83.3%	90.0%	87.0%	100.0%		75.0%	90.0%
2024 01	82.1%	90.7%	100.0%	76.9%	70.0%	95.2%	87.9%	100.0%	100.0%	83.3%	87.7%
Total	84.7%	85.6%	81.0%	80.0%	71.6%	81.4%	79.8%	63.3%	53.8%	57.1%	82.3%

6. The average cost of care home placements is rising as a consequence of planned fee uplifts as well as unplanned fee uplifts for older people's placements as the cost of new placements exceeds the cost of placements ending, as shown in Table 3.

Table 3: Council funded care home placements mean gross weekly cost (£)



Dynamic Purchasing System

7. The vast majority of adult care home placements are made through the Dynamic Purchasing System (DPS). The DPS allows the Council to procure services from a list of pre-approved providers on pre-set contract terms. The DPS allows new providers to join at any point during its duration following the approval of a successful bid. This is important for care homes as it means that new and out of county care homes can join the DPS and bid as and when new placements are advertised. The DPS runs until 31 March 2024.

8. The DPS is used for:

- a. **Individual Placements.** These are made for each new person requiring care with bids from care homes evaluated competitively based on quality and cost. Most placements are made through this route.
- b. **Blocked Booked Beds.** These are contracts with a care home for a fixed number of beds at set rates, these placements are also made through the DPS. There are now 379 beds contracted across the Block Booked Beds agreements. Of these, 257 are live and in payment, with 248 of these filled.

9. The Council is developing a care home commissioning plan to meet the strategic objectives for commissioning residential and nursing care. It will include a new contract, new arrangements for procurement and a sustainable pricing strategy. The expectation is that this will be brought to Cabinet for consideration in summer 2024 and if approved would be implemented between 01 April and 01 October 2025. The recommendation therefore is that Cabinet approve an extension to the DPS until 30 September 2025.
10. During the extension period the Council would:
 - a. Continue to increase the number of Block Booked Beds and ensure that they are fully utilised to achieve the savings required in the Medium-Term Financial Strategy.
 - b. Review the IT platform used to advertise and bid for placements and make improvements where possible.
 - c. Implement an electronic system to track bed availability across commissioned providers.

Engagement

11. The Council commissioned Healthwatch Staffordshire in 2023 to complete an engagement exercise with the aim of establishing priorities and good practice for care home residents, their carers/families and staff to inform the care home commissioning plan. The exercise focused on long-term care home residents who were wholly or partially funded by the Council and covered a range of districts, ages, and disabilities/care needs. The exercise reached 406 people, of which 290 were residents and their carers/families and 116 were staff. Key themes identified included caring and friendly staff, high standards of personal care, good variety of food, welcoming environments, keeping in touch with family and friends, and access to health care.
12. The Council has recently completed a range of care home provider engagement events. The key themes identified will also support development of the care home commissioning plan.

Legal Implications

13. The recommendations within this report take account of the Council's internal Procurement Regulations and Financial Regulations and the Public Contract Regulations 2015.

Resource and Value for Money Implications

14. The expected gross expenditure on care home placements for 2023/24 is £201M. Extension of the DPS will allow ongoing competitive process

for making individual care home placements to support best value, as well as allowing the block booked bed base to be expanded.

Climate Change Implications

15. During the extension period, of the DPS, the Council will engage with providers to understand their current approaches to reducing carbon footprints and sustainability, and how the Council can support them to reduce the climate impact of their business activity.

List of Background Documents/Appendices:

Background Documents

- Strategic Review of the Care Home Market in Staffordshire 2021
[Cabinet Report Template \(Compliant\) \(staffordshire.gov.uk\)](https://www.staffordshire.gov.uk)
- Market sustainability and fair cost of care fund 2022 to 2023
Appendices
[Market sustainability and fair cost of care fund 2022 to 2023: guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
- Older People SC Commissioning Strategy 2024-2029
[Cabinet Report \(staffordshire.gov.uk\)](https://www.staffordshire.gov.uk)
- Development of Additional Nursing Home Capacity for Older People **Paper Exempt:** [Decision - Development of Additional Nursing Home Capacity for Older People - Staffordshire County Council](#)
- Community Impact Assessment

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Community Impact Assessment

Provision of Apprenticeship Services 2024

Author: Leonora Wilson-Weaver

Date:04 January 2024

➤ **Equality Assessment**

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>Age - older and younger people</p>	<p>Apprenticeships are available to all members of staff regardless of age, Additional funding is available for younger apprentices and those up to age 25 with SEN or care leavers.</p>	<p>In order to successfully complete the programme, they must be able to match and grow the skills required for the standard within their job role. Training providers are key to ensuring that the apprenticeship standards can be delivered by matching these to the job description provided by the employer.</p>	<p>If the proposal is adopted all training providers will have undergone quality checks by the Dynamic Purchasing System (DPS)</p>
<p>Disability - people who are living with different conditions and disabilities, such as: mental illnesses, long term conditions, Autism and other neurodiverse conditions, learning disabilities, sensory impairment and physical disabilities.</p>	<p>Apprenticeships can be paused by the apprentice to accommodate this, there may also be funded additional learning support</p>	<p>None-disclosure by apprentices may mean that funds are not released.</p>	<p>Initial checks by a robust training provider should ensure that this assessed during onboarding</p>
<p>Gender reassignment - those people in the process of transitioning from one sex to another</p>	<p>Open to all</p>	<p>None identified</p>	

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
Marriage & Civil Partnership - people who are married or in a civil partnership should not be treated differently at work	Open to all	None identified	
Pregnancy & Maternity - women who are pregnant or who have recently had a baby, including breast feeding mothers	Break in learning is possible at the apprentice's behest	Programme of learning will need to be reviewed to take account of changed circumstance.	Support to be provided by line manager and training provider
Race - people defined by their race, colour, and nationality (including citizenship) ethnic or national origins	Open to all	None identified	Link with all available networks to promote the apprenticeship offer e.g. Black and Brown Heritage Work Communication team utilised in publishing the offer locally.
Religion or Belief - people with any religious or philosophical belief, including a lack of belief. A belief should affect a person's life choices or the way they live for it to be considered	Open to all	None identified	
Sex - men or women	Open to all	None identified	Link with all available networks to promote the apprenticeship offer e.g. Women in Leadership
Sexual orientation - whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes	Open to all	None identified	

➤ **Workforce Assessment**

Who will be affected – consider the following protected characteristics: age, disability, gender reassignment, marriage & civil partnership, pregnancy & maternity, race, religion or belief, sex and sexual orientation	Benefits	Risks	Mitigations / Recommendations
MStaff in grant maintained schools, as well SCC come under the scope of this project and have been mentioned above	Given the opportunity to upskill, creating opportunities for employees to progress in their career and being able to access higher graded roles	Message is more easily shared amongst SCC. Consider how to reach all grant maintained schools	Discussions with HR – Head of People Solutions, Strategic Resourcing Manager, Assistant Director for People Build comms plan include Assistant Director for education forge links with Network for Education leaders use book bag with Schools.

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 ➤ **Health, Well-being and Social Care Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
Create apprenticeship employment opportunities across the Council and in the County at grant maintained schools	Access to better and well paid jobs will have a positive impact on health and well being raise living	There are fewer level 2 apprenticeships available	Work with teams such as BEST to offer Customer Service level 2 promote Teaching Assistant level 2 to schools.

Key considerations	Benefits	Risks	Mitigations / Recommendations
	standards -leading to improved life chances		Liaise with the Directory of Opportunities project regarding the Education, Employment and Training offer. Help shape the Early Careers Offer.

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 Communities Assessment

Key consideration	Benefits	Risks	Mitigations / Recommendations
N/A			

Economic Assessment

Key consideration	Benefits	Risks	Mitigations / Recommendations
SCC is an aging workforce, recruiting apprentices will generate interest in those wishing to develop their careers. There are skills gaps in some areas which are already being met by the Levy. Success in this area will encourage other teams to use this in order to plug skills gaps.	More 'new' apprentices being employed by the council as directorates continue to see the benefits of recruiting apprentices. Contribution to keeping and attracting	Overspend on the Levy	Using a DPO will mean that we have more consistent contracts from training providers -

Key consideration	Benefits	Risks	Mitigations / Recommendations
	talented people and developing skills for now and the future from the People Strategy		

➤ **Climate Change Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
Page 346 Travel for apprentices to a training providers location	On-line delivery can be sought if appropriate.	Training providers may not be on be on the DPS	Crown commercial will accept additions to the system any time Meet with major local providers NSCG/Staffs Uni/Accacia to check impact.

➤ **Environment Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
None			

Cabinet Meeting on Wednesday 20 March 2024

Joint Enterprise Delivery Committee



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

“Ensuring our businesses are at the heart of the conversation when local authorities make decisions that affect them is a priority to the county council and together with colleagues at Stoke-on-Trent City Council we will ensure that we build on the foundations put in place by the LEP. Through our new joint committee we will also be a strong voice for businesses across our area, with a focus on securing funding for infrastructure development and future economic growth, both from government and private investors.

“The committee will steer the work of the growth hub, careers hub and the newly established Local Visitor Economy Partnership, which will champion the county and city across the UK and internationally.”

Report Summary:

The imminent closure of the Stoke-on-Trent and Staffordshire Local Enterprise Partnership (SSLEP) and integration of its responsibilities into the upper tier authorities has created a need to consider how these functions are managed and decisions made across the Staffordshire and Stoke-on-Trent geography. This report sets out the key points for consideration to create a new Joint Committee for Staffordshire County Council (SCC) and Stoke-on-Trent City Council (SoTCC) to take all decisions, within existing budget and policy frameworks, arising from the winding down and cessation of the SSLEP. Recommended Terms of Reference for establishment and operation of the Joint Committee are appended to this report and contain further detail.

In advance of the Joint Committee being established, decisions are required on the use of the SSLEP reserves for three key economic programmes: the Stoke-on-Trent and Staffordshire Growth Hub, Careers Hub and recently announced Local Visitor Economy Partnership (LVEP). The use of funding for these programmes relates to their continuity, enhancement and establishment, as set out within the report.

Recommendations

I recommend that Cabinet:

- a. Endorses the approach to form a Joint Enterprise Delivery Committee with Stoke on Trent City Council (“Joint Committee”).
- b. Agrees the Terms of Reference for the Joint Committee.
- c. Agrees to appoint the Leader of the Council and Deputy Leader and Cabinet Member for Economy and Skills to the Joint Committee.
- d. Delegates all necessary authority to the Assistant Director for Skills and Employability in respect of transferring the Careers Hub to Staffordshire County Council as the accountable body.
- e. Delegates authority to the Deputy Chief Executive & Director for Corporate Services to sign the Asset Transfer Agreement to formally transfer the SSLEP reserves to SCC as the Accountable Body for the LEP, with the reserves to be managed through the Joint Committee
- f. Once the SSLEP reserves are formally transferred to SCC as accountable body, Cabinet agrees that the following funds are immediately ring-fenced (subject to Cabinet approval at Stoke-on-Trent City Council):
 - i. SSLEP reserves of £298,250 and £425,934 are allocated to the Stoke-on-Trent and Staffordshire Growth Hub and Careers Hub respectively as a rolling contingency, thereby allowing an additional year of these services to be funded should national grants not be provided in 2025/2026, or any subsequent year.
 - ii. SSLEP reserves of £324,130 are allocated to be spent on the establishment and work programme of the Staffordshire & Stoke-on-Trent Local Visitor Economy Partnership (LVEP).

Cabinet – Wednesday 20 March 2024

Joint Enterprise Delivery Committee

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

I recommend that Cabinet:

- a. Endorses the approach to form a Joint Enterprise Delivery Committee with Stoke-on-Trent City Council (“Joint Committee”).
- b. Agrees the Terms of Reference for the Joint Committee.
- c. Agrees to appoint the Leader of the Council and Deputy Leader and Cabinet Member for Economy and Skills to the Joint Committee.
- d. Delegates all necessary authority to the Assistant Director for Skills and Employability in respect of transferring the Careers Hub to Staffordshire County Council as the accountable body.
- e. Delegates authority to the Deputy Chief Executive & Director for Corporate Services to sign the Asset Transfer Agreement to formally transfer the SSLEP reserves to SCC as the Accountable Body for the LEP, with the reserves to be managed through the Joint Committee.
- f. Once the SSLEP reserves are formally transferred to SCC as accountable body, Cabinet agrees that the following funds are immediately ring-fenced (subject to Cabinet approval at Stoke-on-Trent City Council):
 - i. SSLEP reserves of £298,250 and £425,934 are allocated to the Stoke-on-Trent and Staffordshire Growth Hub and Careers Hub respectively as a rolling contingency, thereby allowing an additional year of these services to be funded should national grants not be provided in 2025/2026, or any subsequent year.
 - ii. SSLEP reserves of £324,130 are allocated to be spent on the establishment and work programme of the Staffordshire & Stoke-on-Trent Local Visitor Economy Partnership (LVEP).

Local Member Interest:

N/A

Report of the Director for Economy, Infrastructure and Skills

Reasons for Recommendations:

The Joint Enterprise Delivery Committee

1. For the last decade, the Stoke-on-Trent and Staffordshire Local Enterprise Partnership (SSLEP) has acted as an important organisational means of bringing together businesses and local leaders to drive economic growth across the area. It has also been responsible for the management and delivery of several major funding streams from central government. In March 2022 we received guidance that following the review of LEPs, most of their responsibilities would transfer to local and combined authorities, with the primary role for LEPs in the future being to provide the voice of business for their respective areas. However, at Spring Budget 2023, the Chancellor stated that the Government was 'minded to' end the national funding of LEPs from 1st April 2024 and this decision was confirmed on 4th August 2023. Over recent months work has been progressing on the integration of the functions of the SSLEP to the upper tier local authorities, in-line with Government guidance.
2. The SSLEP has already agreed in principle to the closure of the company by the end of the financial year and in its absence the governance for making decisions related to the LEP responsibilities to be integrated within the local authorities has had to be considered. It is recommended that a Joint Committee is established which can make decisions on these responsibilities that are to be delivered across Staffordshire and Stoke-on-Trent, based upon SCC's and SoTCC's existing shared services (e.g. Archives and Coroners).
3. The Terms of Reference for the Joint Committee, which Cabinet are recommended to agree, set out the intention for two members of each council to be appointed to the Joint Committee with one member of each council needing to be present for any decision to be quorate. It is recommended that the Leader of the Council and Deputy Leader and Cabinet Member for Economy and Skills are appointed given their remit as directors of the SSLEP and the responsibilities of the Joint Committee.

LEP Assets

4. Government guidance is very clear that LEP assets need to remain in the public domain and therefore reserves that have been built up by SSLEP are to be transferred to SCC as the Accountable Body for the SSLEP and managed through the Joint Committee. This has been agreed by the SSLEP, including the principles as to how these reserves are to be used, namely:

- a. The assets are used to fund any necessary work on the dissolution of the SSLEP and integration of its functions into the local authorities.
 - b. Resources are used to fund the establishment and running of the future business voice function, as necessary.
 - c. Resources be used to safeguard and enhance the future of the current LEP functions as appropriate, including the Growth Hub and Careers Hub.
 - d. In accordance with the principle with which resources have been provided to the LEPs, any remaining assets are to be used to fund economic growth activities across Stoke-on-Trent and Staffordshire.
5. However, in advance of the Joint Committee being established decisions are required on the use of the SSLEP reserves for three key economic programmes: the Stoke-on-Trent and Staffordshire Growth Hub, Careers Hub and recently announced Local Visitor Economy Partnership (LVEP). The use of funding for these programmes relates to their continuity, enhancement and establishment, as set out in the remainder of the report.

Growth Hub

6. The national network of Growth Hubs are a Department for Business and Trade (DBT) led programme that helps businesses and entrepreneurs to unlock their potential by providing access to tailored business advice, online services, and routes to funding. The Growth Hubs have been led by LEPs and aim to promote business support services to Small and Medium Enterprises (SMEs), which are generally less able to access relevant programmes, by creating a simplified and attractive first entry point for them to access the support they need to survive and thrive.
7. An additional function of the Growth Hub model is to act as a bridge between national level policies and local level business support needs. This includes promoting national schemes into local businesses as appropriate. Growth Hubs are locally led and responsible for bringing together the local, national, public, and private sector bodies involved in the business support system in an effective manner with the local business at the centre.
8. The Growth Hub has delivered many positive outcomes, but more recently issues including uncertainty over resources, the review of LEPs and subsequent Government decision to no longer provide funding to LEPs from April 2024 has undoubtedly affected the effectiveness of the

Hub. The transfer of the Stoke-on-Trent and Staffordshire Local Enterprise Partnerships (SSLEP) functions to the local authorities has led to Staffordshire County Council, working with Stoke-on-Trent City Council, to recently take over temporary responsibility of the Growth Hub.

9. The Growth Hub receives core funding which has fluctuated since its inception and provides the Hub with the capacity to deliver its contracted objectives and services. The 2023/24 Growth Hub core grant is £298,250 and each year detailed conditions of receiving the grant funding are agreed with the Department of Business & Trade. These conditions are expected to be replicated for 2024/2025 and beyond.
10. The funding of the Growth Hub is an issue, not just in the interim for this financial year but also in the longer-term. The one-year settlements of core funding undoubtedly affect the Growth Hubs sustainability and therefore potentially its effectiveness. Consideration therefore needs to be given as to how we can put the Growth Hub on a sound financial footing, enabling longer-term planning, aiding the recruitment of staff and contractors to deliver the programmes which enable the core conditions of funding to be met.
11. It is therefore recommended that LEP reserves of £298,250 are held as a contingency for the operation of the Growth Hub, allowing an additional year to be funded should the DBT grant not be available for 2025/2026 or any subsequent year. This will enable a two-year strategy for the Growth Hub to continue its services, enabling certainty and effectiveness which in turn will create confidence. In the event of Government ceasing funding for Growth Hubs, the rolling contingency would also allow SCC and SoTCC time to plan a new first point of contact service for Staffordshire and Stoke-on-Trent businesses if it were decided this is required.

Careers Hub

12. In 2014, the Department for Education (DfE) established the Careers and Enterprise Company (CEC) to be the strategic co-ordinating function which connects schools and businesses together as part of the DfE programme for careers education system change. The CEC mission is to help every young person to find their best next step. The CEC programme has evolved and the Stoke-on-Trent & Staffordshire Careers Hub is now part of a national network of Careers Hubs.
13. The Stoke-on-Trent & Staffordshire Careers Hub is the vehicle for careers system change locally, driving progress against the Gatsby Benchmarks, positioning careers with equality against other curriculum subjects and

shifting the view to impact the local hub vision of; 'school improvement through the lens of careers – building a talent pipeline for business recruitment'. Locally, the Hub is supported by a network of businesses and over 80% of schools and colleges have been engaged in the Hub and the ambition is to engage all schools and colleges in the future.

14. The Hub has also established a network of careers leaders and business ambassadors that as a community of practice enables and encourages collaboration, professional development and provides opportunities and sources of support from businesses.
15. The Hub has supported careers system change through delivery of key projects that have led to improved careers education and employability skills. This includes Frameworks to improve and align Careers and Employer Competencies, providing Teacher Encounters with industry, promoting apprenticeship and technical education, and projects that support wider school improvement.
16. Funding for the Careers Hub has evolved from a LEP sponsored project to one that is supported and enabled by match funding from the City and County Councils. The current cost of the Hub staffing and operation is £387,824. The CEC grant for the academic year 2023/24 for staffing is £257,934. The Local Authorities match funding is split with the City Council providing £25,000 and the County Council £100,000, in part reflecting the distribution of schools and colleges but with the City as an Education Investment Area receiving additional funding to offset this and therefore reducing its match funding requirement.
17. In addition, each year the Hub has local funds to deliver against priorities which is £68,000 this year and has also received an additional grant of £100,000 for a pilot of Experiences with Employers. Both of these grants are fully funded by CEC and subject to annual changes in priorities and allocations agreed by CEC and DfE.
18. Currently, SoTCC is the accountable body for the Careers Hub for the 2023/24 academic year. For the 2024/25 academic year, the accountable body role will be transferred to the County Council, along with the TUPE transfer of Careers Hub staff into our Skills and Employability team by September 2024. This will mean that SCC will act as the accountable body for all the responsibilities transferred to the local authorities from the SSLEP. It is therefore recommended that Cabinet agrees to delegate all necessary authority to the Assistant Director for Skills and Employability in respect of transferring the Careers Hub to the County Council.

19. The funding of the Careers Hub relies on predominantly grant funds from CEC to maintain its staffing and network, its programme of projects along with match funding from both the City and County Council. Each year, CEC provides an indication allocation and priorities for the next academic year in the spring. The rolling one-year grant funding does create some uncertainty with staffing, particular with the delivery of one-year projects.
20. It is therefore recommended that LEP reserves of £425,934 are held as a contingency for the operation of the Careers Hub, allowing an additional year to be funded should the CEC grant not be available for the 2024/25 academic year or any subsequent year. This will provide continuity for the Careers Hub to continue its services for a further academic year, enabling certainty and effectiveness with businesses, schools and colleges engaged in the Hub. In the event of Government or CEC ceasing funding for the Careers Hub, the rolling contingency would also allow SCC and SoTCC time to plan a new careers service for Staffordshire and Stoke-on-Trent schools and colleges if it were decided this is required.

Local Visitor Economic Partnership

21. Staffordshire and Stoke-on-Trent have come together to deliver a nationally endorsed Local Visitor Economy Partnership (LVEP), with accreditation successfully secured in November 2023. As one of only 40 in the country, this is the nationally recognised function that Visit England and Central Government will choose to engage with in future. These functions are responsible for growing and sustaining the tourism and hospitality sector locally, regionally and nationally.
22. Securing a LVEP is proven to be more attractive to investors, attractions and operators and has greater influence and recognition from Government. Other destinations around the country are starting to benefit from joint working and attracting investment through these partnerships. Delivering a LVEP requires a strong commitment to partnership across a broad geography and this has been demonstrated by SCC, all eight Borough and District Councils and SoTCC to apply for accreditation to form the Staffordshire and Stoke-on-Trent LVEP.
23. The LVEP will ultimately be responsible for driving the development of our local visitor economy through a shared Growth Plan that aligns to existing relevant strategies across the geography. Up to this point, the LVEP has been reliant on existing capacity and resources provided by the local authorities, with contributions from both SCC and SoTCC being split evenly. Additionally, the District and Borough Councils have made contributions of £15,000 per annum whilst providing support through their relevant teams.

24. This level of capacity and resource is minimal and if the opportunities presented by the LVEP are to be maximised, additional resource will be needed. Given its economic focus and the fact the LVEP covers the Staffordshire and Stoke-on-Trent geography, there is therefore an opportunity to make use of the SSLEP reserves to ensure that the LVEP is resourced appropriately.
25. In considering the existing capacity and resource and what additionally is required to delivery an ambitious programme of work over a two-year period, it is recommended that a total of £324,130 of LEP reserves is allocated to spend on the LVEP as follows:
- a. A 2-year fixed term Business Convention Bureau Officer (total cost circa £108,540). This post will identify and convert business tourism leads and represent the LVEP and sector at trade events.
 - b. A 2-year fixed term, Business Development Officer (total cost circa £140,590) to oversee all LVEP investment activity related, membership, sponsorship, the Staffordshire and Stoke-on-Trent Convention Bureau (SSCB), advertisement, partnerships, and investments such as project development and funding bids.
 - c. A one-off activity budget to support the reboot of the SSCB of £25,000.
 - d. A one-off activity budget of £50,000 over two years to support the development and implementation of the LVEP Board activities across both Staffordshire and Stoke-on-Trent.
26. The Convention Bureau Officer post will work to attract, plan, and coordinate conventions, conferences, and meetings within the area. The Business Development Officer post is a strategic role whose primary goal will be to stimulate economic growth by attracting visitors, creating new tourism products and services and improving the overall tourism experience of Staffordshire and Stoke-on-Trent. The Convention Bureau Officer and Business Development Officer posts will be managed by SoTCC and SCC respectively, but both posts will be dedicated to the LVEP.

Legal Implications

27. Advice has been received from external advisers Bevan Brittan in respect of the legal implications of matters arising under the Agreement and that the work is ongoing to conclude matters in accordance with their advice.

Resource and Value for Money Implications

28. The LEP Core Reserve balance currently stands at circa £509,147. If the Growth Hub, Careers Hub and LVEP funding requests, as outlined in this report are approved, then total future funding request commitments against the unrestricted LEP Core reserve would equate to circa £1,048,314 leaving a funding shortfall of circa £539,167 which will be met from the current, estimated £1,350,481 unrestricted LEP Project Reserve balance.

Climate Change Implications

29. The Growth Hub is one of the key local services in providing advice to businesses, including on issues such as energy efficiency which are then directed to relevant programmes, funding opportunities, etc.

30. Other matters raised within this report have no direct climate change implications, although specific programmes considered and delivered through the various governance mechanism and services may have and this will need to be considered through the relevant decision-making processes as appropriate.

List of Background Documents/Appendices:

Appendix 1 – Draft Joint Enterprise Delivery Committee Terms of Reference

Community Impact Assessment

Contact Details

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STAFFORDSHIRE COUNTY COUNCIL

and

STOKE-ON-TRENT CITY COUNCIL

STAFFORDSHIRE AND STOKE ON TRENT

JOINT ENTERPRISE DELIVERY COMMITTEE AGREEMENT

1. Background

1.1. The Authorities to this Agreement are:

- (1) STAFFORDSHIRE COUNTY COUNCIL of 1 Staffordshire Place Stafford Staffordshire ST16 2DH (**SCC**)
- (2) STOKE-ON-TRENT CITY COUNCIL of The Civic Centre, Glebe St, Stoke-on-Trent ST4 1HH (**SOTCC**)

2. Purpose

- 2.1. To establish a Joint Committee on behalf of SCC and SOTCC to take all decisions within the budget and policy frameworks for both councils arising from the winding down and cessation of the Staffordshire and Stoke on Trent Local Enterprise Partnership (LEP).

3. Governance

- 3.1. The Authorities have agreed to nominate the Lead Authority as the Relevant Authority (defined below) and to establish and to participate in a joint committee known as the Joint Enterprise Delivery Committee (hereinafter the "**Joint Committee**") to jointly discharge their respective executive functions as set out in this Agreement.

- 3.2. The Authorities have entered into this Agreement in reliance on the exclusive rights given to local authorities to undertake administrative arrangements of this nature in Section 101, 102, 112 of the 1972 Act and the regulations made under the 1972 Act and Section 9EB of the Local Government Act 2000 (the **2000 Act**).
- 3.3. The Joint Committee will comprise Staffordshire County Council and Stoke on Trent City Council ("the constituent authorities").
- 3.4. The Joint Committee will be a legally constituted body with powers delegated to it by the constituent authorities in the following areas:
- 3.4.1. To agree and lead the exit strategy for each of the existing LEP initiatives.
- 3.4.2. In the interim to take all decisions on the Growth Hub delivering a collaborative approach to business support across the Staffordshire sub-region, prior to consideration being given to the best vehicle to take on this function in the medium term most likely the Leaders Board. SCC has agreed to be the accountable body for this function until such a time as the successor arrangements for the leadership of the Growth Board have been developed and executed.
- 3.4.3. In the interim to take all decisions on the Careers Hub (including decisions regarding the transfer), prior to this function being transferred to SCC by September 2024. Nb. The Committee can only make Executive decisions as specified under the LGA 2000, all non-executive decisions e.g. staffing and TUPE will need to be made under each Councils non-executive arrangements).
- 3.4.4. To lead the strategic transition of tourism from the LEP prior to consideration being given to the best vehicle to take on this function in the medium term most likely the Leaders Board. It is intended that the Local Visitor Economy Partnership would operate as an internal body, hosted by and with SCC as accountable body.
- 3.4.5. To provide a clearing house for all returns and reporting to central government for all legacy programmes and funds including Local Growth Fund (SCC accountable body), Getting Building Fund (SCC accountable body), City Deal (SoTCC accountable body), Ceramic Valley Enterprise Zone / i54 (local

EZ governance to continue, with any remaining required governance to be provided by the Joint Committee) and Growing Places (SCC accountable body and will collect all remaining revolving funds).

3.4.6. To make decisions using any remaining LEP funds (including Growing Places, LEP Core Team budget, LEP Admin reserve, and LEP project reserves) to fund the transition and provide contingency and to agree the distribution between SCC/SoTCC of any remaining LEP funds to fund economic growth activity.

3.4.7. To provide a single point of executive liaison between the SCC, SOTCC and central government on the cessation and winding down of the LEP and to act as an interim management vehicle for all delivery matters arising from this process until they end or are amalgamated into each local authority.

3.4.8. To delegate to officers as appropriate. "in line with delegation protocols adopted in each Council"

3.5. Should the Joint Committee necessitate a change in the delegated powers and terms of reference of the Joint Committee, any such change would require the approval of both the constituent authorities.

3.6. These terms of reference will be reviewed on a biennial basis or sooner if necessary.

4. Membership

4.1. The Joint Committee will comprise two Executive members from each constituent authority.

4.2. Each constituent authority to have two named substitute members who must be an executive member.

4.3. In the event of any voting member of the Joint Committee ceasing to be a member of the constituent authority which appointed them, the relevant constituent authority shall as soon as reasonably practicable appoint another voting member in their place.

4.4. Each constituent authority may remove its member(s) or substitute member(s) and appoint a different member or substitute as per that authority's rules of substitution, and by providing twenty-four hours' notice to the Chairperson or the Secretary.

- 4.5. The Joint Committee may from time to time, following a majority vote of those present and voting, co-opt additional non-voting members ("co-opted members") at its discretion but such co-opted members will not be members or officers of the constituent authorities.

5. Quorum

- 5.1. The quorum shall be 2 members (1 from each constituent authority). No business will be transacted at a meeting unless a quorum exists at the beginning of a meeting. If at the beginning of any meeting, the Chairperson or Secretary after counting the members present declares that a quorum is not present, the meeting shall stand adjourned.

6. Chairperson and Vice Chairperson

- 6.1. The Chairperson and Vice-Chairperson are appointed on a rotational basis at the annual meeting i.e. Year 1 Chairperson SCC, Vice-Chairperson person SoTCC and vice-versa for Year 2 etc.
- 6.2. The Chairperson or in their absence the Vice Chairperson or in their absence the member of the Joint Committee elected for this purpose, shall preside at any meeting of the Joint Committee.
- 6.3. Appointments will be made in May of each year unless following an election where appointments may not be made until June.
- 6.4. Where, at any meeting or part of a meeting of the Joint Committee both the Chairperson and Vice Chairperson are either absent or unable to act as Chairperson or Vice Chairperson, the Joint Committee shall elect one of the members of the Joint Committee present at the meeting to preside for the balance of that meeting or part of the meeting, as appropriate. For the avoidance of doubt, the role of Chairperson and Vice Chairperson vests in the member concerned and in their absence the role of Chairperson or Vice Chairperson will not automatically fall to the relevant constituent authority's substitute member.

7. Voting

- 7.1. One member, one vote for each constituent authority.
- 7.2. All questions shall be decided by a majority of the votes of the members present, the Chairperson having the casting vote in addition to their vote as a member of the Committee. Voting at meetings shall be by show of hands.

- 7.3. On the requisition of any two Members, made before the vote is taken, the voting on any matter shall be recorded by the Secretary so as to show how each Member voted and there shall also be recorded the name of any Member present who abstained from voting.

8. Advisory Groups

- 8.1. The Joint Committee may set up advisory groups as required to enable it to execute its responsibilities effectively and may delegate tasks as it sees fit to these bodies, which may be formed of officers or members of the constituent authorities or such third parties as the Joint Committee considers appropriate.

9. Hosting and Administration

- 9.1. SCC will be the host authority, and a member of staff from that authority shall be Secretary to the Committee ("the Secretary").
- 9.2. The Joint Committee will at their first meeting decide which of the constituent authorities will provide the S151 Officer role.
- 9.3. The Joint Committee will at their first meeting decide which of the constituent authorities will provide the Monitoring Officer & Legal Adviser to the Joint Committee.
- 9.4. The administrative costs of supporting the committee will be met by SCC.
- 9.5. The functions of the Secretary shall be:
- 9.5.1. to maintain a record of membership of the Joint Committee and any sub-committees or advisory groups appointed;
 - 9.5.2. to publish and notify the proper officers of each constituent authority of any anticipated "key decisions" to be taken by the Joint Committee to enable the requirements as to formal notice of key decisions as given under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 to be met;
 - 9.5.3. to carry out such notification to and consultation with members of any appointing constituent authority as may be necessary to enable the Joint Committee to take urgent "key decisions" in accordance with the requirements of the Local Authorities

(Executive Arrangements) (Meetings and Access to Information)
(England) Regulations 2012;

- 9.5.4. to summon meetings of the Joint Committee or any sub-committees or advisory groups;
- 9.5.5. to prepare and send out the agenda for meetings of the Joint Committee or any sub-committees or advisory groups; in consultation with the Chairperson and the Vice Chairperson of the Committee (or sub-committee/ advisory group);
- 9.5.6. to keep a record of the proceedings of the Joint Committee or any sub-committees or advisory groups, including those in attendance, declarations of interests, and to publish the minutes;
- 9.5.7. to take such administrative action as may be necessary to give effect to decisions of the Joint Committee or any sub-committees or advisory groups;
- 9.5.8. to perform such other functions as may be determined by the Joint Committee from time to time.

10. Meetings

- 10.1. The Joint Committee will meet no less than every six months and meetings will be aligned where necessary with deadlines for decisions on resources and investment plans.
- 10.2. Meetings will be held at such times, dates and places as may be notified to the members of the Joint Committee by the Secretary, being such time, place and location as the Joint Committee shall from time-to-time resolve.
- 10.3. Meeting papers will be circulated five clear working days in advance of any meeting. The Chairperson may choose to accept or reject urgent items that are tabled at any meeting.
- 10.4. Additional ad hoc meetings may be called by the Secretary, in consultation, where practicable, with the Chairperson and Vice Chairperson of the Committee, in response to receipt of a request in writing, which request sets out an urgent item of business within the functions of the Joint Committee, addressed to the Secretary:
 - 10.4.1. from and signed by two members of the Joint Committee, or from the Monitoring Officer of any of the constituent authorities.

10.5. The Secretary shall settle the agenda for any meeting of the Joint Committee after consulting, where practicable, the Chairperson or in their absence the Vice Chairperson; and shall incorporate in the agenda any items of business and any reports submitted by:

- the Monitoring Officer of any of the constituent authorities;
- the Section 151 to any of the constituent authorities;
- the Monitoring Officer to any of the constituent authorities; or
- any two Members of the Joint Committee.

10.6. The Joint Committee shall, unless the person presiding at the meeting or the Joint Committee determines otherwise in respect of that meeting, conduct its business in accordance with the procedure rules set out in Procedure Rules below.

11. Access to Information

11.1. Meetings of the Joint Committee will be held in public except where confidential or exempt information, as defined in the Local Government Act 1972, is being discussed.

11.2. These rules do not affect any more specific rights to information contained elsewhere under the law.

11.3. The Secretary will ensure that the relevant legislation relating to access to information is complied with. Each constituent authority is to co-operate with the Secretary in fulfilling any requirements.

11.4. Any Freedom of Information or Subject Access Requests received by the Joint Committee should be directed to the relevant constituent authority(s) for that authority to deal with in the usual way, taking account of the relevant legislation. Where the request relates to information held by two or more constituent authorities, they will liaise with each other before replying to the request.

12. Attendance at meetings

12.1. The Chairperson may invite any person, whether a member or officer of one of the constituent authorities or a third party, to attend the meeting and speak on any matter before the Joint Committee.

12.2. Third parties may be invited to attend the Joint Committee on a standing basis following a majority vote of those present and voting.

12.3. Where agenda items require independent experts or speakers, the Officer or authority proposing the agenda item should indicate this to the Secretary and provide the Secretary with details of who is required to attend and in what capacity. The participation of independent experts or speakers in Joint Committee meetings will be subject to the discretion of the Chairperson.

13. Procedure Rules

13.1. Attendance

13.1.1. At every meeting, it shall be the responsibility of each member to enter their name on an attendance record provided by the Secretary from which attendance at the meeting will be recorded.

13.2. Order of Business

13.2.1. Subject to paragraph 13.2.2, the order of business at each meeting of the Joint Committee will be:

- Apologies for absence;
- Declarations of interests;
- Approve as a correct record and sign the minutes of the last meeting;
- Matters set out in the agenda for the meeting which will clearly indicate which are key decisions and which are not; and
- Matters on the agenda for the meeting which, in the opinion of the Secretary are likely to be considered in the absence of the press and public.

13.2.2. The person presiding at the meeting may vary the order of business at the meeting.

14. Disclosable Pecuniary Interests

14.1. If a member is aware that they have a disclosable pecuniary interest in any matter to be considered at the meeting, the Member must withdraw from the room where the meeting considering the business is being held:

- a) in the case where 14.2 applies, immediately after making representations, answering questions or giving evidence;

- b) in any other case, wherever it becomes apparent that the business is being considered at that meeting;
- c) unless the Member has obtained a dispensation from their own authority's Standards Committee or Monitoring Officer. Such dispensation to be notified to the Secretary prior to the commencement of the meeting.

14.2. Where a member has a disclosable pecuniary interest in any business of the Joint Committee, the Member may attend the meeting (or a sub-committee or advisory group of the committee) but only for the purpose of making representations, answering questions or giving evidence relating to the business, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise.

15. Minutes

15.1. There will be no discussion or motion made in respect of the minutes other than except as to their accuracy. If no such question is raised or if it is raised then as soon as it has been disposed of, the Chairperson shall sign the minutes.

16. Rules of Debate

16.1. A Member wishing to speak shall address the Chairperson and direct their comments to the question being discussed. The Chairperson shall decide the order in which to take representations from members wishing to speak and shall decide all questions of order. Their ruling upon all such questions or upon matters arising in debate shall be final and shall not be open to discussion.

16.2. A motion or amendment shall not be discussed unless it has been proposed and seconded. When a motion is under debate no other motion shall be moved except the following:

- a) To amend the motion;
- b) To adjourn the meeting;
- c) To adjourn the debate or consideration of the item;
- d) To proceed to the next business;
- e) That the question now be put;
- f) That a member be not further heard or do leave the meeting; and
- g) To exclude the press and public under Section 100A of the Local Government Act 1972.

17. Conduct of Members

17.1. Members of the Joint Committee will be subject to their own authority's Code of Conduct.

18. Application to Sub-Committees

18.1. The procedure rules and also the Access to Information provisions set out at paragraph 11 shall apply to meetings of any sub-committees of the Joint Committee.

19. Scrutiny of decisions

19.1. Each constituent authority which operates executive arrangements will be able to scrutinise the decisions of the Joint Committee in accordance with that constituent authority's overview and scrutiny arrangements.

20. Winding up of the Joint Committee

20.1. The Joint Committee may be wound up immediately if either constituent member withdraws or by a unanimous vote of all constituent authorities.

21. Amendment of this Constitution

21.1. This Constitution can only be amended by resolution of each of the constituent authorities which must be made at each council.

Community Impact Assessment

Proposal for a Joint Enterprise Delivery Committee

Author: Matt Shufflebotham

Date: 26th January 2024

➤ **Equality Assessment**

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>Age - older and younger people</p>	<p>Careers Hubs are specifically designed to improve careers education for younger people and its impact is largely limited to younger age groups, although this should also have benefits for local businesses in being able to access the skills they require</p>	<p>Poor careers education can lead people to gaining skills not required by businesses and ultimately make it difficult to find employment, whilst businesses may be unable to access the skills they need</p>	<p>The proposal to create a contingency so that the Careers Hub can continue to operate in the event of Government ceasing funding is specifically to mitigate these risks</p>
<p>Disability - people who are living with different conditions and disabilities, such as: mental illnesses, long term conditions, Autism and other neurodiverse conditions, learning disabilities, sensory impairment and physical disabilities.</p>	<p>None of the proposals have any specific impact on any of these specific characteristics. The Cabinet report sets out governance mechanisms and programmes that will either be open to all residents and businesses or signposting to other internal and external programmes, the community impact of which would need to be considered through the appropriate processes for each programme.</p>		
<p>Gender reassignment - those people in the process of transitioning from one sex to another</p>			
<p>Marriage & Civil Partnership - people who are married or in a civil partnership should not be treated differently at work</p>			

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
Pregnancy & Maternity - women who are pregnant or who have recently had a baby, including breast feeding mothers			
Race - people defined by their race, colour, and nationality (including citizenship) ethnic or national origins			
Religion or Belief - people with any religious or philosophical belief, including a lack of belief. A belief should affect a person's life choices or the way they live for it to be considered			
Sex - men or women			
Sexual orientation - whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes			

➤ **Economic Assessment**

Key consideration	Benefits	Risks	Mitigations / Recommendations
The proposals primarily relate to the local economy and the opportunities presented by the integration of responsibilities of the Local Enterprise Partnership into the local authorities, alongside the delivery of three key economic	The integration of functions will ensure efficiency and accountability for the delivery of public	The Cabinet report highlights risks around one-year funding settlements in the	The proposals to ringfence assets that will transfer to the local authorities from the Local Enterprise Partnership are specifically designed to mitigate the issues of

Key consideration	Benefits	Risks	Mitigations / Recommendations
programmes that form part of the delivery of our Economic Strategy.	funding, whilst the economic programmes are important to the delivery of our overall economic priorities	delivery of key economic programmes	short-term funding settlements, allowing us to operate key economic programmes over multiple years and not just one

➤ **Climate Change Assessment**

Key considerations	Benefits	Risks	Mitigations / Recommendations
<p>The Growth Hub is one of the key local services in providing advice to businesses, including on issues such as energy efficiency which are then directed to relevant programmes, funding opportunities, etc. Other matters raised within this report have no direct climate change implications, although specific programmes considered and delivered through the various governance mechanisms and services may have and this will need to be considered through the relevant decision-making processes as appropriate.</p>	<p>The Growth Hub is an important point of contact for businesses in accessing support to allow them to start, survive and thrive, including issues related to climate change and particularly energy efficiency.</p>	<p>The Cabinet report highlights the risks around the operability of the Growth Hub due to the one-year Government funding settlement</p>	<p>The proposals to ringfence assets that will transfer to the local authorities from the Local Enterprise Partnership to create a contingency for the Growth Hub is specifically designed to mitigate the issue of the short-term funding settlement, allowing us to operate the programme over multiple years and not just one</p>

Cabinet - Wednesday 20 March 2024

Decisions taken by Cabinet Members under Delegated Powers

Recommendation of the Leader of the Council

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

Report of the Deputy Chief Executive and Director for Corporate Services

Reasons for Recommendations

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

Background

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

Cabinet Member	Decision
Cabinet Member for Education (and SEND)	In approving the admission arrangements relating to admissions to community and voluntary controlled schools.

List of Background Papers:

Cabinet Member Delegated Decision No. 570.

Contact Details

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Forward Plan of Key Decisions - 17 April 2024 - 21 August 2024

The Forward Plan of Key Decisions is prepared on a monthly basis and published at least 28 days before the start of the period covered. Key Decisions are defined as those Executive decisions which are likely:

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

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

The Membership of the Cabinet consists of:

Leader of the County Council – Alan White
 Deputy Leader and Cabinet Member for Economy and Skills – Philip White
 Cabinet Member for Health and Care – Mike Wilcox
 Cabinet Member for Environment, Infrastructure and Climate Change – Simon Tagg
 Cabinet Member for Commercial Matters – Mark Deaville
 Cabinet Member for Highways and Transport – David Williams
 Cabinet Member for Finance and Resources – Ian Parry
 Cabinet Member for Communities and Culture – Victoria Wilson
 Cabinet Member for Children and Young People – Mark Sutton
 Cabinet Member for Education (and SEND) – Jonathan Price
 Cabinet Support Member for Highways – Robert Pritchard
 Cabinet Support Member for Public Health and Integrated Care – Paul Northcott

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

Documents submitted for decision will be a formal report which will be available on the County Council's website at least 5 clear working days before the date the decision is to be made, unless that report is subject to any prohibition or restriction on its disclosure. Other relevant background documents used in compiling the report will also be made available in the same way unless they are subject to any prohibition or restriction on their disclosure. Minutes of Cabinet meetings will be published within three working days and will be subject to call-in. The call-in period lasts for three working days. If the decision is not called-in it will be implemented on the fourth working day. Special urgency items are exempt from call-in.

Forward Plan of Key Decisions - 17 April 2024 - 21 August 2024

Note:

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

Predicted Date of Decision	Public or Private Decision	Title and Description	Consultation	Contact Officer
17 April 2024	Public	Integrated Performance Report - Quarter 4, 2023/24 Leader of the Council (Alan White)	N/A	Wendy Tompson, Rachel Spain (Tel: 01785 854267, Tel: 01785 854455) Service Area: Strategy Team and Finance
		This quarterly Integrated Performance Report provides an overview of Staffordshire County Council's progress and performance in delivering against our Strategic Plan and Corporate Delivery Plan, and our financial position in relation to our Medium Term Financial Strategy.		
17 April 2024	Private	Review of Local Authority Social Care Case Management Systems Cabinet Member for Health and Care (Mike Wilcox), Cabinet Member for Children and Young People (Mark Sutton)	N/A	Jo Cowcher, Nisha Gupta (Tel: 07772 011078, Tel: 07890 402088) Service Area: Health and Care
		Review of Local authority social care case management systems utilised by Health and Care Children & Families and Finance Services		
17 April 2024	Private	Unregulated Placement Update Cabinet Member for Children and Young People (Mark Sutton)	n/a	Nisha Gupta (Tel: 07890 402088) Service Area: Children and
		Update on the young people in unregulated placements		

				Families
15 May 2024	Public	<p>Procurement for Garden Waste Disposal Framework Cabinet Member for Commercial Matters (Mark Deaville), Cabinet Member for Environment, Infrastructure and Climate Change (Simon Tagg)</p> <p>Staffordshire County Council (SCC) are procuring a Framework Agreement for the provision of a Green Waste Processing Service. The Framework will consist of 3 lots. Lot one for the treatment of green waste, with this lot being accessed by Newcastle Under Lyme Borough Council only (NULBC). Lot two for the treatment of green waste, with this lot being accessed by Stafford Borough Council only (SBC) Lot three for the treatment of food and green waste, with this lot being accessed by Staffordshire Moorlands District Council only (SMDC). The framework is for a supplier(s) to supply treatment facilities for the acceptance of separately collected green waste to be processed with the exception of lot three which is for mixed food and green waste.</p>	N/A	David Atkinson (Tel: 01785 277910) Service Area: Waste and Sustainability
15 May 2024	Public	<p>Roofing Framework Agreement Cabinet Member for Commercial Matters (Mark Deaville)</p> <p>Renewal of Corporate Roofing Framework Agreement</p>	None at this stage	Ian Turner (Tel: 01785 277228) Service Area: Strategic Property
15 May 2024	Public	<p>Community Learning Accountability Agreement 2024-2025 Deputy Leader of the Council and Cabinet Member for Economy and Skills (Philip White)</p> <p>The report provides an update on performance across Community Learning and the opportunity to consult on the Accountability Agreement which lays out priorities and targets for the 2024-2025 academic year. The Accountability Agreement forms the basis of the Council's Adult Education Budget grant agreement with the Education and Skills Funding Agency (ESFA). It is a</p>	N/A	Anthony Baines (Tel: 01785 895984) Service Area: Skills & Employability

		funding requirement to seek approval from Cabinet and submit the Accountability Agreement to the ESFA by the 30th June 2024 for funding to be released to the Council.		
19 June 2024	Public	<p>Supported Living Commissioning Update Cabinet Member for Health and Care (Mike Wilcox)</p> <p>This report will provide an update on the re-commissioning of supported living care services as approved by Cabinet in July 2023, and seek approval from Cabinet for a future fee structure with assurance that this will ensure the sustainability of the market.</p>	None at present	<p>Andrew Jepps (Tel: 01785 278557) Service Area: Health and Care</p>
19 June 2024	Public	<p>Final Financial Outturn 2023/24 Alan White, Ian Parry</p> <p>To update Cabinet on the final financial outturn against budget for 2023/24.</p>	Directorate SLTs and Corporate SLT will be consulted as appropriate.	<p>Rachel Spain (Tel: 01785 854455) Service Area: Finance</p>
17 July 2024	Public	<p>Digital Innovation Strategy for Staffordshire County Council Cabinet Member for Finance and Resources (Ian Parry)</p> <p>Proposing a revitalised Digital Innovation Strategy for Staffordshire County Council, our submission outlines a comprehensive framework aimed at driving digital excellence to enhance our services, fostering inclusivity and building a smarter, more connected future for our community. With a focus on leveraging emerging technologies, this strategy seeks Cabinet approval to empower our community with efficient, accessible, and forward-thinking digital solutions.</p>	N/A	<p>Lynsey Bissell (Tel: 07855 026263) Service Area: Corporate Services</p>

17 July 2024	Public	<p>Children and Young People's Emotional Health and Wellbeing Service Cabinet Member for Children and Young People (Mark Sutton)</p> <p>An options paper will outline the current joint-commissioned children and young people's emotional health and wellbeing service in Staffordshire and provide options for the future commissioning of a children and young people's emotional health and wellbeing service, along with a preferred option / recommendation.</p>	Not sure yet	<p>Natasha Moody (Tel: 07976 191079) Service Area: Families and Communities Commissioning Team</p>
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