

Prosperous Overview and Scrutiny Committee

Monday 9 January 2023

14:00

Oak Room, County Buildings, Stafford

The meeting will be webcast live which can be viewed at any time here:

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

John Tradewell
Director of Corporate Services
29 December 2022

A G E N D A

1. **Apologies**
2. **Declarations of Interest**
3. **Minutes of meeting held on 10 November 2022** (Pages 1 - 8)
4. **Staffordshire Sustainability Board Communication Plan 2023** (Pages 9 - 28)

Report of Cabinet Member for Environment, Infrastructure and Climate Change
5. **Electric Vehicle Charging Infrastructure Strategy** (Pages 29 - 118)

Report of Cabinet Member for Environment, Infrastructure and Climate Change, and Cabinet Member for Highways and Transport
6. **Highways Transformation - Quarter 3 Progress Update** (Pages 119 - 140)

Oral report of Cabinet Member for Highways and Transport

PowerPoint slides attached
7. **Request for Scrutiny Review - Civil Parking Enforcement in Staffordshire** (Pages 141 - 150)

For discussion

PowerPoint slides attached

8. **Work Programme**

(Pages 151 - 172)

9. **Date of Next Meeting - Friday 3 February 2023 at 10.00 am, County Buildings, Stafford**

10. **Exclusion of the Public**

The Chairman to move:-

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

Part Two

(All reports in this section are exempt)

Nil

Membership

Tina Clements (Chair)	Peter Kruskonjic (Vice-Chair (Overview))
Mike Deakin	Rev. Preb. M. Metcalf
Philippa Haden	Jessica Shulman
Philip Hudson	David Smith
Syed Hussain	Ross Ward (Vice-Chair (Scrutiny))
Graham Hutton	Bernard Williams

Notes for Members of the Press and Public

Filming of Meetings

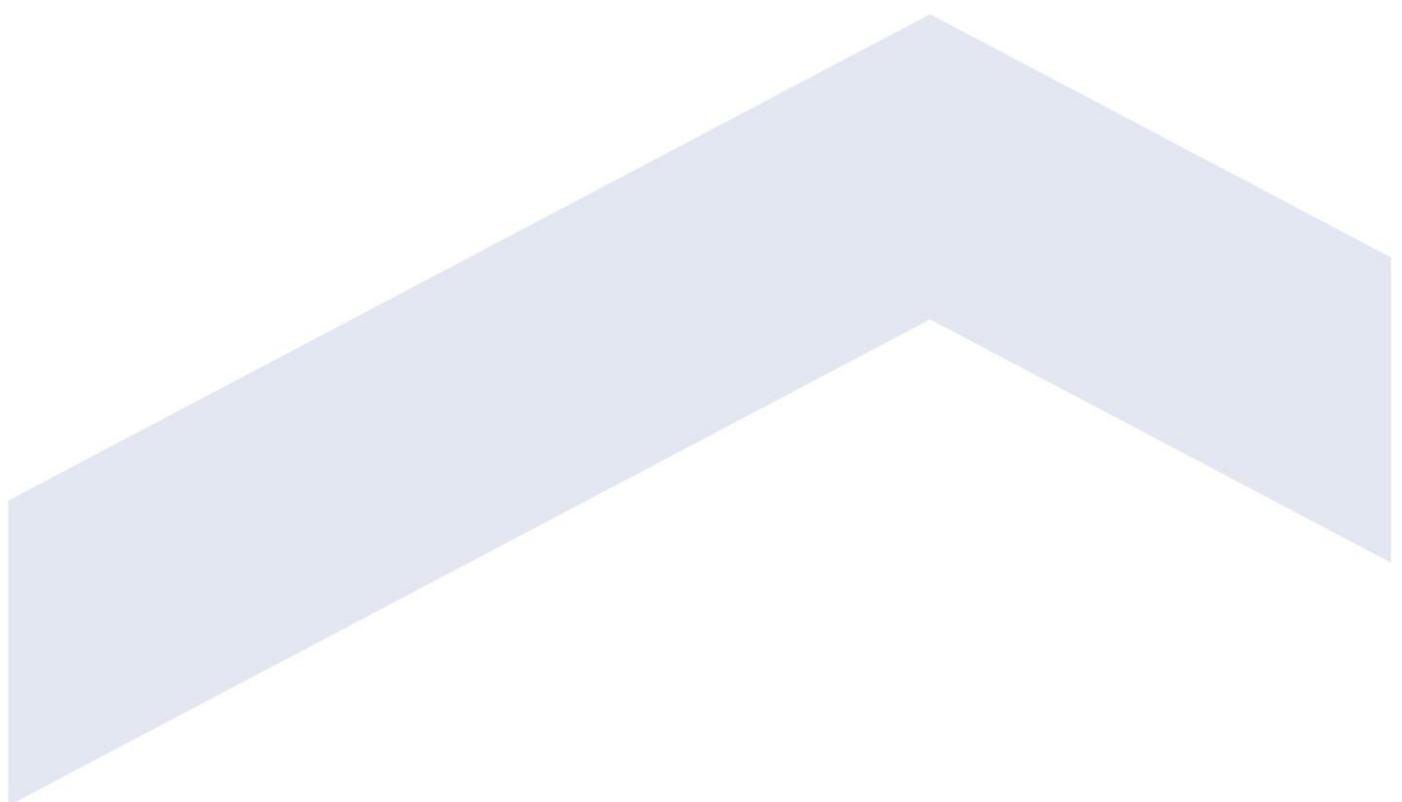
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Recording by Press and Public

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**Minutes of the Prosperous Overview and Scrutiny Committee
Meeting held on 10 November 2022**

Present: Tina Clements (Chair)

Attendance

Philippa Haden
Philip Hudson
Graham Hutton

Peter Kruskonjic (Vice-Chair
(Overview))
David Smith
Bernard Williams

Also in attendance: Darryl Evers, Tim Moss, Mandy Pattinson, Jonathan Price, Idris Roberts and Simon Tagg

Apologies: Syed Hussain, Rev. Preb. M. Metcalf and Ross Ward

PART ONE

33. Declarations of Interest

There were no Declarations of Interest made.

34. Minutes of meeting held on 19 October 2022

RESOLVED – That, subject to the addition of County Councillor Philip Hudson’s name to the list of Apologies, the minutes of the meeting held on 19 October 2022 be confirmed and signed by the Chairman.

35. Staffordshire Local Area SEND Re-Visit Inspection & SEND Accelerated Progress Plan Six Month Review

The Committee considered a report of the Cabinet Member for Education (and SEND) regarding the outcome of the Office for Standards in Education, Children’s Services and Skills (OFSTED) re-visit inspection in January 2022 and the progress which had been made since towards implementation of an Accelerated Progress Plan (schedule 1 to the signed minutes).

The Inspection had taken place between 18 and 20 January 2022 with the purpose of determining whether sufficient progress had been made in addressing the areas of significant weakness as detailed in the Written Statement of Action. The subsequent Re-visit Inspection Report, published in March 2022, identified that significant progress had been

made in addressing six out of the eight original weaknesses within the following areas still requiring improvement ie:-

- 'Co-production, particularly with parents';
- 'Quality of Education, Health and Care (EHC) Plans'.

In response, the local area established a task and finish group comprising representatives from The Parent and Carer Forum, The Special Educational Needs and Disabilities Information Advice and Support Services (SENDIASS), schools, local Clinical Commissioning Groups together with officers from the Social Care and Education Authorities in order to develop an Accelerated Progress Plan (APP).

The APP set out:-

- The governance and accountability structures and processes that would support the next phase of improvement;
- The actions the local area was now taking to respond to their outstanding concerns;
- The impact measures and milestones to which the local area was working including the improvements expected to be delivered in the next 3, 6 and 12 months.

The Department for Education (DFE) and NHS England Advisers conducted a six-month review of progress against the APP in September 2022 and concluded:-

- 'The inspectors were particularly grateful for the contributions from parent carer forum (PCF) and school representative;
- It was clear that the local area is beginning to make sustainable improvements to SEND services and to the lives of children and young people;
- The evidence provided alongside the feedback from partners demonstrated the range of actions in place to accelerate improvement.
- Parent representatives confirmed that they are building good foundations within the SEND Strategic Partnership. It was noted that the PCF is embedded in the work being undertaken in the APP along with other SEND developments including, contributing to the SEND newsletter'.

In addition, they were encouraged that:-

- 'The Strategic Partnership continues to show commitment and engagement in the SEND improvement programme.
- SCC have good systems in place to oversee the improvement programme;

- The programme management is focused on the need to capture evidence of impact, in addition, to completion of actions;
- The eight district hubs have provided an opportunity to strengthen the strategic partnership between the LA, health and schools;
- Work on the Voice Project included the Voluntary Youth Service (VYS), the PCF and SENDIASS;
- Staffordshire County Council undertake quarterly surveys to inform panel practice and use the analysis of that along with analysis of complaints and tribunals to inform improvements;
- Staffordshire County Council have introduced tight monitoring of annual review amendments and made changes to the district model to improve SEND key worker capacity'.

In the full and wide-ranging discussion which ensued, Members gave detailed scrutiny to the findings of the six month review, asking questions, seeking clarification and raising areas of concern as necessary including:- (i) the importance of resolving on-going issues surrounding the timely production of acceptable EHC Plans; (ii) the staffing structures required to enable further progress to be made towards addressing the two outstanding areas of weakness as identified in the January 2022 inspection and; (iii) clarification of the processes undertaken prior to receipt of statutory requests for EHC Plans with a view to their speedier production.

In conclusion Members were encouraged that significant progress had been made as highlighted in the six-monthly review report. They were especially mindful of the Authority's responsibilities and aspirations for all children and looked forward to further improvements being made during the period until the twelve-month review in April 2023.

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

(b) That the outcome of the Department for Education and NHS England's six-month review of progress against Staffordshire's SEND Accelerated Progress Plan be welcomed.

(c) That their commitment to assisting with the achievement of the various actions set out in the Accelerated Progress Plan, by the Authority be re-affirmed.

36. Household Waste Recycling Centres (HWRCs) - Forward Investment, Policy Review and Re-use

The Committee considered a report of the Cabinet Member for Environment Infrastructure and Climate Change regarding the future of

Staffordshire's Household Waste Recycling Centres (HWRC) in respect of forward investment, policy review and arrangements for re-use of deposited items (schedule 2 to the signed minutes).

The County Council had a network of 14 HWRCs across Staffordshire together a further jointly funded site at Lower House Farm, Warwickshire, whose primary function was to receive household waste. There was no statutory duty to accept commercial or trade waste at any of these sites.

Since April 2022 the operation of HWRCs had been brought in-house and better access to data had revealed a significant increase in the deposit of bulky and trade waste (especially at the Cannock site). This situation had significantly increased disposal costs and pressure on existing budgets. In addition, there had been minimal capital investment across the network during the time the service had been outsourced. Therefore, various changes to existing policies were being considered with the aim of ensuring residents were not having to subsidise the disposal of bulky/trade waste and to finance improvements, as follows: -

- **Policy 4 (Van and Trailer Use)** - Introduce a van permitting or vehicle recognition-based system for vans and cars with trailers used by Staffordshire residents disposing of household waste generated from domestic properties.
- **Policy 15 (Commercial (Trade) Waste)** - Option (a) - Staffordshire only business and commercial waste accepted at all sites and increase trade prices per load for larger vans and pro rata increase when traders use cars, small vans and or trailers;

Option (b) - Staffordshire and non-Staffordshire business and commercial waste accepted at larger sites only and increase trade prices per load for larger vans and pro rata increase when traders use cars, small vans and or trailers and;

Option (c) - Staffordshire and non-Staffordshire business and commercial waste accepted at all sites and increase trade prices per load for larger vans and pro rata increase when traders use cars, small vans and or trailers and;
- **Policy 14 (Schools and Charities)** - Introduce a short application process which would allow local voluntary groups eg Scouts, litter pickers, village/church halls etc to apply for exemption from charges on a case by case basis.

Whilst it was anticipated that the above-mentioned proposed Policy changes would have minimal impact on the majority of Staffordshire residents, it was proposed to undertake public consultation in order to

seek their views, the views of traders and businesses so that, where possible, any concerns or queries could be mitigated.

The re-use of items collected at HWRCs was currently managed by the Katherine House Hospice registered Charity which received approximately 150,000 items per year of which 80% were offered for sale. The current arrangements were due to expire in April 2023. However, negotiations were underway to extend the contract until April 2024 to enable further consideration to be given to a longer-term solution following a separate public consultation.

In the full and wide-ranging discussion which ensued, Members gave detailed scrutiny to the proposed policy changes and investment strategy, asking questions, seeking clarification and raising areas of concern as necessary including:- (i) the arrangements adopted by similar waste disposal authorities for the deposit of bulky and trade waste at their HWRCs including proof of residency; (ii) the need to ensure that any new arrangements were simple for residents to understand and not overly bureaucratic; (iii) the need for effective communication about any changes to be implemented; (iv) the potential for encouraging waste separation by traders at source through an appropriate charging structure; (v) areas for potential investment following the Committee's site visit on 7 November 2022; (vi) the likely effect of the proposed changes on the incidence of 'fly-typing' in the County; (vii) the need to ensure consistency in the application of any changes in policy across the HWRC network; (viii) the status of Parish Council's under Policy 14 above and; (ix) the lessons which could be learned from the recent introduction of charges for Green Waste collections by Staffordshire District and Borough Councils.

In conclusion, the Committee welcomed news of the investment proposals for HWRCs and stressed the importance of improving the service for the benefit of residents by increasing income from the collection/disposal of bulky and trade waste. Furthermore, they stated their preference for Option (a) above in relation to Policy 15 – Commercial (Trade) Waste.

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

(b) That the good performance of the newly internalised service against Key Performance Indicators be noted.

(c) That the proposed changes with regard to Policies 4 (Van and Trailer Use) and 14 (Schools and Charities) above, be supported.

(d) That Option (a) is the preferred change with regard to Policy 15 (Commercial (Trade) Waste) above.

(e) That the public consultation measures in respect of the proposed changes as set out above, be supported.

(f) That a further update on the proposed changes be brought to the Committee in due course.

37. Digital Infrastructure in Staffordshire Update

The Committee considered a report and PowerPoint presentation of the Cabinet Member for Environment Infrastructure and Climate Change updating them on the roll-out of digital infrastructure in Staffordshire (schedule 3 to the signed minutes).

During his presentation the Cabinet Member highlighted:- (i) the recent Building Digital UK's (BDUK) (an executive agency, sponsored by the Department for Digital, Culture, Media & Sport helping to bring fast and reliable broadband and mobile coverage to hard-to-reach places across the UK) procurement exercise which had concluded that Staffordshire and Stoke-on-Trent had no market interest; (ii) the other initiatives by which the Authority continued to encourage infrastructure investment in digital and connectivity; (iii) the take-up of the Gigabit Voucher scheme in remote areas of the County; (iv) the County Council's participation in groups influencing Government policy communications and connectivity; (v) recent support given to Newcastle Town Council in the roll-out of public WiFi and; (vi) recent initiatives aimed at stimulating demand for broadband in Staffordshire.

In addition, the Cabinet Member circulated a copy of a letter dated 18 October 2022 to the Minister of State for Media, Data, and Digital Infrastructure following the above-mentioned announcement by BDUK, raising concerns about the procurement process, the impact of the decision on the delivery of broadband in the County and seeking a review of Staffordshire's deferred status.

In the full and wide-ranging discussion which ensued, Members gave detailed scrutiny to the efforts made by the Authority in ensuring broadband connectivity across the County since their last update, asking questions, seeking clarification and raising areas of concern as necessary including:- (i) their disappointment following the decision by BDUK; (ii) disturbance to local residents arising from poorly co-ordinated infrastructure installations by suppliers; (iii) the quality of highway re-instatements by suppliers following installations and; (iv) the need for better communications with local residents regarding installations and the availability of the Gigabit Voucher Scheme.

In conclusion, the Committee were encouraged by the news that Staffordshire remained on target to deliver 100% gigabit connectivity across the County by 2030 with the majority being available by 2027.

RESOLVED – (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.

38. Work Programme

RESOLVED – (a) That clarification be sought from the Director of Corporate Services regarding scrutiny of the Authority’s Communications Strategy and consideration be given to any role the Committee might take in furthering the objectives of the Strategic Plan in this respect having regard to their Terms of Reference.

(b) That the updated Work Programme (schedule 4 to the signed minutes) be approved.

39. Date of Next Meeting - Friday 16 December 2022 at 10.30 am

Chairman

Prosperous Overview and Scrutiny Committee – 9th January 2023

Staffordshire Sustainability Board Communication Plan 2023

Recommendations

I recommend that the Committee:

- a. Note the progress of the Staffordshire Sustainability Board in developing a unified 2023 programme of activity across the county and eight district and borough councils, to tackle climate change and work towards our net zero targets.
- b. Review and make comments on the draft Staffordshire Sustainability Board joint communications plan (attached as Appendix 1), which sets out our 12-month (2023) programme of climate change awareness-raising and behaviour change activity.

Local Member Interest: N/A

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

Summary

What the Committee is being asked to consider:

1. The Overview and Scrutiny Committee is being asked to note the progress of the Staffordshire Sustainability Board in developing a unified 2023 programme of activity across the county and eight district and borough councils, to tackle climate change and work towards our net zero targets.
2. It is also being asked to review and comment on the draft Staffordshire Sustainability Board joint communications plan (attached as Appendix 1), which sets out our 12-month programme of climate change awareness-raising and behaviour change activity.

What happens next?

3. The next steps for the plan to go to Cabinet on the 18th January 2023.

4. The outcomes of the Overview and Scrutiny Committee will be reported to the Cabinet at their meeting on 18th January 2023 for them to consider prior to approving the plan.
5. Each district and borough council is also taking the plan through their own individual Cabinet process for approval.

Report

Background

Links to the strategic plan

6. Mitigating and adapting to climate change and becoming a net zero organisation by 2050 is a key priority for Staffordshire County Council and is a “green thread” throughout our Strategic Plan. It states that we will tackle climate change, enhance our environment, and make Staffordshire more sustainable

Why the recommendation is being proposed?

7. The Staffordshire Sustainability Board was established in January 2022. The aim of the Board is to encourage and support greater partnership working between the county’s local authorities to tackle climate change and reduce Staffordshire’s carbon emissions towards net zero targets.
8. The Board is comprised of cabinet members with a sustainability/climate change portfolio from the county and eight district and borough councils in Staffordshire. It is chaired by the County Council’s Cabinet member for Environment, Infrastructure and Climate Change.
9. In March 2022 the Board shared its vision alongside 10 commitments for action during 2022/23. (See Appendix 2)
10. Commitment Five focuses on communications, stating that: All Councils will contribute to a countywide communications group, and plan and deliver a countywide Communications Plan, working together to drive our collective net zero visions forward.

Joint Climate Change 2023 Communication Plan

11. On the 10 October 2022 the Staffordshire Sustainability Board (SSB) considered and agreed a joint climate change communication plan for 2023.
12. Whilst each member of Staffordshire’s Sustainability Board and their respective local authority are responsible for communicating their climate

change responsibilities and actions it was recognised that by working together could have greater reach and impact.

13. The joint communication plan attached as Appendix 1, sets out a calendar of unified and consistent communications activity to be delivered throughout the year to raise awareness, deepen understanding and inspire action on climate change.
14. It details a programme of activity and joint messages on key dates including Valentine's Day, various religious festivals and on high profile climate change focused events such as Earth Day and World Environment Day.
15. Public events will also take place throughout the year to raise awareness of the impact and threat of climate change, and the steps we can all take to reduce carbon emissions and our impact on the environment. Following a successful pilot in Stafford Town Centre in April 2022 a 'Carbon Bubble' roadshow is planned for Summer 2023.
16. The roadshow will feature a one-day event in each of our eight district and boroughs, to engage with residents and increase carbon literacy. A 10mx10m sphere will be inflated in central locations, representing the equivalent size of 'one tonne of carbon dioxide'. The events themselves will be low carbon, using hydrogenated vegetable oil to inflate the balloon and transportation via electric vehicles. At the events, staff will talk to Staffordshire residents, businesses and visitors about climate change and encouraging them to pledge to do their bit to be greener. Pledges will be captured on a board that will then be hosted in libraries as part of a climate change display.
17. A formal consultation is planned for Summer 2023 to understand residents' perceptions about climate change, what the barriers are for them to be greener and what would inspire them to change their behaviour. This information will enable us to gain insight into public views on climate change and provide an evidence bank and base line for campaign planning going forward.
18. The joint communication plan lays a strong foundation for more joined up working between councils. Working together in this way makes the best use of resources and makes sure we promote consistent messages countywide.

List of Background Documents/Appendices:

Appendix 1: Staffordshire Sustainability Board – Communications Plan 2023

Appendix 2: Staffordshire Sustainability Board – Vision and Commitments 2022-23

Appendix 3: Cabinet Report – 16th January 2023 - Staffordshire Sustainability Board – Communications Plan 2023

Contact Details

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Staffordshire's Sustainability Board

Draft County-wide Communications Plan

1. Introduction

Effective communications will help Staffordshire successfully reduce its carbon emission output to reach net zero.

In the Staffordshire Sustainability Board's 'Vision and Council Commitments 2022-2023' statement, we agreed that all councils will work together to contribute towards a countywide communications group, to deliver and manage a countywide communications plan, working together to drive our collective carbon reduction goals forward.

Communicating well is the responsibility of every member of Staffordshire's Sustainability Board and their respective organisations. It will be important for communication to be integrated at all levels.

This plan will rely on collective responsibility and a distributed model of communication.

In the spirit of co-production all members of the board and their communications team counterparts will work together to keep themselves updated on activities and to amplify the agreed communications.

This communications plan follows the OASIS framework (Objective, Audience, Strategy, Implementation, Scoring), which is a structured way of tackling a communications issue to achieve objectives.

2. The case for a county wide communications strategy to tackle climate change:

2.1. Staffordshire as a whole county emits approximately 5.8million tonnes of carbon a year. Staffordshire's collective local authorities contribute less than 2% of these carbon emissions.

2.2. Each local authority has a strategy to tackle their individual emissions. However, it is documented that collectively, councils could use their influence to impact a significant proportion of the total emissions. We want to use this influence to enable and facilitate change, where possible, throughout the whole of Staffordshire.

2.3. The main carbon emissions in Staffordshire come from Transport (40%), Industry (24%), Residential Homes (23%), Commercial (6%), Agriculture (4%), Public sector (2%), Other (1%).

- 2.4. Over the last four years, the population in Staffordshire has increased by 6%. The number of new homes has increased by 6% and there is a 13% increase in car use nationally.
- 2.5. The Staffordshire Leaders and Chief Executives Group has committed to work collaboratively to successfully achieve net carbon zero to reach net zero, we need to encourage residents to do their bit and help them to understand how they can reduce their carbon footprint.

3. Objective of communications activity

- 3.1. The objectives of our communication
 - 3.1.1. Engage with residents to increase understanding of climate change issues.
 - 3.1.2. Motivate residents to take practical steps to reduce their carbon emissions.

4. Audience

4.1. The Staffordshire Landscape

- 4.1.1. Staffordshire has a resident population of 867,100 and covers a large geographical area of over 1,010 square miles.
- 4.1.2. Like many other County areas, a major characteristic of Staffordshire is its growing, ageing population.
- 4.1.3. Tamworth and East Staffordshire are the only districts in Staffordshire that have a significantly younger population than the national average.
- 4.1.4. Around a quarter of residents live in rural areas. South Staffordshire (40%), Stafford (33%), Staffordshire Moorlands (31%) and Lichfield (31%) are particularly rural whilst Tamworth's population is classified as entirely urban.
- 4.1.5. Staffordshire is a relatively affluent area but has notable pockets of high deprivation in some urban areas.
- 4.1.6. Staffordshire has two well-renowned universities educating around 20,000 higher education students. Keele University is currently Global Sustainability Institution of the Year (International Green Gown Awards, 2021)
- 4.1.7. We have a number of active climate change groups across the county including Climate Matters, The Globe Foundation, Staffordshire Moorlands Climate Action Group, Zero Carbon Rugeley, Sustainability Matters and No Planet B.

4.2. Social Attitudes to Climate Change – Audience Insight

- 4.2.1. Research from the National Centre for Social Research 'British Social Attitudes' report has found that overall, Britain is relatively relaxed about climate change, and not strongly divided over it. There are more worried than there are sceptical individuals, but the majority in Britain appears to have middling attitudes towards climate change. They know about it, and acknowledge a human component, but are overall relatively indifferent and apathetic about climate change.
- 4.2.2. Differences by age and education are reasonably strong and consistent when it comes to beliefs and concerns about climate change and what the government should do about it. Other socio-demographic variables, such as sex, ethnicity, and income, are typically weak and sporadic.
- 4.2.3. On average, people in Britain are only “somewhat worried” about climate change, and do not feel a strong sense of personal responsibility to try to reduce it. Those who think climate change is mainly or entirely caused by humans feel more personally responsible for trying to mitigate it. However, most people do not think that climate change is mainly caused by humans or that the consequences will be very bad.
- 4.2.4. As well as differing in how worried they are about climate change, people may also feel different levels of personal responsibility to try to reduce climate change. Residents were asked on a scale of personal responsibility for helping with climate change, where 0 means no responsibility and 10 means feeling a great deal of responsibility. Responses were quite spread out across the scale, with scores from 5 to 8 being the most popular, showing that the majority feel a moderate personal responsibility to help reduce climate change. The 35 - 64 year-old age group felt the highest level of personal responsibility.

4.3. Audience conclusion

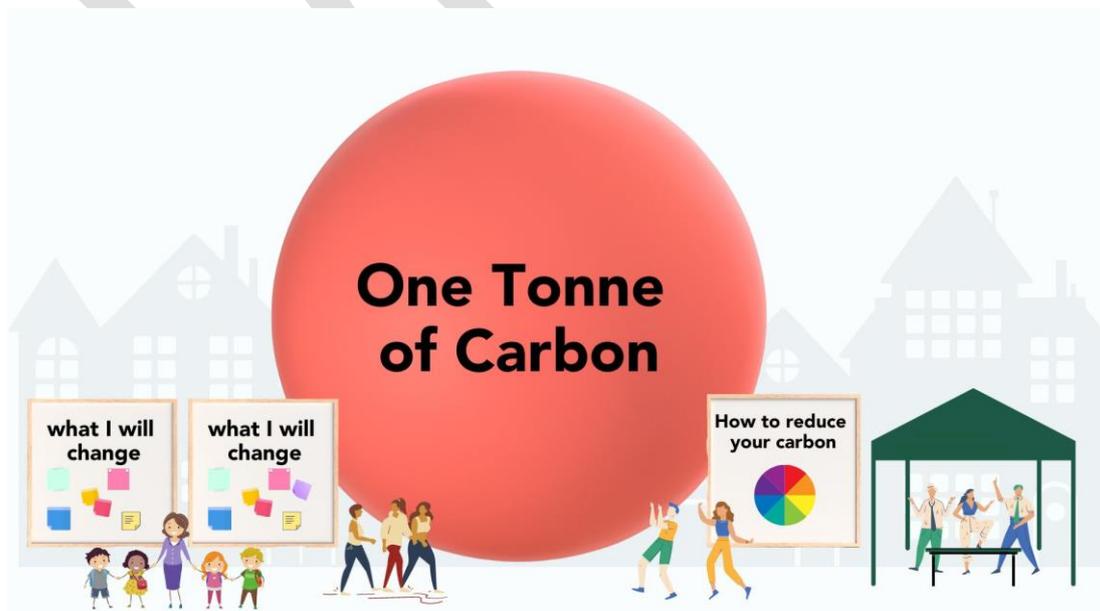
- 4.3.1. Given the objectives we want to achieve with our communication, and the above audience insight, keeping our audience group as wide as possible will help us to get the most reach and engagement.
- 4.3.2. A future communications plan would benefit greatly from more Staffordshire specific audience research about climate change and sustainability.
- 4.3.3. We will utilise our local advocates and influencers through our universities and climate action groups to share our messages.

5. Strategy

This section looks at what will do throughout the year to reach our objectives.

5.1. Carbon Bubble Roadshow

- 5.1.1. To increase resident engagement, throughout Spring/ Summer 2023 we will run a Carbon Bubble Roadshow. The 10m x10m orange inflatable bubble with the words 'One Tonne of Carbon' has been used nationwide by PWC as a successful climate change engagement tool and was trailed by Staffordshire County Council in 2022. The trial that took place on 'Earth Day' saw engagement both face to face in the town centre and on social media, as well as making regional news. Lessons learnt from the trial and feedback have allowed us to develop a clear plan for how we would run a road show of the bubble across the county to engage with as many residents as possible.
- 5.1.2. Most of the events will be held mid-week on a Wednesday during the working day. At the event we will have staff members from the district and borough councils educating people about their carbon footprint and what they can do to be greener.
- 5.1.3. We will collectively promote the events and invite along local schools and education settings.
- 5.1.4. We will ask residents to make a pledge on a community pledge board to say what they will do to reduce their carbon footprint. This information will then be saved and displayed in the local library.
- 5.1.5. On the stand we will help people to understand their carbon footprint by working them through a simple 'calculator' and give them a score between 'small footprint', 'medium footprint', 'large footprint. We will then give them tips on how they can reduce their personal footprint.



5.1.6. The below timetable sets out when and where the bubble roadshow will take place:

Local Authority Area	Location	Date
East Staffordshire	Burton Town Centre	Wednesday 3 rd May 2023
Newcastle	Market Square	Wednesday 17 th May 2023
Cannock	Cannock Chase Marquis Drive or Hednesford Park	Wednesday 7 th June
Stafford	Stafford in The World Festival - Victoria Park	Wednesday 2 nd June
Moorlands	Leek Market Square	Wednesday 5 th July
Lichfield	Market Square	Wednesday 19 th July
Tamworth	Castle Grounds	Wednesday 9 th August
South Staffordshire	Camp Bestival – Weston Park	Thursday 17 th – 20 th August

5.2. Joined up communications calendar

5.2.1. To maximise our reach and awareness raising, we have developed a joint communications calendar for 2023, where we will share a climate change and sustainability messages around key celebrations throughout the year such as Valentine's Day, Easter, Halloween, Black Friday, Christmas, and Boxing Day.

5.2.2. Once a quarter we will also promote one climate change awareness day/week to support the agenda. The proposed climate change awareness days have been selected based on their ability to best share messages about climate change and carbon reduction as well as their location in the calendar.

Date	National Day	Key Messages
14 th February 2023	Valentine's Day	Share information about how to 'love your planet this Valentine's Day' and how to have a sustainable valentines day. Recycling chocolate packets, chocolate wrappers, only buying what you need and other relevant climate change messages.
9 -10 th April 2023	Easter	Share information about how to have a sustainable Easter. Linking into how climate change is jeopardising chocolate production. So to make sure we have chocolate, we need to do our bit to be greener. With some suggestions of how people can have a sustainable easter by recycling boxes, and buying eggs with less packaging.
22 nd April 2023	Earth Day	Sharing the national earth day messages
5 th June 2023	World Environment Day	Sharing the national World Environment Day Messages
1 st – 7 th July 2023	Net Zero Week	Sharing the national Net Zero Week messages
24 th – 2 nd October 2023	Big Green Week	Sharing the national Big Green Week messages
31 st October 2023	Halloween	Develop a Halloween campaign to tell people how to have a sustainable Halloween, based

		on swapping costumes, reducing pumpkin waste. To reduce textile and food waste.
26 th November	Black Friday	Develop a Black Friday campaign encouraging people to think twice before buying in the sales and if they do buy something, what they can do with their old items, for example donating them to charity or HWRC'S.
1 st – 12 th December	12 Days of Christmas	Developing a 12 days of Christmas campaign to share how people can have a sustainable Christmas

5.2.3. A secondary list of relevant awareness days has been collated below for information. We will support these days on an ad hoc basis by sharing and amplifying the national messages. However, we will not run specific campaigns around these days.

Secondary Awareness Days 2023	Earth Day -22 nd April World Environment Day – 5 th June Net Zero Week – 1 st – 7 th July Big Green Week – 24 th September – 2 nd October Recycle Week – 19 th – 25 th September National Clean Air Day – 8 th October International Compost Awareness Week 1 st – 7 th May No Mow May – 1 st – 31 st May Walk to School Week – 20 th May – 25 th May National Refill Day – 19 th June Plastic Free July – 1 st – 31 st July Cycle to Work month – August Zero Waste Week – 1 st – 7 th September World Electric Vehicles Day – 9 th September Zero Emissions Day – 21 st September International Walk To School Month – October National Tree Week – Last week of November
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5.3. Consultation

- 5.3.1. At the present time, we have limited knowledge of our residents' thoughts and feelings about climate change. A public consultation around climate change would be beneficial when planning activity in the future.
- 5.3.2. The consultation will ask the members of the public key questions around their understanding of climate change, how much they care, what kind of personal responsibility they feel and any barriers they face to being greener.
- 5.3.3. The consultation results will give us a good baseline to be able to monitor and measure and changes in attitudes and behaviour.
- 5.3.4. The consultation will capture both quantitative and qualitative responses so we can get a deep understanding of our residents. To do this, we will launch an online digital questionnaire, run a handful of in-person engagement sessions in each area, as well as using the carbon bubble road show events to really listen

to residents and capture their feedback.

5.3.5. We propose that the consultation launches in March 2023 and then continues until the end of the Summer. By the Autumn of 2023 we will then have a good picture of what our residents think about climate change and their personal responsibility to be greener. This will help us to plan for the 2024 communications activity.

5.4. Summary of activity

The below yearly calendar plots out when all of our joint communications throughout 2023 as part of the climate change and sustainability agenda.



6. Budget

- 6.1. Each district and borough council is requested to contribute £3,000 alongside a £25,000 contribution from the county council. The funding will be used to deliver the carbon bubble roadshows, consultation activity and events, and social media activity.

7. Scoring and evaluation

- 7.1. The Communications representatives will meet monthly to discuss the ongoing work, and upcoming plans.
- 7.2. Each quarter Communications will report back to the Sustainability Board on the below:

Activity that has taken place during the quarter
Website clicks (using Bitly)
Media coverage
Social media engagement (reach, likes, comments)
Summer: How many people engaged with at the Carbon Bubble event
Summer: How many pledges were made at the Carbon Bubble event
Summer: Photographs from the Carbon Bubble Events
How many people worked out their carbon footprint using the calculator
How many people signed up to the Make Staffordshire Sustainable email
What activity is coming up

Staffordshire Sustainability Board

Vision and council commitments 2022-2023

Vision

The Staffordshire Sustainability Board (SSB) is to facilitate the collaborative forum, to work together, as the democratically elected bodies in Staffordshire, to influence change and to encourage organisations and individuals to ensure that Staffordshire is net carbon zero by at least 2050 or before.

The board will also work as a collective to address climate change adaptation measures that are within individual organisations leverage, to influence and facilitate change with adaptation to climatic changes that are already locked in. Sustainability and habitat biodiversity will be reviewed throughout 2022 and shall be considered in a revised vision in January 2023.

Context

The Staffordshire Leaders and Chief Executives Group has committed to work collaboratively to successfully achieve net carbon zero in line with our independent authority's climate change declarations.

It is recognised that the council's collective carbon footprint is less than 2% of Staffordshire's 5.8MtCO₂e annual carbon footprint however it is documented that, collectively, the councils could have an influence on a significant proportion of these emissions. This collaboration is to enable and facilitate change, where possible, throughout the geographic area of Staffordshire as a whole.

Work in the longer term will also bring into the discussion and actions, climate change adaptation and sustainable environment concerns.

Throughout all the activities and discussion that resonate from the SSB, we shall actively engage with external organisations that can bring specialist knowledge, understanding and facilitation to the board.

The SSB will comprise senior members of each authority and supported by a team of advisors drawn from across the authorities.

Council commitments

It is proposed that as an initial commitment, the combined councils will within their own carbon emissions boundary initiate the following but acknowledge that the larger scope of climate change mitigation and adaptation is within the wider community of Staffordshire.

1. Baseline and Reporting – All Councils will prepare and publish an annual baseline analysis of their organisation's carbon footprint. All Councils will assess and publish progress in reducing their carbon footprint in October each year.

2. Carbon Literacy Training & Awareness – All Councillors and Senior Management Teams will undertake carbon literacy training to build corporate awareness of the issue and the Council’s role in securing carbon reduction. All Councils will conduct a community impact assessment for key projects and proposals and include an assessment of Climate Change Implications in all key decision reports.

3. Ambassadors - All Councils will encourage members to act as climate change ambassadors, to encourage reduction in organisational carbon footprints and champion this in their own division/ward areas.

4. Green Travel Planning – All Councils will support and facilitate green travel by members, employees, and their communities through promotion of green travel planning. Policy implementation on green transport and ways of working

5. Communications – All Councils will contribute to a countywide communications group who will plan to deliver and manage a countywide Communications Plan, working together to drive our collective net zero visions forward, throughout the County.

6. Green Energy – All the Councils will commit to procure 100% green energy supplies for their electricity as soon as existing contract commitments allow.

7. Energy Reduction – By January 2023, all Councils will have established plans to reduce energy consumption across their estates.

8. Low carbon fuelled fleet vehicles – Moving towards an aspirational zero emission operational vehicle fleet, the Councils will by 2025, establish a plan to move to low carbon fuels within their internal fleets by 2030.

9. Waste & Recycling – By 2025 there will be a countywide waste strategy that all authorities will adhere to. This strategy will cover all aspects of the countywide waste operation, to reduce residual waste creation, increase recycling rates, promote composting of food waste at home and establish food waste collections throughout the County.

10. Innovation and Technology – Working collaboratively with research institutions, businesses and partners the Councils will encourage both innovation and technology development, that will assist the delivery of our combined net zero visions.



Cabinet Meeting on Wednesday 18 January 2023

Staffordshire Sustainability Board Communications Plan 2023



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

“We are on a mission to make Staffordshire sustainable. Engaging with our people about climate change is key to reducing the county’s carbon emissions and reaching our net zero target.

As a local authority we are only responsible for a small proportion of carbon emissions in the county, but our position allows us to set an example, raise awareness and inspire people to make more sustainable choices.

This joint communications plan will help us to share clear, consistent messages with our residents, businesses and communities about the climate change challenge and how they can make an impact.

We achieve much more by working together. Working closely with our local authority colleagues and collaboratively with our residents, communities, and businesses, we can really make a big difference.”

Report Summary:

Mitigating and adapting to climate change and becoming a net zero organisation by 2050 is a key priority for Staffordshire County Council and is a “green thread” throughout our Strategic Plan. It states that we will tackle climate change, enhance our environment, and make Staffordshire more sustainable

The Staffordshire Sustainability Board was established in January 2022. The aim of the Board is to encourage and support greater partnership working between the county’s local authorities to tackle climate change and reduce Staffordshire’s carbon emissions towards net zero targets.

This report details the Board’s communications plan for January to December 2023.

The plan proposes a joint and, aligned calendar of communications and behaviour change activity throughout the year, to be delivered in partnership with the eight district and borough councils in Staffordshire.

Recommendations

I recommend that Cabinet:

- a. Note the progress of the Staffordshire Sustainability Board in developing a unified 2023 programme of activity across the county and eight district and borough councils, to tackle climate change and work towards our net zero targets.
- b. Approve the Staffordshire Sustainability Board joint communications plan (attached as Appendix 1), which sets out our 12-month programme of climate change awareness-raising and behaviour change activity.

Cabinet – Wednesday 18 January 2023

Staffordshire Sustainability Board’s Joint Communications Plan 2023

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

I recommend that Cabinet:

- a. Note the progress of the Staffordshire Sustainability Board in developing a unified 2023 programme of activity across the county and eight district and borough councils, to tackle climate change and work towards our net zero targets.
- b. Approve the Staffordshire Sustainability Board joint communications plan (attached as Appendix 1), which sets out our 12-month programme of climate change awareness raising and behaviour change activity.

Local Member Interest: N/A

Report of the Director for Economy, Infrastructure and Skills

Reasons for Recommendations:

Background

1. The Staffordshire Sustainability Board was established in January 2022. The Board aims to encourage and support partnership working to address climate change in Staffordshire, promote more sustainable lifestyles and business practices, and reduce Staffordshire’s carbon emissions footprint.
2. The Board is comprised of cabinet members with a sustainability/climate change portfolio from the county and eight district and borough councils in Staffordshire. It is chaired by, the County Council’s Cabinet member for Environment, Infrastructure and Climate Change, and leader of Newcastle-under-Lyme Borough Council.
3. Each of the nine councils is delivering its own action plan to reduce carbon emissions and reach net zero targets. The board looks beyond the immediate responsibilities of the councils to see how we can collectively influence and reduce Staffordshire’s wider carbon emissions.
4. In March 2022 the Board shared it’s vision alongside 10 commitments for action during 2022/23. (See Appendix 2)

5. Commitment Five focuses on communications, stating that: All Councils will contribute to a countywide communications group, and plan and deliver a countywide Communications Plan, working together to drive our collective net zero visions forward.

Joint Climate Change 2023 Communication Plan

6. On the 10 October 2022 the Staffordshire Sustainability Board (SSB) considered and agreed a joint climate change communication plan for 2023.
7. Whilst each member of Staffordshire's Sustainability Board and their respective local authority are responsible for communicating their climate change responsibilities and actions it was recognised that by working together could have greater reach and impact.
8. The joint communication plan attached as Appendix 1, sets out a calendar of unified and consistent communications activity to be delivered throughout the year to raise awareness, deepen understanding and inspire action on climate change.
9. It details a programme of activity and joint messages on key dates including Valentine's Day, various religious festivals and on high profile climate change focused events such as Earth Day and World Environment Day.
10. Public events will also take place throughout the year to raise awareness of the impact and threat of climate change, and the steps we can all take to reduce carbon emissions and our impact on the environment. Following a successful pilot in Stafford Town Centre in April 2022 a 'Carbon Bubble' roadshow is planned for Summer 2023.
11. The roadshow will feature a one-day event in each of our eight district and boroughs, to engage with residents and increase carbon literacy. A 10mx10m sphere will be inflated in central locations, representing the equivalent size of 'one tonne of carbon dioxide'. The events themselves will be low carbon, using hydrogenated vegetable oil to inflate the balloon and transportation via electric vehicles. At the events, staff will talk to Staffordshire residents, businesses and visitors about climate change and encouraging them to pledge to do their bit to be greener. Pledges will be captured on a board that will then be hosted in libraries as part of a climate change display.
12. A formal consultation is planned for Summer 2023 to understand residents' perceptions about climate change, what the barriers are for them to be greener and what would inspire them to change their behaviour. This information will enable us to gain insight into public views

on climate change and provide an evidence bank and base line for campaign planning going forward.

13. The joint communication plan lays a strong foundation for more joined up working between councils. Working together in this way makes the best use of resources and makes sure we promote consistent messages countywide.

Legal Implications

14. The Climate Change Act commits the UK government by law to reducing greenhouse gas emissions by at least 100% of 1990 levels (net zero) by 2050. This includes reducing emissions from the devolved administrations (Scotland, Wales and Northern Ireland), which currently account for about 20% of the UK's emissions.
15. The Council has made a commitment to become net carbon zero by 2050 although it should be noted that the communication plan set out in this report is primarily targeted at climate change implications outside the Council's direct accountabilities.

Resource and Value for Money Implications

- 16.13. It is intended that the joint communication activity will be co-funded, with a £25,000 contribution from the county council allocated from approved budgets, and a £3,000 contribution from each of the district and borough councils.
- 17.14. The funding will be used to deliver an impactful and effective communications and engagement programme, including the carbon bubble roadshows, consultation sessions and social media activity.

Climate Change Implications

18. While the county council is already making significant strides to reduce its carbon emissions to net zero, we make up a small proportion (less than 1%) of the county's total emissions. It is therefore imperative we work with partner councils and Staffordshire's residents and businesses to reduce our collective carbon footprint.
19. The communications and engagement activity has been designed within our ethos of making Staffordshire sustainable. Every effort will be made to during the course of the year ahead to make activity associated with delivering the plan as green or low carbon as possible.

List of Background Documents/Appendices:

Appendix 1: Staffordshire Sustainability Board – Communications Plan 2023

Appendix 2: Staffordshire Sustainability Board – Vision and Commitments 2022-23

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Prosperous Overview and Scrutiny Committee – 9th January 2023

Electric Vehicle Charging Infrastructure Strategy

Recommendation

I recommend that the Committee:

- a. Considers and provides comments on the draft Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy in advance of a recommendation to County Council Cabinet.

Local Member Interest: N/A

Report of Cllr David Williams, Cabinet Member for Highways and Transport and Cllr Simon Tagg, Cabinet Member for Environment, Infrastructure and Climate Change.

Summary

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

1. It is recommended that the Committee considers and provides comments upon the draft Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy in advance of a recommendation to County Council Cabinet. The Strategy has been developed by Staffordshire County Council (SCC) working in partnership with District and Borough Councils (full Strategy is available in Appendix 1).
2. In 2020 the government announced its intention to end the sale of new cars powered by petrol and diesel combustion engines by 2030 and plug in cars by 2036. The biggest annual increase in number of electric vehicle (EV) registrations was witnessed in 2021, with more than 740,000 plug-in hybrid and battery-electric cars registered, showing a growth of 70% on 2020. Charging infrastructure will need to grow accordingly to ensure an unhindered transition to EVs.
3. SCC will not be delivering EV infrastructure across the County, however, by developing this Strategy we are creating a framework for others to deliver. This document sets the scene for why we need to act, explains the current picture and outlines the role that SCC will play as a supporter and coordinator of efforts to promote greener travel across the county. The Strategy will assist in enabling EVs 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.

Report

Background

4. Acknowledging that transport is a major contributor to the climate, health and ecological challenges being faced, the UK Government in June 2019 announced ambitions for the transport network to be net zero by 2050. In the same year, the Council declared a climate emergency and committed to ensuring that the authority is net carbon neutral by 2050.
5. The following year saw the government's Road to Zero Strategy bring forward a restriction on new cars powered solely by petrol or diesel internal combustion engines by 10 years, to 2030. This heralded a step change in the transition to EVs for private transport and the need for an EV charging infrastructure able to accommodate the shift without causing social or economic barriers.
6. In March 2022, a national EV infrastructure strategy (Taking charge: the electric vehicle infrastructure strategy) was published which committed an additional £620 million to support the transition to EVs. The government strategy sets out clear responsibilities for local authorities and emphasised their critical role in the rollout of charge points and enabling the transition through the integration with other transport modes in order to meet community needs. This national strategy set out the ambition that, as a minimum, 300,000 charge points across the UK by 2030 were to be made available.
7. Figures from Zap-Map outline that at the end of September 2022, there were 34,860 EV charging points across the UK, across 20,888 charging locations. This represents a 35% increase in the number of charging devices since September 2021.
8. To support the move to EVs and other electric modes of transport, an EV charging infrastructure 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.
9. 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.

10. It is recognised that electricity may not be the only type of fuel going forward (e.g. hydrogen), but this Strategy deliberately focusses on EV aligned to national policy, and that future fuels such as hydrogen will be picked up separately, such as through our A50/A500 corridor project.

Contribution to Tackling Climate Change and Health Implications

11. 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). This is a key priority of the Staffordshire Sustainability Board (SSB), and this Strategy supports the role of the SSB in that it can influence change and help ensure that Staffordshire is net carbon zero by at least 2050.
12. In Staffordshire, transport contributes c40% of the c5.8 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 charge points is one of a number of key actions highlighted in the Climate Change Action Plan. In addition, the possibility of providing incentives for EV owners to purchase solar panels and therefore generate their own electricity to power their vehicles will be explored.
13. The largest environmental risk to public health in the UK is poor air quality as it can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy. It particular affects the most vulnerable in society: children, older people and those with pre-existing heart and lung conditions in which it is estimated to contribute to approx. 36,000 pre-mature deaths a year (Clean Air Strategy, 2019).
14. The biggest source of nitrogen oxides (NOx) in the UK is from road transport, with the main source of exposure being at the roadside.

Additionally, it also produces harmful air pollutants including volatile organic compounds (VOCs) and sulphur dioxide (SO₂).

15. Roadside emissions can also negatively impact ecology from deposition of Nitrogen to the environment can change soil chemistry and affect biodiversity in sensitive habitats. Also nitrogen oxides are also precursors for the formation of ozone, which can damage crops through oxidative damage to vegetation.
16. Through supporting and facilitating the switch from petrol and diesel vehicles to 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 those listed in paragraph 13.
17. All residents and visitors will benefit from the reduction in air pollution and noise pollution as EVs can be quieter than petrol and diesel equivalents, however people who live within close proximity to a road, and / or suffer from respiratory conditions will benefit more.

EV Charging Infrastructure Rollout

18. Early adopters of EVs have generally had provision to charge whilst parked off-street at home. Further, the private sector are delivering many charge points which provide mainly top up charging at destinations such as supermarkets and a number of rapid charging hubs for in-journey charging, for example at service stations.
19. 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 only 3% of households are within a 5-minute walk from a public charge point. The 97% of households that do not have access to off-street parking and are not within a 5-minute walk of a public charge point equates to approximately 92,000 Staffordshire households.
20. 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. 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.
21. For greatest impact in meeting requirements for supporting those who wish to switch to EVs, the Strategy outlines how local authorities should

support and coordinate the installation of charge points at workplaces or retail parks, improving EV facilities at off-street parking locations and especially installing charge points in local authority owned and managed car parks.

22. It has been indicated by the UK Government that further policy direction will be released that will focus on EVs and EV charging infrastructure in the next 12-24 months, along with funding to continue support for local authorities in their journey to decarbonisation. If required, the Council's EV Strategy will be adjusted to take into account emerging legislation and technology.

Alternative Options

23. In developing this Strategy, alternative options have been considered, including allowing the emerging EV charging industry to take the lead. However, this is likely to lead to an ineffective EV charge point network across the county focussed on commercially viable locations only. This would likely result in a reduction in people choosing to switch to an EV and the diminished opportunity to benefit from reduced air and noise pollution. The Strategy provides the foundation to co-ordinate delivery of EV infrastructure across the county.
24. The UK government has made it clear that local authorities have a significant role to play in delivering EV charge points 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.

Summary of main proposals

25. The Strategy sets out the priorities for the installation of EV charge points across the county through analysing various areas including policy, funding and technology that will impact the charging infrastructure network.
26. 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.
27. Recognising that while the Council can coordinate on EV charge point installation in regard to on-street, the Strategy outlines how support is required from Parish, District and Borough Councils, residents,

workplaces, retail and leisure destinations to install EV charge points where a need has been identified.

28. The Council will continue to engage with residents and ensure that they have access to informative material about EVs and EV charging infrastructure and are encouraged to transition to EVs.
29. Adopting this strategy will help the Council monitor progress and manage expectations from residents and stakeholders. It also supports a number of other Council strategies to deliver their vision, aims and objectives including the emerging Local Transport Plan.

Timescale

30. The Department for Transport as set a key date of 2030 to have 300,000 public charge points in the UK.
31. As of October 2022, there were some three hundred public charge points in Staffordshire, and therefore the task is to grow this number by approximately three thousand charge points in Staffordshire over the next seven years.
32. It is anticipated that a central government funding opportunity will arise in early 2023 and therefore the adoption of this Strategy now will ensure that Staffordshire is in the best possible position to submit a suitable bid.

Finances

33. An investment plan that sets out a long-term delivery strategy will be written, and as such, specific financial decisions based on the availability of internal and external funding will need to be made for any schemes that are brought forward.
34. The Council will look to utilise relevant funding from the Department for Transport (DfT), the Office for Zero Emission Vehicles (OZEV) and explore commercial partnership opportunities. This will allow the funding to be deployed to support the widest distribution of EV charge point solutions.
35. It is understood that DfT will release revenue funding to all Local Transport Authorities to enable the recruitment of staff resources to drive forward the installation of public charge points. Whilst we wait for further information on this DfT initiative, it has been agreed that an officer position will be funded from the climate change fund so that there is no delay to progressing this priority activity.

36. The Council will outline a clear procurement process for EV charge points at locations that are on Council owned land and will engage with operators to assess the level of interest in the installation of EV charge points across the county.

Risks Identified

37. The transition to EVs is a risk to the energy system not only in the county but to the UK. The Council will work closely with energy suppliers to ensure the local energy network can support the demand for electricity and charging infrastructure while making the most efficient use of the electricity network.
38. The authority is mindful of the need to ensure that our pavements are safe for all pedestrians (particularly those with visibility impairments) and other highway users, and that we do not expose the County Council or individuals to excessive liability or risk and therefore trailing cables across a footway will not be authorised.
39. 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.
40. The Council is aware that EV charge point operators are experiencing delays due to issues within their global supply chain. Prolonged delays in installing EV charge points could influence people's willingness to switch to EVs, and also our ability to proceed to installation and procurement phases at the pace we would like to.
41. The Council declared a climate emergency and committed to ensuring they are net carbon neutral by 2050; this Strategy complements the Government's ambitious plans to achieve net zero by 2050. There are no immediate legal implications from this report, but it is recognised that legal support will be needed going forward to support any potential finance and private investment contracts. Adopting the Strategy will support the climate change action plan, help the Council monitor progress and manage expectations of stakeholders. The increasing use of and accessibility to EV vehicles will assist in ensuring the Council is able to meet its targets.

Conclusion and recommendation

42. The Strategy sets the scene for why we need to act, explains where we are and outlines the role that Staffordshire County Council will play across the county through analysing various areas including policy,

funding and technology that will impact the charging infrastructure network.

43. 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.
44. 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.
45. The Council will continue to engage with residents and ensure that they have access to informative material about EVs and EV charging infrastructure and are encouraged to transition to EVs.
46. Adopting this strategy will help the Council monitor progress and manage expectations from residents and stakeholders. It also supports a number of other Council strategies to deliver their vision, aims and objectives including the emerging Local Transport Plan.
47. It is recommended that the Committee considers and provides comments upon the draft Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy in advance of a recommendation to County Council Cabinet.

Link to Strategic Plan

48. The information in this report has a direct link to the Council's Strategic Plan and is linked to several of the outcomes, priorities and core principles including:
 - a. Be healthier and independent for longer.
 - b. Tackle climate change, enhance our environment, and make Staffordshire more sustainable.
 - c. Encourage good health and wellbeing, resilience and independence.

Link to Other Overview and Scrutiny Activity

49. There is a link between this report and the Climate Change Annual Report which has been considered by the Corporate Overview and Scrutiny Committee on the 25 October 2022. A Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy represents an

important part of the County Council's commitment to sustainability and carbon reduction. The Strategy will support the authority's climate change action plan by encouraging the adoption and roll out of EVs, as well as improving the quality of life for residents through a reduction of noise and air quality impacts.

Community Impact

50. The Community Impact Assessment for the Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy can be viewed in appendix 2. 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.

Scheme of delegation

51. Should Cabinet agree the proposal, it is anticipated that any minor text changes required following receipt of additional guidance on EV strategies issued by the Department for Transport, would be made by the Director for Economy, Infrastructure and Skills in consultation with the lead Cabinet Member.

Next Steps

52. Following consideration by the Committee, proposals will be presented to Cabinet noting any feedback through the scrutiny process.

List of Background Documents/Appendices:

Appendix 1 - Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy

Appendix 2 - Community Impact Assessment

"Reducing emissions from road transport: Road to Zero Strategy" - [Reducing emissions from road transport: Road to Zero Strategy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/641212/Reducing-emissions-from-road-transport-Road-to-Zero-Strategy-2019.pdf)

"Taking charge: the electric vehicle infrastructure strategy" - [Taking charge: the electric vehicle infrastructure strategy \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/641212/Taking-charge-the-electric-vehicle-infrastructure-strategy-2019.pdf)

[Outcome and response to ending the sale of new petrol, diesel and hybrid cars and vans - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/641212/Outcome-and-response-to-ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans-2019.pdf)

"Clean Air Strategy 2019" - [Clean Air Strategy 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/641212/Clean-Air-Strategy-2019.pdf)

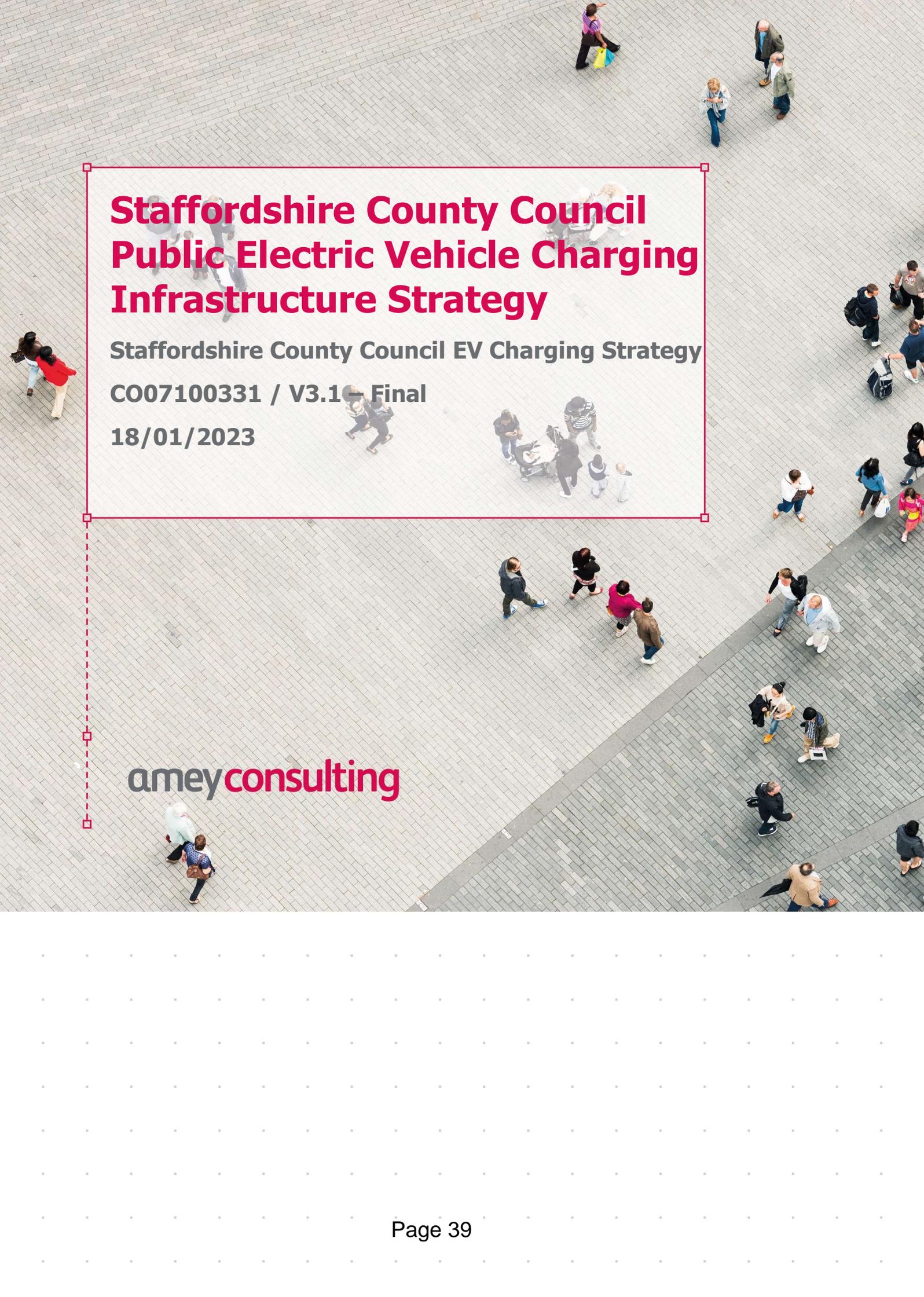
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Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy

Staffordshire County Council EV Charging Strategy

C007100331 / V3.1 – Final

18/01/2023

ameyconsulting

07/12/2022 Document Control Sheet

Project Name:	Staffordshire County Council EV Charging Strategy
Project Number:	CO07100331
Report Title:	Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy
Report Number:	V3.1 – Final

Issue Status/Amendment	Prepared	Reviewed	Approved
V1.0 Draft	Name: Jeffrey Crowe Signature: Date: Feb 2022	Name: Signature: Date:	Name: Emily Gould Signature: Date: Feb 2022
V2.0 – V2.6 (drafts)	Name: Jeffrey Crowe Signature: <i>Jeff Crowe</i> Date: Mar 2022	Name: Signature: Date:	Name: Emily Gould Signature: Date: Mar 2022
V2.7-v2-9	Name: Jeffrey Crowe Signature: <i>Jeff Crowe</i> Date: 08 August 2022	Name: Signature: Date:	Name: Signature: Date:
V3.0	Name: Jeffrey Crowe Signature: <i>Jeff Crowe</i> Date: 02 November 2022	Name: Signature: Date:	Name: Signature: Date:
V3.1 (Final)	Name: Marc Stanway Signature: <i>Marc Stanway</i> Date: 07 December 2022	Name: Richard Rea Signature: <i>Richard Rea</i> Date: 07 December 2022	Name: Signature: Date:

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	<i>281,219</i>	<i>242,794</i>	<i>7,260</i>	<i>22,050</i>
West Midlands	42,391	<i>21,721</i>	<i>18,753</i>	<i>560</i>	<i>1,703</i>
Staffordshire	4,558	<i>2,315</i>	<i>1,999</i>	<i>60</i>	<i>182</i>

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

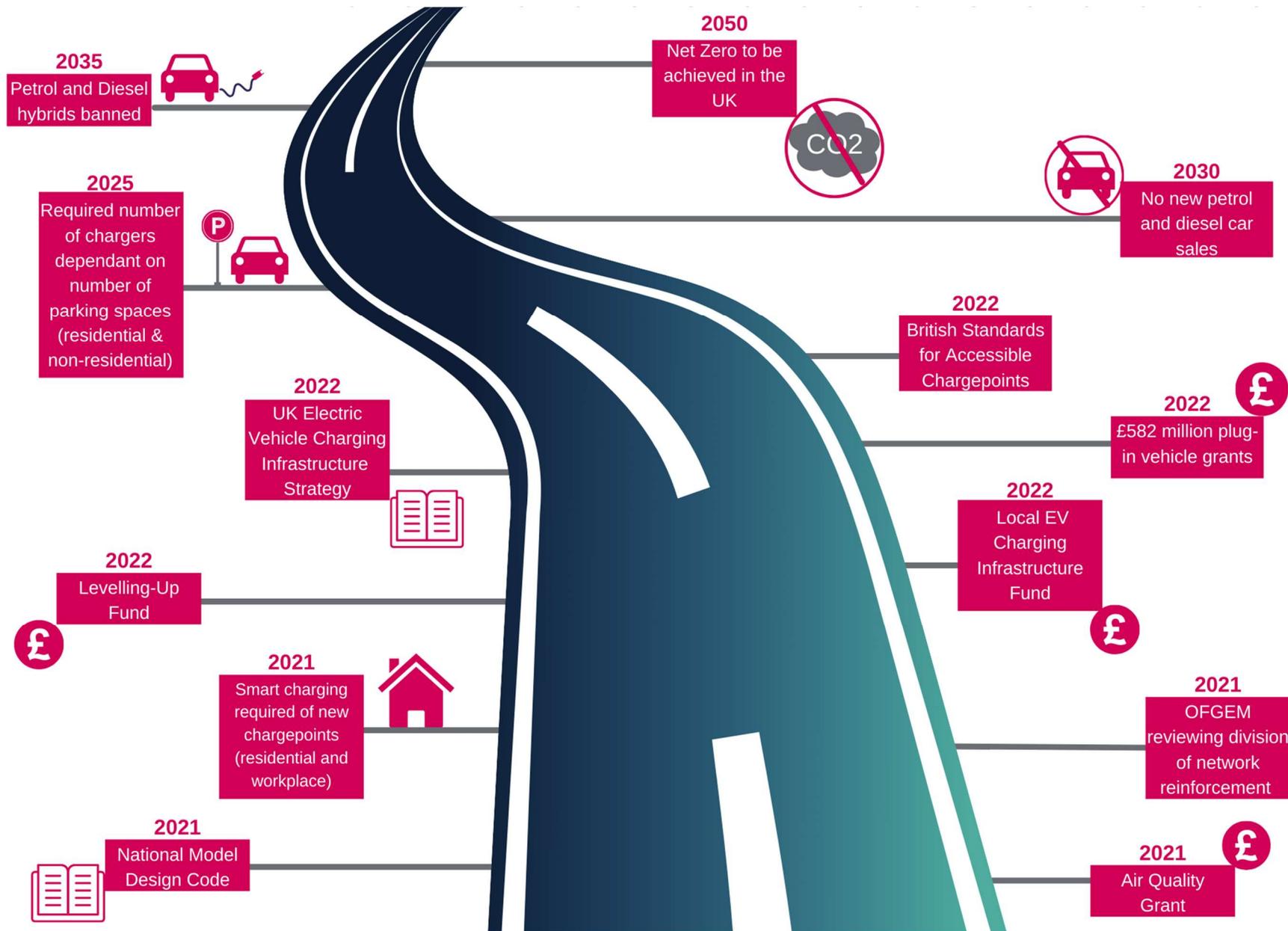


Figure 1: EV landscape roadmap

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 Council's 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

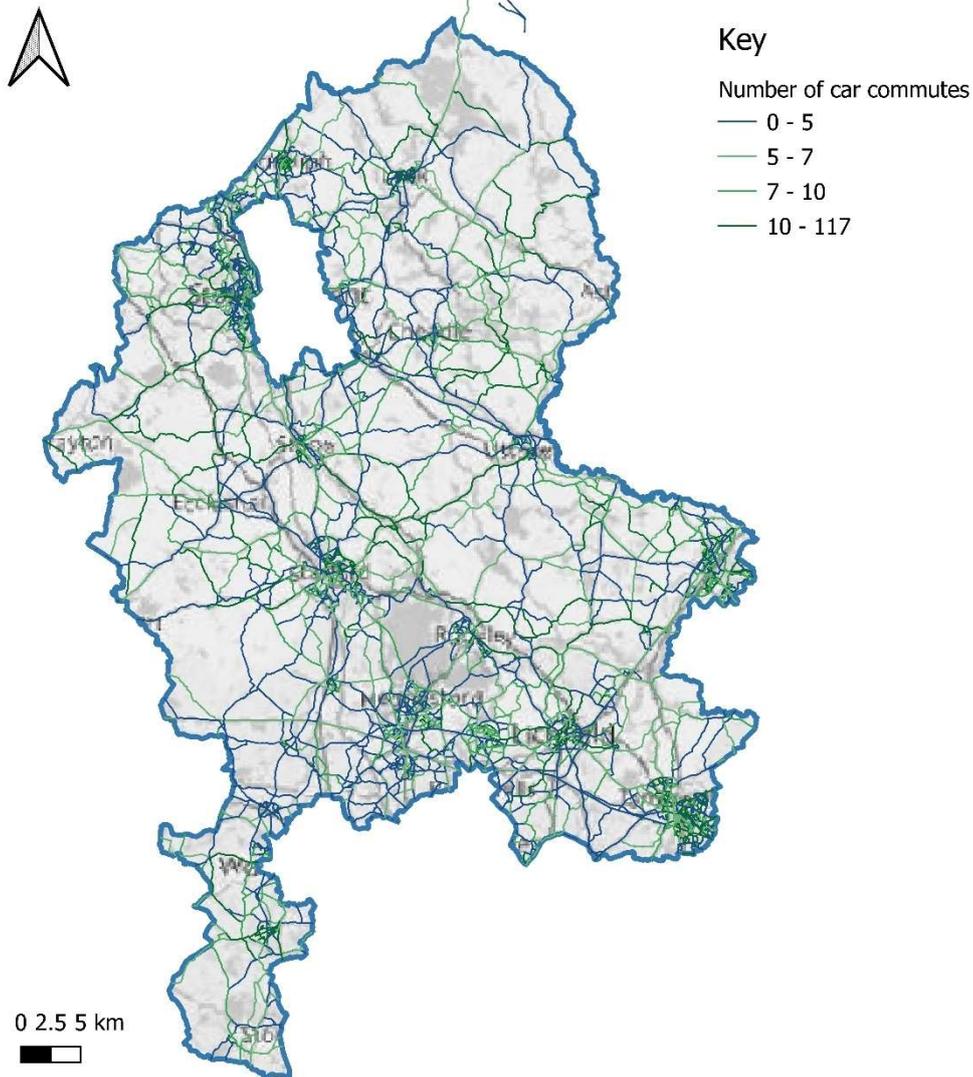


Figure 2: Staffordshire car commuting

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

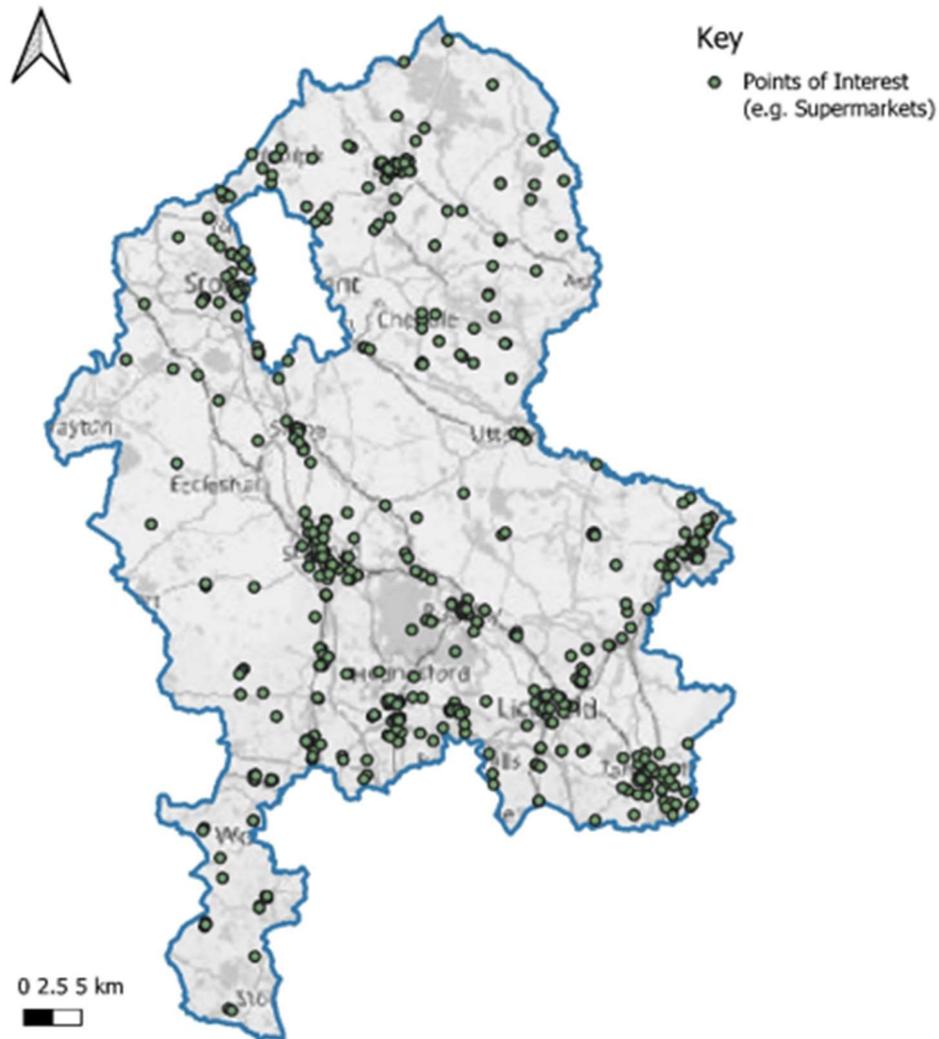


Figure 3: Staffordshire POI

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.

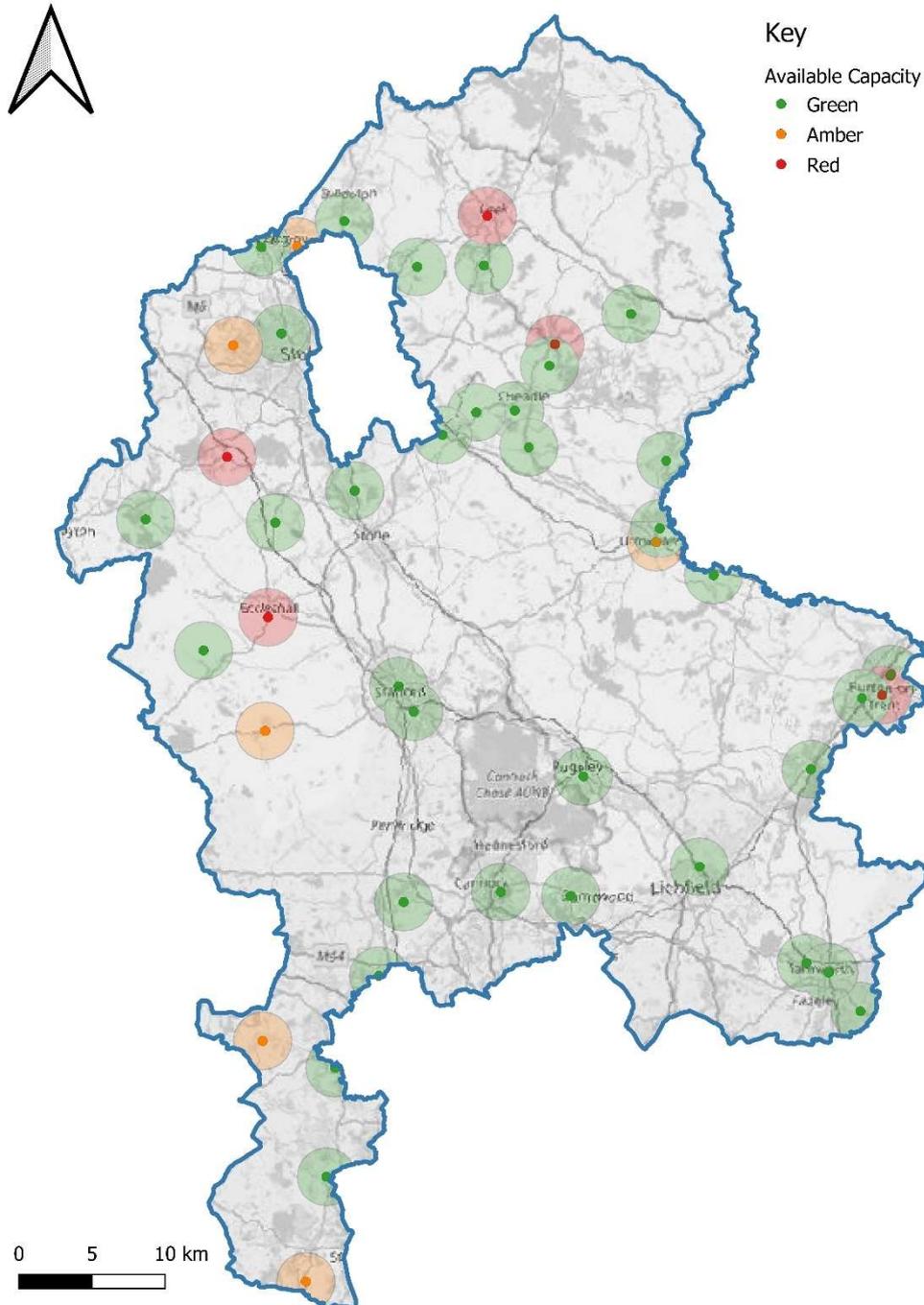


Figure 4: Sub-Station power capacity

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.

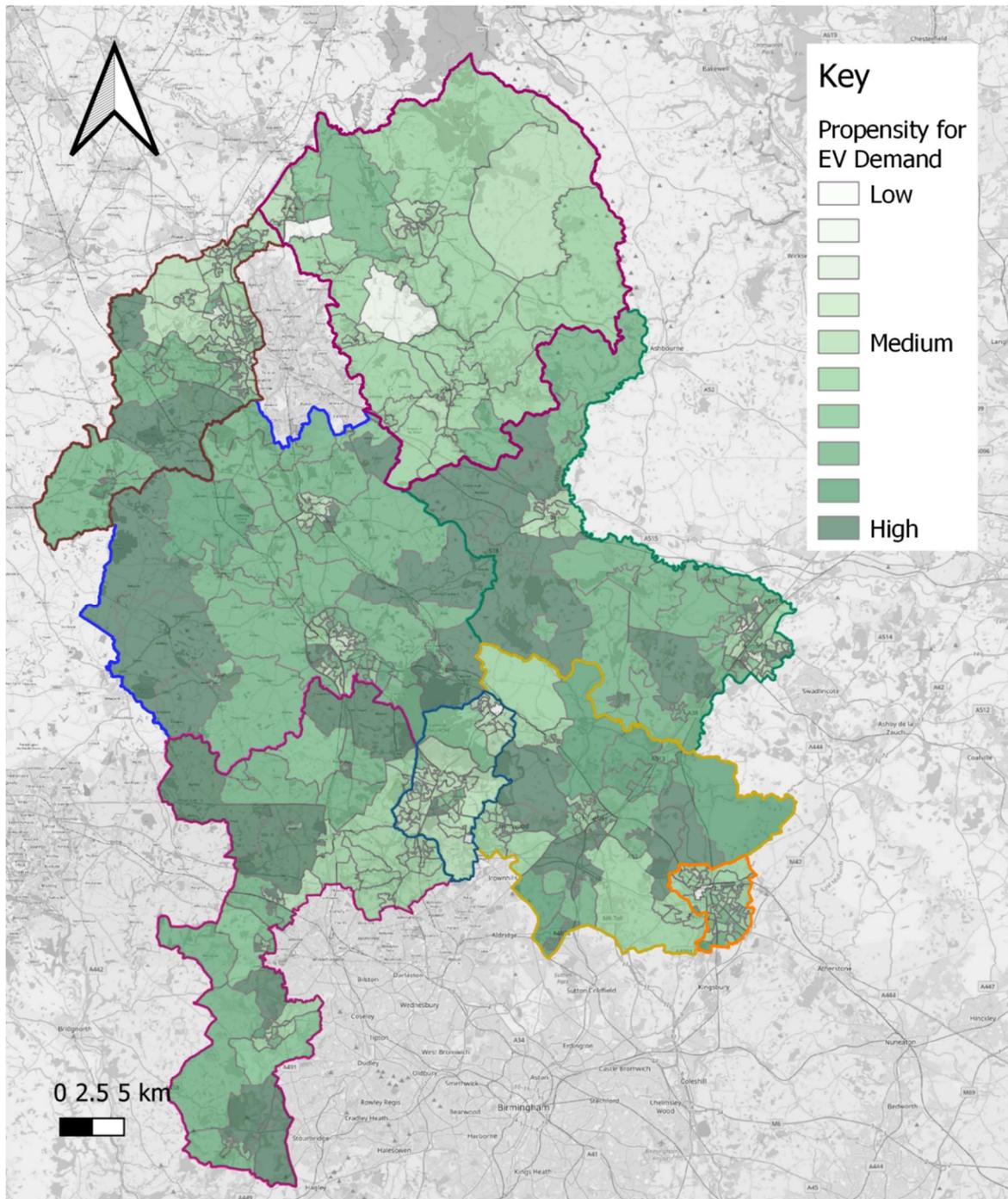


Figure 5: Staffordshire EV charging propensity

Suggested EV charging locations

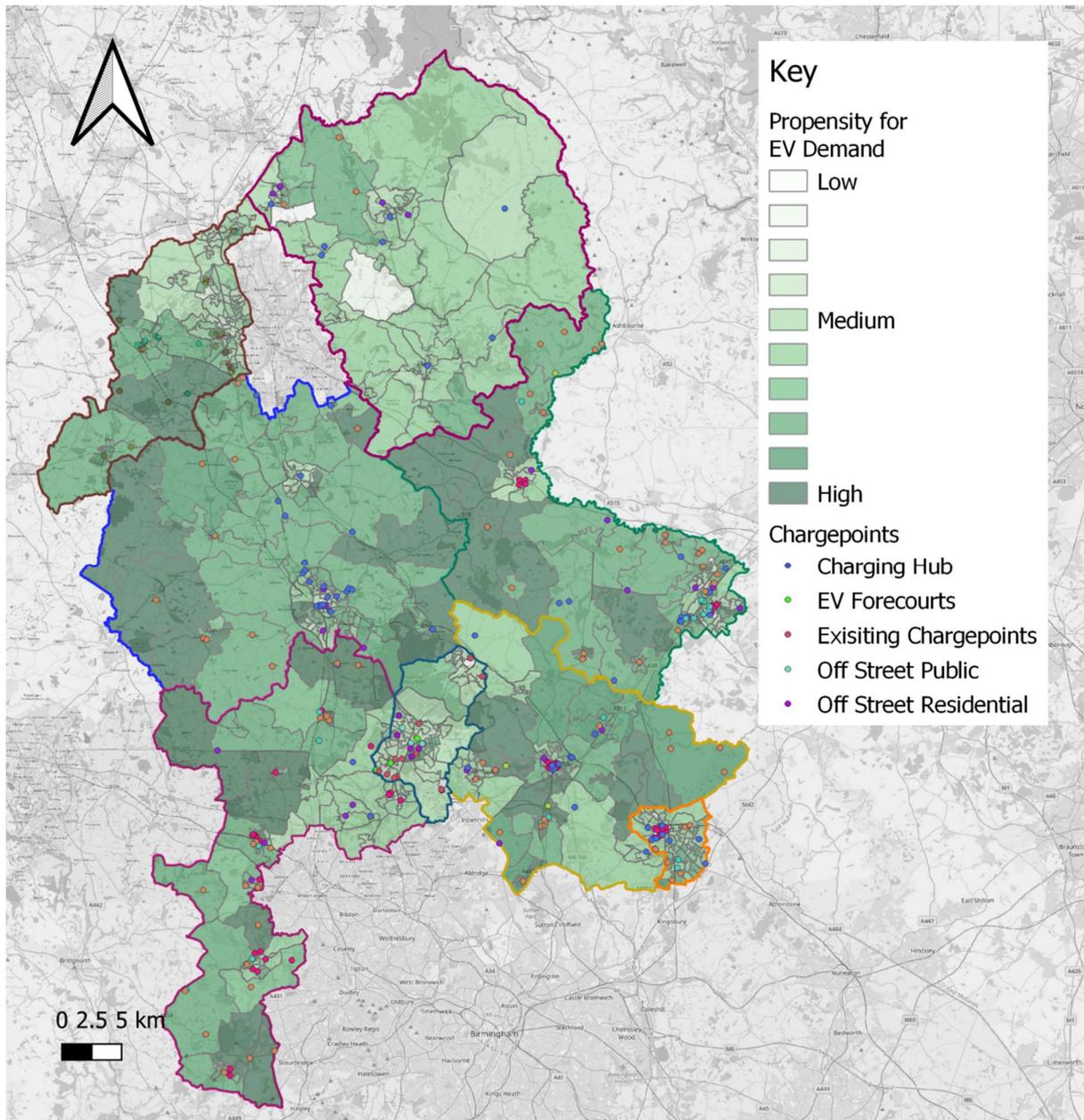


Figure 6: Staffordshire EV charging locations

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

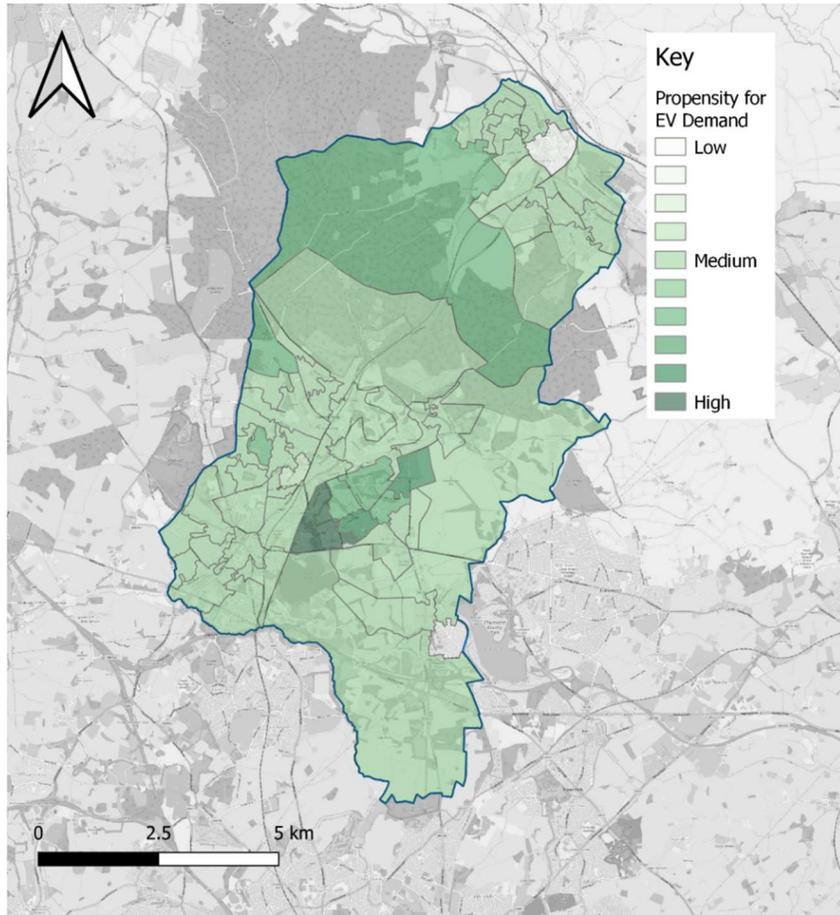


Figure 7: Cannock Chase Propensity

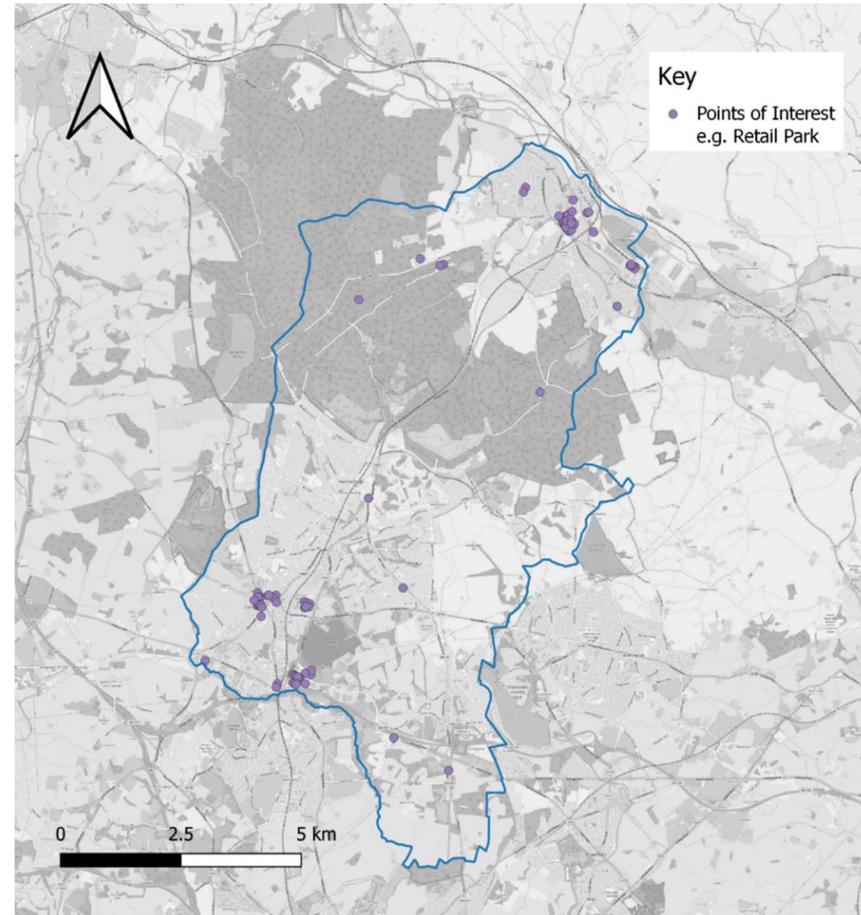
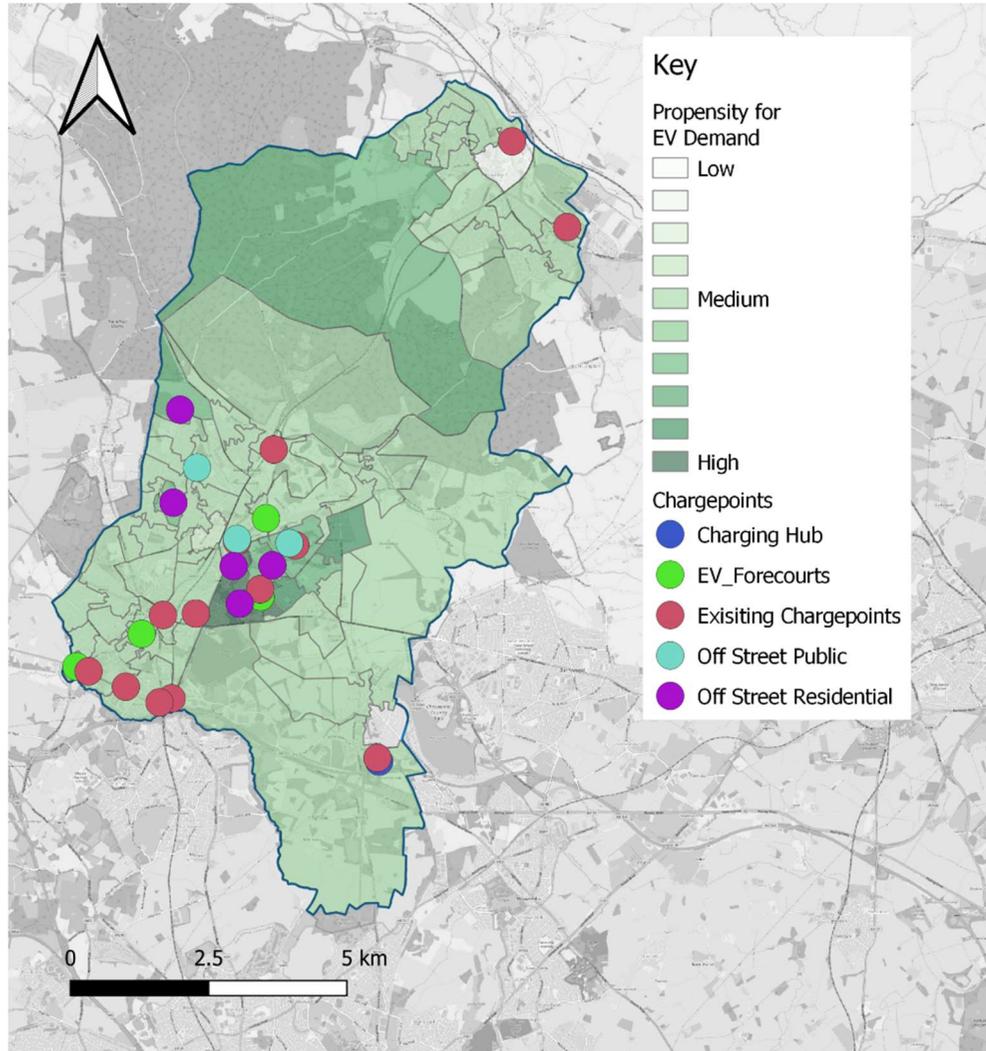


Figure 8: Cannock Chase Points of Interest

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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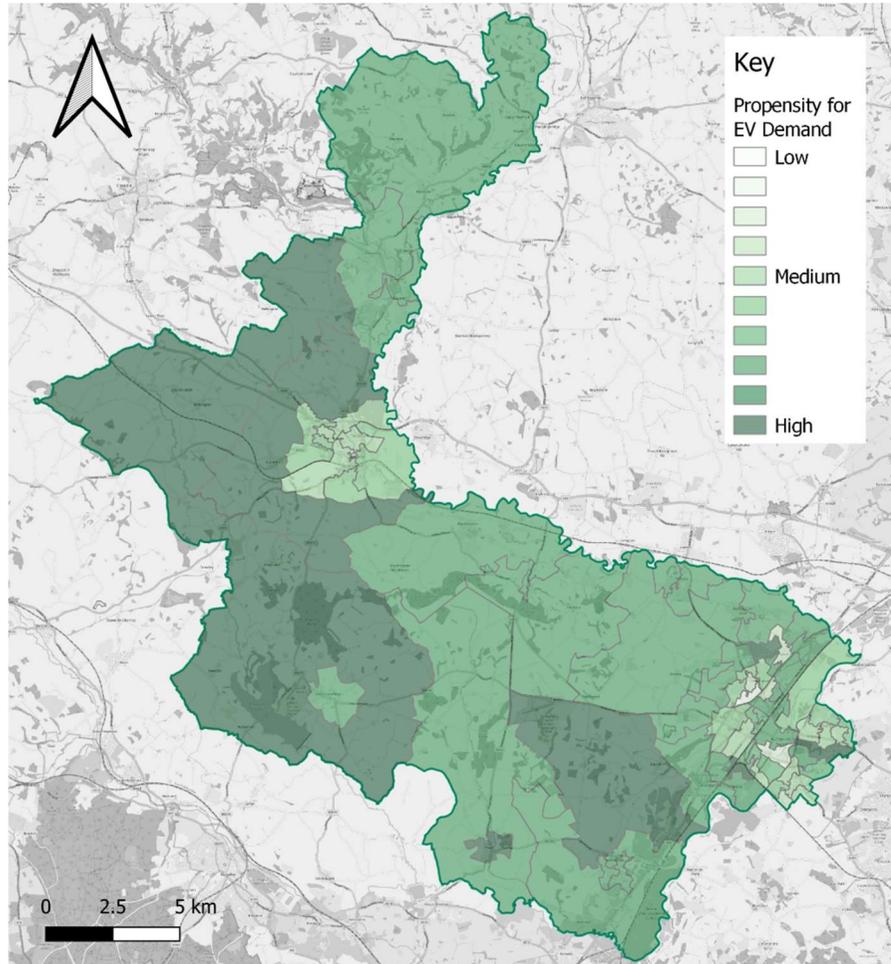


Figure 10: East Staffordshire propensity

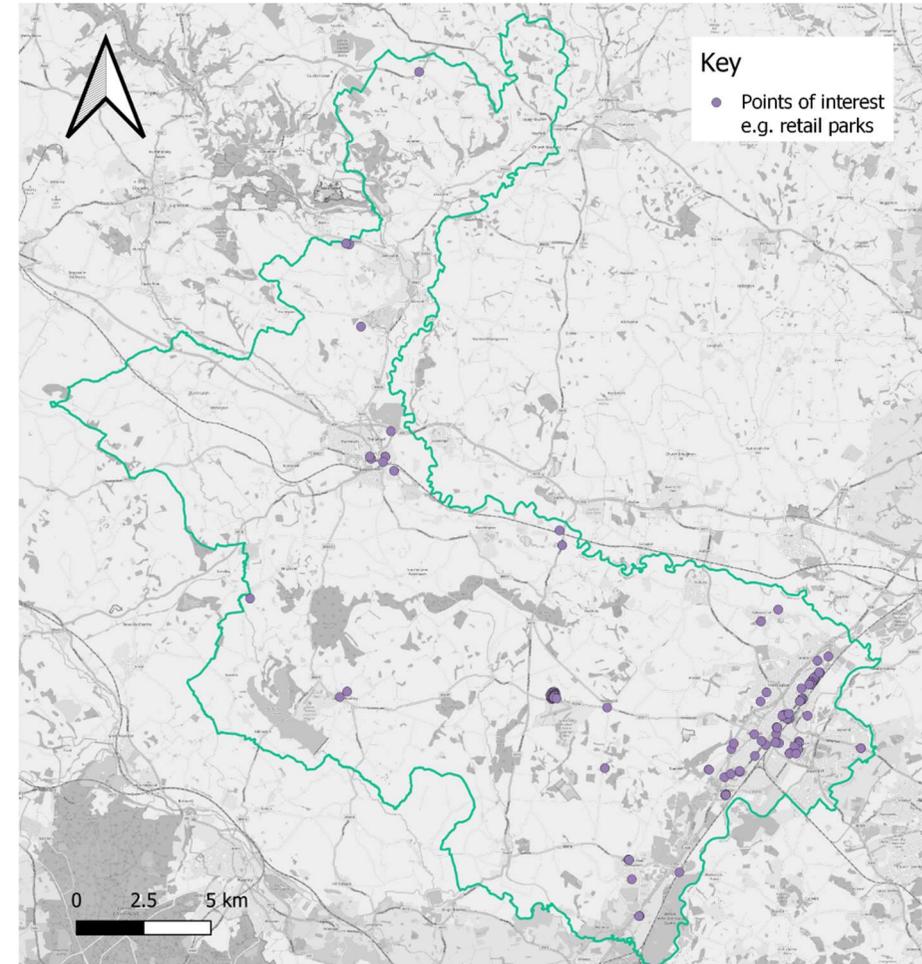


Figure 11: East Staffordshire Points of Interest

East Staffordshire – Proposed Locations

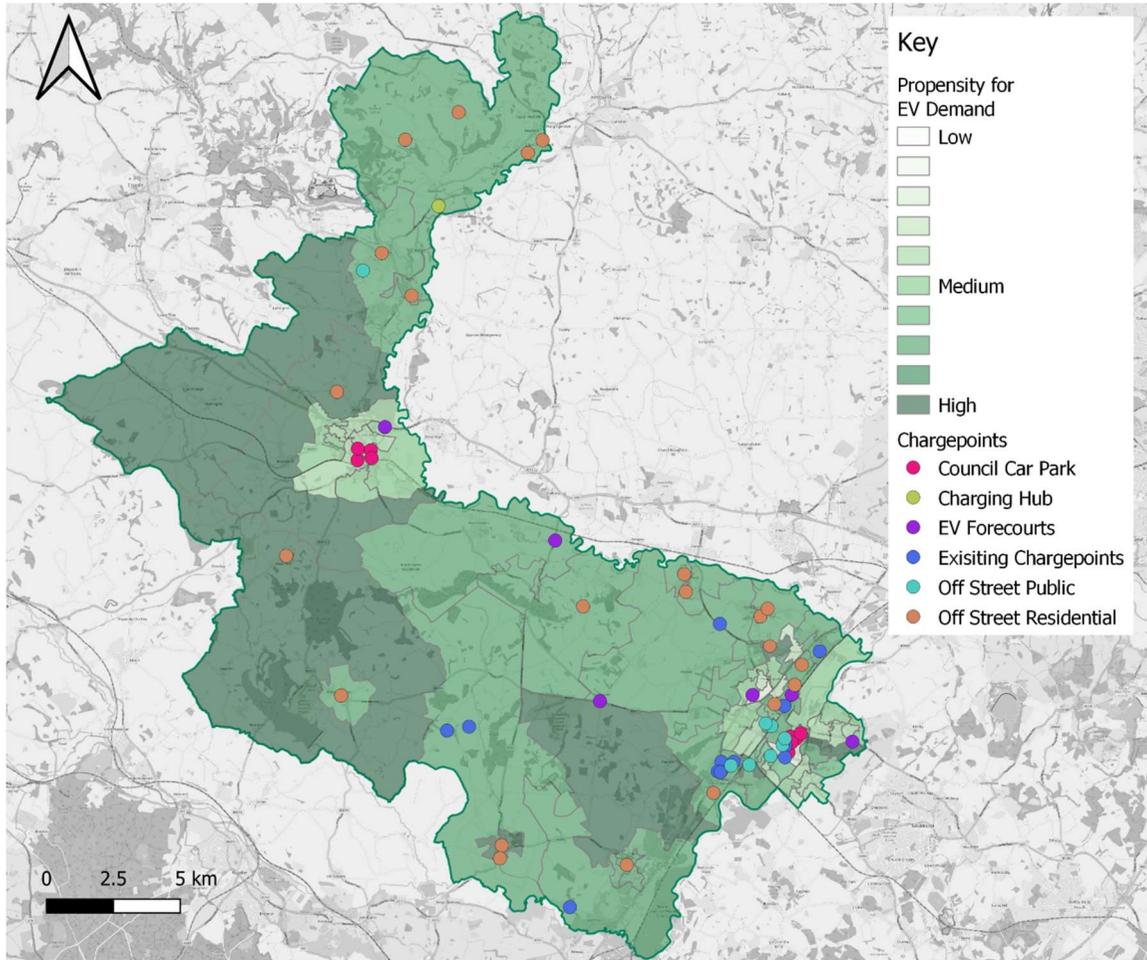


Figure 12: East Staffordshire Proposed locations

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

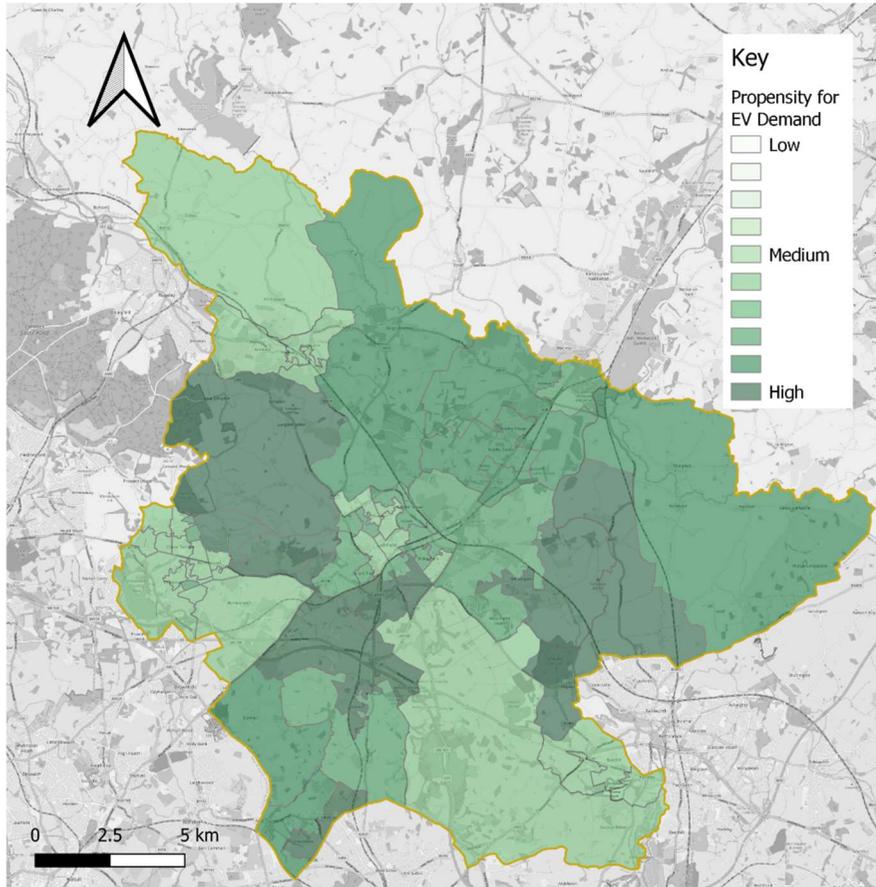


Figure 13: Lichfield Propensity



Figure 14: Lichfield Points of Interest

Lichfield – Proposed Locations

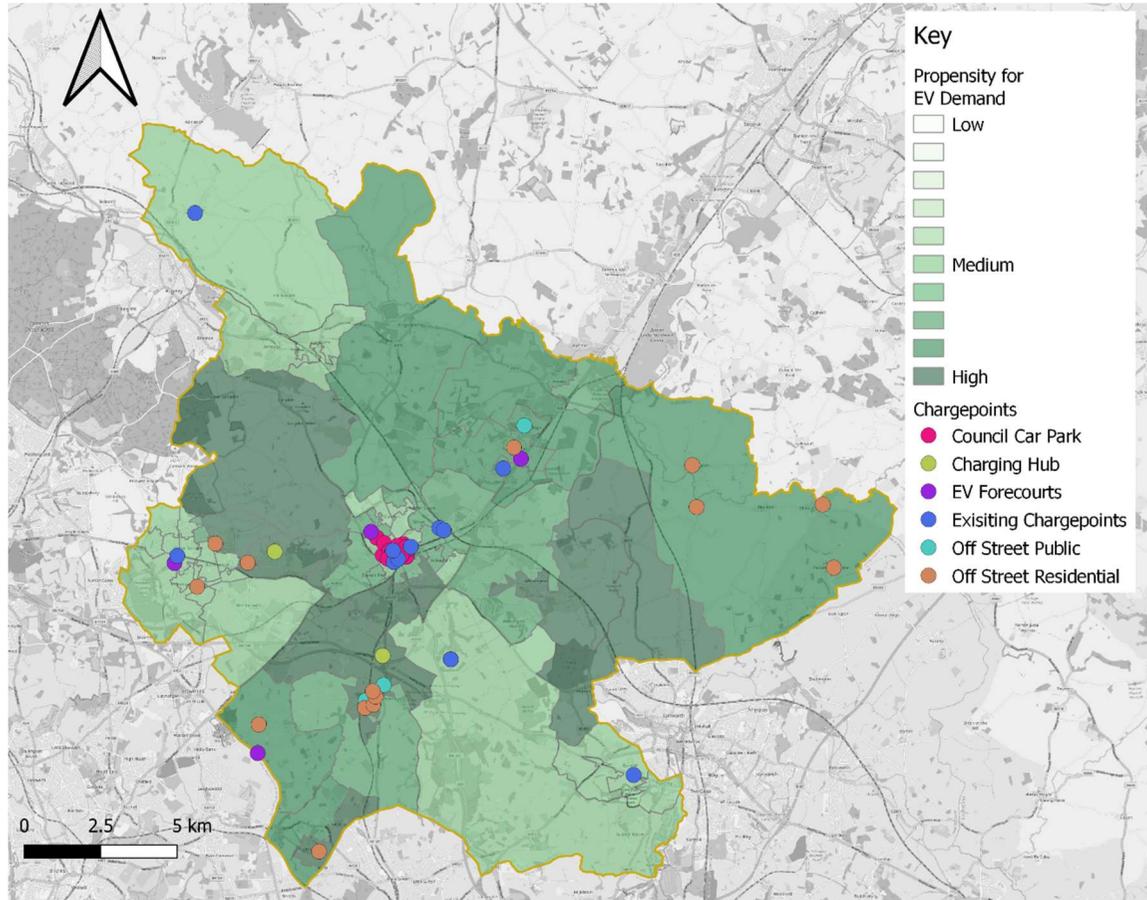


Figure 15: Lichfield - Proposed locations

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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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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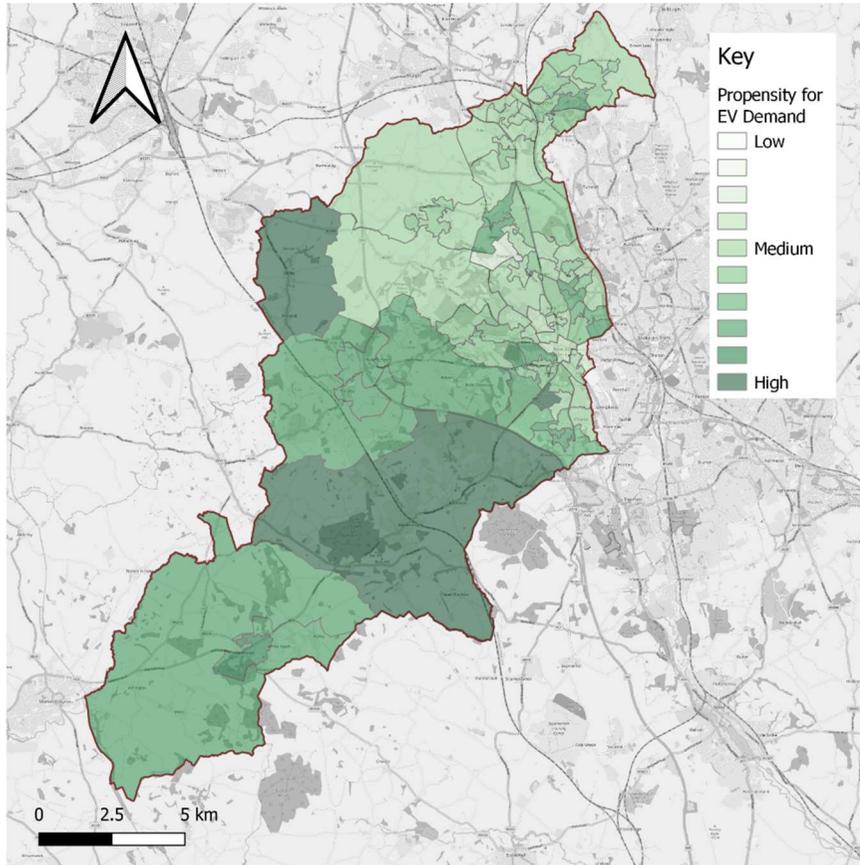


Figure 16: Newcastle under Lyme Propensity

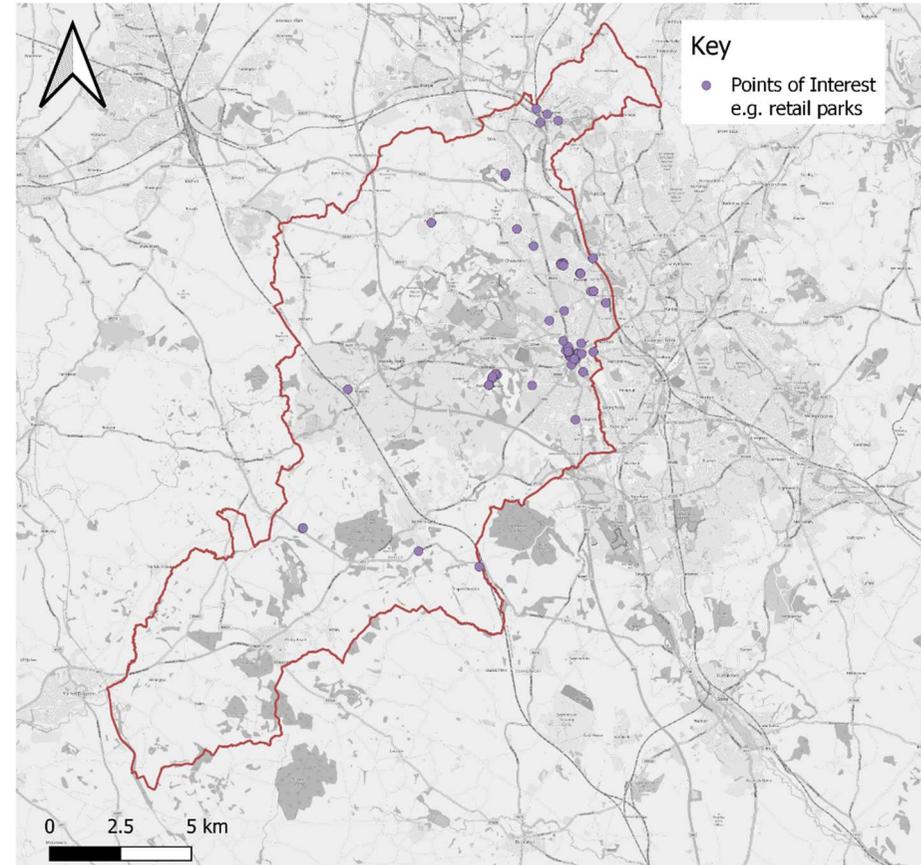
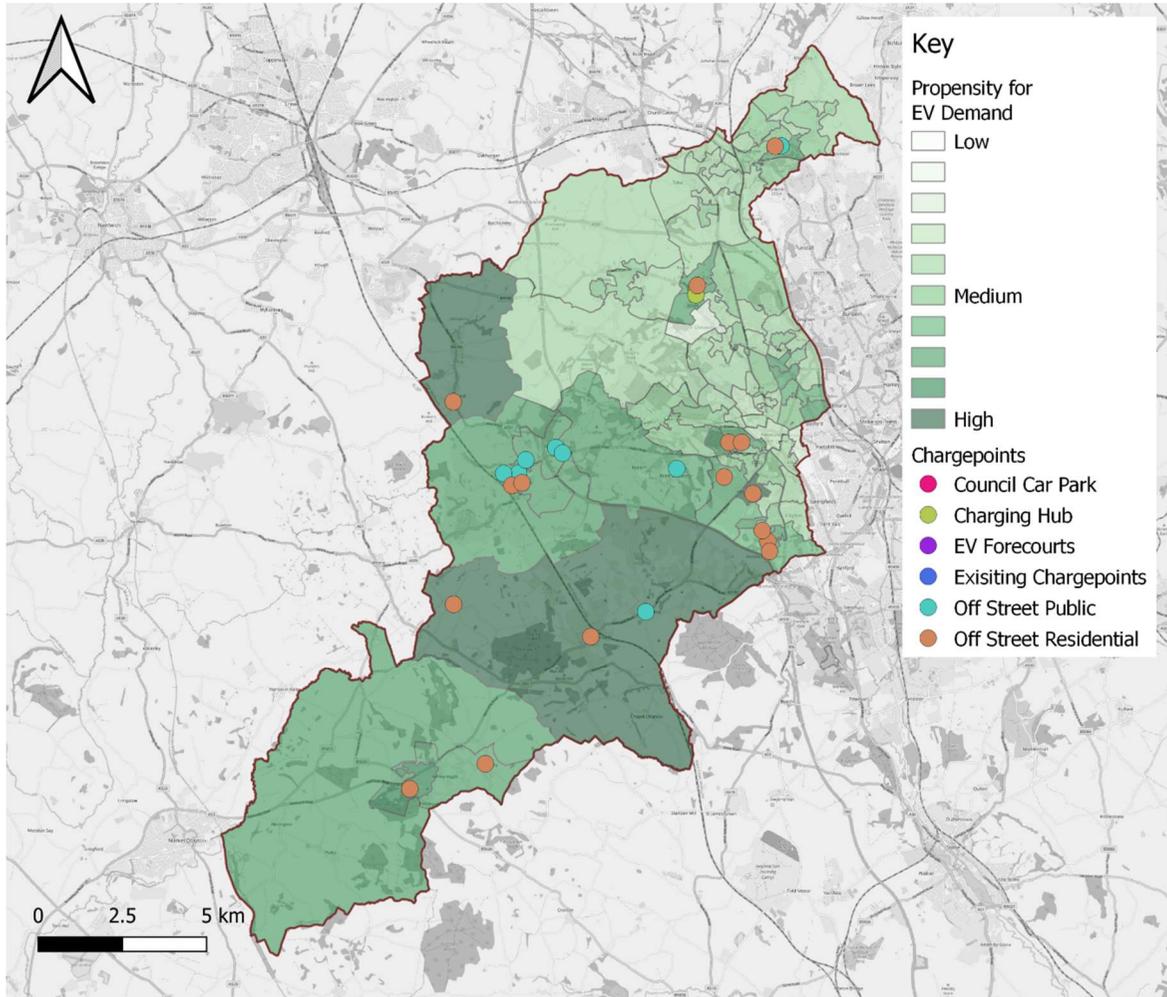


Figure 17: Newcastle under Lyme Points of Interest

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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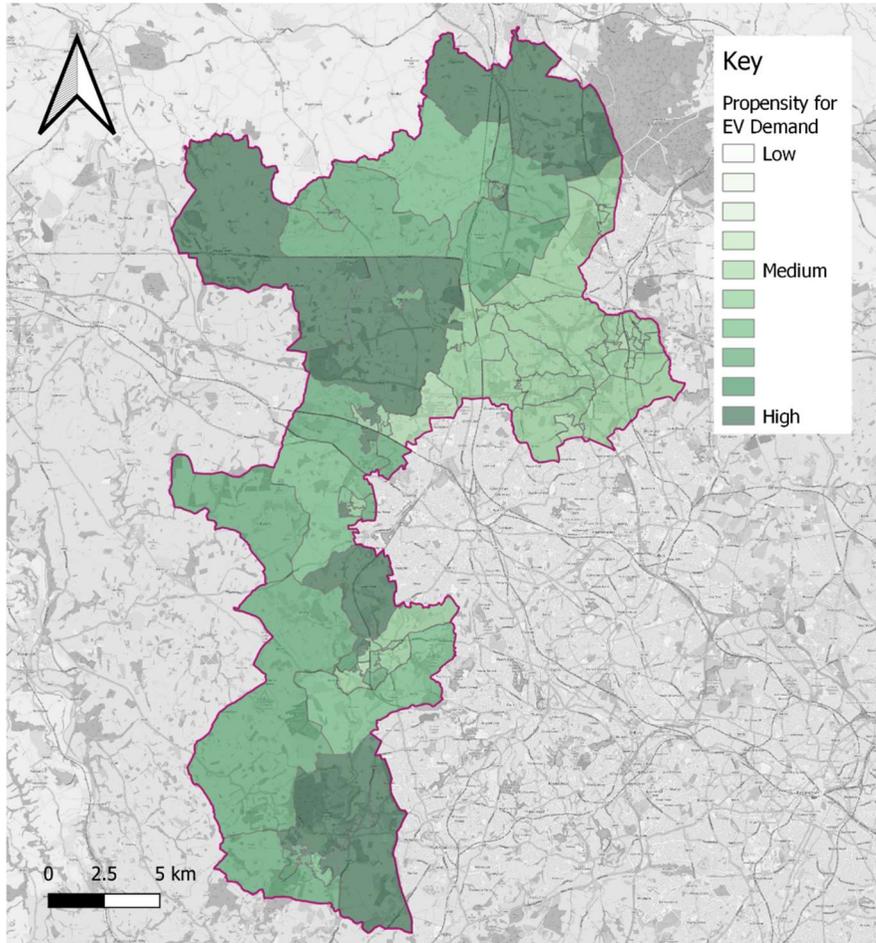


Figure 19: South Staffordshire Propensity

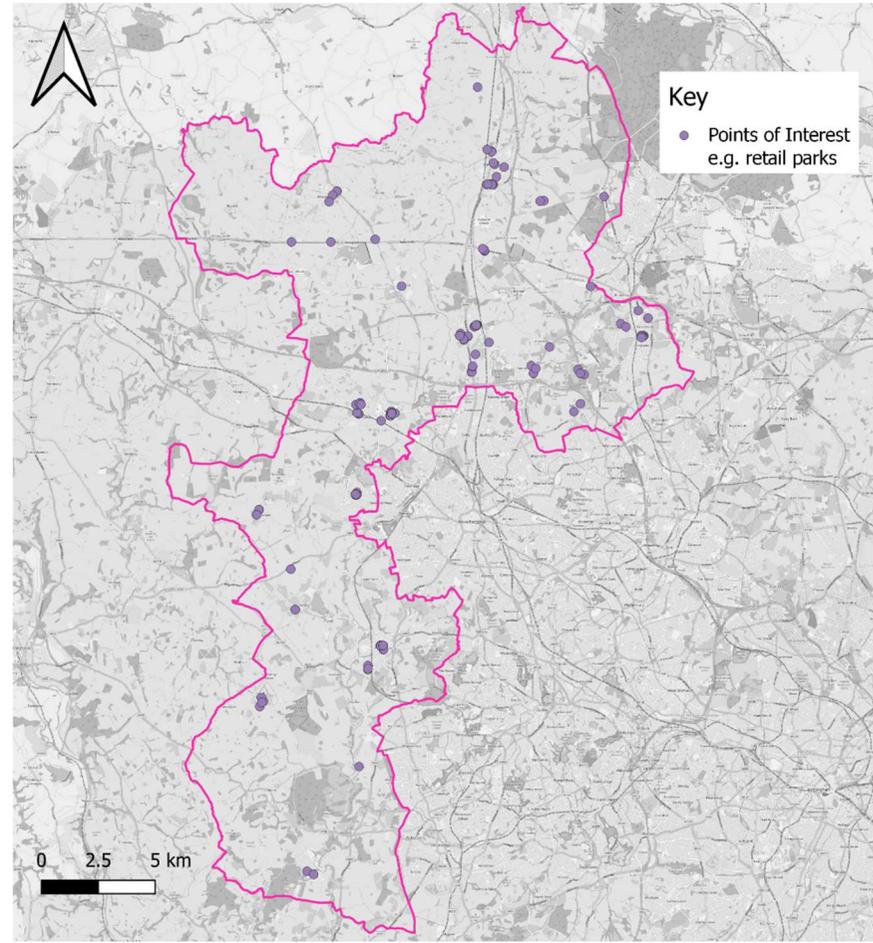


Figure 20: South Staffordshire Points of Interest

South Staffordshire – Proposed Locations

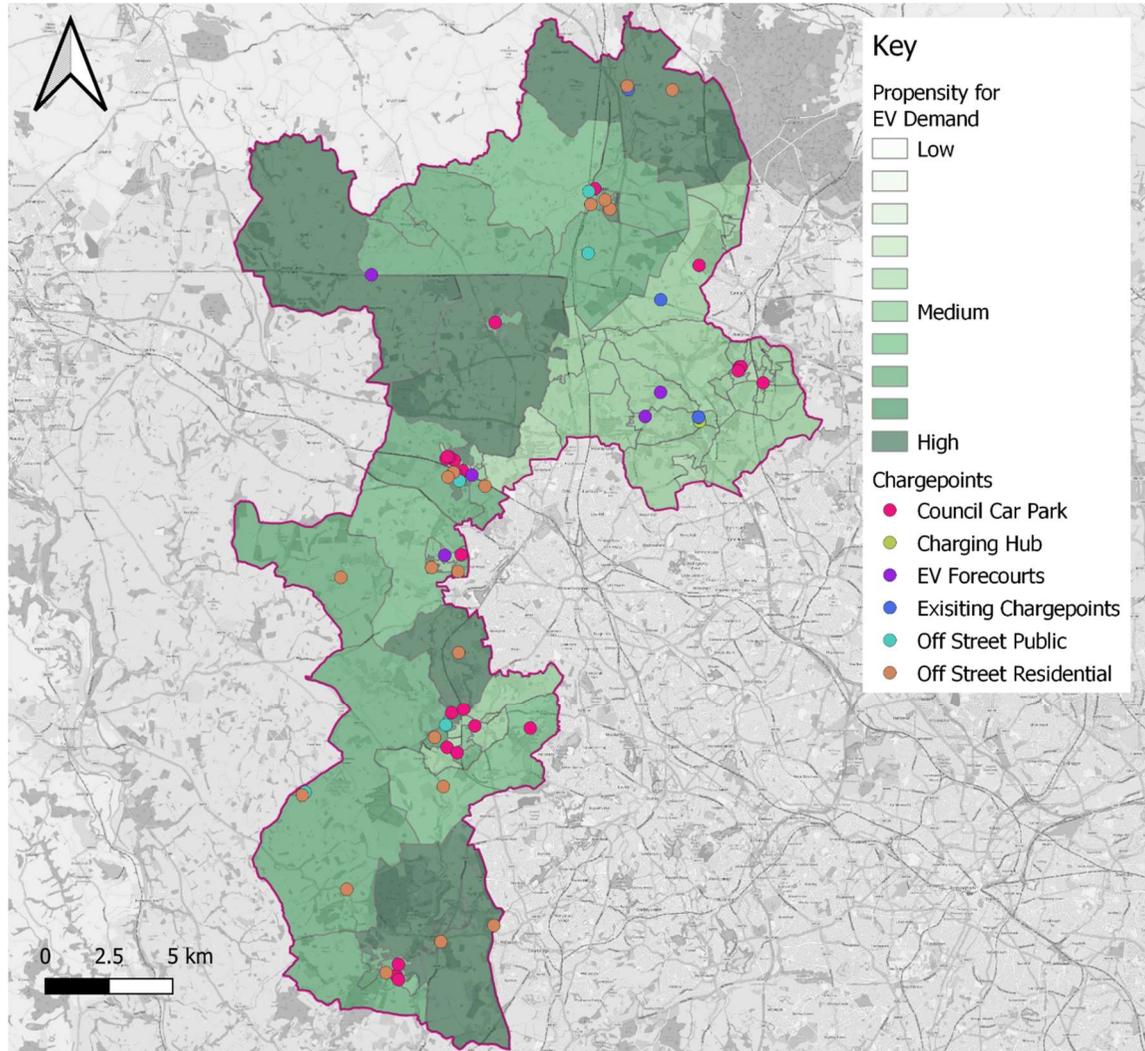


Figure 21: South Staffordshire Proposed locations

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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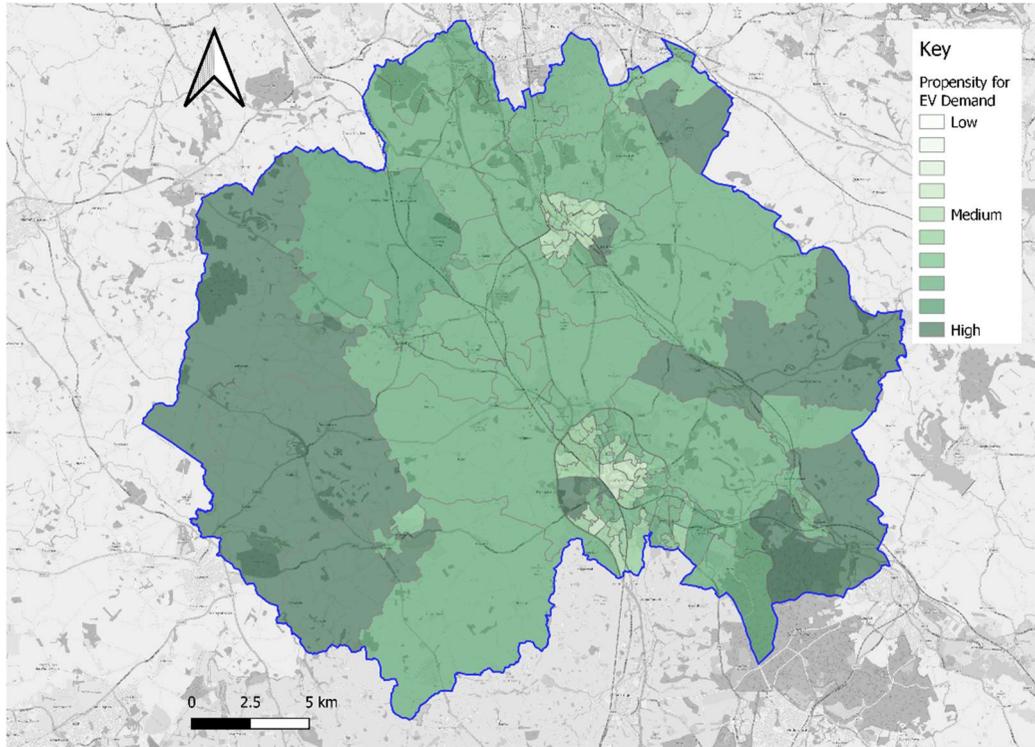


Figure 22: Stafford Propensity



Figure 23: Stafford Points of Interest

Stafford – Proposed Locations

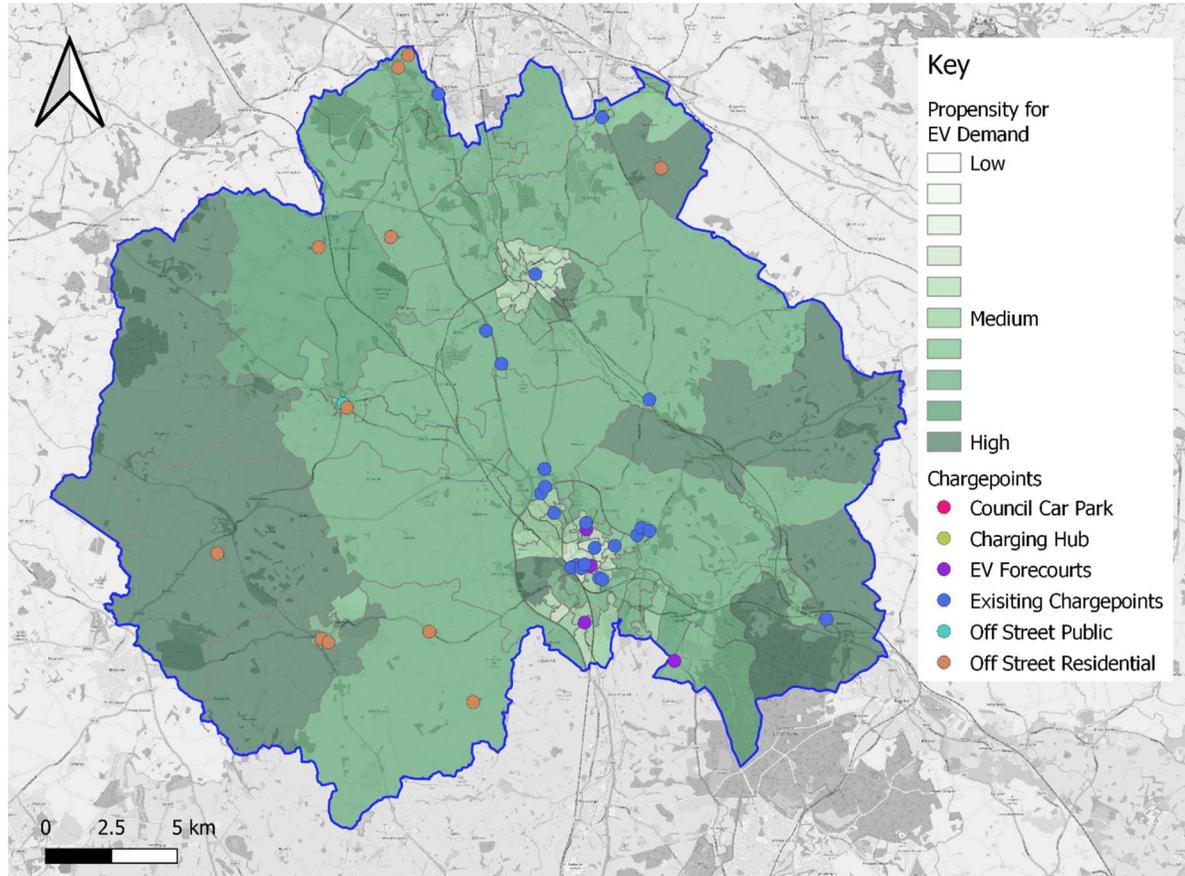


Figure 24: Stafford Proposed locations

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)
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.			

Staffordshire Moorlands Propensity and Points of Interest

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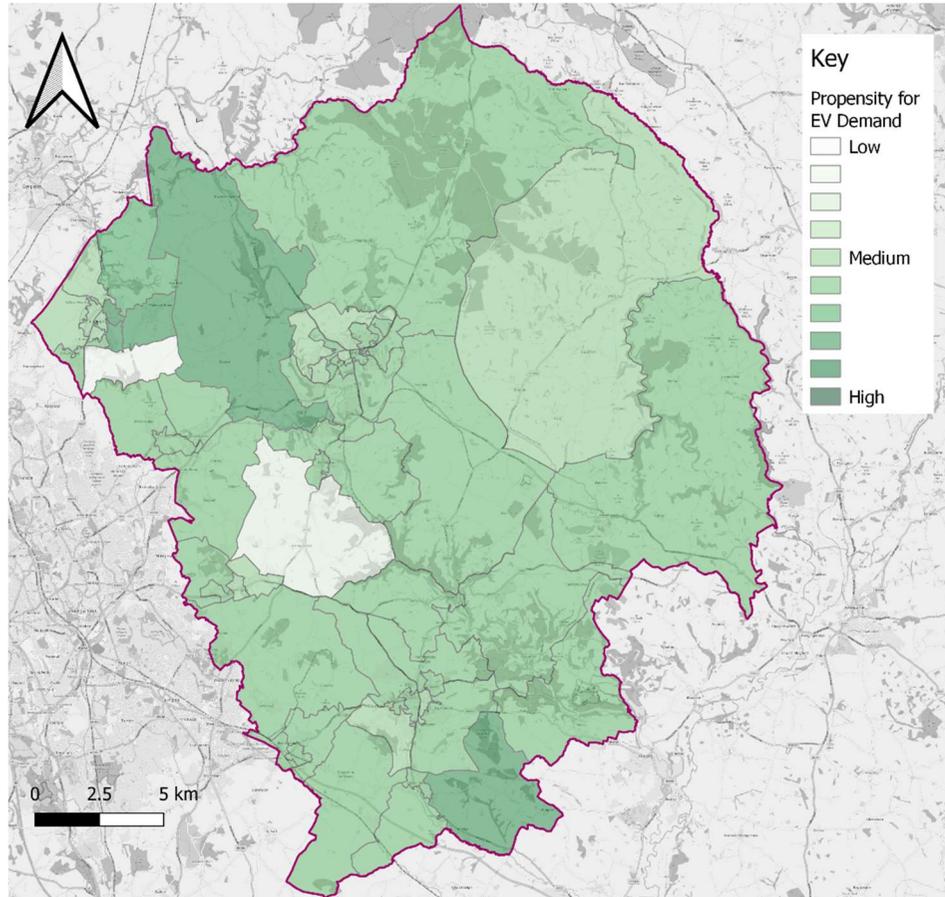


Figure 25: Staffordshire Moorlands Propensity

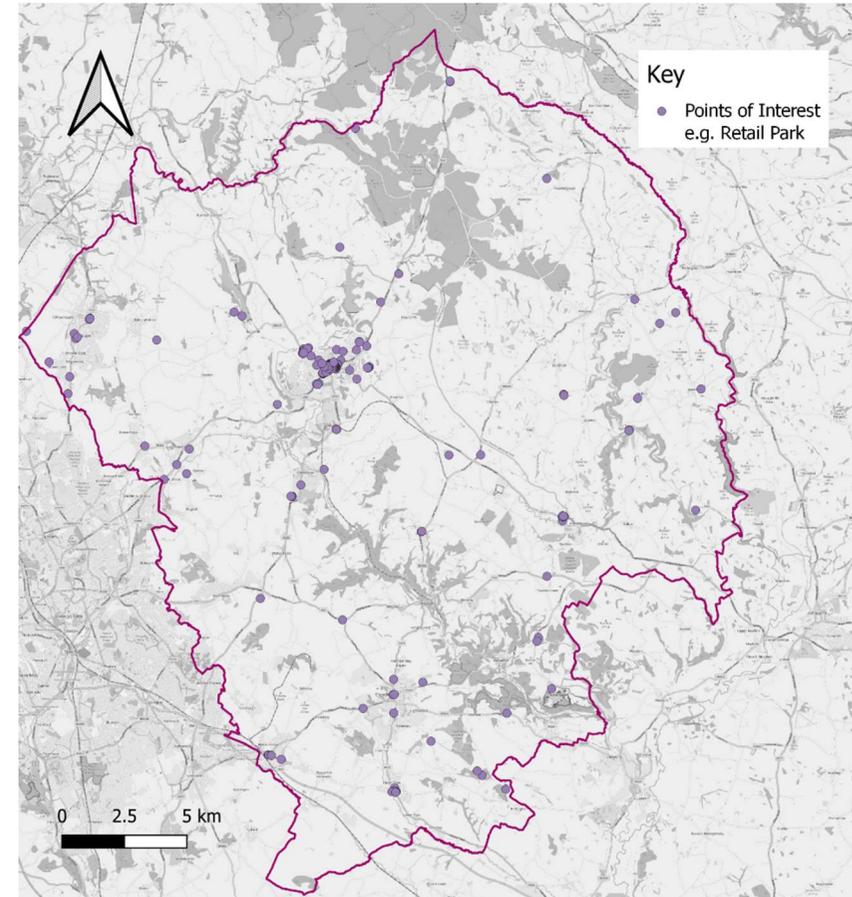
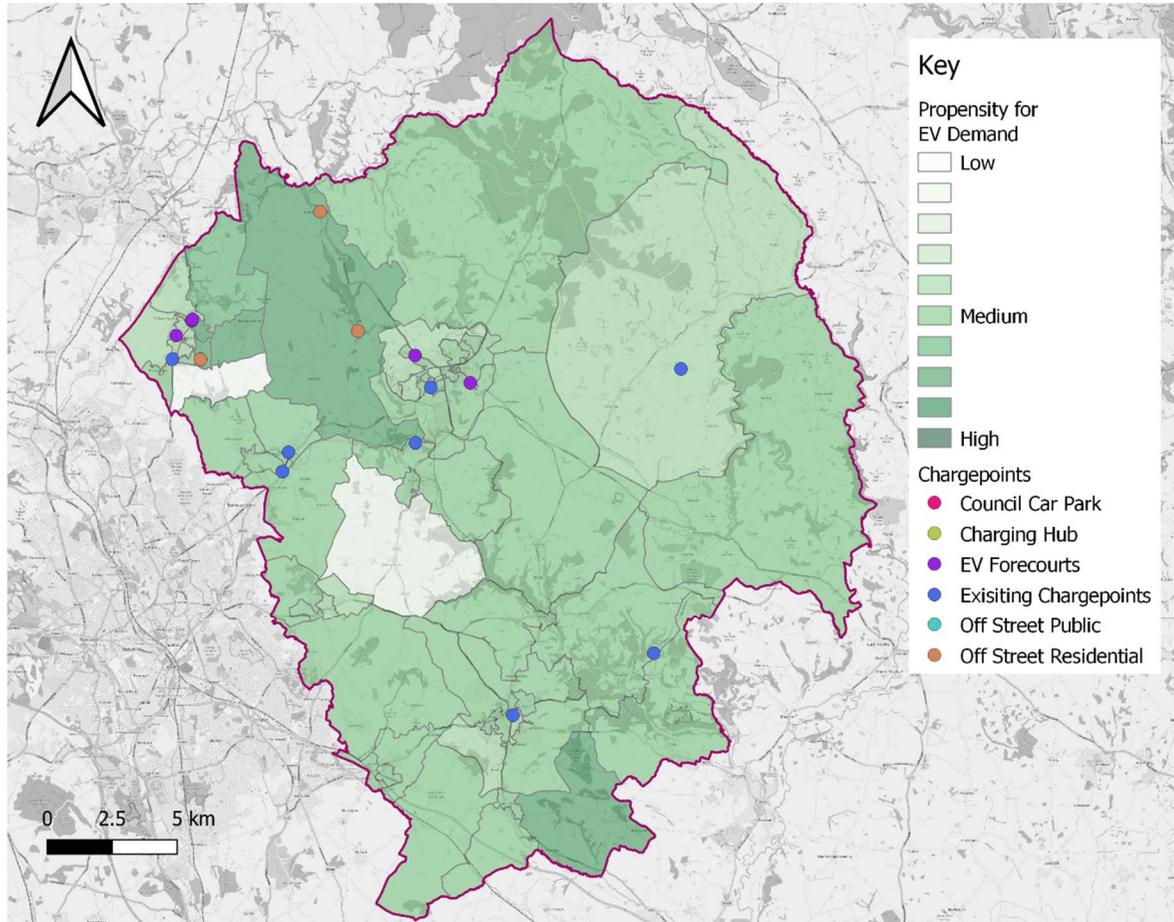


Figure 26: Staffordshire Moorlands Points of Interest

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)
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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.			

Figure 27: Staffordshire Moorlands – Proposed Locations

Tamworth Propensity and Points of Interest

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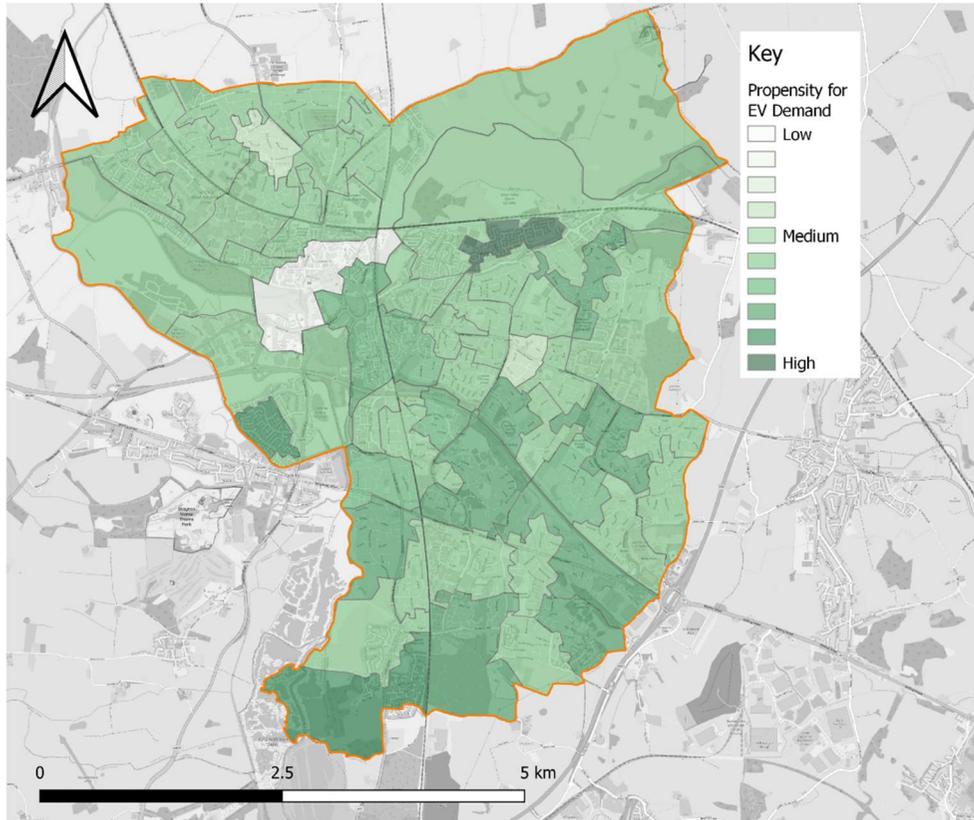


Figure 28: Tamworth Propensity

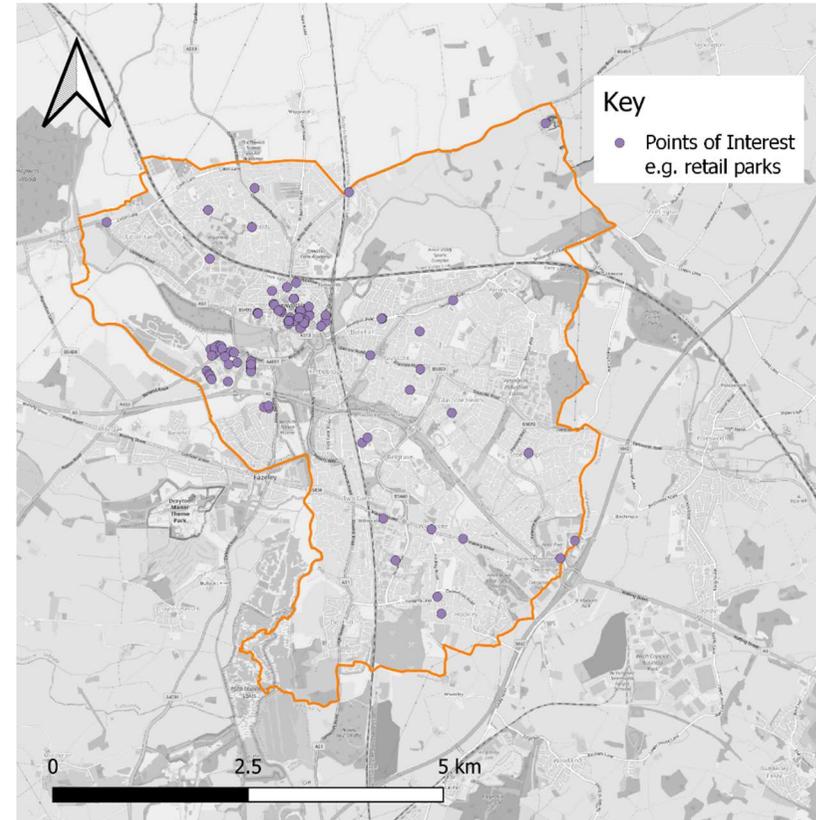


Figure 29: Tamworth Points of Interest

Tamworth – Proposed Locations

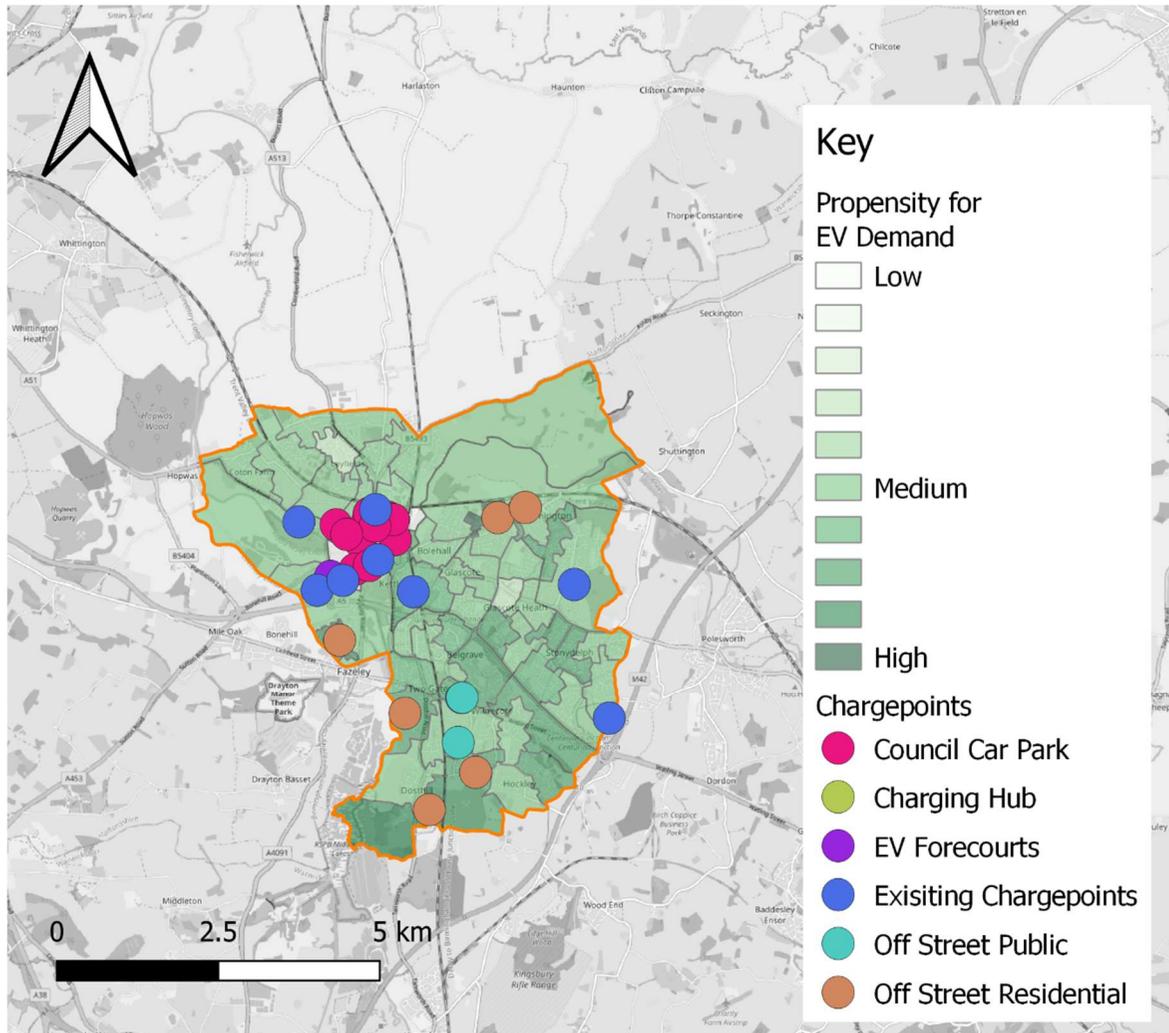


Figure 30: Tamworth - proposed locations

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

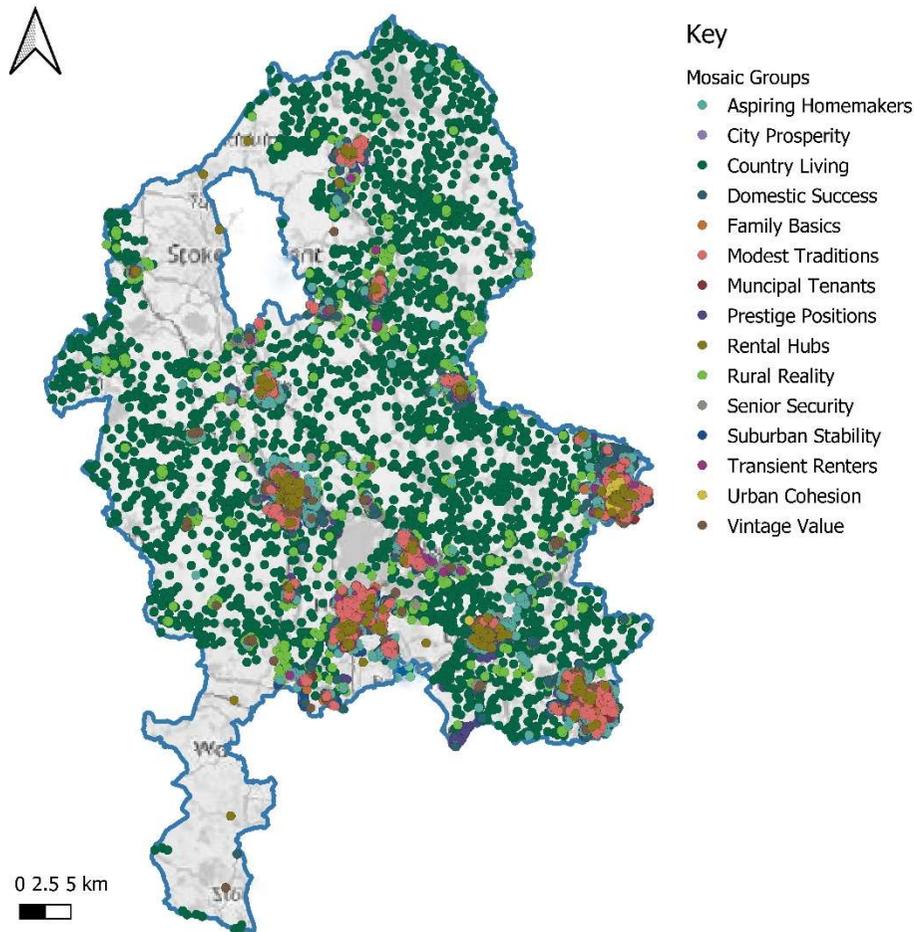


Figure 31: Staffordshire Mosaic data

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.

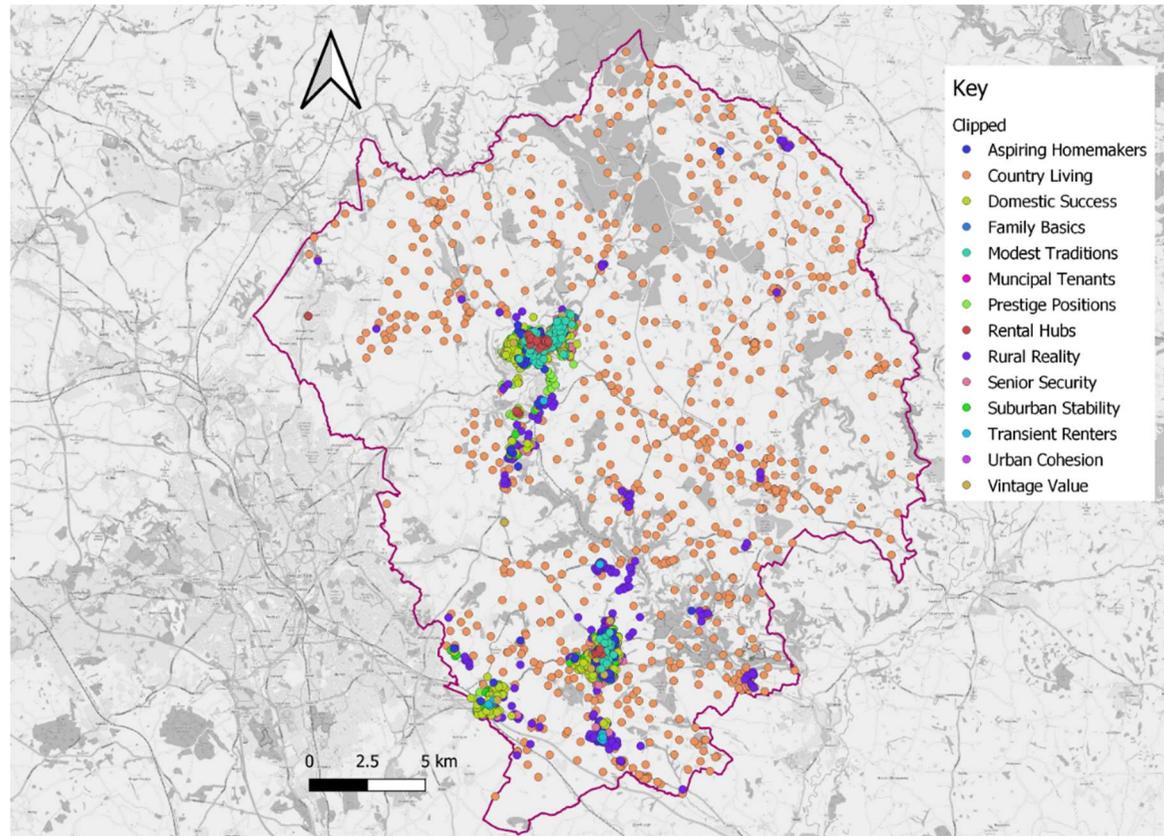


Figure 32: Example of Mosaic data applied to Staffordshire Moorland

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.

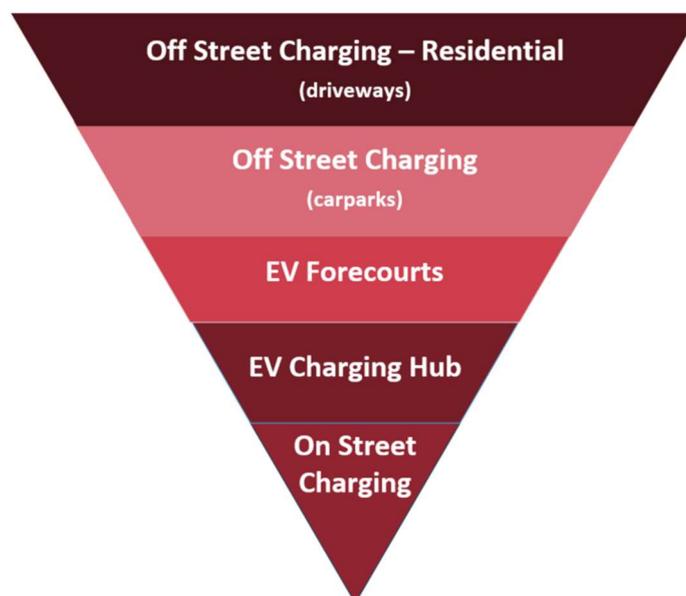


Figure 33: Hierarchy of Charging Options

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.

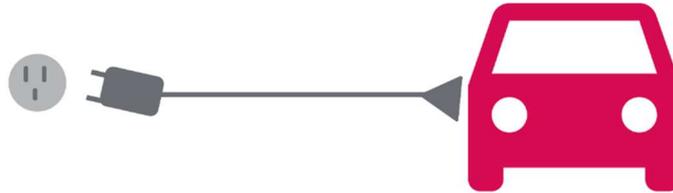


Figure 34: Mode 1 Graphic

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.

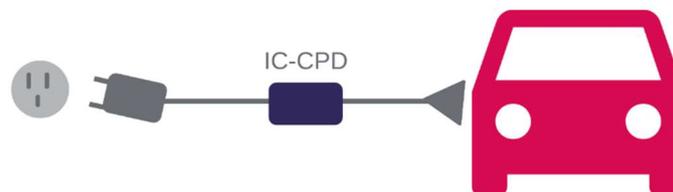


Figure 35: Mode 2 Graphic

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.

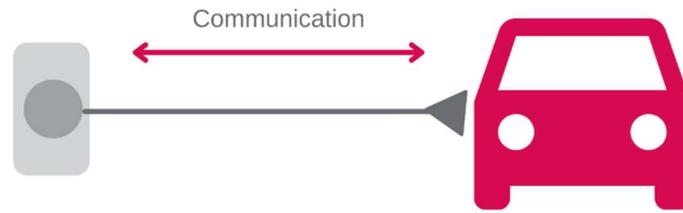


Figure 36: Mode 3 Graphic

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.

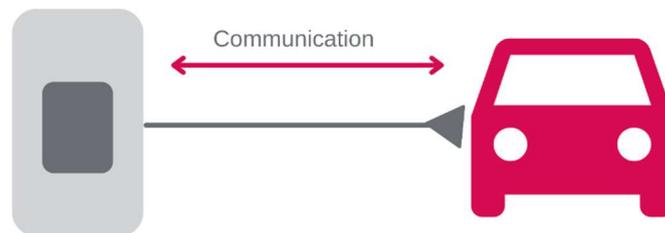


Figure 37: Mode 4 Graphic

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 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.



How to charge an electric vehicle

Critical for any user of an electric vehicle is to understand how you can charge the vehicle. This includes the speed at which it charges, the compatibility of the charging cable and where you will be charging.

You should consider where you plan to charge your vehicle most of the time. This may be at home in a garage or on a driveway via a dedicated residential chargepoint; at work; or at a public chargepoint.

Charging at home is likely to be the cheapest option if you have access to a private driveway or garage and a dedicated chargepoint is highly recommended in this situation (you must not trail a cable across a public footpath!).

Although a new vehicle may be supplied with an electric vehicle equipment charging cable, which will enable charging via a standard 3-pin plug, this should be avoided except in an emergency. In no circumstances should an extension cable be used.

If you do opt to charge at home, consider smart charging to adjust the time of charge to take account of varying electricity tariffs, and potentially switch to a discounted electricity tariff suitable for electric vehicles.



Charging your electric vehicle

Where to charge an electric vehicle

There are a variety of locations to charge electric vehicles across Staffordshire and the UK. Generally, these can be split in to five categories:

1. Residential chargepoints where an EV owner has off-street parking to install their own chargepoint.
2. Off-street chargepoints in supermarkets, service stations or other types of carpark.
3. Forecourts - chargepoints at current fuel stations.
4. EV charging hubs - dedicated facilities to charge EVs typically using rapid or ultra-rapid chargepoints.
5. On-street chargepoints installed on the highway, primarily for residents.

How to pay for public charging

Publicly accessible chargepoints are available across Staffordshire, some chargepoints are free to use, but common methods of payment include:

- A monthly membership, accessed via a smartphone app or an RFID card
- Contactless payment to allow pay-as-you-go customers

There are a number of variables that impact the cost of charging at home or at public chargepoints such as what type of chargepoint is used, the cost of electricity or how much charge is required.

Zap-Map provides a tool to calculate the costs of charging for a specific make and model of vehicle which can be found here: <https://www.zap-map.com/tools/>



How to search for where there are EV chargepoints

Zap-Map is the most commonly used app and platform for EV drivers to search for chargepoints and plan for journeys. It is also a source of EV information and news.

Chargepoint accessibility

A large proportion of the publicly accessible chargepoints in Staffordshire are accessible at private or public car parks or retail parks. Generally, accessibility is relatively simple, but users should note any requirement to pay for parking as well as charging, so as not to be liable for additional fines or fees.

Many on street chargepoints and car parking facilities will give a minimum or a maximum parking time, which you should consider in relation to the amount of time you want to charge your vehicle and also ensuring you have enough time to return without incurring additional fines or fees.

Similarly, most chargepoint car park spaces require you to be actively charging your vehicle when in use. They are not designated as purely parking spots for electric vehicles, but charging bays, and fees or fines may be incurred if you choose only to park in a bay rather than park and charge.

[View our EV charging FAQ's](#)

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 from the Council 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.

A socially equitable 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

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— <ul style="list-style-type: none"> (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 +

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

Community Impact Assessment

Staffordshire County Council Public Electric Vehicle Charging
Infrastructure Strategy

Author: Richard Rea

Date: 18 November 2022

➤ 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
Page 110 Age - older and younger people	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.	No specific risks relating to age have been identified at this stage.	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. Mitigations/recommendations will be developed as impacts are identified.
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.	People with disabilities will benefit from an enhanced quality of life and well-being through a cleaner, greener and	No specific risks relating to people with disabilities.	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

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>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. Mitigations/recommendations will be developed as impacts are identified.</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 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>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<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 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>No specific risks relating to women who are pregnant or who have recently had a baby, including breast feeding mothers have been identified at this stage.</p>	<p>Mitigations/recommendations will be developed as impacts are identified. Consideration will need to be given to the location of charging points to make them more accessible.</p>

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 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>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>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<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 more resilient local environment by the County Council encouraging the adoption and roll out of EVs.</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> <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>

➤ **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>Page 115</p> <p>All staff</p>	<p>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.</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>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>

➤ **Communities Assessment**

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>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> <p>The Strategy outlines how local authorities should support the installation of charge points at workplaces or retail parks, improving EV facilities at off-street parking locations and especially installing charge points in local authority owned and managed car parks.</p>

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➤ **Economic Assessment**

Key consideration	Benefits	Risks	Mitigations / Recommendations
Higher skilled workforce	With the increased uptake of EV technologies, this will lead to the growth and development of higher skilled jobs.	These jobs are created outside of Staffordshire or the West Midlands.	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 for growth and enhanced jobs within the reach of Staffordshire residents.

Climate Change Assessment

Key considerations	Benefits	Risks	Mitigations / Recommendations
The proposal has climate change implications as transport contributes c40% of the c5.8 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.	The proposal will make a positive contribution to net zero and adaptation	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.	It is recommended that the draft Strategy is adopted.

Highways Transformation

Prosperous Overview and Scrutiny Committee

James Bailey

9 January 2023

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Strategic Plan 2022–26: Fix more roads and improve transport and digital connections

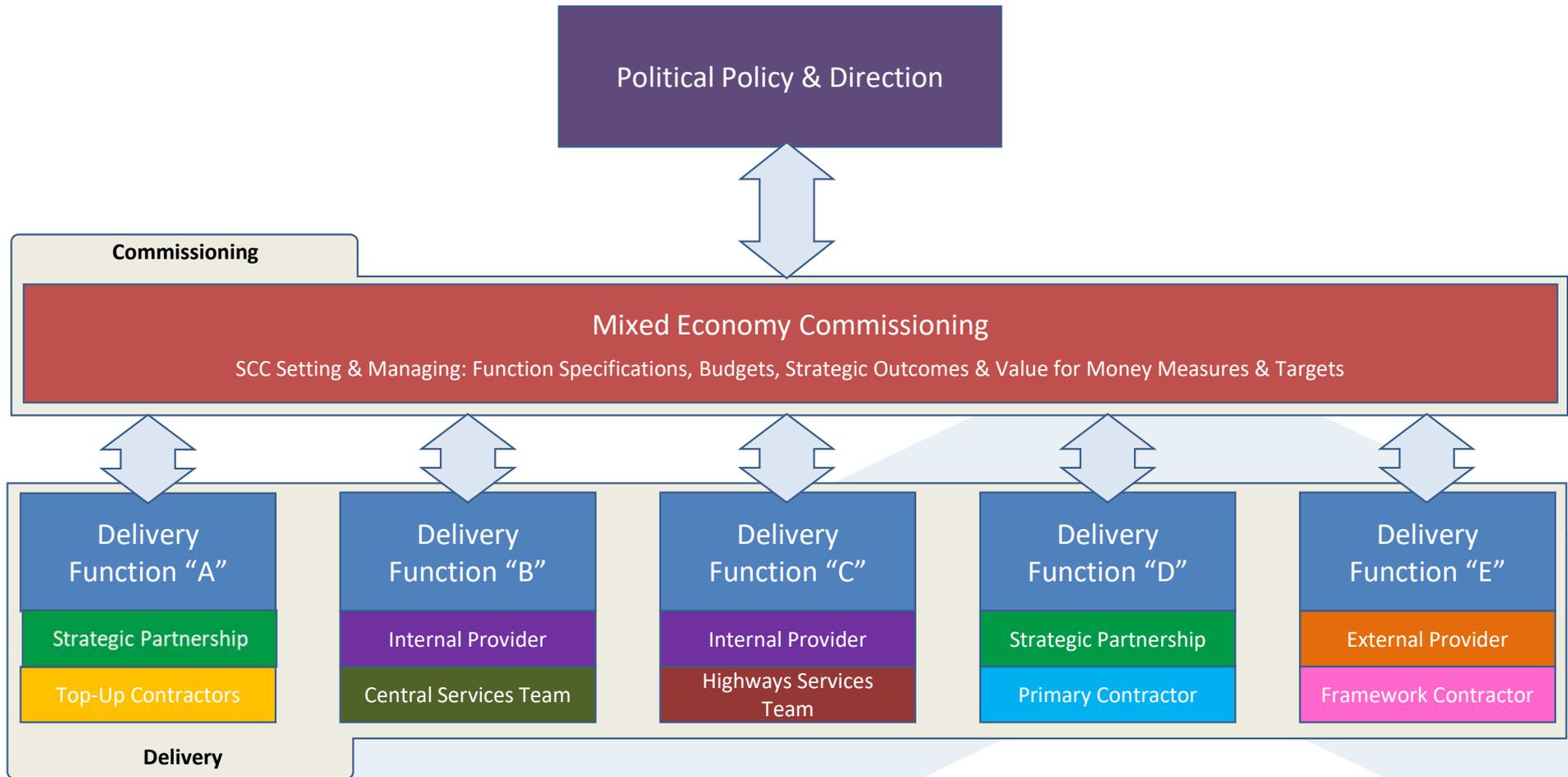
Vision: Deliver an excellent customer experience and improve the quality of our roads.

Three part Highways Transformation Programme:

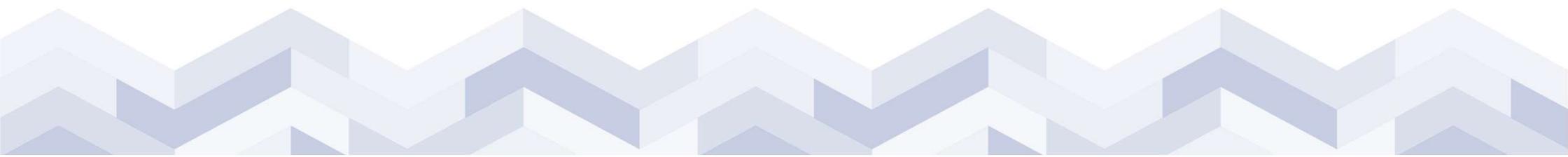
1. Future Highways Delivery Model
2. Transforming our offer now, ready for the future
3. Highways Investment Strategy 2022/23.

1. Future Highways Delivery Model

Hybrid Mixed-Economy



- Commercial discussions clear and focused:
 - No guaranteed minimum throughput of spend
 - SCC has ability to change delivery of any function for any reason at any time
 - No ability to renegotiate fee
- Indexation of fee discount trigger points from 1/10/24
- Officer delegated decision / Cabinet review 18 January 2023



- Commissioned external expertise from Local Government Association (LGA)

Organisation Design Principles

Governance and organisational structures should be aligned to functional areas and be able to deliver functional level commissioning, potentially with a range of providers.

Single accountability and responsibility are aligned.

Organisational structure supports functional delivery model. Where possible staff in different functional teams will be assigned consistent geographical responsibilities to help build relationships across teams and with localities.

Organisation structure should be future proofed and facilitate digital opportunities.

Key role profiles should reflect leadership and corporate responsibilities.

Organisation structure should provide resilience and avoid single points of failure.

Organisation structure should address all identified grey areas.

Responsibility for decision-making should reflect the Scheme of Delegation.

Organisation structure support succession planning.

Organisation structure is within the affordability envelope, is value added and offers best value for money.

Organisation structure supports efficiency, consistency and standards of working across the service and SCC.



Community Highways



Highways: Function A



Highways: Function B



Highways: Function C



External bodies



'Virtual' area based teams of cross-functional leads aligned to a geographical patch

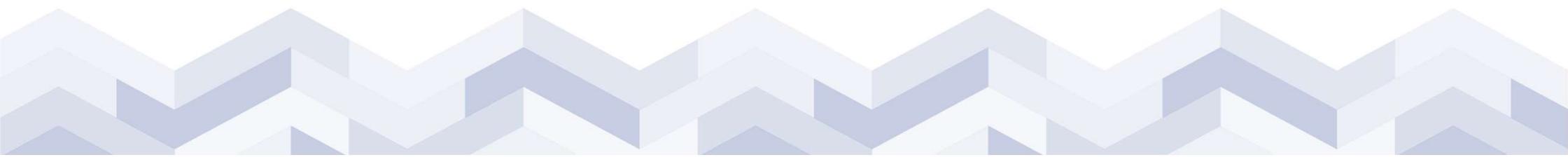


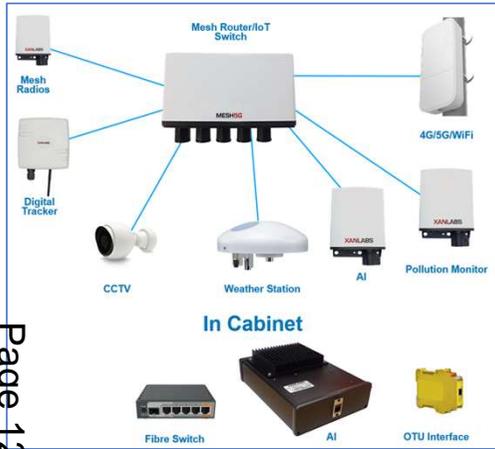
- Future Vision & Design Principles
- Communication Plan:
 - Staff briefings
 - Newsletters
 - Microsite
- Engagement Strategy:
 - Managers transformation leadership support
 - ICT review and investment
 - Detailed process redesign



2. Transforming the current offer

- Embedding transferred functions
- Customer journey improvements
- Community focus
- Innovation





Innovating future delivery



3. Additional Investment Update

Capital Investment 22/23	Budget Estimate	RAG
Targeted structural maintenance schemes	£5.2m	GREEN
Targeted defect hotspots	£1.3m	GREEN
Minor capital maintenance	£5.0m	GREEN
Post winter workstack	£2.5m	GREEN
Repairing places pilots	£1.0m	AMBER
Customer service system	£0.5m	AMBER
TOTAL:	£15.5m	

* Further details provided in Appendices – slides 21 - 25

- Town Centre and other priority gateway structural repairs of life expired roads (£5.2M):

Site	Budget Estimate	Planned Start	Planned Completion	Status
A34 Stone Road, Stafford (Holmcroft)	£1.3M	09/01/23	13/10/23	Design
A521 Uttoxeter Road, Blythe Bridge	£650K	21/11/22	17/05/23	On-site
A51 London Road junction A518 Weston	£500K	17/10/22	23/12/22	On-site
A34 Walton Roundabout, Stone	£550K	13/02/23	17/03/23	Design
A0460 Wolverhampton Road, Saredon.	£600K	09/01/23	27/01/23	Design
A5195 Ogley Hay Road, Burntwood	£300K	09/01/23	03/02/23	Design
C0091 Station Road, Rolleston on Dove	£600K	26/09/22	20/01/23	On-site
B4210 Broad Lane, Essington	£700K	14/11/22	20/01/23	On-site
Total:	£5.2M			

- Additional targeted structural patching (£1.3M):

- Total value of structural patching programme in 22/23 is £6m (£4.7M DfT Grant + £1.3M SCC Extra Investment)
- Total programme circa 1.375m sq.m (Extra £1.3m providing circa. 300k sq.m)
- Work is on programme to deliver the total of £6M.

Minor Capital Maintenance & work stack reduction - £7.5m

Workstream	Lead	Base Activity	Projected Extra (Estimate)	Progress to date (Extrapolated)	Approx. Ave. Annual Total (Baseline + Extra)	Spend To Date
Minor Capital Maintenance (£5M) Page 133	David Walters	Pothole Repairs	9,000	6,000 (65%)	20,000	£3m
		Preventative Surface Treatments	64Kms	64Kms (100%)	200Kms	
		Drainage repairs (jetting, ditching, grips, pipework)	200 No.	100 No. (50%)	1,300 No.	
Post Winter Work Stack (Originally £4M now £2.5M agreed July 2022)	David Walters	Defect Repair (all types)	5,600	1,250	10,000	£557K

Repairing Places Pilots (formerly Right First Time) - £1m

Workstream (Initial £1.5M now £1.0M agreed July 2022)	Lead	Progress – (based on weekly updates to Cabinet Member)	Spend To Date
One year investment to pilot how we deliver right first time defect repairs across Staffordshire as part of our Business as Usual processes Fixing places not just defects and larger more comprehensive repairs, the pilots are currently across four themes, further pilot to start in New Year to understand how these outcomes could be embedded into safety inspection process.			
Repairing Places Whole Place Approach	Peter Ball	5 locations have been confirmed as: <ul style="list-style-type: none"> • Wombourne – Giggety Lane. (On hold due to third party work) • Rugeley – Horse Fair and Sandy Lane. • Newcastle Town centre – Liverpool Road. • Burton Town Centre – New Street. • Stafford Town Centre – Foregate Street, Snow Hill, Goal Square and Bull Hill. Work ongoing to identify scope, priority, and extent of work. Stafford Town Centre is being progressed as a priority. Some challenges with coordination of work around activity of other works promoters and Christmas & New Year period.	TBC
Page 13 Repairing Places Potholes (See next slide for details)	Peter Ball	'Hot Spots' of outstanding Cat 3 carriageway defects have been identified and work completed at 6 sites Completed works can be seen in next slide. Average repair size on first three sites between 10sq.m and 20sq.m Further works are scheduled to be carried out at the following sites: <ul style="list-style-type: none"> • Border Way – 23/11/2022 – 25/11/2022 • Forge St – 28/11/2022 – 29/11/2022 	TBC – circa £4k per day
Repairing Places Road Master Winter Trial	Peter Ball	Trials commenced 31/10/22, sites as agreed with Community Highway Liaison Team and Local Members. <ul style="list-style-type: none"> • Cannock – 16 Sites • Huntington – 6 Sites • Penkridge – 6 Sites • Acton Bednall – 6 Sites To date 8 Sites have been scheduled and works have been completed	TBC - circa £3k per day
Repairing Places Pothole - Local Priority	Peter Ball	<ul style="list-style-type: none"> • The two-week trial of the Thermal Road repair process has now concluded at Wesley Road and Lane Green Road, Codsall. Initial feedback received is good. • An additional two weeks work has been arranged in the Newcastle Area following feedback. • Locations for further local priority pothole repairs have been identified for two SCIMs areas, these are currently awaiting site mark out and resourcing • The local teams are continuing to engage with local members to identify further locations, together with the traffic management requirements and any out of hours working. 	TBC

Repairing Places Pilot - Potholes

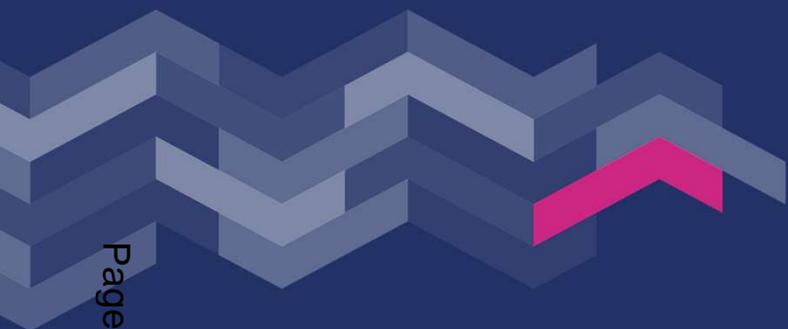
Start Date	Completion Date	Location/Site	Completed Work (m2)	Repairs	Ave. m2
03/10/2022	11/10/2022	Tinkers Lane, Brewood	1170	112	10.5
12/10/2022	28/10/2022	Bent Lane	1260	88	14.3
26/10/2022	02/11/2022	High Onn	980	47	20.9
03/11/2022	09/11/2022	Broad Lane	TBC	58	TBC
10/11/2022	16/11/2022	Starkeys Lane	TBC	TBC	TBC
17/11/2022	22/11/2022	Burnhill Green Road	TBC	TBC	TBC

Customer Service Improvements - £0.5m

Workstream	Lead	Progress	Spend To Date
Customer Service Improvements Page 136	Mary Anne Raftery	<ul style="list-style-type: none"> ▪ Customer Service, Complaints, Digital and ICT teams engaged in workstream ▪ Work ongoing to map out the customer journey pathway ▪ Engagement with the digital team to understand digital solutions - Self Service & Customer Enquiries (Capital cost) ▪ Then need to understand system dependences and additional information requirements ▪ Digital asset mapping – data feed for digital solutions (Capital cost) ▪ Emergency procedures ▪ Needs of non-digital customers (ongoing revenue cost) 	£0

	Revenue Investment 22/23	Projected Spend	RAG
	Transformation & additional interim capacity	£0.55m	AMBER
	Targeted highly visible local priority service pressures:		
	• Rapid response & 3-4 tier working pilot	£0.15m	GREEN
	• Early season urban grass cut	£0.1m	GREEN
	• Community gully emptying project	£0.3m	GREEN
	• Deteriorated gateway high-friction surfacing	£0.5m	GREEN
	• Deteriorated gateway road markings and railings	£0.1m	GREEN
	• Tree works	£0.3m	GREEN
	TOTAL:	£2.0m	

- Community Priorities – delivery of member priorities
- Client management pathways and systems
- Customer journey pathways and systems



Proposed Scrutiny Review

Car Parking Strategy and Civil Parking Enforcement (CPE) in Staffordshire

Prosperous Overview and Scrutiny
Committee – Monday 9 January 2023



Request received from Cabinet Member for Highways and Transport 10 August 2022:-

"... if Scrutiny would be prepared to implement a sub committee to look into Staffordshire's parking enforcement teams and policy and review whether it is now fit for purpose...".

Further details supplied 15 September 2022:-

"to look at the current parking enforcement arrangements in Staffordshire, evaluate the need and current effectiveness of the service and current service provider and make recommendations based on this evidence..."

Strategic Role of Parking

- Vehicular travel is and for the foreseeable future will remain an important form of transport in a rural shire county such as Staffordshire.
- Parking is part of all of our lives. It affects where we go and how we choose to get there.
- The strategic role of on-street parking has an important role to play in delivering the County Council's vision providing an opportunity to support thriving economies, enhance the quality of life for people living in in our town centres, improve conditions for pedestrians, ease traffic flow, improve short-term accessibility of town centres, support public transport, and the local community through effective management of parking spaces.
- Parking spaces are needed to help our local economies grow but providing too much parking can encourage car use when more sustainable and environmentally friendly forms of transport are available. Inconsiderate parking causes obstruction and road safety issues to other highway users including motorists, public transport, pedestrians, cyclists and people with disabilities.
- Car Parking Strategy agreed by Cabinet – [20 November 2019](#)

What is Civil Parking Enforcement (CPE)?

- Civil parking enforcement is the name given to the transfer of some powers from the Police to local authorities for enforcing parking contraventions
- Parking enforcement was first decriminalised in 2008 and subsequently including in powers provided to local authorities in the Traffic Management Act 2004 to support the network management duty of securing the movement of traffic
- The powers allow the authority to carry out parking enforcement where parking restrictions exist. The civil enforcement team can also address the blocking of dropped kerb pedestrian / disabled crossing points and vehicle access crossings.
- The police retain the sole powers to address offences such as wilful and unnecessary obstruction on the road or footway including where traffic regulation orders do not exist.

Current Arrangements

- Prior to April 2015 on street enforcement was carried out on behalf of the County Council by each of the eight district/borough councils
- In April 2015 the arrangements changed, and the County Council entered into a single arrangement with Stoke-on-Trent City Council (SoTCC) for enforcement and back office services.
- The district/borough councils remain responsible for off-street enforcement in their public car parks with four districts using the services of SoTCC for enforcement and all using the back-office services of SoTCC for processing of penalty charge notices.
- The current agreement with SoTCC is a Service Level Agreement for the provision of civil parking, bus lane enforcement and associated services and is made pursuant to s.101 of the Local Government Act 1972 (Arrangements for the discharge of functions by local authorities). The agreement is dated the 1st March 2016 but with a commencement date of 1st April 2015. The Initial term was for 5 years until 31st March 2020. The agreement already reflects the ability to extend and the Parties can agree to extend beyond 31st March 2020 for two five years periods (up to 10 years).
- In November 2019 Cabinet agreed to extend the current arrangement with SoTCC to the end of March 2025.

Considerations for Scrutiny:-

(i) Statutory guidance published May 2019 by Ministry of Housing, Communities and Local Government

- “should have a defined impact on the ground, with the committee making recommendations that will make a tangible difference to the work of the authority”.
- “prioritisation is necessary to ensure the scrutiny function concentrates on delivering work that is of genuine value and relevance to the work of the wider authority”.
- “The executive should not try to exercise control over the work of the scrutiny committee”.
- “All members and officers should consider the role the scrutiny committee plays to be that of a ‘critical friend’”.

Continued

(ii) Informal Guidance

- Is the matter of particular concern to local residents as raised in correspondence, during canvassing or at surgeries?
- Is the matter an identified priority for the County Council?
- What difference will scrutiny of the matter make?
- What are the likely consequences of not scrutinising the matter?

Methods of Scrutiny

- Consider an item at a single meeting;
- Consider an item over a series of meetings;
- Allocate the work to a small group of Members for investigation over a period of 2-3 months;
- Undertake an Inquiry Day;

....or a combination of the above?

Potential Areas of Focus

- Review current parking strategy(s) for Staffordshire and any recommendations on how this could be improved, including joining-up across On and Off Street Parking?
- Scrutiny views on how the approach to parking across Staffordshire could be improved to support both our climate change ambitions and growth in our economy?
- Identify best-practice from elsewhere that could be applied in Staffordshire?
- Assess the performance of the current on-street parking enforcement operator, and make any necessary recommendations for improvement.
- Assess the extent of national policy issues on Staffordshire and make any necessary recommendations for change.

.... or a combination of the above?

Where would the Committee like to go?



WORK PROGRAMME

Prosperous Overview and Scrutiny Committee – 2022/2023

This document sets out the work programme for Prosperous Overview and Scrutiny Committee for 2022/2023.

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
Thursday 26 May 2022 at 10.00 am	Work Programme Planning Rural Economic Strategy Cabinet Member: Philip White Lead Officers: Darryl Evers/Anthony Hodge	Requested by email (Cabinet Member 17 March 2022).	(a) That the report be received and noted. (b) That the County Council's draft Rural Economic Strategy 2022/2030 be supported. (c) That the Cabinet Member have regard to their comments (see minutes of meeting) in the final version (and its Implementation Plan) expected to be published in late Summer/early Autumn 2022. (d) That further update reports on the progress made in implementation of the Strategy be brought to the Committee on a quarterly basis.
Wednesday 15 June 2022 at 2.00 pm (additional meeting)	Highways Transformation – Update Cabinet Member: David Williams Lead Officers: Darryl Evers/James Bailey	Requested by Cabinet Member at 14 April 2022 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 153			<p>(c) That the Cabinet Member be urged to have regard to the above-mentioned comments in his work to identify the most appropriate future delivery model for the Highways maintenance service.</p> <p>(d) That progress in the Highways Transformation Programme Continue to be monitored closely and further update reports be brought the Committee, as necessary.</p>
	<p>SEND Green Paper – Staffordshire’s response Cabinet Member: Jonathan Price Lead Officers: Helen Riley/Tim Moss</p>	<p>Proposed by Cabinet Member at 12 May 2022 Triangulation Meeting.</p>	<p>(a) That the report be received and noted.</p> <p>(b) That the contents of the County Council’s proposed response to the Government’s White Paper entitled “SEND review: right support, right place, right time”, as set out in the report, be supported.</p> <p>(c) That the various measures contained in the White Paper already being implemented by Staffordshire, making them an exemplar, be welcomed.</p>

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
			(d) That the Cabinet Member for Education (and SEND) be urged to continue his efforts to lobby Central Government for additional resources so that the various other aspirations contained in the White Paper can be successfully delivered within a satisfactory time-scale.
Thursday 7 July 2022 at 10.00 am Page 154	Highways Transformation Programme – Three Strands Progress Cabinet Member: David Williams Lead Officers: Darryl Evers/James Bailey	Requested at 13 January 2022 Committee Meeting.	(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.
	Town Centre Regeneration Programmes (Working with District and Borough Partners – Update	Requested at 29 November 2021 Triangulation Meeting. Postponed until late summer at the request of Cabinet Member (via email from Anthony Hodge 1 February	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
	<p>Cabinet Member: Phillip White Lead Officers: Darryl Eyers/Anthony Hodge</p>	<p>2022). Further identified at 26 May 2022 Committee Meeting. Postponed at the request of Cabinet Member (email from Anthony Hodge, 10 June 2022) at 15 June 2022 Committee meeting.</p>	
<p>Page 155</p>	<p>HS2 Connectivity with existing 'classic' Network Cabinet Member: David Williams Lead Officers: Darryl Eyers/Clive Thompson</p>	<p>Raised at 13 January 2022 Committee meeting; offer of engagement with Avanti West Coast received 28 February 2022 (email from Jason Pacey, HS2); provisionally accepted by Chairman 4 March 2022.</p>	<p>(a) That the oral report and presentation be received and noted.</p> <p>(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.</p> <p>(c) That a further update be brought to the Committee in January/February 2022.</p> <p>(d) That the Deputy Leader and Cabinet Member for Economy and Skills continue to be held to account for his efforts to maximise the opportunities available to Staffordshire residents from the construction of the line, where possible.</p>

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
<p>Page 156</p>	<p>Flood Risk Management Strategy 2021/27 Outcome Measures – Progress Cabinet Member: Simon Tagg Lead Officers: Darryl Evers/Jamie Cooper</p>	<p>Requested at 29 November 2021 Committee meeting.</p>	<p>(a) That the oral report and presentation be received and noted.</p> <p>(b) That the news of additional Government Funding which had been made available in support of flood risk management in Staffordshire and the progress made to date in this respect, be welcomed.</p> <p>(c) That the Cabinet Member be urged to have regard to the Committee’s comments in his on-going work towards ensuring effective flood risk management in the County.</p> <p>(d) That the issue of flood risk management be kept under close review and further scrutiny be undertaken, as necessary.</p>
<p>Thursday 29 September 2022 at 10.00 am</p>	<p>North Staffordshire Local Air Quality Plan Cabinet Member: David Williams Lead Officers: Darryl Evers/Clive Thomson</p>	<p>Requested by email 4 February 2022 (Joanne Keay on behalf of Cabinet Member). Postponed at the request of Cabinet Member (email from Darryl Evers via Joanne Keay 12 July 2022) until Autumn 2022.</p>	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
Page 157	Petition - Management of HGV's on Cemetery Road, Silverdale, Newcastle-under-Lyme Cabinet Member: David Williams Lead Officers: Darryl Evers	Constitutional requirement for petition to be considered by Scrutiny owing to it containing between 2,500 and 5000 signatures.	That the petition be noted; (b) That the petition organiser be thanked for his attendance at the meeting; (c) That no further action be taken by the Committee pending determination of the above-mentioned Planning Application No. SCC/22/0078/FULL-MAJ by the County Planning Committee.
Page 157	Schools White Paper Cabinet Member: Jonathan Price Lead Officers: Tim Moss	Identified at 26 May 2022 Committee meeting.	That the report be received and noted. (b) That the Cabinet Member be urged to have regard to their comments in his on-going correspondence with Government in implementing their new ambitions for the school system in England.
	Countryside Review – Update Cabinet Member: Victoria Wilson Lead Officers: Helen Riley/Sarah Bentley	Requested at 24 February 2022 Committee Meeting. Programmed for early Autumn at 26 May 2022 Committee meeting. Reprogrammed for additional 19 October 2022 Committee meeting at 15 June 2022 Committee meeting.	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
	<p>Staffordshire History Centre – Update Cabinet Member: Victoria Wilson Lead Officers: Catherine Mann</p>	<p>Proposed by Cabinet Member at 12 May 2022 Triangulation Meeting. Programmed for early Autumn at 26 May 2022 Committee meeting. Reprogrammed for additional 19 October 2022 Committee meeting at 15 June 2022 Committee meeting.</p>	
Page 158	<p>Libraries & Arts – Update (Burton-on-Trent, Cannock and Tamworth) Cabinet Member: Victoria Wilson Lead Officers: Catherine Mann</p>	<p>Proposed by Cabinet Member at 12 May 2022 Triangulation Meeting. Programmed for early Autumn at 26 May 2022 Committee meeting. Reprogrammed for additional 19 October 2022 Committee meeting at 15 June 2022 Committee meeting.</p>	
	<p>Highways Transformation Progress and Performance Quarterly Update. Cabinet Member: David Williams Lead Officers: Darryl Evers/James Bailey</p>	<p>Identified at 26 May 2022 Committee meeting. Update for Q2 postponed until later in Q3 at request of Director (email from James Bailey 18 August 2022).</p>	
	<p>Economic Recovery Renewal and Transformation/Economic and Rural Strategies Six-Monthly Progress Update (incorporating former APMG Report – Future Economy and Enterprise – Update)</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. Postponed at the request of Cabinet Member on 20 June</p>	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
	<p>Cabinet Member: Philip White Leads Officer: Anthony Hodge</p>	<p>2022 to 19 October 2022 Committee Meeting.</p>	
<p>Page 159</p>	<p>SEND High Needs Capital Funding 2022-24 Cabinet Member: Jonathan Price Lead Officers: Neelam Bhardwaja/Debbie Nash</p>	<p>Requested by email 19 July 2022 (Debbie Nash on behalf of Cabinet Member). Agreed by Chairman 21 July 2022</p>	<p>(a) That the report be received and noted.</p> <p>(b) That the utilisation of funding within Staffordshire’s educational settings to support the delivery of new places and improve existing provision for children and young people with special educational needs and disabilities (SEND), in line with the SEND Strategy, be supported.</p>
<p>Wednesday 19 October 2022 at 2.00 pm</p>	<p>Countryside Review Update including Chasewater Vision Cabinet Member: Victoria Wilson Lead Officers: Darryl Eyers/Sarah Bentley</p>	<p>Requested at 24 February 2022 Committee Meeting. Programmed for early Autumn at 26 May 2022 Committee meeting. Reprogrammed for additional 19 October 2022 Committee meeting at 15 June 2022 Committee meeting.</p>	<p>(a) That the report be received and noted.</p> <p>(b) That the key actions identified in the Future Vision for the Countryside Estate’s Delivery Plan be supported.</p> <p>(c) That progress against the various key actions and on-going performance of the service be monitored closely and further scrutiny be undertaken at the appropriate time, as necessary.</p>

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
	<p>Staffordshire History Centre – Update Cabinet Member: Victoria Wilson Lead Officers: Darryl Evers/Catherine Mann</p>	<p>Proposed by Cabinet Member at 12 May 2022 Triangulation Meeting. Programmed for early Autumn at 26 May 2022 Committee meeting. Reprogrammed for additional 19 October 2022 Committee meeting at 15 June 2022 Committee meeting. Postponed until December 2022 meeting at request of Cabinet Member on 8 September 2022.</p>	
<p>Page 160</p>	<p>Libraries & Arts – Update (Burton-on-Trent, Cannock and Tamworth) Cabinet Member: Victoria Wilson Lead Officers: Darryl Evers/Catherine Mann</p>	<p>Proposed by Cabinet Member at 12 May 2022 Triangulation Meeting. Programmed for early Autumn at 26 May 2022 Committee meeting. Reprogrammed for additional 19 October 2022 Committee meeting at 15 June 2022 Committee meeting.</p>	<p>(a) That the report be received and noted.</p> <p>(b) That the future direction of travel for the Libraries and Art Service during the period of the Strategic Plan 2022-2026, be supported.</p> <p>(c) That the Cabinet Member be urged to have regard to their comments in seeking to improve the operational performance of the Service, particularly in respect of communication with 'Local' Members.</p>
	<p>Chasewater Vision Cabinet Member: Victoria Wilson</p>	<p>Proposed by Cabinet Member at 12 May 2022 Triangulation Meeting. Programmed at 15 June 2022 Committee meeting. To be included in</p>	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
Page 161	Lead Officers: Darryl Evers/Catherine Mann	Countryside Vision – Update (see above)	
	Economic Recovery Renewal and Transformation/Economic and Rural Strategies Six-Monthly Progress Update (incorporating: (i) former APMG Report – Future Economy and Enterprise – Update and; (ii) National Numeracy Programme Cabinet Member: Philip White Leads Officer: Darryl Evers/Anthony Hodge	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. Postponed at the request of Cabinet Member on 20 June 2022 to 19 October 2022 Committee Meeting. Revised content (Economic Strategy only) agreed at Pre-Agenda preview on 27 September 2022.	(a) That the report be received and noted. (b) That the good progress made towards delivery of the County Council’s Economic Strategy 2022-2030, 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.
	Civil Parking Enforcement – Proposed Scrutiny Review Cabinet Member: David Williams Lead Officers: Darryl Evers/James Bailey	Requested by Cabinet Member on 10 August 2022. Postponed at request of Cabinet Member (email from Darryl Evers, 4 October 2022).	
Site Visits - Monday 7 November 2022 at 2.20 pm on site	Site Visits to Household Waste Recycling Centres.	Requested at 18 August 2022 Triangulation Meeting.	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
Thursday 10 November 2022 at 10.00 am	Household Waste Recycling Centres – New Service Performance against Key Performance Indicators. Report to also include details of five-year investment plan and significant policy changes, at request of Cabinet Member on 7 September 2022. Cabinet Member: Simon Tagg Lead Officers: Darryl Evers/Clive Thomson	April 2022 update requested at 16 September 2021 Committee meeting. Postponed at request of Cabinet Member until reconfigured service operational (email from Clive Thomson/Carole Smith 8 March 2022).	
	Digital Infrastructure - Update Cabinet Member: Simon Tagg Lead Officers: Darryl Evers	Proposed by Cabinet Member at 12 May 2022 Triangulation Meeting.	
	Tree Planting Net Zero by Nature Cabinet Member: Simon Tagg Lead Officers: Darryl Evers/Clive Thomson	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.	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
<p>Thursday 22 Friday 16 December 2022 at 10.00 am (Re-scheduled at request of Chairman) Monday 9 January 2023 at 7.00 pm (re- scheduled at request of Leader)</p>	<p>Staffordshire History Centre – Update Cabinet Member: Victoria Wilson Lead Officers: Darryl Eyers/Catherine Mann</p>	<p>Proposed by Cabinet Member at 12 May 2022 Triangulation Meeting. Programmed for early Autumn at 26 May 2022 Committee meeting. Reprogrammed for additional 19 October 2022 Committee meeting at 15 June 2022 Committee meeting. Postponed from 19 October 2022 Committee meeting at request of Cabinet Member on 8 September 2022. Postponed until 3 February 2023 meeting at request of Cabinet Member owing to funding shortfall.</p>	
	<p>Highways Transformation Progress and Performance Quarterly Update. Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey</p>	<p>Identified at 26 May 2022 Committee meeting. Last reported to 7 July 2022 Committee meeting. Update for Q2 postponed until later in Q3 at request of Director (email from James Bailey 18 August 2022).</p>	
	<p>Electric Vehicle Charging Infrastructure Strategy Cabinet Members: Simon Tagg and David Williams Lead Officers: Darryl Eyers/Richard Rea</p>	<p>Requested by email on 12 October 2022 (Richard Rea on behalf of Cabinet Member).</p>	
	<p>Civil Parking Enforcement – Scope of Proposed Scrutiny Review</p>	<p>Requested by Cabinet Member on 10 August 2022. Postponed from 19 October 2022 Committee meeting at request of Cabinet Member (email</p>	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
	Cabinet Member: David Williams Lead Officers: Darryl Evers/James Bailey	from Darryl Evers 4 October 2022). Target date for Briefing note - February 2023 Committee meeting. Initial scoping item requested by Chairman at 2 November 2022 Triangulation Meeting.	
	Sustainability Board Communications Plan Cabinet Member – Simon Tagg Lead Officers: John Tradewell/Rose Hampton	Requested by Chairman following inclusion of item on Forward Plan of Key Decisions 14 December 2022 - 19 April 2023 December 2022	
Page 164 Friday 3 February 2023 at 10.00 am	Civil Parking Enforcement – Proposed Scrutiny Review Briefing Note Cabinet Member: David Williams Lead Officers: Darryl Evers/James Bailey	Requested by Cabinet Member on 10 August 2022. Postponed from 19 October 2022 Committee meeting at request of Cabinet Member (email from Darryl Evers 4 October 2022). Target date for note - February 2023 Committee meeting. Considered at 16 December 2022 Committee Meeting.	
	HS2 Six-monthly Update – Impact on Staffordshire Cabinet Member: Philip White Lead Officer: Darryl Evers/Sarah Mallen	Requested at 26 February 2021 Committee meeting (amended at 23 July 2021 Committee meeting).	
	Staffordshire History Centre – Update Cabinet Member: Victoria Wilson	Proposed by Cabinet Member at 12 May 2022 Triangulation Meeting. Programmed for early Autumn at 26 May 2022 Committee meeting.	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
	Lead Officers: Darryl Eyers/Catherine Mann	Reprogrammed for additional 19 October 2022 Committee meeting at 15 June 2022 Committee meeting. Postponed from 19 October 2022 Committee meeting at request of Cabinet Member on 8 September 2022. Re-scheduled at request of Cabinet Member at 2 November 2022 Triangulation meeting owing to funding shortfall.	
Page 165	Highways Transformation Progress and Performance Quarterly Update. Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at 26 May 2022 Committee meeting. Last reported to 16 December 2022 9 January 2023 Committee meeting. Scheduled at request of Chairman at 2 November 2022 Triangulation Meeting.	
Wednesday 22 March 2023 at 2.00 pm (additional meeting)	Highways Transformation Progress and Performance Quarterly Update. Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at 26 May 2022 Committee meeting. Last reported to 16 December 2022 9 January 2023 Committee meeting. Scheduled at request of Chairman at 2 November 2022 Triangulation Meeting. Re-scheduled at 30 November 2022 Pre-Agenda Preview (James Bailey on behalf of Cabinet Member).	
	Staffordshire Community Learning Service's annual self-assessment report for 21/22	Requested by email 28 September 2021 (Amanda Darlington on behalf of Cabinet Member). Re-scheduled from 27 April 2023 Committee meeting.	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
	<p>Cabinet Member: Philip White Lead Officers: Darryl Evers</p>		
<p>Thursday 27 April 2023 at 10.00 am</p>	<p>Staffordshire Community Learning Service's annual self-assessment report for 21/22 Cabinet Member: Philip White Lead Officers: Darryl Evers</p>	<p>Requested by email 28 September 2021 (Amanda Darlington on behalf of Cabinet Member).</p>	
<p>Page 166</p>	<p>Tree Planting Net Zero by Nature Cabinet Member: Simon Tagg Lead Officers: Darryl Evers/Clive Thomson</p>	<p>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.</p>	
	<p>Local Flood Risk Management Strategy – Update Cabinet Member: Simon Tagg Lead Officers: Darryl Evers/Jamie Cooper</p>	<p>Requested by Chairman at 2 November 2022 Triangulation Meeting.</p>	

Work Programme 2022/2023

Date of Meeting	Item	Details (Background)	Action / Outcome
	<p>Household Waste Recycling Centres - Outcome of the Public Consultation and Policy Changes for 2023/24. Cabinet Member: Simon Tagg Lead Officers: Darryl Evers/Clive Thomson</p>	<p>Requested by email 21 November 2022 (Carole Smith on behalf of Cabinet Member).</p>	

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

Items for Consideration – Work Programme 2022/2023

Suggested Item	Details (Background)	Proposed Date of Meeting
<p>Delivering Housing in Staffordshire Cabinet Member: Mark Deaville Lead Officers: Anthony Hodge/ Mark Parkinson/Matthew Shufflebotham</p>	<p>Programmed for consideration at November 2020 Committee Meeting but Agenda full. However, nothing further to report at present.</p>	<p>To be advised.</p>
<p>Live Labs Cabinet Member: Julia Jessel/Jonathan Price/David Williams Lead Officers: Clive Thomson/Louise Clayton/Nick Dawson</p>	<p>Carried forward from 2020/21 and 2021/22 Work Programmes.</p>	<p>To be advised</p>
<p>Safer Roads Partnership Update Cabinet Member: David Williams Lead Officers: Darryl Evers</p>	<p>Requested at 16 September 2021 Committee meeting.</p>	<p>To be advised</p>
<p>Bus Transport for Young People Cabinet Member: David Williams</p>	<p>Requested at 29 November 2021 Triangulation Meeting. Further identified at 26 May 2022 Committee meeting.</p>	<p>To be advised</p>

Items for Consideration – Work Programme 2022/2023		
Suggested Item	Details (Background)	Proposed Date of Meeting
Lead Officers: Darryl Evers/Clive Thomson		
OFSTED 2022 Inspection No. 2 Progress Plan – Education for All Pupils including Specialist Provision. Cabinet Member: Jonathan Price Lead Officers: Neelam Baghwaja	Identified at 26 May 2022 Committee meeting.	To be advised.
Local Transport Plan Refresh. Cabinet Member: David Williams Lead Officer: Darryl Evers/Clive Thomson	Identified at 26 May 2022 Committee meeting.	To be advised.
Digital Infrastructure Plan Progress Update. Cabinet Member: Simon Tagg Lead Officers: Darryl Evers/Anthony Baines	Identified at 26 May 2022 Committee Meeting. Considered at 10 November 2022 Committee Meeting. Next six-monthly update due May 2023 Committee meeting.	
Tourism and Visitor Economy: Cabinet Member: Phillip White Lead Officers: Darryl Evers	Identified at 26 May 2022 Committee meeting.	To be advised.
School Age Education – Development Post Pandemic Cabinet Member: Jonathan Price Lead Officers: Neelam Bhardwaja/Tim Moss	Identified at 15 June 2022 Committee meeting	To be advised.
Tree Planting Net Zero by Nature Cabinet Member: Simon Tagg Lead Officers: Darryl Evers/Sarah Bentley	Identified at 18 August 2022 Triangulation Meeting. Programmed for 27 April 2023 Committee Meeting (see above).	Programmed for 10 November 2022 Committee meeting at 29 September Committee meeting. Postponed at request of Cabinet Member (email from Sarah Bentley, 6 October 2022)

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

Standing Items 2022/2023

Item	Details (Background)	Action / Outcome
<p>HS2 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). Next update due January 2023.</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. Next update due at September 2022 Committee meeting.</p>	
<p>Highways Transformation Progress and Performance Quarterly Update. Cabinet Member: David Williams Lead Officers: Darryl Eyers/ James Bailey</p>	<p>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). Considered at 16 December 2023 Committee Meeting. Next Update due March 2023.</p>	

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

Briefing Notes / Updates / Visits 2022/2023

Date	Item	Details (Background)	Action / Outcome

Working Groups / Inquiry Days 2022/2023

Date	Item	Details (Background)	Action / Outcome
Ongoing	Sexual Harassment in Staffordshire Schools	Participation requested by Safeguarding Overview and Scrutiny Committee. Rev Michael Metcalf (Prosperous Scrutiny representative).	Final draft report considered at 14 April 2022 Committee meeting. Sign-off to be notified and monitoring arrangements to be agreed.
Cancelled	'Bus Back Better' – Enhanced Partnership for Staffordshire Cabinet Member: David Williams Lead Officers: Darryl Eyers/Clive Thomson	Requested by email 5 January 2022 (Louise Clayton on behalf of Cabinet Member). Postponed until March 2022 meeting following delay in announcing Bus Service Improvement Plan (BSIP) settlement by Central Government. Further delay in announcing Settlement received (email from Louise Clayton 8 March 2022). Notified of unsuccessful BSIP Bid by email 12 April 2022 (Louise Clayton on behalf of Cabinet Member). Cabinet Member evaluating consequences for Staffordshire.	
	Civil Parking Enforcement	Requested by Cabinet Member on 10 August 2022.	

Membership – County Councillors 2022-2023	Calendar of Committee Meetings - 2022-2023 (All meetings to be held at County Buildings, Stafford unless otherwise stated)
<p>Tina Clements (Chairman) Ross Ward (Vice-Chairman – Scrutiny) Peter Kruskonjic (Vice-Chairman – Overview) Philippa Hadden Philip Hudson Syed Hussain Graham Hutton David Smith Bernard Williams Mike Deakin (Co-optee) Rev. Preb. Michael Metcalf (Co-optee) Jessica Shulman (Co-optee)</p>	Thursday 26 May 2022 at 10.00 am
	Wednesday 15 June 2022 at 2.00 pm (additional meeting)
	Thursday 7 July 2022 at 10.00 am
	Thursday 29 September 2022 at 10.00 am
	Wednesday 19 October 2022 at 2.00 pm (additional meeting)
	Thursday 10 November 2022 at 10.00 am
	Thursday 22 Friday 16 December 2022 at 10.00 am CANCELLED
	Monday 9 January 2022 at 2.00 pm
	Friday 3 February 2023 at 10.00 am
	Thursday 27 April 2023 at 10.00 am

