

Prosperous Overview and Scrutiny Committee

Friday 2 February 2024

10:00

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
25 January 2024

Agenda

1. **Apologies**
2. **Declarations of Interest**
3. **Minutes of meeting held on 11 January 2024** (Pages 5 - 12)
4. **Staffordshire Safer Roads Partnership** (Pages 13 - 26)
Report of Cabinet Member for Highways and Transport
5. **Highways Transformation Progress and Performance - Quarterly update** (Pages 27 - 68)
Oral report and presentation of the Cabinet Member for Highways and Transport
6. **Work Programme** (Pages 69 - 86)
7. **Date of Next Meeting - Thursday 28 March 2024 at 10.00 am, County Buildings, Stafford**
8. **Exclusion of the Public**
The Chairman to move:

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

Part Two

(All reports in this section are exempt)

Nil.

Membership	
Charlotte Atkins	Rev. Preb. M. Metcalf
Tina Clements (Chair)	David Smith
Philippa Haden	Samantha Thompson
Philip Hudson	Ross Ward (Vice-Chair (Scrutiny))
Graham Hutton	Bernard Williams
Peter Kruskonjic (Vice-Chair (Overview))	

Notes for Members of the Press and Public

Filming of Meetings

Staffordshire County Council is defined as a Data Controller under the Data Protection Act 2018. The County Council has agreed that public meetings should be the subject of live web transmission 'webcasting'. Fixed cameras are located within meeting room for this purpose.

The webcast will be live on the County Council's website and recorded for subsequent play-back for 12 months. The recording will also be uploaded to YouTube. By entering the meeting room and using the seats around the meeting tables you are deemed to be consenting to being filmed and to the possible use of those images and sound recordings for the purpose of webcasting.

If you have privacy concerns about the webcast or do not wish to have your image captured, then please contact the Member and Democratic Services officer named at the top right of the agenda.

Recording by Press and Public

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



Minutes of the Prosperous Overview and Scrutiny Committee Meeting held on 11 January 2024

Present: Tina Clements (Chair)

Attendance	
Charlotte Atkins	David Smith
Philippa Haden	Samantha Thompson
Philip Hudson	Ross Ward (Vice-Chair (Scrutiny))
Rev. Preb. M. Metcalf	Bernard Williams

Also in attendance: Jonathan Lindop

Apologies: Darryl Eyers, Graham Hutton and Peter Kruskonjic

Part One

46. Declarations of Interest

There were no Declarations of Interest made.

47. Minutes of meeting held on 13 December 2023

RESOLVED - That the minutes of the meeting held on 13 December 2023 be confirmed and signed by the Chairman.

48. Update on the Preparation of the Staffordshire Local Transport Plan

The Committee considered a report of the Cabinet Member for Highways and Transport updating them on the progress made in the preparation of a new Staffordshire Local Transport Plan (LTP4) (schedule 1 to the signed minutes).

The County Council were required to produce a Local Transport Plan under the Transport Act 2008 setting out the transport goals and objectives for their area with a view to maintaining and improving transportation for residents for the period until 2025.

At their meeting on 22 March 2023, the Committee learned of new draft Guidance for LTPs which had been published by Central Government. Whilst final Statutory Guidance was still awaited, recent announcements (eg cancellation of HS2 Phase 2 and delay in the ban of new petrol- and diesel-powered vehicles), indicated a shift in national transport policy. However, work was continuing on the preparation of a new Plan owing to its importance for the Authority's Highway Maintenance and Integrated

Block allocations, bids for external funding (eg Network North grants) and the need to give clarity to their approach to managing and maintaining the existing Highway network etc.

Members learned that an important aspect of producing LTP4 was an evaluation of the success of the policies included in the previous LTP3. Therefore, they noted the following objectives contained in this Plan together with the Cabinet Members' assessment of the extent to which each objective had been met over the Plan period:-

(i) Improve Journey Time Reliability

Data from the Department for Transport indicated that there had been an overall increase in vehicle miles travelled from 5.63 billion in 2011 to 5.87 in 2022. Whilst various Highway Improvement schemes had sought to facilitate the expeditious movement of traffic data from the National Highway and Transport Satisfaction Survey indicated an 8% fall in the level of satisfaction in addressing congestion.

(ii) Improve Access to Employment

Improving access to existing and new employment sites in the County had been a primary for the Council. Although, employment levels were not directly linked to improvements in transportation, they had increased during the Plan period. In addition, the number of young people Not in Education, Employment or Training had seen significant reductions when compared to neighbouring Authorities.

(iii) Maintain Current Condition of the Highway Network

Maintaining the condition of the Highway network had been particularly challenging since 2011 owing to a reduction in funding by Central Government, increasing costs and higher volume of traffic. However, in March 2023 the County Council an extra £30m investment in Highway works during 2024/25 and 2025/26 in addition to their existing £50m annual spend on Highway maintenance.

(iv) Increase Bus Patronage Levels

Bus patronage had shown a significant overall decline during LTP3's plan period. There had been 22 million passenger journeys in 2009/10 whereas there had only been 5.9 million journeys in 2018/19. This trend had been exacerbated by the Covid-19 pandemic which saw 9.1 million during 2021/22. However, certain routes in Tamworth and between South Staffordshire and the West Midlands conurbation had seen growth. In addition, there had been continued investment in bus transport infrastructure eg bus stops and passenger information displays during this

time.

(v) Improve Access to Town Centres

The County Council had invested in several regeneration schemes including in Lichfield and Burton-on-Trent. Also, the Authority had worked to enhance Newcastle-under-Lyme town centre (and access to it) using a combination of public and developer funding.

(vi) Reduce Cost of Travel for the Young, Elderly and those with Disabilities

Schemes promoted by the County Council that have sought to reduce the cost of travel for young, elderly and those with disabilities, included the Concessionary Fare Scheme for people over 66 years, the Concessionary Fare Scheme for Disabled People, Staffordshire Young Persons' Travel Card, and the Wheels 2 Work Scheme.

(v) Reduce the Number of Road Casualties

Staffordshire continued to perform well in reducing the number of Road casualties in the County, year on year. Countywide programmes such as Safer Routes to School and Bikeability focused on children – one of the county's main vulnerable road user groups. It was estimated that approximately 120,000 pupils had received Bikeability training since 2010. In addition, clusters of accidents had been addressed through local safety measures such as anti-skid surfacing, average speed cameras, junction modifications, traffic calming, speed limit reviews, gateways, signing and improved road markings.

(vi) Reduce Road Transport Co2 Emmisions

CO2 emissions from road transport on the local road network was estimated to have fallen from 1659.8 kilo tonnes in 2008 to 1173.7 kilo tonnes in 2020. This was mainly due to advances in vehicle and fuel technology but was also evidenced by a reduction in the number of Air Quality Management Areas (AQMAs) in the County from 17 to 6.

(vii) Maintain Levels of Recreational Cycling

Sustainable and active travel was an increasing priority for the County Council and Central Government and significant levels of funding had been made available to achieve LTP3's objective. Investment had been made to improve sections of the National Cycle Network, including routes linking to Stafford and Newcastle-under Lyme, as well as cycle connections serving Uttoxeter, Burton-on-Trent and Staffordshire Moorlands.

In addition, they also learned of:- (i) the proposed evidence base for LTP4; (ii) the two Guiding Principles for preparation of the Plan which had so far emerged ('Provide a Transport System that Promotes High Quality, Prosperous Places and Puts People First" and "Reduce Dependency on Petrol and Diesel Vehicles); (iii) funding opportunities arising from Central Government's Network North initiative following the cancellation of HS2 Phase 2; (iv) a one-day event planned for March 2024 to provide officers with an opportunity to identify and discuss ideas for short-term deliverable schemes within a five-year implementation plan together with their medium and long term ideas for delivery of the LTP4's Vision and; (v) proposed governance arrangements including the establishment of an Internal Working Group, External Sounding Board and Project Board.

In the full and wide-ranging discussion which ensued Members gave detailed scrutiny to performance against LTP3's various Objectives together with the progress made in preparing LTP4, asking questions, seeking clarification and raising areas of concern as necessary, including:- (i) measures aimed at seeking residents views on the draft document; (ii) how LTP4 would dovetail with other County Council key policy documents eg Electric Vehicle Infrastructure Strategy; (iii) the need for robust cross boarder consultation arrangements with other Local Authorities; (iv) the role of taxis in providing access to public transport where bus services were either absent or infrequent; (v) the unique needs of Staffordshire's rural areas; (vi) co-ordination with District/Borough and Parish Councils; (vii) the role of the 'Lichfield South' Development in improving access to existing and new employment sites and its inclusion into LTP4's evidence base; (viii) the role of local Members in promoting alternative methods of transport eg cycling and the need to include relevant data on the use of cycleways into LTP4's evidence base and; (iv) the need for innovative solutions and a renewed partnership approach to maintain the reductions in road accident casualty statistics which had been achieved.

In conclusion, Members welcomed the significant progress which had been made towards achieving many of LTP3's objectives. However, they were disappointed to hear that bus patronage levels had also declined in the County, in line with national trends. They spoke of the need for greater clarity from Central Government regarding national policy and looked forward to the publication of statutory guidance. However, they supported the assumptions which had been made by the Cabinet Member in the interim, having regard to the importance of LTP4 to the Authority's Highway Maintenance and Integrated Transport Block funding allocations.

They were also reassured that the proposed evidence base for preparation of LTP4 was comprehensive.

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

(b) That the significant progress which had been made in achieving many of LTP3's objectives be welcomed.

(c) That the early progress which had been made in the preparation of LTP4 be welcomed.

(b) That further scrutiny be given to LTP4's progress, particularly having regard to the absence of Statutory Guidance, at the appropriate time, as necessary.

49. Lighting for Staffordshire Update and Energy Framework Proposal

The Committee considered a report of the Cabinet Member for Highways and Transport outlining:- (i) the operational performance of the long-term Lighting for Staffordshire Private Finance Initiative contract and; (ii) the proposed procurement of a contract for the supply of electricity for road lighting, for the period 1 April 2024 to 31 March 2028 (schedule 2 to the signed minutes).

Members heard that Lighting for Staffordshire (LfS) Limited had commenced delivery of the street lighting PFI contract on 19 May 2003 for the period of 25 years. The value of the contract was £250 million for which the County Council received a Revenue Support Grant of £1.54 million per annum.

Unlike many other PFI street lighting contracts, The Staffordshire contract included a continuous programme of asset renewal in order to safeguard against the need for a large-scale renewal over a relatively short time period. This approach also enabled the network to benefit from continuous technological improvements might occur over the duration of the contract.

Since 2003, the quantity of street lighting assets on Staffordshire Highways had risen from 99,343 to 108,224 (as of September 2023) which represented a growth of 8.9%. During this time, performance against the Asset Renewal Programme set out in the contract was as follows:-

Block Period	Target Asset Renewal No.	Actual Asset Renewal No.
2003-2008	27,059	25,503
2008-2013	11,590	12,188
2013-2018	9,370	10,616
2018-2023	9,170	10,215
2023-2025	7,700	1,455
Total	64,889	55467

However, they heard that the agreed mechanism used to value each asset had resulted in some discrepancies arising between the Target Asset Renewal and Actual Asset Renewal figures in each of the five-year blocks shown above. Notwithstanding these discrepancies, the Cabinet Member was confident that the Programme and its approach to renewal ensured that assets with a longer than expected life cycle were not replaced earlier than was necessary and provided the most cost-effective solution.

With regard to general maintenance of street lighting assets:- (i) the number of reported faults and emergency faults had reduced by almost 50% when compared to 2003; (ii) the number of lights lit remained consistently high at over 99.3% against a performance target of 98% and (iii) a customer satisfaction rating of over 98% had been consistently achieved since completion of the first five-year Block in May 2008.

In addition, following the 'Credit Crunch' in 2008/09, the contract had been independently re-assessed for value for money and to ascertain if costs could be reduced. This had been undertaken by Ernst & Young who confirmed the Authority's approach to negotiating improvements with the contractor had been correct. The total cumulative savings against each of the relevant headings applied from January 2013 to the end of September 2023 were as follows:-

Heading	Amount
Modernisation of Service Specification	£2,793,323.12
Insurance	£650,247
Asset Renewal High Efficiency Lanterns	3,321,672 kWh/annum
Asset Renewal Dimming	768,115 kWh/annum
Retro Fit Dimming	3,829,314 kWh/annum

Converting the above-mentioned energy savings to a monetary value indicated savings of approximately £2.2m were achieved over the ten-year period April 2013 to September 2023. Furthermore, total savings at the end of September 2023 arising from contract modernisation were approximately £5.6m.

With regard to procurement of a new contract for the supply of electricity for road lighting, the Cabinet Member explained that he proposed to use the Crown Commercial Services (CCS) energy framework and their Flexible Purchasing Model to gain best value for the Authority. The annual value of electricity for the Council's Street Lighting and Intelligent Transport Systems was estimated to be £6.9m per annum.

NOTE BY CLERK: Since consideration of the report, the Cabinet Member has clarified that the annual value of electricity usage is estimated to be £7.3m and not £6.9m as originally stated.

In the full and wide-ranging discussion which ensued, Members gave detailed scrutiny to performance of the PFI Lighting contract and Cabinet Members's proposals for procuring a new energy supply contract, asking questions, seeking clarification and raising areas of concern as necessary, including:- (i) the possibility of making additional savings by utilising existing columns for upgraded lanterns rather than replacing them with new, as a matter of course; (ii) the efficacy of either extinguishing or dimming lanterns during certain hours; (iii) technical issues regarding the brightness and direction of lanterns particularly within certain residential locations; (iv) the need to manage risks associated with the ending of the existing PFI contract, effectively and; (v) the anticipated date for completion of the Light Emitting Diode (LED) upgrade programme.

In conclusion, Members welcomed the significant savings which had been achieved to date in the PFI contract together with the excellent performance of the service since 2003. They went on to give their support to the Cabinet Member's proposed approach to procuring a new contract for the supply of electricity and paid tribute to him and his operational team for their valuable work in providing an effective and efficient essential service to the people of Staffordshire.

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

(b) That the excellent performance of the current Private Finance Initiative contract arrangements for street lighting in Staffordshire be welcomed.

(c) That the Cabinet Members' proposed approach to procuring a new contract for the supply of electricity for street lighting and Intelligent Transport Systems in Staffordshire for the period 1 April 2024 to 31 March 2028 be supported.

(d) That the progress made in implementing new arrangements for street lighting in the County from 1 April 2028 be monitored closely and a further report be brought to the Committee for scrutiny at the appropriate time.

50. Work Programme

The Chairman reported that, with advice from the Director of Economy Infrastructure and Skills, the following items had been provisionally prioritised for consideration at their March 2024 meeting:-

- HS2 Sixth Monthly Update – Impact on and Opportunities for Staffordshire;
- Cultural Strategy;

- Household Waste Recycling Centres – Update.

The remaining items ie:- (i) Country Parks Strategy; (ii) Local Cycling and Walking Infrastructure Plan; (iii) Review of Job and Careers Brokerage Service Performance and; (iv) Employment and Skills Strategy – Progress Update, should be considered at an alternative future meeting to be determined.

RESOLVED – That, subject to the above-mentioned changes, the Work Programme (schedule 3 to the signed minutes) be approved.

51. Date of Next Meeting - Friday 2 February 2024 at 10.00 am, County Buildings, Stafford

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

Chair

Prosperous Overview and Scrutiny Committee – Friday 2 February 2024

Staffordshire Safer Roads Partnership

Recommendations

I recommend that the Committee:

- a. Scrutinise the operation of Staffordshire Safer Roads Partnership having regard to their agreed Strategic Objectives and key performance metrics.
- b. Consider what further scrutiny might be required having regard to findings under recommendation (a) above.

Local Member Interest:

N/A

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

Summary

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

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

Report

Background

4. The Staffordshire Safer Roads Partnership (SSRP) was setup in 2001 with the aim of bringing partner organisations together to reduce road casualties in Staffordshire and Stoke-on-Trent. Current key partners are:
 - a. Staffordshire County Council
 - b. Stoke-on-Trent City Council
 - c. Staffordshire Commissioner's Office
 - d. Staffordshire Police
 - e. Staffordshire Fire & Rescue Service
 - f. National Highways
5. The Partnership's vision is: "Working together to improve road safety in partnership with our communities".
6. The joint Governance group for the SSRP agreed in January 2016 to strengthen the governance of the Partnership. This prompted a redesign of the governance arrangements, delivery model and staffing structure to ensure the future work of the Partnership would receive appropriate direction and scrutiny.
7. A key element to note is that the SSRP does not exist as an autonomous entity. It is an informal collaboration designed to improve road safety through the alignment of resources, knowledge and skills across all partner organisations.
8. The SSRP plans to use a range of measures including Education, Engagement, Enforcement and Engineering to support a wider culture change that will see excessive speed and inconsiderate behaviour on our roads as socially unacceptable.
9. The Staffordshire Safer Roads Partnership has previously been considered by this Overview and Scrutiny Committee in September 2017, January 2019, January 2021 and March 2023.

Governance and Structure

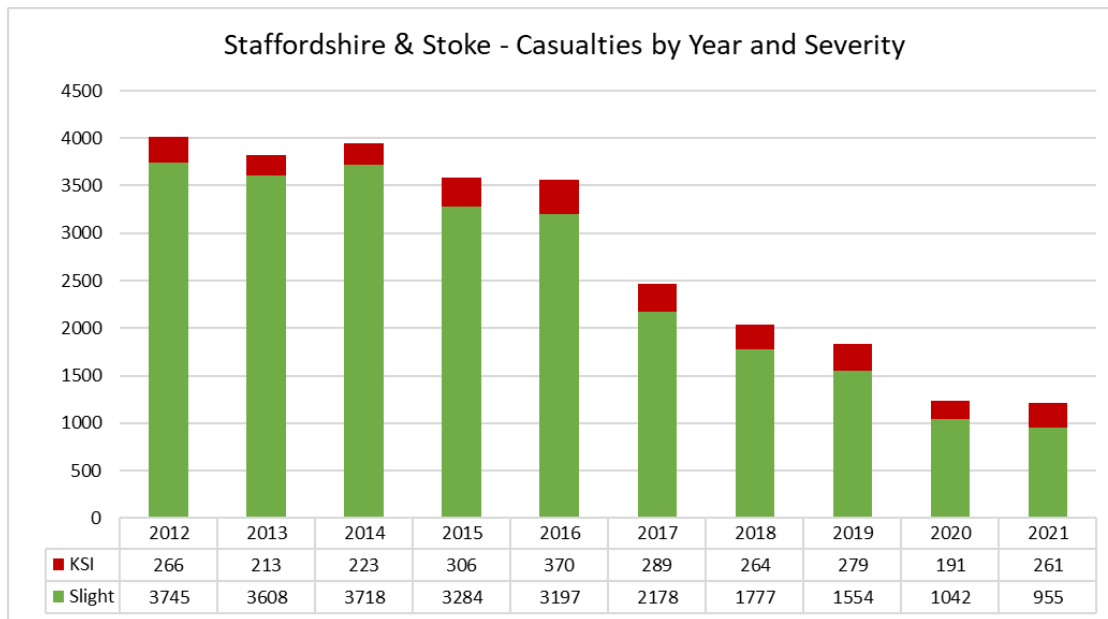
10. The SSRP is jointly chaired by Ben Adams, Police, Fire and Crime Commissioner, and Helen Fisher, Deputy Police, Fire and Crime Commissioner. Current governance arrangements include a Governance Board which meets 3 times a year. Offline updates and decisions are used in between meetings as required.

11. The Governance Board sets the strategic direction of the Partnership and takes ultimate responsibility for key financial decisions and scrutiny. Membership includes senior political representatives from the main Partner organisations.
12. Current board membership is shown in Appendix 1.
13. Working Groups, either permanent or time-limited, provide opportunities for partners to work together to develop activities and delivery. The working groups provide updates and decision requests to the Governance Board.
14. The following key strategic objectives have been identified, with a brief update on progress include as a sub point:
 - a. To achieve a long term sustained reduction in road traffic collisions across Staffordshire and Stoke-on-Trent.
 - i. Information in paragraph 19 highlights the good progress against this objective.
 - b. To ensure education and training initiatives are used effectively to reduce the risk of being involved in a road traffic collision.
 - i. Paragraph 23 outlines the provision of road safety education in schools.
 - ii. A wide range of other education and training initiatives are also used to address other road user groups or behaviours.
 - iii. The information used to support this work area is described in Paragraph 21.
 - c. To agree a considered approach to engineering and enforcement based on evidence and making best use of sustainable but limited resources.
 - i. Responsibility for the delivery of engineering schemes rests with the relevant highway authority who all have well established processes to identify and prioritise this work.
 - ii. Staffordshire Police lead on enforcement, however the SSRP supports decision making around site selection and enforcement strategy.
 - d. To engage and support our communities to take local responsibility for improving road safety.

- i. Key initiatives to support this objective include Community Speed Watch (see Paragraph 24) which is very popular with our communities.
- e. To improve public confidence in the safety of Staffordshire and Stoke-on-Trent's roads.
 - i. The greater focus on communications and media activity related to road safety are outlined in Paragraph 25.
- 15. The strengthening of governance arrangements enabled a change in delivery model, with responsibility resting with the partner organisation responsible for each element of delivery.
- 16. As the new governance and delivery arrangements became more established it was decided that a semi-formal agreement between partners would be beneficial. A new Memorandum of Understanding (MoU) has recently been developed and aims to set out the responsibilities of both the SSRP and individual partners. A particular focus is on the financial arrangements and assurances in relation to employment and the cost recovery mechanisms for services delivered on behalf of the SSRP.
- 17. A desire to raise awareness with communities and wider stakeholders about the work of the SSRP was identified. As a result, the Partnership's first public facing strategic document the 'Road Safety Plan' was developed. As a next step, a new SSRP website (www.staffsaferroads.co.uk) was produced to ensure information about the Partnership was easily accessible. The site is currently awaiting review under the new communications arrangements.
- 18. The SSRP governance arrangements have recently been subject to an audit by Staffordshire County Council. The outcome found most areas reviewed were adequately controlled, with some recommendations made to improve internal documentation and processes. The resulting actions have either been completed or are currently being progressed.

Road Traffic Casualties

19. Recorded road traffic casualties in Staffordshire and Stoke-on-Trent have seen a significant decline as the following chart demonstrates. However, some of the variation may be attributed to changes in collision reporting and recording processes over recent years. This included a change in the classification of casualty severity which was implemented in 2015 and resulted in an increase in KSI (fatal and serious injury) casualties recorded. A summary of KSI collisions and casualties in 2021 is provided in Appendix 2.



20. The Partnership has adopted a 'Vision Zero' approach which reflects the view that it can never be ethically acceptable that people are killed or seriously injured on our roads. However, in real terms the partnership is seeking to achieve a long term sustained reduction in collisions, both in number and severity. Success against this target will be quantified in terms of the number of collisions resulting in injury.

21. Work is ongoing to ensure resources are directed appropriately based on detailed analysis of casualty numbers and trends. This has confirmed a need to continue the focus on children, young drivers and motorcyclists, and has also provided evidence to support the development of initiatives in relation to cyclists, mature drivers and commercial vehicles (HGVs, vans etc).

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

proportionate to the issue and considered in light of the resources available.

Key Initiatives

23. Of particular note is the agreement, from April 2018, for the SSRP to adopt the funding of Road Safety Education in priority schools across Staffordshire and Stoke-on-Trent. This has taken on the service previously funded by Staffordshire County Council, and also enabled formal road safety education to be reinstated in Stoke-on-Trent schools. Funding for this work area is reviewed periodically, and the current agreement is for delivery to continue to July 2025, with further funding likely to be agreed.
24. The Community Speed Watch scheme is currently undergoing development to further support communities concerned about the speed of traffic. This includes a review of processes and technology, and integration with the new Police Operating Model to increase 'on the ground' support by officers.
25. Recognising the potential for road safety information and education to be promoted through communication and media channels, the SSRP has previously commissioned Staffordshire County Council to provide support to develop this area of work. Campaigns have included a focus on pedal cycle safety and mature drivers. Plans are now being progressed for a dedicated resource to continue increasing the SSRPs delivery in this work area. This will include identifying opportunities to promote road safety and Partnership initiatives, improving coordination between partner communication teams, and developing specific campaigns to address identified requirements. The Staffordshire Commissioner's Office has recently agreed to provide this resource as a commissioned service on behalf of the SSRP.
26. A project is currently underway to upgrade some of the older fixed camera sites through a phased approach. As part of this, consideration will be given to newer camera technologies which were not available when the current cameras were installed. The initial phase, focussing on the highest priority sites, was implemented Autumn/Winter 2023. This included 20 camera housings across 4 routes. Staffordshire Police and the Staffordshire Commissioner led on the procurement on behalf of the SSRP. A further phase is planned for 2024 with longer terms plans under review.
27. The Camera Van fleet is currently undergoing modernisation, including the purchase of new vehicles to replace the ageing fleet, and the

implementation of newer mobile camera equipment which will bring technical and operational benefits.

28. The delivery of National Driver Offender Retraining Scheme courses, such as the Speed Awareness Course, is undertaken by Staffordshire County Council on behalf of the Partnership and Staffordshire Police. These courses are offered in lieu of prosecution where certain criteria are met. As this is a national scheme, course providers must adhere to strict requirements and engage with regular audits. Planned developments for 2024 include the local implementation of two further national courses including the National Rider Risk Awareness Course aimed at motorcycling offenders.
29. A new councillor-led scheme, Neighbourhood Speed Check, was launched in October 2023 providing fast tracked access to speeding concern assessments for all local members in the County and City. So far over 60 roads have been assessed with 9 meeting criteria for new or additional enforcement coverage to be setup.

Finance

30. There is no direct financial contribution to the SSRP by any partner organisation.
31. Road safety activity undertaken by partners may use their existing resources or may be funded through the SSRP centralised budget. The majority of partnership funding is as a result of educational diversion course referrals which include a nationally agreed cost recovery element returned to the enforcement authority (SSRP in this case). A centralised Partnership budget is held by Staffordshire County Council who act as Treasurer.
32. Several opportunities to deliver external projects also provide an income stream including enforcement on behalf of National Highways (enforcement support for strategic road network roadworks and Smart motorway cameras within Staffordshire) and Network Rail (national project using cameras to improve safety at level crossings).
33. As at the end of 2022/23, the Partnership held reserves of £1.8m. This includes £0.4m ring fenced to cover any potential redundancy liability for partner staff employed to provide services on behalf of the SSRP. A further £0.6m of the reserves has been identified to meet the Phase 1 cost of digital camera upgrades, with funding for further phases to be considered soon.

34. It is worth noting that the cost to society of road traffic collisions is significant. The Department for Transport estimates the average value of prevention per fatal casualty at over £2m¹.

Link to Strategic Plan

35. The Partnership's work has the potential to contribute to all three of the County Council's Strategic Plan outcomes:

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

Link to Other Overview and Scrutiny Activity

N/A

List of Background Documents/Appendices:

Appendix 1 – SSRP Governance Membership November 2023
Appendix 2 – Staffordshire and Stoke 2021 KSI Summary

Contact Details

Assistant Director: James Bailey, Assistant Director – Highways and the Built County

Report Author: Melanie Langdown
Job Title: Strategic Governance and Commissioning Manager, Staffordshire Safer Roads Partnership

Telephone No.: 01785 235006 / 07855 336945
E-Mail Address: melanie.langdown@staffordshire.gov.uk

¹ DfT RAS4001: Cost of prevention of road collisions and casualties - 2022

Staffordshire Safer Roads Partnership

Governance Board Membership

November 2023

Organisation	Role	Current membership
Staffordshire Commissioner	Staffordshire Commissioner Deputy Commissioner	Ben Adams (joint chairs) Helen Fisher
Staffordshire County Council	Relevant Cabinet Member Head of Community Highways & Road Safety	Cllr David Williams Mary Anne Raftery
Stoke-on-Trent City Council	Relevant Cabinet Member Team Manager, Transport Policy & Planning	Cllr Amjid Wazir Brian Edwards
Staffordshire Police	Superintendent, Operational Support Chief Inspector/Inspector, Roads Policing Head of Justice Services/Prosecutions	T/Supt Matthew Derrick Insp Mark Joynson Peter Hall
Staffordshire Fire & Rescue Service	Assistant Chief Fire Officer Head of Prevent, Protect and Partnerships	Michelle Hickmott Ian Read
National Highways	Area Route Manager Regional Safety Programme Manager	David East Wayne Norris
Public Health – Staffordshire	Health Protection and EPR Lead	Michael Calverley
RoSPA	Road Safety Manager, England	Rebecca Needham

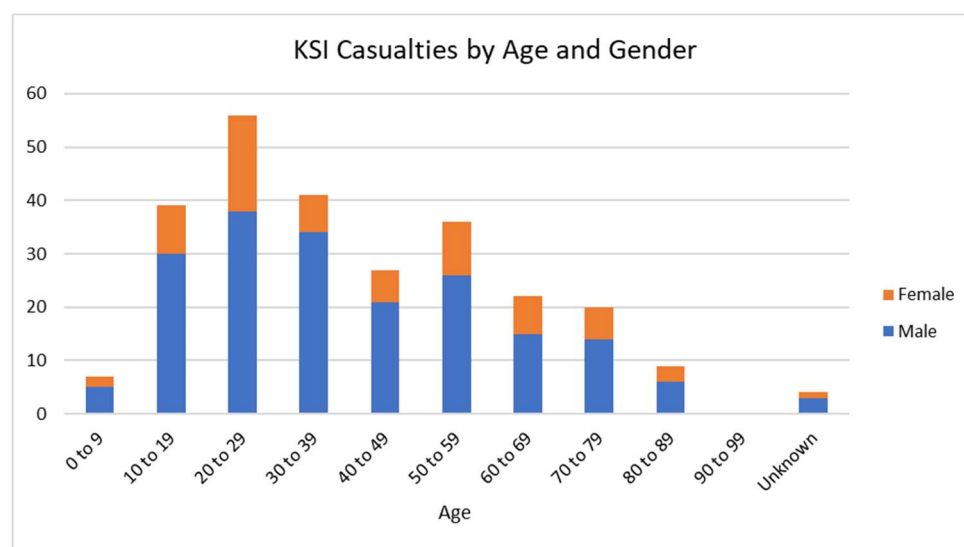
2021 KSI (Fatal and Serious Injury) Road Traffic Collision Summary

Staffordshire & Stoke-on-Trent

Vehicle and Casualty Types:

Vehicle Type	Number involved in KSI collisions
Motor vehicles	258
2-wheeled motor vehicles	70
Good vehicle	45
Pedal cycles	27
Other	9
Total	409

Casualty Type	Number of KSI casualties
Vehicle driver	91
Motorcycle rider	65
Pedestrian	44
Vehicle passenger	34
Cyclist	27
Total	261



Top 10 Contributory Factors:

Contributory Factor	Number of occurrences in KSI collisions
Failed to look properly	66
Failed to judge another persons path or speed (vehicle)	38
Careless/Reckless/In a hurry	28
Poor turn or manoeuvre	27
Loss of control	26
Exceeding the speed limit	21
Slippery road (due to weather)	21
Travelling too fast for conditions	17
Impaired by alcohol	15
Failed to judge vehicles path or speed (casualty)	12

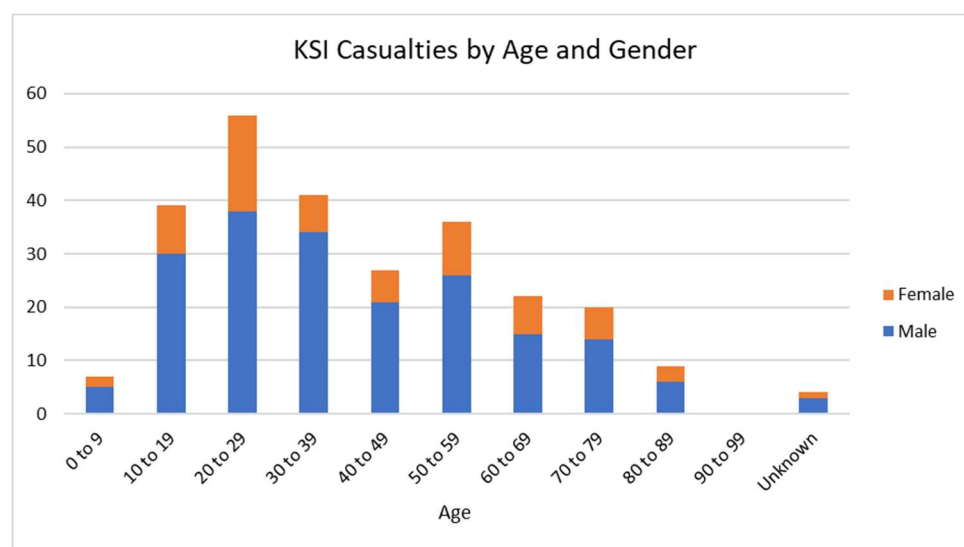
2021 KSI (Fatal and Serious Injury) Road Traffic Collision Summary

Staffordshire & Stoke-on-Trent

Vehicle and Casualty Types:

Vehicle Type	Number involved in KSI collisions
Motor vehicles	258
2-wheeled motor vehicles	70
Good vehicle	45
Pedal cycles	27
Other	9
Total	409

Casualty Type	Number of KSI casualties
Vehicle driver	91
Motorcycle rider	65
Pedestrian	44
Vehicle passenger	34
Cyclist	27
Total	261



Top 10 Contributory Factors:

Contributory Factor	Number of occurrences in KSI collisions
Failed to look properly	66
Failed to judge another persons path or speed (vehicle)	38
Careless/Reckless/In a hurry	28
Poor turn or manoeuvre	27
Loss of control	26
Exceeding the speed limit	21
Slippery road (due to weather)	21
Travelling too fast for conditions	17
Impaired by alcohol	15
Failed to judge vehicles path or speed (casualty)	12

Highways Transformation

Prosperous Overview and Scrutiny Committee

Version 2.0 Revised Date for Committee

2nd February 2024



Strategic Plan 2022–26:

Fix more roads and improve transport and digital connections

Vision:

Deliver an excellent customer experience and improve the quality of our roads.

Three-part Highways Transformation Programme:

1. Operational Delivery (Additional Investment & Functional Plans)
2. Customer Journey
3. Member's Offer

Operational Delivery Update

Structural maintenance - 18 sites complete, 0 on-site at end of December (due to Christmas embargo period) and 10 in design due start during Q4 (2023/24) financial year.

Maintenance schemes & pre-scheme investigations due to start on site in January

- A511 Horninglow Road North, Burton upon Trent (£0.9M)
- A52 Ash Bank, Werrington (£0.78M)
- A34 Stafford (Weeping Cross to Queensville) – street lighting and drainage works ahead of main scheme in 2024/25

Investigation works

- A34 Beecroft Road, Cannock – drainage survey & core sampling in advance of main works starting in April

Preventative maintenance – Season of preventative treatment now ended. Pre-patching for next year's treatment ongoing, additional planer crew engaged to deliver further funding.

Repairing Places Pilot – trials and funding now completed. This pilot explored repairing places rather than defects, carrying out repairs to multiple features at the same time, and combining the repair of high and low risk potholes together. A report is now being prepared for consideration by the Highway Transformation Strategic Board. In the meantime, the Member £2M pothole fund remains an alternative method for Members to identify and prioritise adjacent high and low risk pothole defects for repair.



Structural Maintenance Scheme in Burton-upon-Trent completed

A38 Claymills/A5121 Derby Road Junction – Completed 11th October Value £0.5M SCC Investment

**Mill Street, Cannock
Carriageways and Footways – completed November 2023
Value £560k LUF2 Investment**

Page 32



Resurfacing and repairs completed to A518
Bamford Bridge and Bridge Street, Uttoxeter
Value £0.4M DfT Pothole Fund





Refurbishment works to A53 Broad Street, Leek completed

Value £250k DfT Pothole Fund

Other Completed Schemes

Swan, Rimer and Joe Rakes, Hollinsclough

✓ Completed November 2023

Improvements made to existing drainage systems and safety critical repairs of the unsurfaced elements of the Swan, Rimer and Joes Rakes after damage was caused as a result of vehicle usage, with the rakes being washed away and leaving exposed rock on the tracks.



New Cycleway Station Street, Borough Road, Burton Upon Trent

✓ Completed September 2023

New cycleways on both sides of the road between Mosley Street and George Street, and a cycleway on the southern side of Borough Road to the railway station and the northern side of Station Street between George Street and Union Street.

Page 37



Landywood Lane Junctions, Cheslyn Hay

✓ Completed September 2023

Install two new junctions for a housing development funded by the developer Cameron Homes on Landywood Lane in Cheslyn Hay. The scheme included full site clearance, earthworks, kerbing and footways, carriageway resurfacing and lining as well as the provision of new street lighting.

Page 38



i54 Plot D Access Road

✓ Completed July 2023

Extension to 33-acre site including statutory diversion works, large diameter drainage installation and earthworks.

Page 39



Other Schemes



Chatterley Valley Enterprise Zone – S278 Development, Staffordshire County Council with Amey takeover site following the contractor going into administration



Essential drainage works commence in the village of Standon

Swainsley Bridge to reopen following repair



Phase one of Active Travel Scheme in Stafford completed on time ahead of Christmas



Gallowstree roundabout scheme, Newcastle-under-Lyme completed



Tamworth Public Footpath No 4
Link to Town Centre, railway station and new
property development



Trent and Mersey Canal Towpath Upgrade
between Kings Bromley and Fradley Junction

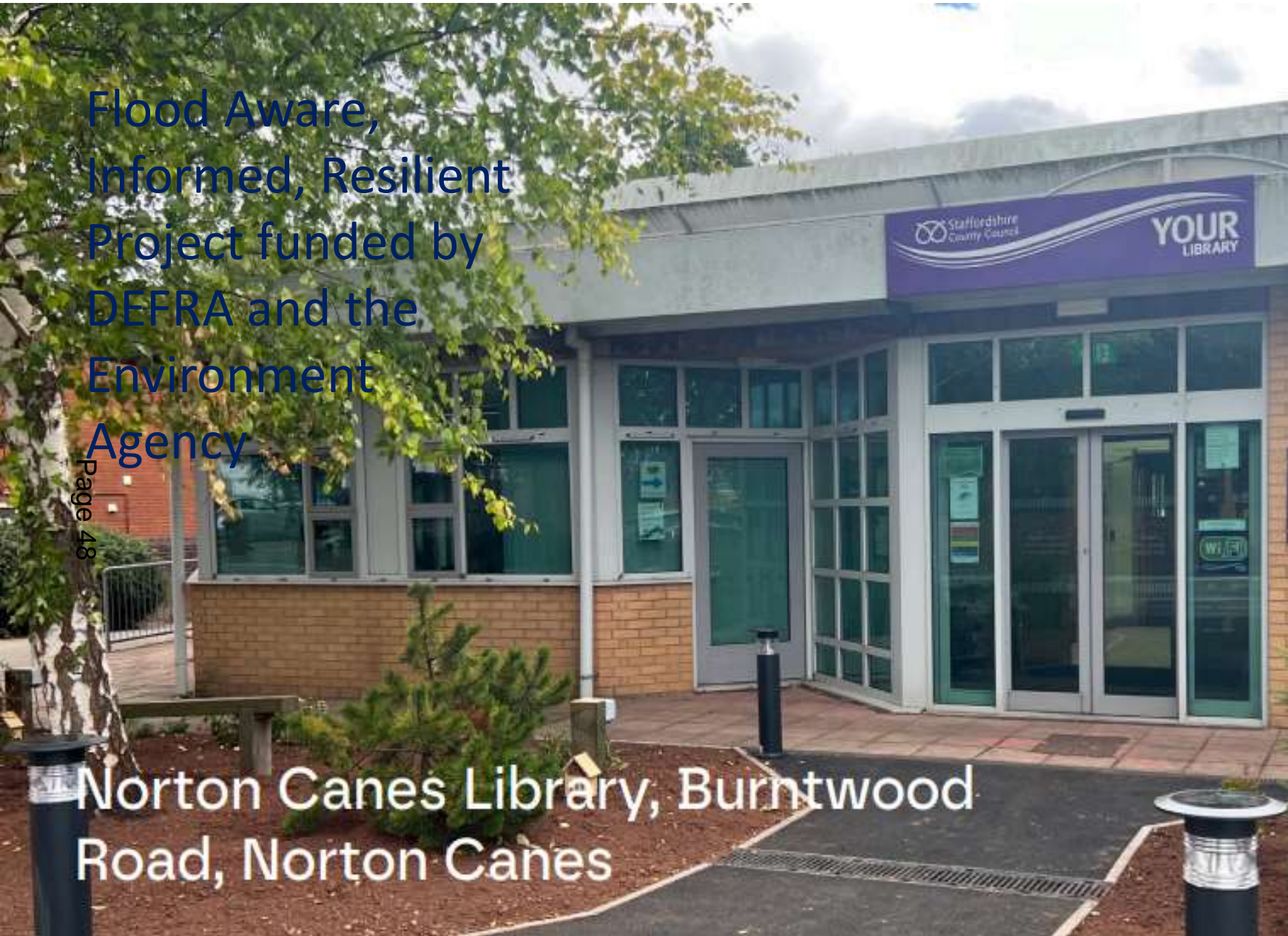
CANAL
TOWPATH
SCHEME
COMPLETED



Flood Aware,
Informed, Resilient
Project funded by
DEFRA and the
Environment
Agency

Page 48

Norton Canes Library, Burntwood
Road, Norton Canes

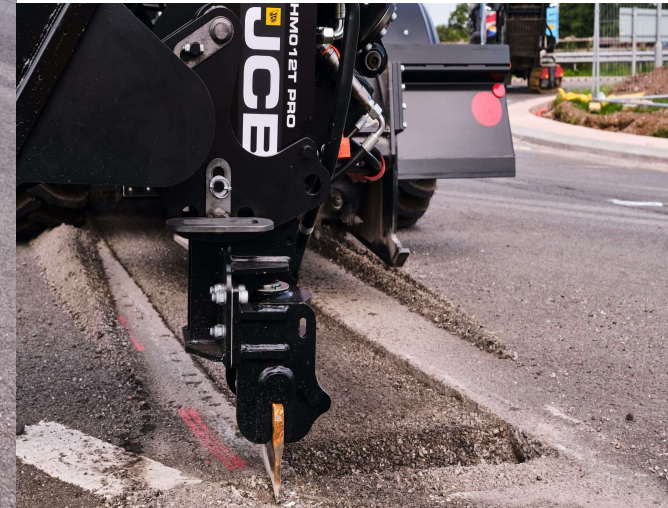


JCB Pothole Pro

On track to repair approximately 14,000 sq.m of road by end of March 2024



Page 49



Pothole defects – 17.3% increase in high-risk statutory defects identified in financial year to end October in 23/24 (4,650) as Cat 3 defects age. However, early benefit of capital renewals of worn-out roads and timely preventative maintenance as number of carriageway, footway and cycleway defects from July onwards has been less than last year. Significant increase in high-risk defects also being seen in December. Options being explored to ensure target response for high-risk defects is being met.

Pothole repairs – 15, 938 pothole defects repaired over the summer months is a 15.3% (2,109) increase compared to last year as a result of additional investment including DfT Additional Pothole fund.

Pothole jobs completed on time (December):

- Emergency – 98.03% - *contract target 99.0%*.
- Category 1 – 96.66% within 24hrs – *contract target 96.7%*
- Category 2 – 75% within 7-days – *contract target 71.0%*.

Page 50

Significant impact of several recent named storm events on operational activity including drainage, increased number of higher risk potholes, damaged trees and winter service operations. This has required redeployment of some crews from planned repairs (Category 3) to higher risk defects and has been enabled through the agility and flexibility of our delivery partner. For example, the number of Category 1 higher risk defects identified in January 2024 (to 25th) stands at 318 compared to 153 for the whole of January 2023. This is having an impact on the repair of lower risk defects including for example Member escalated repairs as crews are re-allocated to emergency and high-risk defects. Additional crews are being provided for the remainder of this financial year and, subject to investment decisions are likely to be retained into the next period.

- UK named storms in 2023/24 season to date (season starts in August) now stands at 10 with the latest being Storm Jocelyn. By comparison the 2022/23 saw only two UK named storms across the year.
- **Gullies** – >93% of gullies cleansed left running on first visit. Longer time being spent on right first time, increased escalations due to the wet autumn and early winter is impacting adversely on the planned programme. Additional resource (two crews) is being brought in for February and March to support the planned programme.

Customer – 50% increase in customer reports in calendar year in 2023 (45,912) compared to 2023 (30,602). Recruitment is underway to further increase the number Highway Inspectors to deal with this significantly increased demand and ensure our planned safety inspections are carried. Planned inspections remain a key part of the highway authority's duty to maintain under Section 41 of the Highways Act 1980 , and our risk-based approach to managing the network in line with national codes of practice to keep the highway safe. Numbers of enquiries in January 2024 (to 25th) stand at 5524 compared to 4662 in January 2023.

Quality – Both the County Council and Amey have a range of measures to minimise the risk of issues with quality of work starting with the Staffordshire Specification for Highway Works and the testing of materials and provision of advice by Staffordshire's own Highway Laboratory. Further assurance is provided through the Council's Compliance Officer, Clerk of the Works, Traffic & Network Inspectors and Amey's quality management system. Where issues do arise, for example repairs carried out in life expired roads, the seasonal timing of works, or wet/cold conditions these can comprise the effectiveness of repairs/materials. Overall, quality scorecards remain positive but where issues do occur, they are investigated, opportunities for improvement identified and remediated where required.

Value for Money

Competition in the supply chain through Amey procurement processes, for example road surfacing contractors.

Buying power of a large company.

Reduced overheads compared to the individual procurement of schemes.

Target costs for structural maintenance schemes reviewed by County Council staff.

Ability to respond and mobilise quickly to changes in funding.

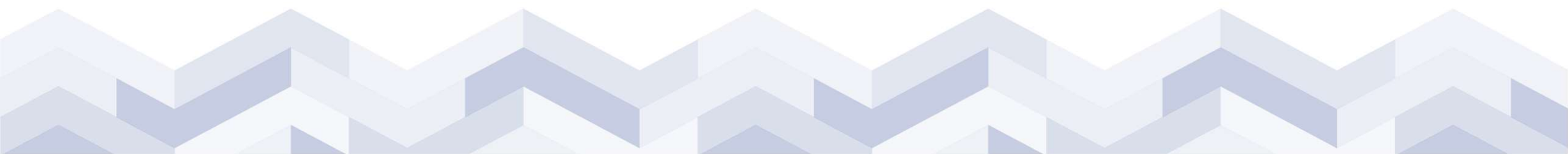
Larger schemes and programmes subject to additional best value scrutiny.

Future Highway Research Group/ADEPT Value for Money Review 2021 – Costs are well managed; Staffordshire County Council delivers good value for money and compares well to the FHRG Peer Group.

New contract arrangements from October 2024 provide a strengthened client capability, and increased transparency through functional specifications and annual plans to provide further assurance on value for money.

Claims – 2,900 new claims received in 2023, 103% higher than the 1,428 received in 2022. Numbers received in January 2024 (to 25th) stand at 583, compared to 390 in January 2023. Significant pressure on claims and inspection teams due to this significant increase and the service is working both with internal risk and insurance teams to understand the reasons and deal with more than twice the volume compared to the previous year.

National and local announcements about investment in fixing more roads, media attention such as National Pothole day, pressure on cost of living, increase of higher risk defects and the five-fold increase in named storms this season appear to be contributing factors to the significant increase in claims and enquiries. This is despite more defects being repaired and a reduction in the outstanding workstack because of the additional investment.




2024/25 Investment

Subject to MTFS approval by Full Council:

CAPITAL MAINTENANCE

- SCC investing an extra £50m in highway capital maintenance over the next 3-years
 - Details of the 24/25 extra investment (£20m) will be approved at Cabinet on 20 March 2024.
 - Include a mix of capital renewal schemes, preventative maintenance programme, additional pothole repairs and drainage improvements.
- Page 54
- Includes £3.188m from Network North (Cancellation of HS2), with further £180m announced over the following 9 years (25/26 - 33/34) - profile to be confirmed.
 - Includes £5.9m Levelling Up Fund 2 (LUF2) structural maintenance projects on Major Road Network in Stafford and Cannock.

REVENUE MAINTENANCE

- Increase from 6 to 8 cuts of urban grass verges
 - Increase from 1 to 3 routine weed control treatments
 - New Environmental Maintenance Team resource
- 

Functional Management Approach

Phase 1 Functional Plans (Carriageway, footway, drainage, soft landscaping and winter service):

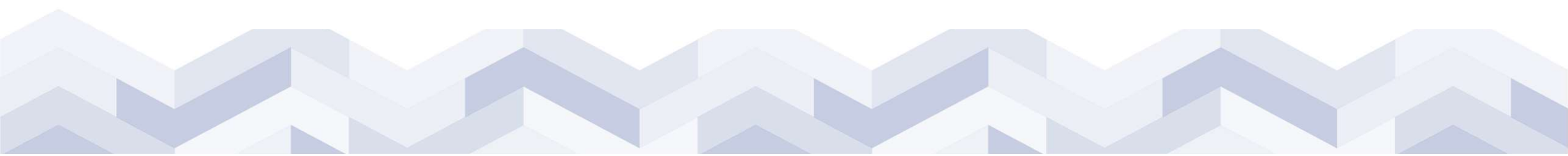
- Slower than expected progress by Amey in the drafting of the Annual Plan. An action plan has been drawn up to ensure the Annual Plan is available for Phase 1 Functional Plans for sign off by the I+ Strategic Partnership Board in April 2024.

Q4 (2023/24) milestones:

- Receive and review the Phase 1 Annual Plans
- Review Functional Specifications / Improvement Plan against the current 23/24 budget
- Review Functional Specifications / Improvement Plan against the future 24/25 budget

Future phases:

- Phase 2 (all other Amey provided services) – October-24 deadline
- Phase 3 (all other highway services) – Review of future programme to commence October-24

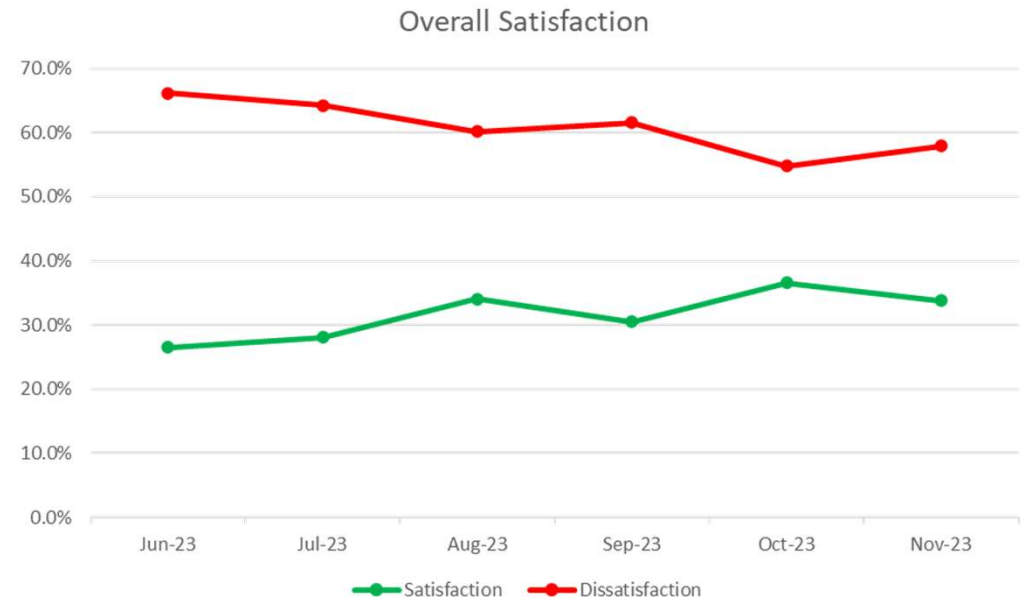


Customer

Customer Satisfaction Performance

- The CX tool has been live for customers reporting defect, for **6 months**
- The results are combined from both surveys (offered at the start and end of the defect reporting journey)
- Initial observations shows the total **dissatisfaction** (dissatisfied & very dissatisfied) is trending downwards over the time period
- Initial observations shows the total **satisfaction** (satisfied & very satisfied) is trending upwards over the time period
- CJWG currently viewing the comments to identify themes and future actions
- *Please note: The survey is defect specific – CJWG currently identifying new pathways to incorporate new surveys*

Page 58



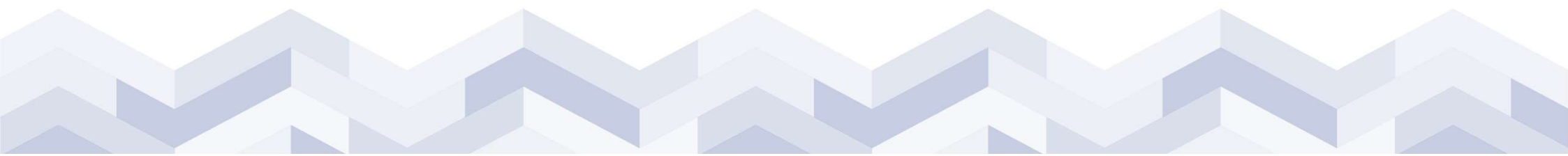
Goal: The **satisfaction** line rises above the **dissatisfaction** line



Information, IT Systems & Digital Update

Customer Portal update

- January 2024 – Highways Transformation Strategic Board approved award of customer portal contract.
- February 2024 – begin building new customer portal.
- July to September 2024 – launch Phase 1 of the customer portal. There is ongoing discussion with the supplier to ascertain the feasibility of an earlier implementation date.



Customer Portal – Phased Improvement Plan

Phase 1 – July to September 2024 (to be confirmed)

Launch new Customer Portal (beta testing phase). The following improvements are planned for launch:

- Multiple defect reporting.
- Customer accounts.
- Ability for customers to view enquiry status.
- Dashboard for Member divisions (to be agreed with Members).
- Enhanced reporting ability for gullies, i.e. ability to: log an enquiry against a specific gully; view gully history (e.g. last time the gully was cleansed, outstanding repairs etc.); and highlight gullies not recorded on the system.
- Provide information to customers on planned carriageway preventative and structural maintenance schemes that are relevant to the defect being reported.
- Improved response speeds – enquiries will go directly to the correct team/person

Customer Portal – Phased Improvement Plan

Phase 2 – October to December 2024 (to be confirmed)

Page 61

- Ability for customers to report against individual highway assets – signs, grit bins, vehicle restraint systems, known structures (bridges, tunnels, subways, retaining walls, culverts) street lighting, traffic signals and trees (tree data is being continually captured).
- Ability for customers to see inspection routes, inspector raised defects and inspection frequency when reporting defects.
- Ability for customers to see winter gritting routes when raising an enquiry.
- Ability for customers to see other planned highway works when raising an enquiry: integrated transport schemes, grass cutting schedules, weed spraying schedules, planned grit bin refills etc.

Customer Portal – Phased Improvement Plan

Phase 3 – January 2025 onwards (to be confirmed with supplier)

The following improvements planned for Phase 3 are:

- Ability for customers to see grass cutting areas and frequency of cutting.
- Add further highways assets that can be reported against on a risk/cost/benefit basis – road signs, road markings, bollards, unknown structures, drainage infrastructure, guardrails, vehicles restraint systems.
- Ability to offer increasing bespoke responses due to increased staff capacity as a result of Customer Portal efficiencies and better access to data.



Members Offer

Members Offer Update

Aim: to provide an effective and efficient member response capability within the Highway service

Themes...	Updates...	Status
Provide quality IAG about Highway services facilitating meaningful local engagement	Functional specifications being prepared to provide clarity about service provision	On track
	Pitching the Message - Embedding Customer Experience Tool across wider service areas	Ongoing
	Member training events - next session on Winter Maintenance in Jan	On track
	Customer Journey improvements - CRM software incorporating Member requirements	On track
Provide prompt responses to member queries re. service delivery	Community Highways team will continue to provide point of contact	In place
	'Further & Faster' option - capacity for service leads to provide prompt responses	Option
Provide timely delivery of member priorities	Two tick approach operational - raising awareness with wider delivery teams	On
	Member priority factor added to Cat 3 defect matrix	Implemented
	Member Priority Potholes - 2,700 prioritised defects (+500) - 67% complete	On track
	Planned improvements to commissioning of DHP delivery	Req. Design
	'Further & Faster' option - Community Highways to design small scale DHP schemes	Option
	'Further & Faster' option - 3-tier working/self-help (procurement/licences/liabilities/H&S)	Option

Page 64

Communications

Progress Update

- Refreshed key transformation priorities have been communicated to all staff and workforce.
- Internal highways transformation microsite updated with details of priorities, progress and next steps.
- Media coverage:

Period	Total No.	Positive	Neutral	Negative
November	103	69.9%	30.1%	0%
December	127	45.7%	44.9%	9.4%

- Positives include 4 radio hits (gritting) and 1 TV hit (pothole funding).
- Negative relates to national media pothole coverage

Q4 (2023/24) milestones

Monthly three key things – to concentrate on updates on operational delivery, customer journey and member offer.

- Develop member's update and share with members regularly.
- Focus on winter for external communications, both media and social media.
- Additional effort to support need for pothole holding repairs

Summary

1. Operational Delivery – Green

- Extra investment programme is on-track
- Development of new delivery model (Functional Plans) has been slow but following mitigation remains on-track to meet April milestone
- Operational performance remains strong albeit facing exceptional winter weather and network condition related challenges, including rising numbers of defects and claims.
- Positive outlook for future capital maintenance investment

2. Customer Journey - Green

- Overall positive media coverage
- Positive trend in defect report customer satisfaction
- Improvements programme is on-track

3. Member's Offer – Green

- Agreed improvements programme is on track
- Positive feedback from new Member's training events
- Further and faster options identified but remain subject to future funding opportunities.

Work Programme

Prosperous Overview and Scrutiny Committee – 2023/2024

This document sets out the work programme for Prosperous Overview and Scrutiny Committee for 2023/2024.

Prosperous Overview and Scrutiny Committee are responsible for scrutiny of highways infrastructure and connectivity, flood and water management, education, learning and skills. As such, the statutory education co-optees will sit on this committee. The Work Programme is linked to the Vision, Outcomes and Priorities detailed in the Council's Strategic Plan 2022-26.

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

Councillor Tina Clements

Chairman of Prosperous Overview and Scrutiny Committee

If you would like to know more about our Work Programme or how to raise issues for potential inclusion on a Work Programme, then please contact Jonathan Lindop, Scrutiny and Support Officer (jonathan.lindop@staffordshire.gov.uk).

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
Friday 2 June 2023 at 10.00 am (Informal meeting)	Work Programme Planning	Annual consideration of potential areas of scrutiny focus during 2023/24. Resolved to be considered at informal meeting at 27 April Committee meeting.	
Wednesday 7 June 2023 at 10.00 am	1. Highways Transformation Progress and Performance Quarterly update Cabinet Member: David Williams Lead Officers: Darryl Evers/James Bailey	Identified at 26 May 2022 Committee meeting. Scheduled at request of Chairman at 2 November 2022 Triangulation meeting. Previous update given 22 March 2023.	(a) That the oral report and presentation be received and noted. (b) That satisfactory progress had been made in the Highways Transformation Programme to date. (c) That the Cabinet Member be urged to have regard to the above-mentioned comments in his work to implement the new future delivery model for Staffordshire Highways. (d) That Highways Functional Service Level Commissioning be added to their Work Programme for the meeting on 6 July 2023.
	2. Economic Recovery, Renewal and Transformation six-monthly Progress Report Cabinet Member: Philip White Lead Officers: Darryl Evers/Anthony Hodge	Requested at 15 July 2020 Triangulation meeting (amended at 23 2021 and 13 January 2022 Committee meetings). Previous update given at 22 September 2022 Committee meeting.	(a) That the report be received and noted. (b) That the good progress made towards delivery of the County Council's Economic Strategy 2023-2030, be welcomed. (c) That further updates on the various ambitions set out in the Strategy and targets in the accompanying Delivery Plan be brought to the Committee at six-monthly intervals. (d) That the Deputy Leader and Cabinet Member for Economy and Skills arrange for Members to receive an update on the development of the West Midlands Rail Freight Interchange.

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
Page 71			(e) That the Deputy Leader investigate the potential of promoting some of the initiatives available in support of the Economic Strategy, as set out in the report, through Staffordshire Schools.
	3. Digital Infrastructure – Update Cabinet Member: Simon Tagg Lead Officers: Darryl Eyers/David Atkinson	Proposed by Cabinet Member at 12 May 2022 Triangulation meeting. Considered at 10 November 2022 Committee meeting and six-monthly update requested.	(a) That the report and PowerPoint presentation be received and noted. (b) That the County Council’s approach to deploying the Digital Infrastructure Strategic Framework continue to be supported. (c) That a further update be brought to the Committee in six-months time.
Thurs 6 July 2023 at 10.00 am	1. Staffordshire Bus Strategy Cabinet Member: David Williams Lead Officers: Darryl Eyers/Richard Rea	Requested by Cabinet Member 12 May 2023 (Teams message from Richard Rea).	(a) That the report be received and noted. (b) That the proposed Enhanced Partnership (EP) and full review of the previously agreed Bus Service Improvement Plan (BSIP) be welcomed having regard to the likely availability of future Government funding for public transport. (c) That the Cabinet Member consider revised ambitions for the new BSIP aimed at ensuring both rural and urban areas in the County are better served by public transport having regard to the feedback received from Government following the previously unsuccessful bid and County Council’s Strategic Priorities.

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
Page 72			(d) In establishing an EP, the Cabinet Member prioritise Partnership working and communication with 'Local' Members particularly in respect of future significant service reconfigurations.
	<p>2. Functional Level Service Commissioning Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey</p>	<p>Requested at 7 June 2023 Committee meeting.</p>	<p>(a) That the report be received and noted.</p> <p>(b) That the proposed new approach to the development of Functional Specifications for the delivery of highway works including the 'Main Headings' set out in the presentation, be welcomed.</p> <p>(c) That the Committee's concerns regarding the need for improved communication (especially with 'Local' Members'), responsiveness of third-party contractors to service requests, performance monitoring and enforcement, partnership working with other Public Sector organisations and actions to improve consistency, sustainability and tackle climate change be addressed in future revised Specifications across the range of Highway Works, as necessary.</p> <p>(d) That the Committee welcome the opportunity to input into the annual development of revised Functional Level Service Plans and Specifications and that further consideration be given as to what this should involve, at the appropriate time, having regard to</p>

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
			their other Work Programme priorities.
Page 73	3. Strategy for Special Provision Cabinet Member: Jonathan Price Lead Officers: Tim Moss/Halit Hulusi/Karen Withington	Requested by Cabinet Member 6 June 2023 (email from Karan Withington).	(a) That the report be received and noted. (b) That the actions set out in Staffordshire's Special Education Needs and Disabilities Accelerated Progress Plan particularly in respect of Special Provision continue to be endorsed. (c) That the positive feedback received from the Department for Education following their twelve month review of progress against the APP be welcomed and that the 'next steps' and further actions required by the next review be implemented as necessary. (d) That the County Council's proposed Strategy for Special Provision be endorsed. (e) That the Cabinet Member continue his efforts to improve the processing of applications for statutory Educational Health and Care Plans so that pupils with Special Education Needs and Disabilities might have appropriate additional support, according to their needs, at the required time.
Thurs 28 September 2023 at 10.00 am	1. Highways Transformation Progress and Performance Quarterly update	Requested at 15 July 2020 Triangulation meeting (amended at 23 2021 and 13 January 2022 Committee meetings). Previous update given at 2 June 2023 Committee meeting.	(a) That the report be received and noted. (b) That satisfactory progress had been made in the Highways Transformation Programme to date.

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
Page 74	Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey		(c) That the Cabinet Member be urged to have regard to the above mentioned comments in his work to implement the new future delivery model for Staffordshire Highways. (d) That the Cabinet Member investigate what additional support (financial and practical) could be provided to local communities by the County Council during Highway Improvement Works, in the future.
	2. HS2 six-monthly update – Impact on and Opportunities for Staffordshire (focusing on Economy, Training and Skills) Cabinet Members: David Williams/Phillip White Lead Officers: Darryl Eyers/Sarah Mallen	Requested at 26 February 2021 Committee meeting, amended at 23 July 2021 Committee meeting.	(a) That the oral report and presentation be received and noted. (b) That the efforts made to date to maximise the opportunities available to Staffordshire residents from the construction of the high-speed rail line, by HS2 be welcomed. (c) That a further update be brought to the Committee in April/May 2024. (d) That any further information received in relation to the above-mentioned requests be forwarded to Members as soon as possible.
	3. Staffordshire Employment and Skills Strategy Cabinet Member: Philip White Lead Officers: Darryl Eyers/Darren Farmer	Requested by Cabinet Member 11 May 2023 (email from Darren Farmer).	(a) That the report be received and noted. (b) That the Cabinet Member have regard to the various comments made by the Committee in finalising Staffordshire’s Employment and Skills Strategy 2023-2030. (c) That the Cabinet Member explore how the County Council’s

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
<p>Page 7 of 9</p> <p>Thursday 17 October 2023 at 10.00 am</p>	<p>1. Avanti West Coast Main Line Rail Services Cabinet Member: David Williams Lead Officers: Darryl Eyers/Mark Osborne (Avanti West Coast)</p>	<p>Identified at 22 March 2023 Committee meeting. Request programme for October Meeting by Chairman (email 18 July 2023).</p>	<p>engagement with school pupils (including those with Special Education Needs and Disabilities (SEND)) wishing to undertake work experience placements could be improved having regard to the various ambitions contained in the Strategy.</p> <p>(d) That the Committee receive a progress update on implementation of the Strategy in six-months' time taking into consideration their other Work Programme priorities.</p>
<p>Thursday 9 November 2023 at 10.00 am</p>	<p>1. Community Learning Self-Assessment Report 2022/23</p>	<p>Requested by email 7 June 2023 (Amanda Darlington on behalf of Cabinet Member).</p>	<p>(a) That the report be received and noted.</p> <p>(b) That news of Avanti West Coast's improved performance along the West Coast Mainline in Staffordshire be welcomed.</p> <p>(c) That Avanti West Coast provide a progress update on their performance in six-month's time having regard to the Committee's on-going concerns.</p> <p>(d) That Network Rail and HS2 be invited to attend the above-mentioned meeting so that the Committee can better understand the implications of recent Government announcements on rail services in the County.</p>
<p>Thursday 9 November 2023 at 10.00 am</p>	<p>1. Community Learning Self-Assessment Report 2022/23</p>	<p>Requested by email 7 June 2023 (Amanda Darlington on behalf of Cabinet Member).</p>	<p>(a) That the report be received and noted.</p> <p>(b) That the 'Good' performance of the Community Learning Service during 2022/23 be welcomed.</p>

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
Page 76	Cabinet Member: Philip White Lead Officers: Darryl Eyers/Amanda Darlington		<p>(c) That the Cabinet Member continue his efforts to address the above-mentioned areas of weakness with a view to achieving significant improvement by December 2023.</p> <p>(d) That the Cabinet Member consider reconfiguring future Self-Assessment reports to the Committee to include Key Performance Indicators listed by gender.</p> <p>(e) That the Cabinet Member consider reconfiguring future Self-Assessment reports to the Committee to better illustrate learners by ethnicity so that any inequalities highlighted can be addressed, as appropriate.</p>
	2. Highways Network Management Plan (Including Permits) – Annual Report Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at Work Programme Planning session on 2 June 2023. Request programme for November Meeting by Chairman.	<p>(a) That the report be received and noted.</p> <p>(b) That the Street Works Permit Scheme Annual Report for Years 1 and 2 (1 April 2020 – 31 March 2022) indicating the successful operation of the Scheme during that time, be welcome.</p> <p>(c) That the Cabinet Member for Highways and Transport consider lobbying Central Government regarding the level of fees and charges applicable under the Scheme to ensure they better reflect the scope of the Authority's strategic aims, as set out above.</p> <p>(d) That the proposed format/headings for the Traffic and</p>

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
			Network Management Plan be supported and that the draft Plan be presented to the Committee for Scrutiny when it becomes available in Spring 2024.
Wed 22 November 2023 at 2.00 pm Page 77	1. Staffordshire History Centre Delivery Update Cabinet Member: Victoria Wilson Lead Officers: Darryl Eyers/Catherine Mann	Identified at Work Programme Planning session on 2 June 2023. Cabinet Member requested programme for November 2023 Committee meeting (email Catherine Mann 7 June 2023).	(a) That the report be received and noted. (b) That the key findings of the Independent Evaluation Report on the Staffordshire History Centre Capital Works progress be welcomed. (c) That consideration be given to the citing of a Time Capsule at the Staffordshire History Centre, as part of the celebrations to mark its opening in 2024.
	2. Libraries Performance Cabinet Member: Victoria Wilson Lead Officers: Darryl Eyers/Catherine Mann	Identified at Work Programme Planning session on 2 June 2023. Cabinet Member requested programme for November 2023 Committee meeting (email Catherine Mann 7 June 2023).	(a) That the report be received and noted. (b) That the overall direction of travel for the Staffordshire's Libraries and Arts Service, as set out in the report, be supported. (c) That the performance of the Service continue to be monitored and further scrutiny be undertaken at the appropriate time, as necessary.
Thurs 21 December 2023 at 2.00 pm Wednesday 13 December	1. Economic Recovery, Renewal and Transformation six-monthly Progress Report Cabinet Member: Philip White	Requested at 15 July 2020 Triangulation meeting (amended at 23 2021 and 13 January 2022 Committee meetings). Previous update given at 2 June 2023 Committee meeting.	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
2023 at 2.00 pm	Lead Officers: Darryl Evers/Anthony Hodge		
Page 78	2. Review of Schools' Performance Cabinet Member: Jonathan Price Lead Officers: Neelam Bhardwaja/Tim Moss	Requested at 21 August 2023 Triangulation Meeting.	
	3. Natural Environment Strategy Cabinet Member Simon Tagg Lead Officers Darryl Evers/Catherine Mann	Requested by email 16 August 2023 (Sarah Bentley on behalf of Cabinet Member). Postponed to 13 December 2023 Committee meeting at request of Cabinet Member (email Simon Tagg 6 November 2023).	
Thurs 11 January 2024 at 2.00 pm	1. Local Transport Plan 4 Development Cabinet Member: David Williams Lead Officers: Darryl Evers/James Bailey	Identified at Work Programme Planning session on 2 June 2023. Request programme for October Meeting by Chairman. Postponed to December 2023/January 2024 Committee meetings at request of Cabinet Member (email from Darryl Evers 8 September 2023 with clarification from David Atkinson 4 October 2023).	
	2. Lighting for Staffordshire Cabinet Member: David Williams Lead Officers: Darryl Evers/James Bailey	Identified at Work Programme Planning session on 2 June 2023. Scheduled at request of Chairman at 25 October 2023 Pre-Agenda Preview.	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
	Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey		
Fri 2 February 2024 at 10.00 am Page 79	1. Highways Transformation Progress and Performance Quarterly update Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Requested at 15 July 2020 Triangulation meeting (amended at 23 2021 and 13 January 2022 Committee meetings). Previous update given at 28 September 2023 Committee meeting. Re-Scheduled to January 2024 at request of Chairman at 25 October Pre-Agenda Preview.	
	2. Staffordshire Safer Roads Partnership – performance Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at Work Programme Planning session on 2 June 2023. Cabinet Member requested programme for March 2024 Committee meeting (email James Bailey 26 June 2023). Item brought forward at 13 December 2023 Committee meeting.	
Thurs 28 March 2024 at 10.00 am	1. Cultural Strategy Cabinet Member: Victoria Wilson Lead Officers: Darryl Eyers/Catherine Mann	Identified at Work Programme Planning session on 2 June 2023. Cabinet Member requested programme for March 2024 Committee meeting (email Catherine Mann 7 June 2023).	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
	2. Household Waste Recycling Centres Performance Cabinet Member: Simon Tagg Lead Officers: Darryl Eyers/Tim Cooper	Identified at Work Programme Planning session on 2 June 2023.	
	3. HS2 six-monthly update – Impact on and Opportunities for Staffordshire (focusing on Economy, Training and Skills)	Requested at 26 February 2021 Committee meeting, amended at 23 July 2021 Committee meeting. Previous update given to 28 September 2023 Committee meeting.	

Page 80

Any provisional matters requiring Committee confirmation/approval are shown in green

Items for Consideration – Work Programme 2023/2024

Suggested Item	Details (Background)	Proposed Date of Meeting
Tourism and Visitor Economy: Cabinet Member: Phillip White Lead Officers: Darryl Eyers	Identified at 26 May 2022 Committee meeting.	To be advised
School Age Education – Development Post Pandemic (including school attendance (request by County Councillor Paul Snape Cabinet Member: Jonathan Price Lead Officers: Neelam Bhardwaja/Tim Moss	Identified at 15 June 2022 Committee meeting	To be advised

Items for Consideration – Work Programme 2023/2024

Suggested Item	Details (Background)	Proposed Date of Meeting
Avanti West Coast (West Coast Mainline train operator) Cabinet Members: Philip White and David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at 22 March 2023 Committee meeting following request from County Councillor Jeremy Pert.	To be programmed Programmed for 17 October Committee meeting. Six-month update requested at 17 October Committee meeting for April 2024.
Lighting for Staffordshire Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at Work Programme Planning session on 2 June 2023.	To be advised (email from James Bailey 26 June 2023). Programmed for 11 January 2024 Committee Meeting at 25 October Pre-Agenda Preview.
On Street Parking Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at Work Programme Planning session on 2 June 2023.	To be advised (email from James Bailey 26 June 2023).
People Not in Education, Employment or Training (NEET) Cabinet Member: Philip White Lead Officers: Darryl Eyers/Anthony Baines	Identified at 9 November 2023 Committee meeting.	To be advised.
Zero by Nature Strategy Cabinet Member: Simon Tagg Lead Officers: Darryl Eyers/ Catherine Mann	Proposed by Cabinet Member at 18 August 2022 Triangulation Meeting. Programmed for 10 November 2022 Committee meeting at 29 September Committee meeting. Postponed until April 2023 (indicative) Committee meeting at request of Cabinet Member (email from Sarah Bentley 18 October 2022) owing to national delays in funding settlement. Further postponed	To be confirmed

Items for Consideration – Work Programme 2023/2024

Suggested Item	Details (Background)	Proposed Date of Meeting
	<p>at request of Cabinet Member (email Sarah Bentley 14 March 2023) owing to delay in publication of commissioned report. Cabinet Member requested item programmed for February 2024 Committee meeting (email Catherine Mann 7 June 2023). Deferred at the request of the Cabinet Member to a date to be confirmed.</p>	

Any provisional matter requiring Committee confirmation/approval are shown in green

Standing Items 2022/2023

Item	Details (Background)	Action / Outcome
<p>Page 22 SIS2 Six-monthly Update – Impact on Staffordshire Cabinet Member: Philip White Lead Officer: Darryl Eyers/ Sarah Mallen</p>	<p>Requested at 26 February 2021 Committee meeting (amended at 23 July 2021 Committee Meeting). Update given to 22 March and 28 September 2023 Committee meetings. Next update due March 2024.</p>	<p>See above</p>
<p>Economic Recovery Renewal and Transformation Six-Monthly Progress Update (incorporating former APMG Report – Future Economy and Enterprise – Update) Cabinet Member: Philip White Leads Officer: Darryl Eyers/ Anthony Hodge</p>	<p>Requested at 15 July 2020 Triangulation meeting (amended at 23 July 2021 and 13 January 2022 Committee meetings). Further update incorporated into County Economic Strategy report to 23 March 2022 Committee meeting. Updates given to 19 October 2022, 7 June 2023 Committee meetings. Next update due December 2023 Committee meeting.</p>	<p>See above</p>

Standing Items 2022/2023

Item	Details (Background)	Action / Outcome
Highways Transformation Progress and Performance Quarterly Update. Cabinet Member: David Williams Lead Officers: Darryl Eyers/ James Bailey	Identified at 26 May 2022 Committee meeting. Next Update due September 2022 (Update for Q2 postponed until later in Q3 at request of Director (email from James Bailey 18 August 2022). Updates due 16 December 2022, 7 June and 28 September 2023 Committee Meetings. Next Update due January 2023.	See above
Digital Infrastructure Plan Progress Update. Cabinet Member: Simon Tagg Lead Officers: Darryl Eyers/Anthony Baines	Identified at 26 May 2022 Committee Meeting. Considered at 10 November 2022 and 7 June 2023 Committee Meetings. Next update due December 2023.	See above

Any provisional matter requiring Committee confirmation/approval are shown in green

Briefing Notes / Updates / Visits 2023/2024

Date	Item	Details (Background)	Action / Outcome
13 December 2023	Dedicated Schools Grant Deficit Management Plan		
13 December 2023	Digital Infrastructure in Staffordshire Update		



Working Groups / Inquiry Days 2023/2024

Date	Item	Details (Background)	Action / Outcome
In progress	Civil Parking Enforcement	Requested by Cabinet Member on 10 August 2022.	Inquiry Day held on 17 April 2023. Working Group established at 7 June 2023 Committee Meeting. Working Group meeting #1 held on 5 September 2023; #2 held on 17 October 2023; #4 held on 11 December 2023.

Any provisional matter requiring Committee confirmation/approval are shown in green

Membership – County Councillors 2023-2024*	Calendar of Committee Meetings - 2023-2024 (All meetings to be held at County Buildings, Stafford unless otherwise stated)
Tina Clements (Chairman) Ross Ward (Vice-Chairman – Scrutiny) Peter Kruskonjic (Vice-Chairman – Overview) Charlotte Atkins Philippa Hadden Philip Hudson Graham Hutton David Smith Samantha Thompson Bernard Williams Rev. Preb. Michael Metcalf (Co-optee)	Friday 2 June 2023 at 10.00 am;
	Thursday 6 July 2023 at 10.00 am;
	Thursday 28 September 2023 at 10.00 am;
	Tuesday 17 October 2023 at 10.00 am (additional meeting);
	Thursday 9 November 2023 at 10.00 am;
	Wednesday 22 November 2023 at 2.00 pm (additional meeting);
	Thursday 21 December 2023 at 10.00 am; Wednesday 13 December 2023 at 2.00 pm;
	Thursday 11 January 2024 at 2.00 pm (additional meeting);
	Friday 2 February 2024 at 10.00 am;
	Thursday 28 March 2024 at 10.00 am.

* Unless otherwise stated.

