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Prosperous Overview and Scrutiny Committee

Thursday 11 January 2024
14:00
Oak Room, County Buildings, Stafford

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

John Tradewell
Deputy Chief Executive and Director for Corporate Services
3 January 2024

Agenda

1. **Apologies**

2. **Declarations of Interest**

3. **Minutes of meeting held on 13 December 2023** (Pages 3 - 12)

4. **Update on the Preparation of the Staffordshire Local Transport Plan** (Pages 13 - 38)

5. **Lighting for Staffordshire Update and Energy Framework Proposal** (Pages 39 - 138)

6. **Work Programme** (Pages 139 - 158)

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

8. **Exclusion of the Public**

   The Chairman to move:

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

indicated below".

Part Two
(All reports in this section are exempt)

Nil.

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

Notes for Members of the Press and Public

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Minutes of the Prosperous Overview and Scrutiny Committee Meeting held on 13 December 2023

Present: Tina Clements (Chair)

Attendance	
Charlotte Atkins Graham Hutton	Peter Kruskonjic (Vice-Chair (Overview)) Rev. Preb. M. Metcalf

Also in attendance: Anthony Hodge, Jonathan Lindop, Tim Moss, Jonathan Price, Simon Tagg and Philip White

Apologies: Hannah Gallimore, Philippa Haden, Philip Hudson, David Smith, Samantha Thompson and Bernard Williams

Part One

39. Declarations of Interest

There were no Declarations of Interest made.

40. Minutes of meeting held on 22 November 2023

RESOLVED - That the minutes of the meeting held on 22 November 2023 be confirmed and signed by the Chairman.

41. Natural Environment Strategy

The Committee considered a report of the Cabinet Member for Environment, Infrastructure and Climate Change regarding the production of a draft Natural Environment Strategy for the County (schedule 1 to the signed minutes). The Strategy was to be considered by Cabinet at their meeting on 17 January 2024 and therefore the Cabinet Member had requested pre-decision scrutiny by the Committee.

Members heard that Central Government had launched its 25-year Environment Plan in 2018 with the aim of helping the natural world regain and retain good health. A 5-year review of the plan was subsequently undertaken in 2023 which resulted in a refreshed Environmental Improvement Plan containing the following key Commitments:-

- Halt the decline in species abundance by 2030;
- Protect 30% of UK land for biodiversity by 2030;
- Increase species abundance by at least 10% from 2030, surpassing 2022 levels by 2042;

- Restore or create at least 500,000 ha of a range of wildlife rich habitats by 2042;
- Reduce the risk of species extinction by 2042 and;
- Restore 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term by 2042.

In addition, The Environment Act 2021 had brought in new duties and requirements to support the ambitions of the 25-year plan including the following measures in relation to biodiversity:-

- Developing Local Nature Recovery Strategies;
- A strengthened biodiversity duty;
- Mandatory minimum 10% biodiversity net gain through the planning system and;
- A requirement for local authorities to produce a report on their action for biodiversity.

In response, the County Council had developed a draft Natural Environment Strategy which took account of the Authority's statutory duties, guidance issued by the Department for Environment, Food & Rural Affairs, national targets set by Government, and Nature Recovery Declaration made in February 2022.

The strategy set out a mission statement and ten high level objectives to conserve and enhance biodiversity and the natural environment as follows:-

Mission Statement - "We will directly support nature recovery in Staffordshire, through targeted action across our land and functions, and as a champion for activity across the county".

(i) Develop and deliver a Local Nature Recovery Strategy Staffordshire and Stoke-on-Trent;
(ii) Ensure coordinated delivery of biodiversity net gain;
(iii) Ensure our policies, strategies and operations consider biodiversity;
(iv) Ensure all designated sites in our ownership have management measures in place to achieve favourable condition by 2042;
(v) Manage and protect 30% of our land (excluding highways) for biodiversity by 2030;
(vi) Develop a wildlife-friendly management approach to roadside verges;
(vii) Develop a suite of species recovery measures for our land;
(viii) Use nature-based solutions for mitigating and adapting to climate change wherever possible, to maximise benefits to

both wildlife and climate;

(ix) Enhance and restore landscape character and quality and support landscape-scale nature recovery and;

(x) Raise awareness and support the active involvement of communities in caring for our natural environment.

In the full and wide-ranging discussion which ensued Members gave detailed scrutiny to the draft Strategy, asking questions, seeking clarification and raising areas of concern as necessary, including:- (i) the danger to wildlife from the County's Highway network and the need for measures to reduce 'road-kills' through the Local Nature Recovery Strategy; (ii) engagement with local communities required to implement the Strategy and the role of 'Local' Members; (iii) the opportunities available to increase biodiversity along Highway verges; (iv) the need for the strategy to recognise the importance of all classes of indigenous fauna rather than only birds as highlighted in the presentation slides and; (v) the joint working between Cabinet Members and stakeholders necessary to achieve the aims of the Strategy.

In conclusion Members welcomed the production of the draft Strategy particularly having regard to recent reports regarding nature depletion in the Country. In addition, they undertook to monitor progress against the various timelines for Actions listed in the accompanying Action Plan and give further scrutiny as required, when necessary.

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

(b) That the draft Natural Environment Strategy be welcome that that further scrutiny be given to the progress made against the various Actions contained in the accompanying Action Plan, at the appropriate time, as necessary.

42. Staffordshire County Council's Economic Strategy – Delivery Update

The Committee considered a report of the Deputy Leader and Cabinet Member for Economy and Skills updating them on progress made in the delivery of Staffordshire's Economic Strategy 2023-2030 (schedule 2 to the signed minutes).

The Primary focus of the Strategy was:- (i) Town centres; (ii) Higher skilled and higher paid workforce; (iii) 'Start-up' and 'step-up' businesses; (iv) The development of investment ready projects and; (v) Strategic corridors. In addition, various other priorities and themes were identified as being important for the future growth of the economy. These included:- (i) Innovation; (ii) Supporting businesses on their journey to net zero and; (iii) Maximising the use of investment to unlock external funding.

The Cabinet Member then updated them on the potential impact of recent national and global economic headlines on the County and the Authority's ability to deliver the various priorities set out in the Strategy. In addition, he updated them on the activity undertaken since June 2023 towards achieving the Authority's various ambitions, as follows:-

Priority (i): Town Centre/High Street Regeneration

Ambition: "By 2030, we will tackle the challenges faced by many of our town centres and strive to create places that we can be proud of".

(i) Establishment of a task force comprising local, regional and national Partners to co-ordinate support following the closure of Wilko shops in the County; (ii) continued delivery of central Government initiatives including Future High Streets and levelling-up Funds and Town Deals; (iii) establishment of a steering group to work with key Partners on delivery of the County Council's Rural Economic Strategy including regeneration of Rural Hub Towns and; (iv) progress in the procurement of a Development Partner to assist in the design and delivery of the Eastgate Regeneration Scheme.

Priority (ii): Higher Skilled, Higher Paid Workforce

Ambition: "By 2030, we will address the low levels of skills across some parts of the County and support more of our residents to gain the high-level skills needed to take advantage of many better paid job opportunities".

(i) Significant progress towards completion of major local capital projects eg Newcastle and Stafford Colleges Group Skills and Innovation Centre and Stoke-on-Trent and Staffordshire Institute of technology; (ii) support given to local communities to access employment opportunities arising from the construction of the West Midlands Interchange development including recruitment of two dedicated Employment Brokers; (iii) growth in referrals to the Staffordshire Jobs and Careers Service via their on-line offer and attendance at various events throughout the County; (iv) continued delivery of courses by the Staffordshire Community Learning Service (SCLS) aimed at helping people into work or to up-skill; (v) receipt of £4.2m grant aid for the delivery of the national Multiply Programme aimed at boosting residents' numeracy skills both at home and at work.

Priority (iii): Supporting Start-Up and Step-Up Businesses

Ambition: "By 2030, we will create the conditions to allow more people to start and grow their business within Staffordshire,

thereby addressing our relatively low levels of business start-ups across large parts of the County.

(i) Continued delivery of various business support programmes and 'start-up' space across the County eg Shire Hall Business Centre; (ii) support given to over 500 members of the public through the Staffordshire Start-up mentoring programme; (iii) support given to 194 business owners by the Staffordshire Get Started and Grow scheme which provided help with marketing, accountancy and other professional services; (iv) successful launch of a series of peer to peer networks for new business who wanted to develop; (v) continued delivery of support to 130 residents through the Staffordshire My Own Boss scheme which aimed to help residents launch their own business and; (vi) work to transfer the functions of the former Stoke-on-Trent and Staffordshire Local Enterprise Partnership to the County and Stoke-on-Trent City Councils.

Priority (iv): Innovation

Ambition: Build upon our existing strengths and future opportunities to increase innovation activity throughout the county, both within our businesses and innovation institutions.

(i) Engagement with the Hydrogen Valley Programme being delivered by Cadent and National Gas Transmission with the aim of establishing the hydrogen economy, attracting investment and exploring how infrastructure can secure long-term, low-cost hydrogen and; (ii) Commissioning of a study to consider the opportunities and feasibility of developing a further science park in the County to complement the Park already located at Keele university.

Priority V: Developing Investment Ready Projects

Ambition: By 2030, we will play our part in supporting the substantial planned growth within the county through the development of investment ready projects and securing funding for our infrastructure and services.

(i) Continued work with Partners to support planned growth in the County; (ii) progress in the delivery of the A38 Branston Interchange through funding secured from round two of the Levelling-up Fund; (iii) a successful bid for grant-aid from the Levelling-up Fund for the re-development of the Stafford Railway Station area; (iv) development of the Chatterley Valley West scheme to unlock a 43-hectare employment site which aimed to generate approximately 1,700 new jobs.

Priority (v): Strategic Corridors

Ambition: "By 2030, we will ensure we do not miss substantial opportunities afforded by our location in the centre of the Country by developing our key strategic A50/A500 and A38 corridors, including securing increased investment in innovation activities".

(i) Co-ordinated lobbying by senior politicians for further investment along the A50/A500 corridor following the announcement of the Network North Plan and; (ii) work on a publicity campaign to raise awareness of the opportunities presented by the A50/A500 with Central Government.

In the full and wide-ranging discussion which ensued Members gave detailed scrutiny to the progress made in realising the Strategy to date, asking questions, seeking clarification and raising areas of concern as necessary, including:- (i) the areas of greatest deprivation in the County and how they could assist in delivering the Strategy particularly in those neighbourhoods; (ii) the correlation between take-up of courses offered by the Staffordshire Community Learning Service eg Multiply and areas of high deprivation; (iii) the need to ensure a greater availability of affordable premises for small businesses; (iv) the opportunities for promoting life-long learning and further education to residents through the SCLS and; (v) how the County Council were supporting the development of new vehicle technologies eg hydrogen combustion, some of which were being pioneered in the County.

In response to (i) above, the Cabinet Member undertook to supply them with further information on the areas of high deprivation in the County.

In conclusion, the Committee welcomed the significant progress which had been made in the delivery of the County Council's Economic Strategy and re-affirmed their support for the various Priorities contained therein. However, they remained mindful of the challenges ahead arising from adverse national and international circumstances beyond the control of the Authority. In addition, they emphasised the importance of mitigating climate change and the achievement of Net Zero by 2030.

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

(b) That the good progress made towards delivery of the County Council's Economic Strategy 2023-2030, be welcomed.

(c) That further updates on the various ambitions set out in the Strategy and targets in the accompanying Delivery Plan be brought to the Committee at six-monthly intervals.

(d) That scrutiny of the Authority's Employment and Skills Strategy be undertaken at the appropriate time with advise from the Deputy Leader and Cabinet Member for Employment and Skills.

43. Review of Schools Performance

The Committee considered a report of the Cabinet Member for Education (and SEND) giving details of Educational Achievement in Staffordshire schools for the period September 2022 – July 2023 (Schedule 3 to the signed minutes).

Members noted the following key highlights from the available data:-

- As at November 2023, the percentage of Staffordshire's Schools designated Academies had increased to 69.6% ie 282 with 123 continuing to be maintained by the County Education Authority;

- The majority of all schools, both academies and maintained had been judged to be 'Good' or 'Outstanding' by the Office for Standards in Education, Children's Services and Skills OFSTED) (ie 89%) a figure which was in line with the national average;

- Pupils in Staffordshire started well with high levels of attainment recorded in early years Foundation Stage (EYFS) and Key Stage 1 (KS1) compared to national averages. However, outcomes were below those seen prior to the Covid-19 pandemic;

- Staffordshire was showing improvement in the percentage of pupils achieving a Good Level of Development (GLD) in EYFS and at a higher rate than recorded nationally;

- 69% of pupils at the end of EYFS achieved a GLD compared to 67% nationally;

- At the end of Year 1, 81% of pupils achieved the expected level of phonics decoding compared to 79% nationally;

- Staffordshire performed above the national average in reading, writing and mathematics at KS1. However, whilst outcomes had increased when compared to the figures for 2022, all three areas were below those recorded in 2019;

- Staffordshire was ranked 21st and in quartile A for reading; 33rd and in quartile B for writing and; 24th and in quartile B for mathematics at the expected standard when compared to all local authorities nationally;

- 2023 Key Stage 2 (KS2) results indicated that Staffordshire pupils remain above the national averages for reading, writing, mathematics and combined reading, writing and mathematics at the

expected standard;

- The expected standard in reading was in line with 2019 outcomes. However, writing and mathematics remained below pre-pandemic levels;

- KS1 to KS2 pupils in Staffordshire made less progress than that seen nationally.

- Staffordshire's outcomes at the end of Key Stage 4 (KS4) GCSE remained inconsistent. The proportion of students achieving grade 9 – 4 in English and Mathematics was approximately the England All Schools average but below the state-funded average. Staffordshire's results in both English Baccalaureate and English and Mathematics GCSE (Grade 5 or above passes) were below the national average and;

- KS4 outcomes in 2023 were in line or above those in 2019.

During the full and wide-ranging discussion which ensued, Members gave detailed scrutiny to the statistics, asking questions, seeking clarification and raising issues of concern as necessary, including:- (i) performance having not recovered to pre-pandemic levels in certain key areas and the remedial measures available to the County Council to ensure improvements in future years; (ii) the Office for Standards in Education, Children's Services and Skills (OFSTED) ratings of individual schools in Members' Divisions and the progress being made to improve areas of weakness as a matter of urgency; (iii) the progress made in accommodating pupils with Special Educational Needs in Staffordshire schools through the new arrangements which had previously been endorsed by the Committee and; (iv) the further analysis required to better understand the various key messages which had been highlighted eg pass rates being below the national average in English and Mathematics whereas KS4 performance was better.

In conclusion, Members were disappointed that the encouraging results in certain areas had not been more consistent. However, they welcomed the joint working being undertaken between schools aimed at improving performance and inclusivity and looked forward to these measures being reflected in future performance data. In addition, they urged the Cabinet Member to continue working in partnership with the Regional Director in respect of Schools Causing Concern.

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

(b) That the Cabinet Member undertake further detailed analysis of the Educational Achievement in Staffordshire schools results September 2022

– July 2023 in order to better understand the reasons for the various key messages with a view to ensuring appropriate remedial measures were implemented where possible.

(c) That further scrutiny of Educational Achievement in Staffordshire schools be undertaken at the appropriate time, as necessary.

44. Work Programme

The Chairman reported that she had received a request from the Cabinet Member for Highways and Transport for the item entitled:- "North Staffordshire Air Quality Action Plan – Ministerial Direction – Update", listed for the meeting on 2 February 2024, to be withdrawn owing to "extended timescales in the Joint Air Quality Unit".

RESOLVED – That, subject to the above-mentioned item being withdrawn, the Work Programme (schedule 4 to the signed minutes) be approved.

45. Date of Next Meeting - Thursday 11 January 2024 at 2.00 pm, County Buildings, Stafford

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

Chair

Staffordshire County Council

Prosperous Overview and Scrutiny Committee – Thursday 11 January 2024.

Update on the Preparation of the Staffordshire Local Transport Plan

Recommendations

I recommend that the Committee:

a. Note the recent announcements by the Department for Transport.

b. Review and comment on the outputs and outcomes delivered during the third Local Transport Plan period.

c. Review and comment on the evidence base that is being collated to inform the new Local Transport Plan.

d. Review and comment on the progress being made in preparing the new Local Transport Plan, including the Deter, Switch and Improve approach and its application; recognition that the car will remain an important mode of transport in Staffordshire; and behavioural change being a golden thread running through the LTP, essential to realising its vision.

Local Member Interest:

N/A

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

Report

Background

1. As a Highway Authority, the Council is required to produce a Local Transport Plan (LTP) under the Transport Act 2008. An LTP sets out a highway authority's vision for the transport network, together with the policies, plans and programmes of schemes to deliver that vision. It includes walking, cycling, wheeling, public transport, rail, car-based travel and freight, together with the management and maintenance of local roads and footways.

2. A paper was presented to the Prosperous Overview and Scrutiny Committee in March 2023. It set out what was known about the next

iteration of LTPs and how the Council was going to approach its development.

3. Recent announcements from Government suggest a slight shift in national transport policy. In autumn 2023, Government cancelled parts of the High Speed 2 rail programme, including the section through Staffordshire. It also delayed the ban in the sale of petrol and diesel cars. In its recent publication, *A Plan for Drivers*, it states, "used appropriately and considerately, the car was, is, and will remain a force for good". The national target to decarbonise the UK's economy, including the transport sector by 2050, remains in place and Government still wants active travel and public transport to be the natural first choice for all who can take them.

4. In March 2023, the publication of the draft LTP guidance was imminent. However, it has still not been published and there is no indication as to when it will. The approach set out in this paper is believed to be correct based on available information.

5. In the absence of guidance, officers are continuing to prepare the new LTP. This is because:

    a. It influences the Council's Highway Maintenance and Integrated Transport Block allocations;
    b. It influences and supports bids for other Government and external funding, including the recent announcement regarding Network North (see para. 45);
    c. It gives communities, partners and Government clarity regarding the Council's approach to improving, managing and maintaining the transport network, and supports the development of district and borough council local plans;
    d. It is a large and complex document to write, requiring the involvement of colleagues from across the organisation and from external partners; and
    e. It is good practice. Several other highway authorities have already published their new LTPs.

6. A wide range of resources are being used to help develop the new LTP, including:

    a. An extensive evidence base, which includes information on transport and travel trends, current and future challenges and opportunities, best practice and emerging technologies.
    b. Ongoing stakeholder engagement through the external LTP sounding group and via the 'Let's Talk Transport' online portal. Through the portal, Councillors, residents, visitors, businesses and other

stakeholders, will be able to let the Council know their views on the LTP's direction of travel.

c. A Combined Impact Assessment, which is being developed alongside the LTP and is reviewing its emerging policies on health, equality and environmental objectives.
d. Ongoing multi-disciplinary work by officers from across the Council via the internal LTP working group.

7. The timeline for preparing the LTP is set out in Figure 1.

Outputs and Outcomes delivered as part of LTP3

8. An important first phase in preparing a new LTP is to reflect on what has been achieved over the last LTP period.

9. The existing LTP was published in 2011, against a backdrop of public spending cuts. This meant that emphasis was placed on delivering more with less.

10. The objectives contained in the existing LTP and an overview of performance against these is set out below. Not all the datasets that were used in 2011 are still collected. Where this is the case, proxy indicators have been used to show progress.

Improve journey time reliability in Stafford, Burton and Newcastle

11. Data from the Department for Transport indicates that there has been an overall increase in the number of vehicle miles travelled in the county, from 5.63 billion in 2011 to 5.87 billion in 2022. The reason for this growth may, in part, be attributed to the increase in population (by 28,000 over the same period) and an increase in the number of new jobs created in the county, which has risen by 12,000 since 2015 (Office for National Statistics).

12. Traffic management schemes, junction improvements and urban traffic control, have sought to facilitate the expeditious movement of people and goods in Staffordshire's main towns. New roads, such as Stafford Western Access Route and Lichfield Southern Bypass, have created additional road capacity to accommodate strategic development sites and free up space on more congested roads. Despite this, data from the National Highway and Transport (NHT) Satisfaction Survey shows an 8% fall in levels of satisfaction with addressing congestion between 2008 and 2022.

Improve access to employment

13. Improving access to existing and new employment sites has been a focus for the Council as it facilitates economic growth. One scheme is on the A34 at Meaford, north of Stone. Here, a new roundabout, road realignment, and improved access for pedestrians and cyclists, has opened up a new employment site, with the aim of creating 2,200 jobs. Other highway improvements that have facilitated access to jobs include Kingswood Lakeside in Cannock, Redhill in Stafford, Keele University Science Park, JCB junction on the A50 near Uttoxeter, and at Branston, south of Burton.

14. Softer measures to improve access to employment include the preparation and delivery of travel plans. Working with both employers and developers, the Council supports this activity, which seeks to encourage behaviour change, leading to the use of more sustainable modes of travel to and from employment sites. Also, the county-wide Wheels 2 Work scheme helped over 1,750 people access employment and training, including courses at further and higher education institutions. The scheme ceased in 2021 due to the ending of regional grant aid and the impact of COVID-19.

15. Whilst employment levels are not directly linked to transport improvements, during the LTP3 period, levels have risen, along with a reduction in the number of young people not in education, employment or training when compared to the county's 'nearest neighbours'.

Maintain current condition of the highway network

16. Maintaining the condition of the highway network has been challenging since 2011 due to reduced Government funding, rising costs and increased road usage.

17. In March 2023, the Council announced that it was to invest an extra £30m into highway improvements and maintenance during 2024/25 and 2025/26. This is in addition to the £50m annual spend on highway maintenance activities.

18. With the recent announcement regarding funding for highway maintenance as part of Network North (see para.45), the Council is cautiously optimistic about the impact all these funding streams will have on the condition of the highway network.

Increase bus patronage levels

19. Following national trends, bus patronage has declined significantly during the LTP3 period. In 2009/10, levels stood at 22 million passenger journeys and in 2018/19 this dropped to 15.9 million. Although this

decline was occurring prior to the COVID-19 pandemic, it was severely exacerbated by the pandemic, which saw patronage levels decline to 9.1 million in 2021/22.

20. There are some bus services that have seen growth, including in Tamworth and between South Staffordshire and the West Midlands Conurbation. There has also been continued investment to make bus travel more attractive, including investment in bus stops, real-time passenger information (in the main urban areas) and interchange facilities such as at Stafford's bus terminus.

Improve access to town centres

21. The Council has invested into several town centre regeneration schemes, including in Lichfield and Burton. In Newcastle Town Centre, using a combination of public and developer funding, the Council enhanced the Centre's public realm and options to access the Town Centre via public transport, walking and cycling.

Reduce cost of travel for the young, elderly and those with disabilities

22. Schemes that have sought to reduce the cost of travel for young, elderly and those with disabilities, included the concessionary fare scheme for people over 66 years, the concessionary fare scheme for disabled people, Staffordshire Young Persons' Travel Card, and the Wheels 2 Work Scheme. Some schemes no longer exist due to a range of reasons including budget availability and changes in the market introducing more competitive fare structures.

Reduce the number of road casualties

23. Reducing road casualties remains a priority for the Council and Staffordshire continues to perform well. Countywide programmes such as Safer Routes to School and Bikeability focus on children – one of the county's main vulnerable road user groups. It is estimated that around 120,000 pupils have received Bikeability training since 2010 - Level 1 playground-based training, Level 2 road training and Level 3 advanced road training.

24. Clusters of accidents have been addressed through local safety scheme measures such as anti-skid surfacing, average speed cameras, junction modifications, traffic calming, speed limit reviews, gateways, signing and improved road markings. For example, the A515/B5234 Mitre Crossroads in East Staffordshire was identified as a road casualty cluster site. The Council realigned the junction, installed a splitter island, laid new road

markings, extended the 50mph speed limit, added gateway features, and installed advanced warning signs to complement existing vehicle activated signs.

Reduce road transport CO_2 emissions

25. CO_2 emissions from road transport on the local road network is estimated to have fallen from 1659.8 kilo tonnes in 2008 to 1173.7 kilo tonnes in 2020. This is mainly due to the advances in vehicle and fuel technology made over this time. This advancement is also evidenced by the number of Air Quality Management Areas (AQMAs) in the county. During the period of LTP3, 6 AQMAs have been revoked. Whilst 11 remain, many of those on the local road network are showing improved air quality.

26. Other funding opportunities have existed during LTP3, which have aimed to increase levels of walking and cycling in urban areas and thereby reduce overall levels of CO_2 emissions as well as localised poor air quality. Recently, the Council secured Levelling Up Funding, which will kick start the introduction of electric buses in the county, initially starting in Burton, Cannock and Stafford.

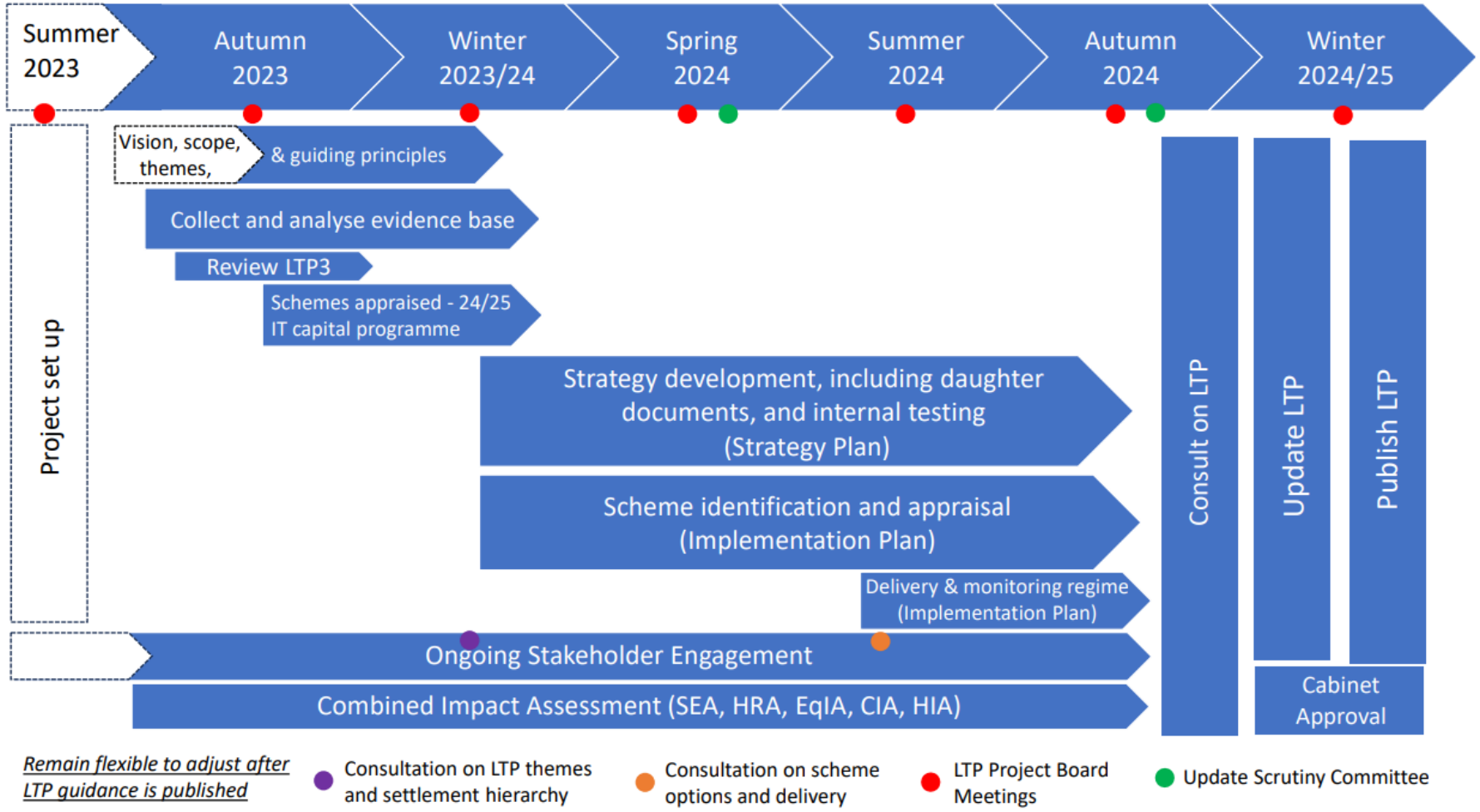
Maintain levels of recreational cycling

27. Sustainable and active travel is an increasing priority for the Council and Government who have made significant levels of funding available to facilitate this. Investment has been made to improve sections of the National Cycle Network, including routes linking to Stafford and Newcastle, as well as cycle connections serving Uttoxeter, Burton and the Staffordshire Moorlands.

28. A scheme which involved significant investment via the National Park Cycle Fund and encourages both commuter and recreational cycling was the Pedal Peak Phase 2 – The Staffordshire Moorlands Link. This was a multi-authority project, which delivered cycling improvements comprising, 14km of new off-road cycle track, along the Caldon Canal towpath, and 22km of new on road improvements, signing the section from Leek to the Tittesworth Reservoir and from Cheddleton to the Manifold Track at Waterhouses.

Staffordshire County Council

Figure 1: Local Transport Plan Timeline



Evidence Base for the LTP

29. A strong evidence base is key to enabling policy development and scheme prioritisation, as well as supporting the assessment of carbon impacts. It is important that the evidence base is multi-modal and therefore the emerging LTP will use:

    a. Traffic flow data on key routes within Staffordshire;
    b. Analysis of journey time delays for key routes in strategic urban settlements using Tom Tom data;
    c. Bus patronage and reliability data;
    d. Rail ticket data, identifying key station destinations for Staffordshire residents;
    e. Flows of active modes where infrastructure is being delivered using Vivacity AI sensors; and
    f. Data from the 2023 household travel survey, which includes a one-day travel survey, and information regarding modes of travel and journey purposes.

Progress on developing LTP4

30. Government has set a target to decarbonise the UK's economy, including the transport sector, by 2050. Whilst the Council supports this, it recognises that in Staffordshire, the car is, and is likely to remain, an important mode of transport for many residents.

31. The LTP will prioritise active and sustainable travel and will promote efficient use of motorised travel. For example, it may encourage people to substitute car journeys for alternative modes, car share, undertake multi-purpose journeys, and make the switch to electric vehicles. The Council will facilitate sustainable motorised transport as it drives the economy and enables personal freedom.

32. The LTP's two Guiding Principles[1] have evolved.

[1] Statements of intent enable the Council to make the right decisions in terms of delivering the LTP's vision.

Guiding Principle 1 - Provide a transport system that promotes high quality, prosperous places and puts people first

33. This principle, which aligns with the County Council's outcomes and priorities, as set out in the Strategic Plan, 2022-2026, has been expanded to include sustainability and equality. Transport can have significant positive and negative, direct and indirect, impacts on individuals and businesses. When developing transport improvements for the LTP, it is important that this is done in a way which:

    a. supports economic prosperity by improving access to jobs, education training, and shops; enables the expeditious movement of goods and services; and facilitates new employment and residential growth. These areas form a key part of the Staffordshire Economic strategy: 2023-2030, and the Rural Economic Strategy: 2023-2030.
    b. protects the natural environment, supporting the Council's emerging Nature Recovery Strategy;
    c. protects the health and quality of life of Staffordshire's residents and visitors, aligning with the vision in Staffordshire's Health and Wellbeing Strategy: 2022-2027;
    d. allows as many different people as possible the same opportunities for accessing education, training, services and activities, ensuring accessibility is not a barrier to participation in community life; and
    e. strengthens social bonds, connecting neighbourhoods and fostering community interaction, which will form part of the forthcoming Staffordshire Communities Strategy.

Guiding Principle 2 - Reduce dependency on petrol and diesel vehicles

34. The focus of this principle is transport decarbonisation, which remains a Government aim and aligns with the Council's Climate Change Framework. However, the 'Avoid-Shift-Improve approach has been tempered and is now called, 'Deter-Switch-Improve' as shown in Figure 2.

35. A one size fits all approach will not work in Staffordshire as its settlements and local transport networks vary. What may work well in one part of the county may not necessarily be successful, applicable or cost-effective in another part. This also applies to the pace of change, with some settlements being more accepting of change than others. As such, the Council will apply deter, switch and improve measures differently across the county.

36. Varying settlement types (e.g. larger towns, smaller towns, larger villages and rural/dispersed) will be identified and the focus in each will

be different. For example, efforts to encourage people to change some of their car journeys to active or shared transport (switch), or develop sustainable places (deter), will be more suitable in populated areas. In less populated areas, encouraging the take up of electric vehicles (improve) and digital access solutions (deter) will be more suitable.

37. The methodology being used to classify Staffordshire settlements is based on an analysis of:

    a. The residential population from the 2021 Census;
    b. The workplace population from the 2021 Census; and
    c. Access to key facilities within each settlement.

38. Larger towns might include Stafford, Newcastle, Cannock, Burton, and Tamworth; Smaller towns might include Lichfield, Rugeley, Stone, Biddulph, Uttoxeter, Leek and Burntwood; and larger villages might include Wombourne, Gnosall, Cheadle, Penkridge and Eccleshall.

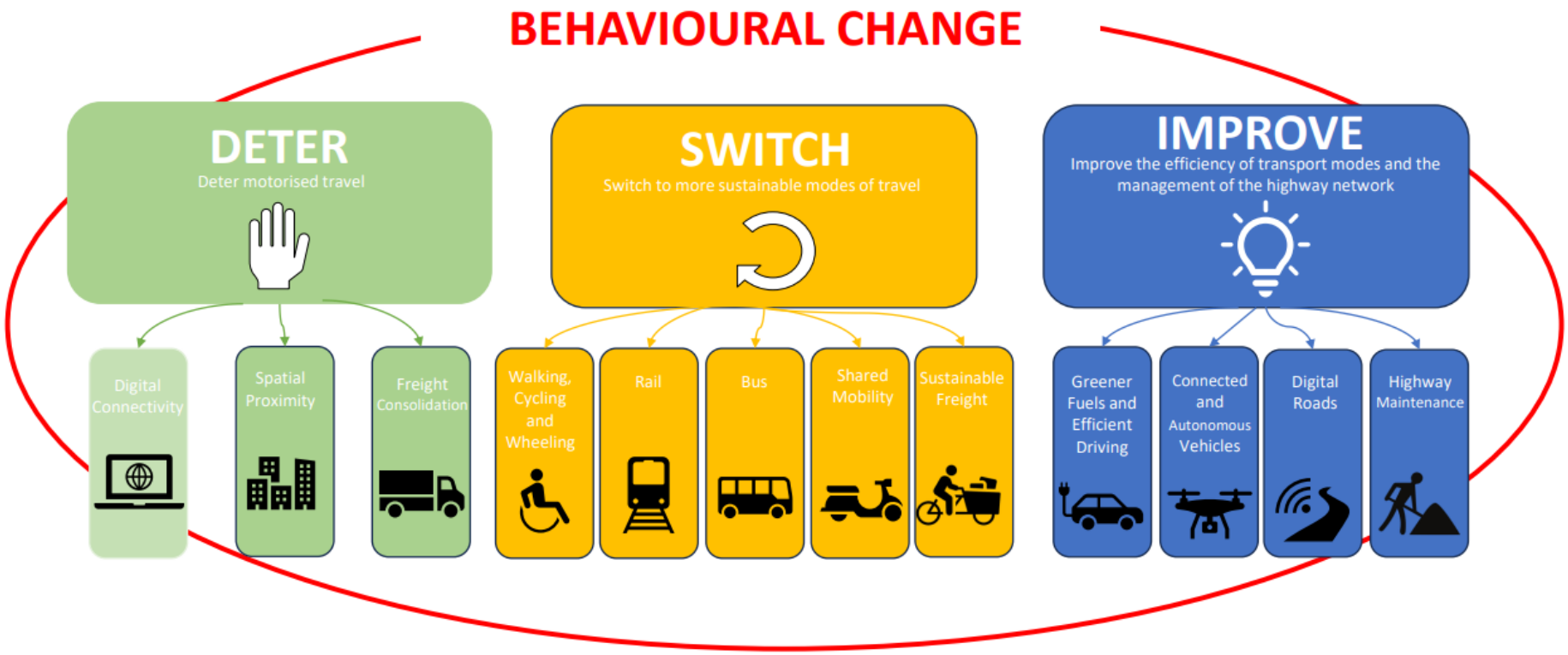
39. As well as a placed-based approach to applying deter, switch, and improve measures, a people-based approach will also be used to drive behavioural change. For example, people of different ages are influenced by different factors, both across generations (i.e. cross-sectionally) and within their own generation (i.e. as a 'cohort'). Again, a one size fits all approach will not work as some sections of the population will be more willing and able to embrace deter, switch and improve measures, than others.

40. The LTP provides an opportunity for the Council to refocus its transport policies and programmes under a unifying vision. The draft 2050 vision is for Staffordshire to have:

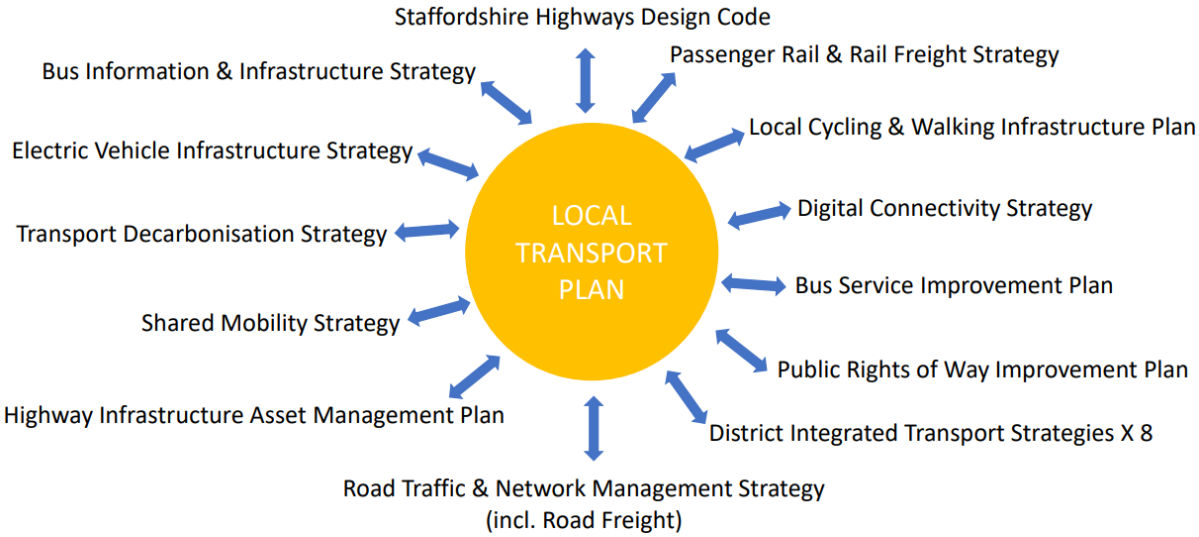
    "A net-zero transport system that supports sustainable economic prosperity, healthy, safe and inclusive communities, and excellent quality of life for residents, whilst seeking to enhance the built and natural environments."

41. In the long-term, delivering the LTP's vision will create a healthier, safer, more prosperous, resilient, and greener Staffordshire. To get there however, residents, visitors and businesses must all adjust their travel behaviour.

Figure 2: Deter-Switch-Improve



42. The strategy documents that will accompany and support the LTP have been identified. Many of these already exist but will need to be reviewed to ensure that they align with national and local transport priorities. The supporting documents are shown below.



43. Eight District Integrated Transport Strategies (DITS) will sit beneath the main document. They will give more details of local challenges and opportunities, together with a programme of planned schemes and future aspirations for each of Staffordshire's districts and boroughs. DITS form a key part of the planning process and will be developed alongside the district and borough councils as they prepare their Local Plans.

44. A Combined Impact Appraisal (CIA) will be conducted at the same time the LTP is being prepared. This will ensure that the potential impact of the LTP on the county's environment, society and economy is assessed. The CIA will play an important role in shaping the LTP, ensuring sustainability is at its core and is central to decision-making.

Network North

45. Network North is a £36 billion plan to improve transport, focussing on the North and Midlands, using the money released from HS2 being abandoned. This is in addition to the local transport and highway maintenance budgets allocated at the last Spending Review. The final list of priorities for Staffordshire that emerge from Network North will be incorporated into LTP4 and will be in line with the LTP's vision.

46. The Government has announced that the funding will need to meet three priorities:

a. Driver better connectivity within out towns, suburbs and cities
b. Drive better connectivity between our towns and cities
c. Improve everyday local journeys for people

47. Funding opportunities that have been announced so far include:

a. Bus Service Improvement Plan (BSIP) - circa £330m across local authorities in the Midlands.
b. Local highways maintenance - circa £2.2bn across local authorities in the Midlands. The additional funding will be allocated from 2023/24 to 2033/34 and will be published shortly.
c. Major Road Network 2 Programme (MRN2) has been announced with £650m going to the Midlands. Guidance will be issued in the spring of 2024, with a potential scheme being the A511/A5121 in Burton.
d. A new 7-year £4.7bn Local Integrated Transport Settlement (LITS) fund. This is a new fund for the 27 authorities, outside of the city-regions, in the North and Midlands. It is to fund cross-modal transport interventions that meet local needs such as active travel schemes, reducing congestion, buying zero emission buses, safer routes to school, etc. Indicative funding allocation and guidance on producing LITS Delivery Plans will be published shortly, with funding being available from April 2025.

48. Potential schemes within Staffordshire have been mentioned by Government as part of the Network North announcement, including improving Junction 15 of the M6, addressing the M42 Junction 10 pinch point on the A5 by Tamworth, and improving the A50/500 corridor between Stoke and Derby. Although this is great news, feasibility work and robust business cases are needed to determine what the final list of Network North priorities should be for Staffordshire and which ones should be incorporated within the LTP4 Five Year Implementation Plan.

LTP4 Five Year Implementation Plan

49. It is vital that the LTP long term vision contains 'hooks' which can influence future funding, enable the Council to participate in creative pilot schemes, and enable the Council to be part of new and innovative future transport solutions led by Central Government. The LTP also needs to identify a broad and ambitious mix of schemes that provide value for money and can be confidently delivered by the Council within the next five years up to 2030.

50. In March 2024, a one-day event is planned where officers from across the organisation will identify and discuss their ideas for short-term deliverable schemes within the five-year implementation plan and their medium to long term ideas that will deliver the LTP's vision. Ideas may

need to be bold and imaginative, and there is the potential to move away from the traditional types of schemes delivered by the Council.

51. A long list of ideas will be developed and streamlined by applying certain criteria - including assessing them against the LTP's Guiding Principles in Figure 2 - and categorised into short, medium and long term aspirations. Schemes to be delivered in the short term (i.e. 2025-2030), will need a strategic outline business case to demonstrate value for money and deliverability. Councillors, district councils and key stakeholders will be engaged during this process to ensure that they can input.

Governance Arrangements

52. The LTP governance groups – Internal Working Group, External Sounding Board and Project Board – have all met at least once. Members accepted their roles and responsibilities, and all meetings have been productive and well received. Early on, officers sitting on the two Internal Working Groups – Avoid and Shift, and Improve – agreed that they would work better if they met as one, enabling them to understand the full breadth of themes within the LTP and to share their ideas, knowledge and experience.

53. The LTP External Sounding Board has been constructive and supportive in their comments. Its members include stakeholders, representing people and businesses from across the private, public and voluntary sectors, including:

Keele University	Network Rail
Peak District National Park	National Highways
Stoke City Council	Staffordshire Youth Council
CPRE	Staffordshire Chamber of Commerce
Federation of Small Businesses	Age UK
Road Haulage Association	Staffordshire Parish Councils' Association
Staffordshire Police	

54. The LTP Project Board provides overall direction and management of the LTP's delivery. Its members include the Cabinet Member for Highways and senior managers from Business and Enterprise, Highways and the Built County, Public Health, etc. In addition, a representative from the voluntary sector and Staffordshire's district and borough councils are represented on the Board.

Link to other Overview and Scrutiny Activity

55. This paper is an update on the report presented to Scrutiny on 22 March 2023 by Cllr David Williams.

56. Further papers, updating members on the development of the LTP, can be presented to the Committee. It may be advantageous if a paper was presented before the scheme optioneering is completed.

57. The LTP will be signed off by Cabinet before it is published.

Community Impact Assessment

58. Transport is an important part of residents' well-being and quality of life, but it may not be experienced equally. People's transport and access needs will depend upon numerous factors, including age, gender, disability, health, education, ethnicity, income, family structure, and occupation.

59. A Community Impact Assessment has been produced and is provided in Appendix 1. In preparing the LTP, the Council must involve and consult people with protected characteristics. Several existing umbrella groups (e.g. Age UK and the Staffordshire Youth Council) that work with people with a range of protected characteristics have been identified and sit on the LTP External Sounding Board. This group meets quarterly and reacts to LTP proposals as a test of their validity or likely success.

List of Background Documents/Appendices:

Appendix 1 – Community Impact Assessment

Contact Details

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Staffordshire County Council

Community Impact Assessment

Staffordshire Local Transport Plan

Author: Nicola Swinnerton

Date: January 2024

➢ Equality Assessment

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
Age - older and younger people	There will be identified benefits from the proposals in the LTP for people who are too young to drive and who feel that they are too old to drive.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
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.	There will be identified benefits from the proposals in the LTP for people who live with a disability. For example, the provision of walking and cycling infrastructure will be compliant with Equality Act 2010.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Gender reassignment - those people in the process of transitioning from one sex to another	There will be identified benefits from the proposals in the LTP that can be associated to all population groups.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
Marriage & Civil Partnership - people who are married or in a civil partnership should not be treated differently at work	There will be identified benefits from the proposals in the LTP that can be associated to all population groups.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Pregnancy & Maternity - women who are pregnant or who have recently had a baby, including breast feeding mothers	There will be identified benefits from the proposals in the LTP that can be associated to all population groups.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Race - people defined by their race, colour, and nationality (including citizenship) ethnic or national origins	There will be identified benefits from the proposals in the LTP that can be associated to all population groups.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
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	There will be identified benefits from the proposals in the LTP that can be associated to all population groups.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
Sex - men or women	There will be identified benefits from the proposals in the LTP that can be associated to all population groups. For example, the LTP will look at women's safety when using the transport network.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Sexual orientation - whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes	There will be identified benefits from the proposals in the LTP that can be associated to all population groups.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A

➢ 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

➢ Health, Well-being and Social Care Assessment

Key considerations	Benefits	Risks	Mitigations / Recommendations
Mental Health and Wellbeing	The LTP will seek to provide more opportunities for people to walk and cycle, and become more physically active, which will improve the mental health and wellbeing of Staffordshire's residents.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	Benefits can be maximised by promoting the use of new walking and cycling facilities, as resources permit.
Healthy Lifestyles	Increase physical activity from more walking and cycling will help to reduce excess weight and associated health issues. Not related to lifestyles, but Staffordshire has 18 Air Quality Management Areas (AQMAs), which were declared for exceedances in nitrogen dioxide (NO2) caused by road traffic emissions. When the AQMA was declared, a district/borough council is required to draw up an Air Quality Action Plan (AQAP) in pursuit of reducing levels of pollutants below permitted levels. This means that any new transport intervention in the AQMA should not add to the already poor air	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	Benefits can be maximised by promoting the use of new walking and cycling facilities, as resources permit. Benefits can be maximised by reducing motorised vehicle use in AQMAs and ensuring the expeditious flow of traffic.

Key considerations	Benefits	Risks	Mitigations / Recommendations
	quality. Poor local air quality increases the risk of heart and respiratory diseases, as well as lung cancer. NO2 can also cause asthma, bronchial symptoms, lung inflammation and reduced lung function.		
Accidents and Falls Prevention	Resurfacing and upgrading the county's roads, footways and cycleways will help to reduce the likelihood of falls and accidents. The provision of segregated cycling facilities will further reduce conflict between cyclist, pedestrians and vehicles. The LTP seeks to improve transport for the user, which includes their experience by creating a network that is safe, reliable and inclusive.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	Road Safety Audits will be completed on schemes, as appropriate.

➢ Communities Assessment

Key consideration	Benefits	Risks	Mitigations / Recommendations
Rural communities	There will be a positive impact on the rural communities if resources are made available to maintain the highway network, including	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A

Key consideration	Benefits	Risks	Mitigations / Recommendations
	the public rights of way network, and investment is made in alternatives to the private motor car such as public transport, cycling and walking.		

➢ Economic Assessment

Key consideration	Benefits	Risks	Mitigations / Recommendations
Access to employment opportunities	The LTP will seek to facilitate Staffordshire's growth ambitions, enabling businesses to prosper sustainably. It will encourage a greener recruiting and a greener workforce and promote remote working.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Improved business connections and reducing congestion	The LTP will seek to facilitate a reliable road network in Staffordshire by working with stakeholders, including the local planning authorities and Highways England.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Greening freight	The LTP will seek to promote green freight through initiatives such as electric vehicle fleets and car clubs, EV charging points, e-cargo bikes, and road to rail.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A

➢ Climate Change Assessment

Key considerations	Benefits	Risks	Mitigations / Recommendations
Decarbonising transport	The LTP will seek to maintain and increase the walking and cycling network will encourage behavioural change. Avoiding the need to travel through digital connectivity will also be encouraged in the LTP. The Local Cycling and Walking Infrastructure Plan (LCWIP), Bus Service Improvement Plan (BSIP) and the Electric Vehicle Charging Strategy will be updated and appended to the LTP.	Extreme weather affecting transport services. Infrastructure not being in place to keep up with demand or to encourage people to switch	It is legally binding that the sale of new petrol and diesel cars and vans will be phased out by 2030, and all new cars and vans will be fully zero emission at the tailpipe from 2035. By law, the UK's emissions must now be net zero by 2050.

➢ Environment Assessment

Key considerations	Benefits	Risks	Mitigations / Recommendations
Built Environment/ Land Use	Maintaining the condition of the walking and cycling network,	Risks will be assessed during LTP's preparation and	N/A

Key considerations	Benefits	Risks	Mitigations / Recommendations
	enhancing public realm and delivering sustainable transport improvement schemes will have a positive impact on the built environment.	implementation stage. Focus will happen at the scheme design and delivery stage.	
Rural Environment / Countryside	There will be a positive impact on the rural environment, if resources are made available to maintain the highway network, including the public rights of way network.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Air, Water and Land Quality	Encouraging walking and cycling for short journeys, and public transport for medium to long journeys, could reduce greenhouse gases and improve local air quality in the 18 designated Air Quality Management Areas in Staffordshire.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	Air quality monitoring is completed by District / Borough Councils and Air Quality Action Plans associated with Air Quality Management Areas will be reviewed and updated
Waste and Recycling	Benefits will be provided from the use of recycled road materials.		N/A
Agriculture and Food Production	N/A	N/A	N/A

Key considerations	Benefits	Risks	Mitigations / Recommendations
Transport	The key objective of the LTP is to improve the transport network, ensuring that it: • Reduce environmental impacts • Grow and level up the economy • Improve transport for the user The LTP will provide wider benefits by increasing travel choices, improving road safety, reducing community severance, enhancing public realm, reducing congestion and improved air quality.	Risks will be assessed during LTP's preparation and implementation stage. Focus will happen at the scheme design and delivery stage.	N/A
Noise	A mode shift to walking and cycling could reduce traffic delays that may have associated noise benefits.	Noise risks associated with scheme construction will be assessed at the scheme design and delivery stage.	N/A

Staffordshire County Council

Prosperous Overview and Scrutiny Committee – 11 January 2024

Lighting for Staffordshire Update and Energy Framework Proposal

Recommendations

We recommend that the Committee:

a. Considers and scrutinises the update of the contract performance for the Lighting for Staffordshire Private Finance Initiative (PFI).

b. Support the approach for procuring, awarding and entering into an Electricity and Associated Services contract through Crown Commercial Services (CCS) framework for the period of 1st April 2024 until 31st March 2028, with EDF Energy.

Local Member Interest:

N/A

Cabinet – 21st February 2024

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

Summary

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

1. To consider and scrutinise operational performance on the long-term Lighting for Staffordshire PFI contract.

2. To establish support for the procurement direction and award of the supply of electricity, by utilising Crown Commercial Services' (CCS) energy framework and their flexible purchasing model to gain the best value possible and volume for the purchase of electricity, from the supplier EDF Energy. The contract will be for the supply of 100% renewable electricity product for the period 1 April 2024 until 31 March 2028.

Staffordshire County Council

Report

PART 1: LIGHTING FOR STAFFORDSHIRE CONTRACT UPDATE

Background – PFI Contract Summary

3. In May 2003, Lighting for Staffordshire (LfS) Ltd commenced delivery of the street lighting Private Finance Initiative (PFI) contract. The contract formerly commenced on the 19 May 2003 and will operate for a period of 25 years, ending in May 2028. LfS Ltd is a holding company commissioned to deliver the contract via an appointed Service provider. The appointed Service provider tasked with works delivery is E.ON Energy Solutions Ltd. E.ON UK Energy Services Ltd is the majority shareholder of LfS Ltd. The value of the contract at its commencement was £250 million and the Council receives a Revenue Support Grant of £1.54 million per annum to support delivery of the contract.

Reasons, Challenges and Aims

4. The primary reason for the PFI contract was to redress a continued lack of investment in street lighting assets to maintain the equipment at an appropriate condition level. Prior to contract commencement in 2003, 24% of Staffordshire's street lighting stock of 99,343 assets was at significant risk of catastrophic failure. The PFI procurement route was determined as the most appropriate solution to secure the additional funds required to bring the street lighting assets up to the required standards to maintain highway safety.

5. The majority of PFI contracts complete their asset renewal programme within the first five years of operation, with the remainder of the contract period, typically 20 years, focused upon asset maintenance. The Staffordshire Street Lighting PFI contract is fundamentally different in that we have a continuous programme of asset renewal throughout the full contract period. This approach prevents a big bang scenario in future years, when a large number of assets would potentially require renewal over a short period of time, demanding a significant peak in financial demands. This also allows the authority and the PFI contractor to continuously benefit from any technological advancements that would enhance service delivery.

6. Since the contract commenced back in 2003, the number of street lighting assets on the highway network has risen from 99,343 to 108,224 (as of September 2023), a growth of 8.9% over a 20-year period. This level of growth will continue proportionately; however, the growth in street lighting assets is stabilising, driven by lighting to current

standards, escalating energy costs, and a drive to minimise carbon emissions.

7. With less than five years remaining until the end of the contract, proactive measures are being taken to implement forward-looking strategies for expiry planning and envisioning the future of street lighting. In August 2022, the Infrastructure and Projects Authority (IPA) conducted a comprehensive seven-year health check on the contract, assigning it an 'amber' status (Appendix 1). This evaluation produced valuable recommendations aimed at ensuring alignment with the trajectory for contract expiry. The Council's Street Lighting Team is actively participating in PFI expiry networking events and forums. The team has built collaborative relationships with both the IPA and the expiry team at the Department for Transport (DfT), which is aiding recommended strategies as the contract approaches its termination.

8. One important aspect of contract governance that needs to be completed 27 months prior to the contract expiry date is the "Residual life of Apparatus Reversion Report" (the 'reversion report') required under the Project Agreement. The contract states that LfS Ltd must commission an independent engineering company to undertake a review of all the lighting assets and provide a fully costed technical report. The report will detail the condition of the assets, what work is required to ensure that the contract requirements are met by the contract expiry date, and the anticipated life of the assets following the contract expiry date. The report will provide valuable information that will help inform decision making regarding lighting assets following the end of the PFI contract. Officers are in discussion with E.ON regarding the production of the reversion report.

Governance Arrangements

9. The governance arrangements for PFI contracts are generally undertaken by the appointed PFI contractor i.e., self-monitoring. However, as with most PFI contracts some degree of ancillary monitoring is undertaken by the authority to ensure contract compliance. For this particular contract, high level governance is provided by the LfS project board whose primary focus is to monitor the delivery of the project against their financial risks. Staffordshire's officers are invited to board meetings on an ad-hoc basis to provide input on specific elements e.g. council requested Contract Change Notices.

10. For day-to-day governance, the Council's officers liaise with the appointed service provider, E.ON Energy Solutions Ltd. Regular contract review meetings are held to monitor / review the delivery of the service against a series of Performance Standards 1-6 (PSI to PSVI). The service

provider submits a monthly report that summarises progress over the specific period (Appendix 2). The service provider is also required to produce an annual report that provides an overview of the project achievements for the year (Appendix 3).

11. In addition to the above an appointed Engineering Certifier undertakes a series of additional checks against the Performance Standards PSI to PSVI. Monthly audits conducted by Council officers ensure due diligence in this process. The IPA suggested that the Council prescribe this check, a recommendation that is now being implemented. Previously, the Engineering Certifier had the discretion to choose site locations, but the current approach ensures a more controlled and prescribed evaluation process. The Engineering Certifier also commissions annual external and internal audits of the asset management system. This to verify compliance with specific contract requirements.

12. Due to the high financial value of the contract the authorities own audit team audit the management and monitoring arrangements in place for the Street Lighting PFI contract. The last audit (2016/17) provided a level of 'Substantial' assurance for the management and monitoring arrangements applied to the contract.

Progress / Performance Summary

13. In terms of performance the PFI contract has two distinct elements: asset renewal programme; and general maintenance operations.

Asset Renewal

14. The asset renewal programme is delivered in 5 yearly blocks and can be broken down as detailed in Table 1.0.

Table 1.0 – Annual Asset Renewal Programme (AARP)

Block Period	Target Asset No.	Actual Asset No.
IARP - (2003 to 2008)	27,059	25,503
AARP-1 (2008 to 2013)	11,590	12,188
AARP-2 (2013 to 2018)	9,370	10,616
AARP-3 (2018 to 2023)	9,170	10,215
AARP-4 (2023 to 2028)	7,700	1,455
Total	**64,889**	**55,467** (August 2021)

15. The asset renewal programme is continuously assessed to ensure that assets with a longer than expected life cycle are not replaced earlier than necessary. To verify this once a street lighting column reaches the age of either 25 or 35 years (depending upon construction) it is subject to a

structural testing regime to maximise the life of assets with a residual life and to identify assets that have degraded earlier than anticipated.

16. The discrepancies in Table 1.0 between the Target and Actual number of assets replaced is due to the mechanism used for the value of an asset. Each type of asset scores points between 1 and 4 and depending upon the type of asset renewed will generate a specific points claim. We are limited to a maximum permissible points claim per Block Period due to the payment mechanism contained within the contract. We believe that our approach when assessing which assets require renewal provides the most cost-effective solution to maximise the benefits of the PFI contract.

17. Within Annual Apparatus Renewal Programme (AARP) Block 3 (01/04/2018 to 31/03/2023), the service provider encountered challenges in meeting the targeted asset renewal figures, primarily attributable to the impact of COVID-19, staff attrition, and illnesses. However, they successfully addressed these issues and subsequently realigned themselves to meet the established targets.

General Maintenance

18. The PFI contract provides a consistency of funding which sustains asset condition at a manageable level. The benefits of this continuous investment with respect to general maintenance operations are significant and we consistently achieve the following outcomes from the contract:

    a. When compared to the contract commencement year, the number of reported faults has reduced by almost 50%, with emergency fault reports down by the same value.
    b. The number of lights lit at any point in time remains consistently high at over 99.3% against a performance target of 98%.
    c. A customer satisfaction rating of over 98% has been consistently achieved since the completion of the first Block period of investment Initial Apparatus Renewal Programme (IARP) in May 2008.

Additional Achievements

19. Following the credit crunch in 2008/2009, high value contracts, such as the street lighting PFI contract were re-assessed for their value, and to ascertain if costs could be reduced. To assist with this evaluation, Ernst & Young were commissioned to independently review several of the council's high value contracts. Just prior to this commission, officers entered into negotiations with the PFI contractor with a view to achieving increased value against the requirements of the contract. Ernst & Young confirmed the officers' approach and outcomes from the negotiation

process to achieve maximum results on behalf of the council. A contract modernisation exercise was completed in December 2012.

20. The total cumulative savings against each of the relevant headings applied from January 2013 to the end of September 2023 are summarised as follows:

a. Modernisation of service specification	£2,793,323.12
b. Insurance Savings	£650,247
c. Asset Renewal High Efficiency Lanterns	3,321,672 kWh/annum*
d. Asset Renewal Dimming	768,115 kWh/annum*
e. Retro Fit Dimming	3,829,314 kWh/annum

(*For reference items c and d are subject to an agreed gain share mechanism.)

21. Converting the energy savings per annum to a fiscal value generated savings of £2.2 million over the period April 2013 to September 2023. The total savings to the end of September 2023 due to contract modernisation is £5.6 million.

LED Investment Programme

22. As part of the contract modernisation, the core specification was amended so the authority could benefit from the advancements in the LED street lighting market. Since January 2013 the price of LED street lights has gradually declined and they are now the standard product to be procured for illuminating the highway. In August 2020 we had over 17,000 energy saving LED luminaires installed across the highway network. This was great news; however, with ever increasing energy prices and a more than acceptable payback period against investments, the development of an LED Invest to Save Phase 1 project was progressed for implementation whilst maintaining the overarching benefits of the PFI contract.

23. Following a detailed assessment and discussions with the PFI contractor and Council's legal team, a programme to replace over 47,000 lanterns with energy efficient LED equivalents commenced in April 2021.

24. Funding for the project is in the form of an interest free loan from Salix. Salix provides interest-free Government funding to the public sector to improve their energy efficiency. Following an in-depth review of the street lighting inventory with the PFI contractor and the submission of a detailed business case to Salix, the authority secured an interest free loan of £8.8 million to convert over 47,000 street lights to energy efficient LED lanterns. Within the initial set up of the funding this generated energy savings of £1.6 million per annum. Due to the increase in energy prices this has now saved £2.4 million per annum.

The project commenced in March 2021, and we are now over three years into a four-year delivery programme. The service provider is due to finish in June 2024. As of September 2023, 38,278 lanterns had been upgraded to LED units generating savings of £2 million per annum in reduced energy costs, with 1,417 tonnes of carbon dioxide emissions saved each year.

25. Following the success of the Invest to Save Phase 1 project, a second phase has been approved. Implementing Phase 2 of the Invest to Save initiative involves the conversion of approximately 13,900 replacement lighting columns. The anticipated cost for this project is £4.6 million, with a projected payback period of 4 years. The implementation of Phase 2 of the project will follow on directly from Phase 1 in June 2024.

PART 2: Energy framework procurement proposal

26. A further objective of the report is to seek the committee's views on the proposed procurement route of utilising the Crown Commercial Services (CCS) energy framework and their flexible purchasing model to gain the best value for the purchase of electricity, from the supplier EDF Energy for energy supply for the street lighting and Intelligent Transport Systems (ITS) for the period 1 April 2024 until 31 March 2028.

27. Within the public-sector arena, energy procurement has been a focus for central purchasing bodies (referred to as consortiums or public sector buying organisations) throughout the UK. These bodies offer aggregated volume based flexible pricing procurement routes and are Public Contract Regulations (PCR) 2015 compliant. There has also been a strong drive by from the UK Government Energy Project board to utilise such Central Purchasing Bodies (CPBs) such as Eastern Shire Purchasing Organisation, and others all of which were reviewed as part of market research. Energy market conditions have presented several challenges regards the supply and delivery of these contracts.

28. The annual value of the electricity usage for the Council's street lighting (91% of the total usage) and ITS (9% of the total usage) assets is currently an estimated £6.9 million per annum. This is a high-profile category for the Council due to the financial impact.

29. Regarding renewable electricity provision, CCS will ask members for their green requirements once new contracts are signed and will return to the market to ascertain the volume price increase. Currently (at the time of writing , 20/11/2023), prices are £9.25 per megawatt hour (mwh) that would equate to an additional 1p per kilowatt hour (kwh) for green electricity provision.

30. The amount of electricity purchased is based on data showing previous demand, but there is no contractual obligation to a set volume purchase. CCS have a dedicated account management team who review and monitor the market and liaise with the supplier (EDF Energy) to identify the optimal purchasing window. Volume is then purchased in varying amounts across the basket period creating a consistent pricing approach for all customers. This allows CCS to take advantage of minor movement in current markets and pass these benefits on to customers, but also protects customers from spikes in electricity volume trading. It is noted however that current trading conditions are still extremely volatile, and purchases are primarily made to secure volume where possible whilst this volatility continues.

31. To provide an example (at the time of writing: 20/11/2023)* the typical CCS Framework Electricity Rate has recently changed to 28.0p per kwh, if the Council were to move onto a standard non-contracted deemed tariff, then this would rise to 45.92p per kwh, with suppliers able to change this at any given moment. This would represent a significant cost increase.
    a. *Rates are currently fluctuating daily, and market volatility continues to impact on unit rates significantly.

32. Following a framework comparison, it is the recommendation of the Council's Commercial team and Entrust's Energy Management team that the Council continue with the current provider CCS Energy Flexible purchasing framework for the period 1 April 2024 until 31 March 2028.

Legal implications

33. The tendering process completed by CCS complies with the PCR 2015 and was advertised and awarded in accordance with the regulations.

Resource and value for money implications

34. Current energy market trading conditions are extremely volatile, and purchases are made to secure volume where possible whilst this volatility continues. Prices increased by around 300 – 400% from winter 2022 to spring 2023. However, the trend has now started to decrease significantly, and markets have continued to stabilise.

35. There are projections which are provided by EDF Energy for their records and for CCS, along with market trend information from the Office of Gas and Electricity Markets (OFGEM). Our current purchasing strategy has shifted from securing unit rate and volume discounts to a necessity to secure volume to ensure supply. In addition, CCS have developed

(following recent world events) an extremely robust risk profiling model for the purchasing of energy to ensure any trades meet a series of purchasing markers prior to the volume being committed.

Climate change implications

36. Having consulted with the Sustainability & Climate Change Team, areas for consideration within this procurement should be the conservation of renewable fuel and power. This contract will use 100% green electricity and upon the signature of the contract and securing of volume a Renewable Energy Guarantees of Origin (REGO) certificate will be provided to the Sustainability & Climate Change Team from EDF Energy for their records.

Links to Strategic Plan

37. Reducing carbon emissions through the Invest to Save Phase 1 and Phase 2 LED upgrade programmes, and by using a 100% renewable energy framework.

    a. *Tackle climate change, enhance our environment, and make Staffordshire more sustainable:*
       i. *The county council's carbon emissions are reduced.*

38. Ongoing asset replacement and maintenance of the highway lighting assets through the PFI contract.

    a. *Fix more roads, and improve transport and digital connections:*
       i. *Achieve value for money in all spend on our roads and footpaths.*
       ii. *Improvement in the condition of our highways.*

39. Ongoing investment in, and value for money for, the highway lighting assets through the PFI contract.

40. Reducing energy costs by upgrading lanterns to LED through the Invest to Save Phase 1 and Phase 2 programmes.

41. Sourcing the best energy framework to ensure certainty of supply and value for money.

    a. *Our approach to financial planning has six strands:*
       i. *Reduce costs to live within our means.*
       ii. *Use our assets wisely to gain the best return for the council.*

Our Council - Strategic Plan 2022-26.pdf - All Documents (sharepoint.com)

Link to Other Overview and Scrutiny Activity

N/A

Community Impact

N/A

List of Background Documents/Appendices:

Appendix 1 – Staffordshire Street Lighting PFI 7-year Health check
Appendix 2 – Service providers Progress Report 245 September 2023
Appendix 3 – Staffordshire PFI Annual Report 2023

Contact Details

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Infrastructure and Projects Authority

PFI Expiry Health Check Report: Staffordshire Street Lighting PFI

1. Executive Summary

Project	Review Date	Expiry Date	Expiry Readiness
HMT ID 255 – Staffordshire Street Lighting PFI	28 Jun 2022	18 May 2028	Amber

Operation and maintenance of 108,000 street lighting assets including a continuous replacement programme for age expired lighting columns.

This project has been well-managed to date with excellent operational performance, good working relationships with the service operator, EON, and no significant asset condition concerns. The expiry readiness rating of **Amber** (***moderate additional work to achieve target readiness, significant issues exist that require management attention***) reflects the following:

Recommended / necessary Senior Leadership actions within the Council:

- Securing appropriate core staffing for contract "business as usual" (BAU) and expiry
- Refreshing or clarifying governance arrangements, including a specific senior executive level (SRO) appointment/responsibility for expiry/future service planning
- Ensuring availability of specialist support (legal, procurement, HR and financial) to implement expiry and service transition
- Early planning/direction of travel on future services

Recommended / necessary project level actions:

- Deepening awareness of the contractual provisions relating to expiry through a more formal contract review
- Developing current actions and processes into a formal expiry plan, including linked relationship and commercial/technical summaries and expiry risk register, to help shape and communicate the expiry process to all stakeholders
- Intensifying/refreshing auxiliary monitoring and the validation of Asset Management System (AMS) information with a view to checking expiry related technical risks (as EON is essentially self-monitoring)
- Defining and agreeing with EON the detailed implementation terms and scope for the Reversion Report

These recommendations, including suggested timings and rationale, are set out in more detail within this report. The Infrastructure and Projects Authority (IPA) would be pleased to discuss these recommendations, which are intended to help create a 'pathway to Green' (target readiness for expiry).

IPA Next Steps:

- Follow up meeting with Council to discuss/clarify IPA recommendations and explore whether further support is required: By September 2022
- Next Expiry Health Check: Spring 2024

2. Contract Information

PFI Project Name	HMT ID 255 - Staffordshire Street Lighting PFI Operation and maintenance of 108,000 street lighting assets including continuous replacement programme for age expired lighting columns.
Procuring Authority	Staffordshire County Council
Departmental Sponsor	DfT
Name of Project Lead from Authority	Emily Madsen (Acting Contract Manager)
SPV Name	Lighting For Staffordshire Limited (04636331)
Investor(s)	EON (60%) and 3i (40%)
SPV Manager	Infrastructure Managers Limited (3i)
Key Contractor(s)	EON Energy Solutions Limited – Service Provider for all elements of project operational delivery
PFI Financial Close Date	31 March 2003
PFI Expiry Date	18 May 2028
Time to Expiry	5 years 10 months
Outstanding Project Debt	Bank of Scotland (Lloyds) c.£1m (Maturity Sept 2025 – 2.7 year tail)
Original Capital Expenditure (£m)	£16m (Initial Apparatus Renewal Programme)
Annual Unitary Charge Payment (£m)	£8.0m (before energy costs)
Total Unitary Charge Payment still to be paid from now until Expiry (£m)	£50.0m

3. Project Description

The contract covers the refurbishment and operation of public lighting within Staffordshire County Council. There are currently c.94,000 street lights and c.14,000 other assets including illuminated signs, subway lights and bollards. Ownership of the street lights will revert to the Council on expiry (£ nil) with clearly defined condition requirements.

There is an ongoing maintenance and replacement programme for the apparatus. The Initial Apparatus Renewal Programme or IARP (first 5 years of contract) replaced 27,000 items of apparatus, and by the end of the contract the Annual Apparatus Renewal Programme or AARP (year 6 to year 25) will have replaced a further 47,500 items at an initial rate of 2,600 per year which has now dropped off to 2,200 per year. Approximately 25,000 of the original (pre-PFI) assets that are within their design life will remain in situ at expiry. Payment is based on availability. Energy costs (including any savings from LED conversions) are fully passed through to the Council.

There was a significant contract variation in 2021 to replace 47,000 discharge lamp lanterns with energy and maintenance saving LED based lanterns over a four year programme. Further 'invest to save' LED programmes for the remaining discharge lanterns are envisaged before the end of the contract.

EON appears to be running the contract very efficiently as evidenced by the "Percentage of Lights Lit" measure which is in the range 99.0-99.5%, and well in excess of the 98.0% target.

The existing contract manager, who has run the contract for many years, is currently on extended sick leave and will be retiring on 7 September 2022. The organisational structure and team succession plan needs to be updated to reflect that other dedicated lighting staff are nearing retirement at contract end and to prevent a gap in specialist lighting experience and knowledge.

The key business risks / issues relating to expiry on this project are:

- Ensuring resourcing (including specialist resources) for BAU and contract expiry
- Practical scoping and implementation of the final survey (Reversion Report)
- Defining follow on service delivery, associated information requirements and potential liabilities (e.g. TUPE)

4. Summary Contract Expiry RAG Rating

(see Annex 1 for Methodology)

Overall Contract Expiry Readiness (June 2022)	Amber

This has been a well-managed project with excellent operational performance. There has been a high degree of practical collaboration between the Council and EON as demonstrated by the 2012 Contract Modernisation and the first phase of the 2021 Invest to Save LED initiative. EON has been proactive at detecting and solving issues, and the Council would willingly consider a future contract with EON.

Contract awareness has recently been negatively affected as the longstanding contract manager is on extended sick leave and will now be retiring on 7 September 2022. The existing team clearly understands the importance of planning early for expiry and is keen to start this process with support from the council's Senior Leadership Team (SLT), including allocation of corporate support (HR, procurement, legal and finance). It is known that there is a shortage of legal, procurement, HR and financial resource within the organisation, which is a concern for the upcoming closure.

The asset condition appears to be good and this project benefits from a fairly smooth rolling apparatus replacement programme throughout the 25 years, thus ironing out the large future replacement peaks that will impact other schemes. Of the 108,000 individual assets, only around 3-4% are thought to require closer investigation as expiry approaches.

Contract monitoring has been undertaken by the Engineering Certifier (EC) who is an EON appointee/employee. The Council performs "auxiliary monitoring" of the EC, although we recommend this should intensify particularly as expiry approaches

The Council is in a strong contractual position in terms of clearly defined expiry conditions, a final survey at 27 months prior to expiry, and a right to withhold up to the full Unitary Charge (UC) in the final two years if remediation measures are necessary. There is some limited concern regarding the scoping of the final survey as the contract is short on practical detail. Contractual information rights are strong and EON has been open and helpful with all information requests to date. The bulk of the asset related information resides in a well-functioning Apparatus Management System (AMS) to which the Council has full access with no concerns regarding handover on expiry.

All alternative future delivery models remain available, including delivery through the council's strategic partnership with Amey (or an alternative future provider), a new standalone contract or even establishment of the council's own in-house delivery vehicle. TUPE implications are expected to affect up to 25 people.

Recommendations arising from the above points are set out in Section 5 below.

5. Detailed Recommendations

Based on the information provided in the Health Check interview sessions, the following recommendations are made. The Authority should consider the points raised and seek to implement the recommendations to improve its readiness for contract expiry. The Health Check is expected to be a periodic assessment and the Authority should aim to demonstrate progress in the period between each assessment.

Recommended actions have been prioritised by IPA using the definitions below, which are consistent with definitions used by IPA across its major project assurance programmes:

- **Critical (Do Now)** – To increase the likelihood of a successful outcome it is of the greatest importance that the programme/project should act immediately
- **Essential (Do By)** – To increase the likelihood of a successful outcome the programme/project should act in the near future.
- **Recommended** – The programme/project should benefit from the uptake of this recommendation.

1. Contract Awareness & Management	Amber

Summary

The project company was originally majority owned by ABB Holdings Limited and its shares were transferred to EON in August 2008. Simultaneously, the original ABB service provider's rights and obligations were novated to EON UK Energy Services Limited. The Council has the full bible of documents relating to this acquisition.

In December 2012 there was a further significant Deed of Variation (DoV) to the project documents which is known as the "Contract Modernisation". This DoV was the result of a negotiation between EON and the Council due to the early failure of columns programmed for replacement in the later years of the contract. In return for EON increasing early column replacement expenditure, the Council relaxed the cyclic maintenance periods from annual to every 3 years and also reduced the requirement for asset replacement works to be completed in 5 year phases, thus creating one remaining 15 year phase. The Council has the bible for this DoV which comprises a conformed PA and services subcontract.

Contract awareness has been impacted by the sudden absence due to ill-health of the Council's long-standing contract manager. He is now planning to retire early on health grounds. The Council's Principal Lighting Engineer has a strong technical knowledge of the project dating back to its inception in 2003, but both he and his dedicated lighting staff are nearing retirement at contract end and this may leave a gap in specialist lighting experience and knowledge. The current acting project manager, who is also the Principal Engineer working on traffic signalling, has a good appreciation of the requirements but is naturally facing a steep learning curve.

The team are acutely aware of the importance of planning, resourcing, and setting up a suitable governance structure for the expiry process. Consequently, there is no expiry resourcing or plan at this time, although they intend to raise the issue with the Council's SLT including the S.151 Officer and request support by assigning required specialist procurement, legal, HR and finance business support resources.

Recommendations	Ranking	Do By
Ensure that the interim contract manager is appropriately supported, with longer term commitment of specialist resources to initiate the planning and preparations for contract expiry and service transition	Essential	From now

Appoint SRO for expiry and refresh the PFI governance arrangements to support both BAU and expiry	Essential	By Dec 2022
Review contract terms, especially expiry, hand-back and information provisions with legal and technical support as necessary.	Essential	By Dec 2022
Develop an expiry plan which includes the funded resourcing plan and an expiry risk register	Essential	By Mar 2023

2. Relationships	Amber/Green

Summary

The team reports that the relationship with EON has always been very good, open and collaborative. Examples were cited of prompt responses to issues and of a highly proactive approach by the service provider. Some minor issues were mentioned, but these were not considered significant overall. The team felt that they would be happy to consider EON as a prospective bidder for a possible follow-on contract.

We note that due to the nature of the contract, the operational relationship is heavily focused on the service provider, whilst the relationship with the project company (majority owned by the service provider) is largely a finance/admin function relating to invoicing and payments.

The main future relationship concern relates to agreeing the scope of the Reversion Report (which is essentially the final independent survey 27 months prior to expiry). This is covered under Asset Condition below.

The Amber–Green rating reflects the potential impact on the management of relationships until the uncertainty as to the contract manager position, and associated lack of clarity as to overall project governance, is resolved as part of an ongoing wider highways transformation programme. The underlying relationship with EON is viewed as Green.

Recommendations	**Ranking**	**Do By**
In connection with the refresh of governance structure, develop a stakeholder management plan to help clarify roles and relationships at all levels.	Recommended	By Mar 2023

3. Asset Condition	Amber

Summary

This contract benefits from a much more balanced asset replacement programme throughout the life of the contract than many other street lighting PFI projects where the replacement programme is front loaded with a large Initial Apparatus Renewal Programme (IARP), and a much smaller Annual Apparatus Renewal Programme (AARP). This eradicates the need for another major asset replacement programme in the early years of a follow-on contract. However, it also means that active monitoring of renewals beyond the IARP is more important than in other contracts.

The required expiry condition of the assets is clearly prescribed in the Services Specification in terms of structural, electrical, and optical integrity. The risk of assets failing any of these three criteria is largely mitigated as follows:

- Structural – no steel/concrete columns will be older than the 40/45 years design life at expiry (with exception of a small group of sleeved concrete columns, see below). In addition to 3 yearly checks, all columns are structurally tested/inspected at 35 years and rated, with follow up inspection intervals based on the severity of the rating. All

painted steel columns (which are more prone to deterioration) will have been replaced at expiry with longer life galvanised steel columns.

- Electrical – full electrical safety testing is carried out at 6 yearly intervals (visual inspection 3 yearly) and logged on the AMS. The Council does not therefore envisage a significant quantity of electrical issues on expiry.
- Optical – LED lanterns have been gradually implemented since 2012, boosted in 2021 by the Phase 1 "Invest to Save" LED programme. The Council anticipates two further phases resulting in all the old discharge lamps being replaced as part of the contract, hence virtually no LED lights will be older than 10 years at expiry. Illuminance checks are carried out regularly and monitored by the Council which can pick up early failure patterns. One example was given where EON found a systemic problem with a particular LED lighting product which affected 1200 columns. It was quickly identified and is being rectified at EON's cost.

Only two categories of columns are considered by the technical team as meriting specific investigation regarding expiry condition risk:

- The above-mentioned sleeved concrete columns (approx. 200) which actually date back to the 1960s although the recorded date reflects when they were sleeved. These columns are likely to be extremely robust, but need checking.
- There are approximately 3000 slimline Stanton & Staveley 1805/2005 columns which have known design faults but can be strengthened/sleeved if necessary (installed late 80s/early 90s).

Technical monitoring of the assets and service quality is carried out by the Engineering Certifier (EC). The contract requires this role to be carried out by a Special Purpose Vehicle (SPV) appointed engineer and it is currently undertaken by an employee of the service provider, therefore EON is effectively self-reporting technical compliance. As a result, Auxiliary Monitoring has been implemented whereby the Council engineers witness a proportion of the monitoring carried out by the EC. We understand that this has worked well to date, although we note the original EC has just retired and a new person has recently taken over.

Given that EON appears to be in control of choosing the locations and operatives to be audited, we would recommend a more randomised checking of apparatus samples (new and existing installations) to be specified by the Council rather than by EON's EC. We would also recommend that information on the AMS is independently validated by the Council (rather than via the EC) to ensure the necessary cyclic maintenance, electrical testing and structural testing has been carried out in accordance with the contract. The perception by the IPA that there is risk in the current extent of monitoring is a key factor behind for our present Amber rating of Asset Condition.

The contract stipulates that an independent Reversion Report is carried out 27 months prior to expiry (Autumn 2025) to identify any rectification works. Given the small scale of potential problem assets, the team do not believe it is necessary to carry out an earlier survey prior to the Reversion Report survey (although this should be reconsidered if Auxilliary Monitoring reveals problems). They are also satisfied that there will be no significant risks in relation to new asset accruals, attachments (including third party), or wayleaves due to the procedures and AMS logging of these items.

The main concern voiced by the team is agreeing practical scoping of the Reversion Report – particularly with regard to the proportion of the inventory that can be included in the survey – as the contract is silent on this. It is therefore recommended that the scope and methodology for the Reversion Report, including the terms of reference for appointing an independent engineer to undertake the report be agreed with EON at the earliest opportunity.

Recommendations	**Ranking**	**Do By**
As part of the Council's Auxiliary Monitoring of the Engineering Certifier we recommend moving to a more Council led sampling of	Essential	Ongoing

asset condition (both physical asset and AMS checks)		
Agree detailed scope and the terms of reference for appointing an independent engineer for the Reversion Report with EON,	Essential	Latest Mid 2024
Identify potential problem assets such as the older sleeved concrete columns and plan more detailed analysis and inspections on these	Recommended	By end 2023
4. Commercial	Amber/Green	

Summary

Although the contract is pre-SOPC (Standardisation of PFI Contracts), the Council's commercial position at expiry is strong with the final survey (Reversion Report) at 27 months before expiry coupled with the right to withhold up to the entire Unitary Charge (UC) over the final two years of the contract should remedial works be required. The expiry condition of the assets appears to be clearly set out in the Services Specification although the team have still to fully familiarise themselves with this.

The central information database is the AMS to which the Council already has full 'read only' access. All reports required to date have been generated with the assistance of EON, and it has never been necessary to enforce the contract's contractual information rights to achieve this. It was noted that the current AMS (based on GeoWorks, which is the third evolution of AMS in the life of the contract) is far better than the minimum system outlined in the contract in terms of information held, and no issues are anticipated in respect of the transfer to the Council (or a new contractor) on expiry.

In addition to the AMS, there may be other information and data required to operate the service post expiry, such as warranties, certificates, wayleave documentation etc. We therefore recommend that all such information is identified, verified to exist, and agreed with EON to be transferred to the Council (or a new contractor) on or before expiry.

Recommendations	**Ranking**	**Do By**
Capture within a plan the processes for ensuring that asset condition risk is understood and managed to the agreed contractual condition by expiry, which can be used to inform Council stakeholders.	Essential	By Mar 2023
Create a data list of all wider information that will be essential for managing the asset post expiry and agree the provision of this with EON.	Recommended	By Mar 2023
5. Future Service Provision	**Amber**	

Summary

With expiry still nearly 6 years away, the Council has not determined the precise form of the future service provision. All alternative future delivery models remain available, including delivery through the council's strategic partnership with Amey (or alternative future provider), a new standalone contract or even establishment of the councils own in-house delivery vehicle.

While it is expected that all of the operatives would TUPE transfer to a new contractor, there may be TUPE issues related to the design and managerial staff (approx. 25 staff), depending upon the form of the new contract. This aspect has not yet been explored.

We understand that all depots, plant and equipment utilised in the current contract are owned by EON and would need to be purchased or re-provided by any replacement contractor.

Whilst this is not, currently, a particular risk concern to IPA, we would recommend that an outline plan for future services, identifying key considerations and the process for further determination, is drawn up as early as possible to help provide direction and focus to the PFI expiry preparations and transition planning, hence our Amber rating.

Recommendations	Ranking	Do By
Early outline strategic planning of future services by Council SLT to help give direction to PFI expiry and transition planning	Essential	Mid 2023
Consider potential TUPE liability issues with design and back-office management staff, to help inform future service planning	Recommended	Mid 2023

6. IPA Follow-Up

IPA Follow-up	
• Follow up meeting with Council to discuss/clarify IPA recommendations and explore whether further support is required	September 2022
• Scheduled follow up Expiry Health Check	Spring 2024

7. Health Check Information

The PFI contract expiry Health Check is a periodic assessment carried out by the IPA with representatives from the department and/or the procuring authority. The process is designed to assist with the planning of PFI contracts that are nearing expiry.

Health Check Interview Date(s)	28th June 2022
IPA Team (Staff & Representatives)	Christian Tyson Richard Spencer Hamid Butt (DfT) Sabiquah Bhuiya (DfT)
Department / Contracting Authority Interviewees	Emily Madsen (acting contract manager) Glynn Hook (principal lighting engineer) Rachel Spain (corporate finance officer)
Health Check Report Issue Date	22 August 2022
Health Check Report Issued By	Christian Tyson, Project Director
Health Check Report Issued To	Darryl Eyers (Director E,I & S – incl Highways); Emily Madsen

Annex 1 - Risk Rating

The RAG scores below are based on discussions which have been had throughout the Health Check. Each question has been assessed and evaluated against defined criteria in order to determine how ready the Authority is for contract expiry.

For each Health Check an authority is provided with an overall RAG score that denotes the level of work required in order to achieve a successful contract expiry. In addition, an authority is provided a RAG score for each section of the Health Check to clearly identify what areas are of priority in navigating the contract expiry process. The RAG descriptors for the overall and section ratings are as follows:

RAG Score	Red	Red / Amber	Amber	Amber / Green	Green
Overall	Critical additional work required to achieve target readiness	Major additional work required to achieve target readiness	Moderate additional work required to achieve target readiness	Limited additional work required to achieve target readiness	At target readiness given the time to expiry

Recommended actions have been prioritised by IPA using the definitions below, which are consistent with definitions used by IPA across its major project assurance programmes:

Critical (Do Now) – To increase the likelihood of a successful outcome it is of the greatest importance that the programme/project should take action immediately

Essential (Do By) – To increase the likelihood of a successful outcome the programme/project should take action in the near future.

Recommended – The programme/project should benefit from the uptake of this recommendation.

This PFI contract expiry health check was arranged and managed by:

Infrastructure and Projects Authority
Cabinet Office
10 South Colonnade
London
E14 4EB

More information about the Infrastructure and Projects Authority and guidance for central government bodies or the requirements for integrated assurance and approvals is available from:
https://www.gov.uk/government/organisations/infrastructure-and-projects-authority

Energy Solutions Limited

HIGHWAY LIGHTING

STAFFORDSHIRE PFI

SERVICE PROVIDERS' PROGRESS REPORT

No.245 Period Ending 30th September 2023

1.0 EXECUTIVE SUMMARY

1.1 General Overview

The contract continues to progress in line with contract requirements.

1.2 Safety/Environmental

There were no Health and Safety / Environmental incidents reported during the period.

Due to the way that fuel data is collected and collated by our supply chain, CO^2 data is declared one month in arrears.

The emissions from vehicle and plant fuel use during the August 2023 period resulted in 14.46 tonnes of CO^2, which equates to an 7% decrease from the same period last year. The year-end total impact of CO^2 emissions from vehicles and plant will be measured against the previous years and reconciled for operational factors such as geographical work areas.

1.3 Asset Replacement

The installation teams delivered 317 points to certification in the period. The previous points deficit from AARP Block 3 was rolled into the requirements for AARP Block 4, and the cumulative delivery against the rolling target for AARP Block 4 is now 29 points ahead programme.

Weekly planning meetings are taking place in order to ensure the most efficient use of available resources.

1.4 Maintenance

The percentage of lights lit (PS2) across the period was 99.51% which is measured against a 98% target.

For the reporting period a total of 888 fault repairs (excluding emergency call-outs) were completed which represents a 25% decrease from the same period last year.

A total of 55 emergency call-outs were attended to, which represents a 31% increase from the same period last year.

Proactive maintenance to clean and change lamps continues in line with contract requirements.

1.5 Performance Standard Deductions

Nineteen performance deductions were applied in the month due to data entries being completed late. Further details are available at section 7.7

1.6 Contract Modernisation

The process of implementing the various elements of modernisation is continuing in line with the programme as follows:

a) Maintenance regime standards of service – the reduction in visits for maintenance regimes and night patrols have been implemented and the savings applied to the Authority.

b) Cyclic Maintenance Realignment – the process of ensuring all assets will not exceed the application of the new regimes through early/secondary testing and lamp replacement has been completed. All savings are applied in a) above.

c) Asset Renewal Programme – as part of the day to day activities of designed asset renewal scheme replacement, the use of modern efficient technologies can create energy saving. The Authority shares in these savings via reductions in energy consumption.

d) Asset Renewal Dimming – in addition to c) above the new designs where required include an agreed part night dimming regime. Elexon Codes have been awarded against each regime and all savings can be declared within the overall energy declaration. The Authority shares in these savings via reductions in energy consumption.

e) Retro fit Dimming – The programme of schemes to complete 15,000 assets before December 2015 is now complete. The savings were passed back to the Authority via reductions in energy consumption on a share basis until the initial cost of installation was recovered by the Service Provider, which occured in February 2020. The full savings are now provided to the Authority.

1.7 Contract Modernisation Savings

The adjustments to the standards of service completed as part of the Contract Modernisation generate savings to the authority across the different aspects. The total cumulative savings against each of the headings provided in 1.6 above are as follows:

a)	Maintenance Regime Standards of Service	£2,861,264.24
b)	Cyclic Maintenance Realignment	Incl in a) above
c)	Asset Renewal High efficiency Lanterns	3,397,967kWh/annum
d)	Asset Renewal Dimming	778,407 kWh/annum
e)	Retro Fit Dimming	3,829,314 kWh/annum

The cumulative reductions in energy consumption will generate an equivalent annual Carbon (CO^2) saving of 1,690 tonnes.
Note: Calculation rate used is based on 2022 Government conversion factors for Scope 2 generated UK Electricity plus Transmission and Distribution factors.

1.8 Invest to Save

During the period 1,967 LED lanterns were installed, which generated an energy saving of 398,893 kWh as part of the Invest to Save programme.

The overall energy saving to date for the I2S project is 7,373,363 kWh which equates to an equivalent Carbon (CO^2) saving of 1,637 tonnes to date.

2.0 HEALTH & SAFETY, QUALITY & ENVIRONMENTAL

2.1 Introduction

E.ON Energy Solutions Limited are acting as Principal Contractor for the purposes of the CDM Regulations.

2.2 Accidents and Incidents

There were no accidents or incidents reported during the period directly related to the project.

Near miss and hazard reporting offers an excellent opportunity to review and consider events which under other circumstances could have resulted in an accident or incident. All near miss and hazard data is catalogued and reviewed as a means of continuous improvement for our business's Health and Safety.

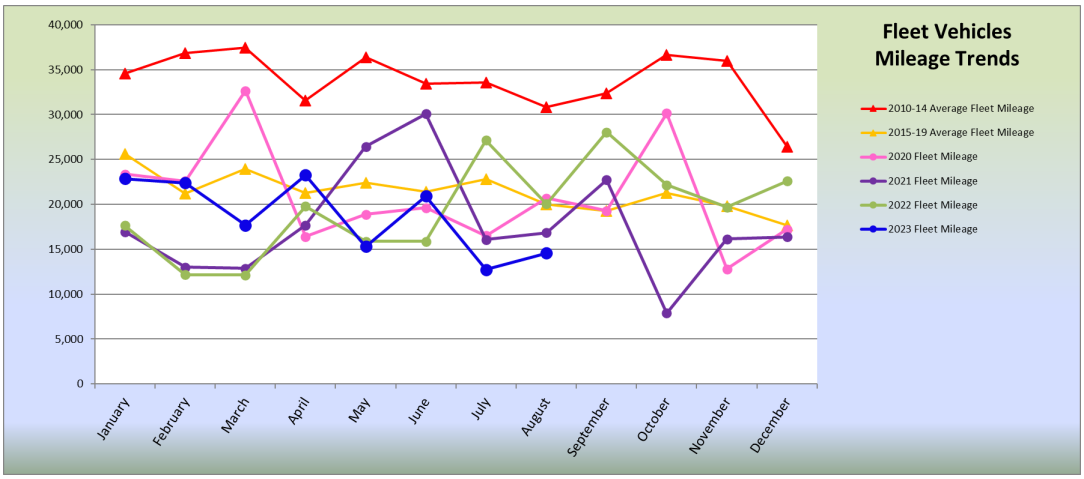
2.3 Environmental Impact

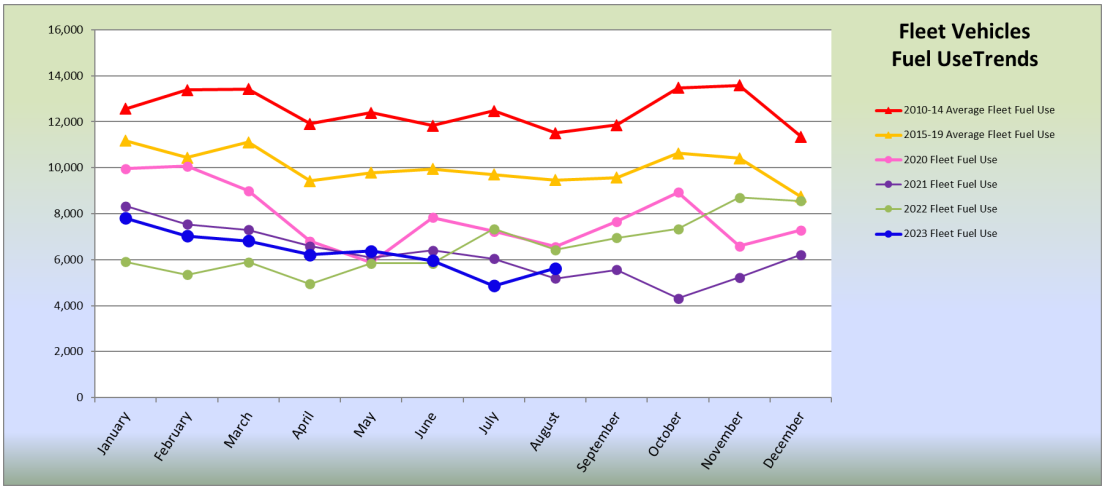
There were no environmental incidents reported within the period for the Staffordshire PFI project.

As part of the wider issues and concerns regarding the environment; the business seeks to measure its carbon footprint in respect of building emissions and vehicle emissions in order to pursue ways of reducing or mitigating the effects. The following data details the fuel consumption, mileage and CO2 emissions for fleet used within the Staffordshire PFI business. The graphs plot fuel usage and mileage separately and can be reviewed against the same periods for previous years.

The following graphs indicate the 2023 year.

2023	Commercial Vehicle Emissions	January	February	March	April	May	June	July	August	September	October	November	December	Total YTD
Fleet	Number of Vehicles	43	43	43	43	43	43	43	43					43
	Mileage	22,847	22,409	17,688	23,263	15,303	20,908	12,735	14,581					149,734
	Diesel (Litres)	7,803	7,029	6,819	6,209	6,370	5,965	4,866	5,625					50,686
	Petrol (Litres)	0	0	0	0	0	0	0	0					0
	CO_2 (Tonnes)	19.96	17.98	17.44	15.88	16.29	15.26	12.22	14.13	0.00	0.00	0.00	0.00	129.17
Plant	Diesel (Litres)	0	0	0	0	0	0	0	0					0
	Petrol (Litres)	152	283	229	216	241	214	18.08	156					1,509
	CO_2 (Tonnes)	0.33	0.61	0.50	0.47	0.52	0.46	0.04	0.33	0.00	0.00	0.00	0.00	3.25
Total	CO_2 (Tonnes)	20.29	18.59	17.94	16.35	16.81	15.72	12.26	14.46	0.00	0.00	0.00	0.00	132.42


Fleet Vehicles
Mileage Trends
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
January
February
March
April
May
June
July
August
September
October
November
December
2010-14 Average Fleet Mileage
2015-19 Average Fleet Mileage
2020 Fleet Mileage
2021 Fleet Mileage
2022 Fleet Mileage
2023 Fleet Mileage


Fleet Vehicles
Fuel UseTrends
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
January
February
March
April
May
June
July
August
September
October
November
December
2010-14 Average Fleet Fuel Use
2015-19 Average Fleet Fuel Use
2020 Fleet Fuel Use
2021 Fleet Fuel Use
2022 Fleet Fuel Use
2023 Fleet Fuel Use

3.0 PROGRESS REPORT: ASSET REPLACEMENT

3.1 Introduction

Asset replacement work delivered 317 points in total for the period. The cumulative deliver against the rolling target for AARP Block 4 is now 29 points ahead of programme.

All of these points have been delivered from AARP schemes and one stops. The project has now moved in the final 5 year phase for asset renewal delivery, the programme (AARP Block 4) has a new monthly target of 402 points (average) to deliver. The points deficit accrued against the failure to complete the AARP Block 3 target rolled into the new block target and points were allocated against the deficit before being allocated to the new target. The deficit has now been recovered.

Since commencement of the project, the demand in road space through other infrastructure and utility delivery projects has increased considerably. The progressive increases on regulation, noticing, authorisations and permissions impact primary administrative duties extending planning and pre-construction activities which in turn impacts the ability to be flexible and reactive to certain events.

In parallel with this is the increase in material procurement and delivery periods from all key manufacturers within the industry, which has impacted on lead times and the reactive ability of some works.

The combined factors have increased the variations in delivering the construction elements of the project such that minor events continue to delay scheme completion significantly in some cases and prolong recovery.

The cumulative delivery of points for the asset renewal schemes can be seen in Appendix 3 for the 5 year period.

3.2 Designs & Work in Progress

Design production for the AARP generally continues as required to meet the operational planned targets and the extended lantern delivery periods. Regular meetings are in place for the Design and County Engineers to discuss and agree best practice and application of standards where necessary for unique schemes and general day to day issues arising.

3.3 Asset Replacement Detailed Summary.

3.3.1 IARP Deferred Schemes.

All Category A and C schemes contained within the August 2008 Deed of Variation have been successfully completed.

The Category B scheme assets cannot be delivered due to significant engineering restrictions on the Horninglow Street bridge section precluding any possible column erection. The adjacent footbridge may be scheduled for replacement in future periods which should permit engineering solutions to be incorporated to replace these 3 assets. In the interim, the lanterns on the footbridge have been replaced and do provide a degree of lighting onto the highway.

3.3.2 AARP Defined Schemes

The following table details the breakdown of AARP schemes completed within the month. These were supplemented by one-stop work to equal the total points claimed.

Street Name	Parish Name	Area	Units	Points
CHURCH ROAD ALREWAS Alrewas - Lichfield	Alrewas - Lichfield	EAST	2	6
LINDISFARNE TAMWORTH Glascote - Tamworth	Glascote - Tamworth	EAST	1	3
HOPWAS HILL HOPWAS Wiggington - Lichfield	Wiggington - Lichfield	EAST	1	0
STATION ROAD BARLASTON Barlaston - Stone	Barlaston - Stone	NORTH	1	0
DUKE STREET BIDDULPH Biddulph Town - Moorlands	Biddulph Town A - Moorlands	NORTH	1	0
THAMES DRIVE BIDDULPH Biddulph Town - Moorlands	Biddulph Town A - Moorlands	NORTH	1	3
THAMES DRIVE BIDDULPH Biddulph Town - Moorlands	Biddulph Town A - Moorlands	NORTH	7	21
THE GREEN CHEADLE Cheadle Town - Moorlands	Cheadle Town B - Moorlands	NORTH	1	4
DRAYCOTT ROAD UPPER TEAN Checkley - Moorlands	Checkley - Moorlands	NORTH	1	4
ARMSHEAD ROAD WERRINGTON Cheddleton - Moorlands	Cheddleton - Moorlands	NORTH	1	3
ELIZABETH DRIVE CHESTERTON Chesterton - Newcastle	Chesterton - Newcastle	NORTH	1	3
CRESSWELL LANE DRAYCOTT Draycott - Moorlands	Draycott - Moorlands	NORTH	1	0
TILEWRIGHT CLOSE KIDSGROVE Kidsgrove - Newcastle	Kidsgrove - Newcastle	NORTH	1	3
BROOKLANDS WAY LEEK Leek Town - Moorlands	Leek Town B - Moorlands	NORTH	1	3
MOORLAND ROAD LEEK Leek Town - Moorlands	Leek Town B - Moorlands	NORTH	4	12
LINDOPS LANE MADELEY Madeley - Stone	Madeley - Stone	NORTH	1	3
HEMSBY WAY SEABRIDGE Seabridge - Newcastle	Seabridge - Newcastle	NORTH	1	3
RUTHERFORD AVENUE SEABRIDGE Seabridge - Newcastle	Seabridge - Newcastle	NORTH	7	21
DARLASTON - FILLYBROOKS STONE Stone Rural - Stone	Stone Rural - Stone	NORTH	1	4
BEACON ROAD STONE Stone Town Council - Stone	Stone Town Council B - Stone	NORTH	1	3
NEWCASTLE ROAD A34 (TALKE) Talke - Newcastle	Talke - Newcastle	NORTH	2	8
FROGHALL NEWCASTLE Town Ward - Newcastle	Town Ward - Newcastle	NORTH	1	3
BEACONSIDE CLOSE STAFFORD Beaconside - Stafford	Beaconside - Stafford	SOUTH	1	3
SOMERFORD CLOSE COVEN Brewood - Perton	Brewood - Perton	SOUTH	1	0
BELT ROAD HEDNESFORD Chadsmoor - Cannock	Chadsmoor - Cannock	SOUTH	32	106
BILBERRY BANK CANNOCK Chadsmoor - Cannock	Chadsmoor - Cannock	SOUTH	13	28
JAMES STREET CANNOCK Chadsmoor - Cannock	Chadsmoor - Cannock	SOUTH	5	13
MELCHESTER WALK CANNOCK Chadsmoor - Cannock	Chadsmoor - Cannock	SOUTH	1	3
JENNIE LEE WAY RUGELEY Etchinghill - Cannock	Etchinghill - Cannock	SOUTH	1	3
TRENTHAM CLOSE HEATH HAYES Hawks Green - Cannock	Hawks Green - Cannock	SOUTH	1	3
HARMONY GREEN STAFFORD Highfields - Stafford	Highfields - Stafford	SOUTH	1	3
SYCAMORE LANE STAFFORD FP Highfields - Stafford	Highfields - Stafford	SOUTH	1	3
FRANCIS GREEN LANE PENKRIDGE Penkridge - Perton	Penkridge - Perton	SOUTH	1	3
MEON GROVE PERTON Perton - Perton	Perton - Perton	SOUTH	1	3
MORTON ROAD STAFFORD Rising Brook - Stafford	Rising Brook - Stafford	SOUTH	11	27
BRADBURY RISE STAFFORD Rowley - Stafford	Rowley - Stafford	SOUTH	1	3
SHEPHERDS FOLD STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	1	3
WINCHESTER COURT STAFFORD Wildwood - Stafford	Wildwood - Stafford	SOUTH	1	3
		TOTAL	**112**	**317**

4.0 PROGRESS REPORT: MAINTENANCE

4.1 Introduction

The number of standard response faults and proactive repairs has increased in the month, and the number of emergency events has also increased. A comparison of current trends for both emergency and standard fault responses in relation to the previous 5 years can be seen in Appendix 4.

The percentage of lights lit (PS2) remains relatively constant at 99.51% in the period. The month on month results remain fairly static and indicate a positive result continuing above the target percentage.

PS 2 Summary data can be seen in Appendix 4.

4.2 Routine Maintenance

All routine maintenance tasks for the period were completed on time.

4.3 Fault Repairs

For the period 1 – 30 September 2023, a total of 888 fault repairs (excluding emergency call-outs) were completed by the team, a 25% decrease from the same period last year.

No faults were completed outside the target performance response time.

4.4 Emergency Call-Outs

For the period 1 – 30 September 2023, a total of 55 emergency call-outs were attended to by the team, representing a 31% increase from the same period last year.

No faults were completed outside the target performance response time.

4.5 Structural Testing

Testing continues throughout the County for those assets reaching the target age and for those schedules by previous inspection reports.

5.0 CHANGES TO INVENTORY

5.1 Accruals, Additions/Deletions and Growth

Original inventory assets as at 31/01/03	99,343
Total cumulative asset accruals in current block	4,414
Accruals from previous Blocks, Growth from Asset Renewal and Net additions/deletions from asset data survey	4,467
TOTAL INVENTORY	**108,224**

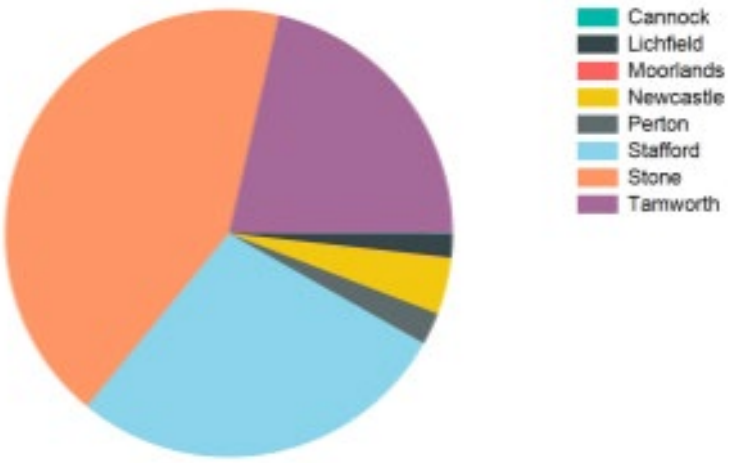
5.2 Inventory analysis by Unit Type

Belisha beacons	365
Bollards	959
Feeder Pillars	508
Hatpins	162
Lighting Units	94,636
School crossing flashers	205
Sign Units	10,716
Subway lights	673
TOTAL	**108,224**

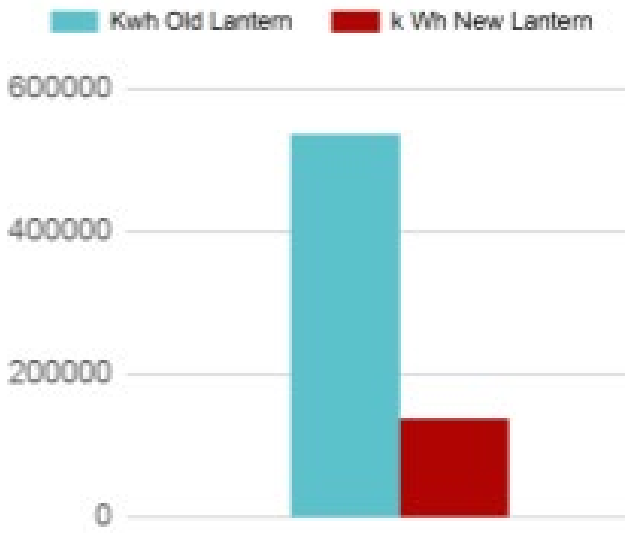
5.3 Invest to Save Project

There were 1,967 LED lanterns installed in the period, generating cumulative energy savings of 7,373,636 Kwh and CO_2 savings of 1,637 tonnes.

The geographical spread of the replaced lanterns is as follows *(Note that the reporting from the I2S dashboard aligns to weekly completions only and the data may appear out of line with Monthly reporting);*



Visually, the impact of the energy saving is represented in the graph below;



6.0 ENERGY

There are no reported problems with the current Energy Supplier or Power Data Associates who continue to operate very effectively and efficiently as the Meter Administrator.

Ongoing reviews with the Meter Administrator continue and have identified no actions for improvements as the current strategies reperesent best practice and best value for the Client.

The applied Governmental Policy, providing energy price Caps to commercial energy consumption ceased in April 2023. The mechanism for application of the price caps for the previous months is currently being reviewed in order to ensure the correct financial savings are applied to the Client.

7.0 PERFORMANCE STANDARDS

7.1 Introduction

Deductions which are applicable in the period against the performance standards in line with Schedule 4 of the Project Agreement are detailed below.

Details of Performance Standards are provided in Appendix 5.

7.2 PS I(b): Electrical, Structural & Optical Inspection and Testing

No deductions applicable in the period.

7.3 PS II: Lighting Equipment & Illuminated Traffic Sign Equipment Lit

No deductions applicable in the period.

7.4 PS III: Photometric Performance

90 streets were randomly selected and illuminance measured on a random unit within each street by the Night Patrollers. Checks on these readings are undertaken by the Engineering Certifier. There were no reported failures in the month.

7.5 PS IV: Operational Response

7.5.1 Responsiveness to Emergency Events

No deductions applicable in the period.

7.5.2 Non Emergency Repairs

No deductions applicable in the period.

7.6 PS V: Design, Installation, Commissioning & Decommissioning

No deductions applicable in the period.

7.7.1 PS VI: Records and Management

Nineteen deductions were applicable in the period and these were as follows;

7.7.1 Eight data entries were completed one day late.
7.7.2 Ten data entries were completed two days late.
7.7.3 One data entry was completed four days late.

APPENDICES TO PROGRESS REPORT

Appendix 1: Accident & Incident Register

Appendix 2: Engineering Certifier's Report

Appendix 3: AARP Progress Report

Appendix 4: Performance Statistics

Appendix 5: Performance Standard Report

APPENDIX 1

Accident & Incident Register

STAFFS PFI - ACCIDENT REGISTER – AARP Block

Ref	Date	Location	Description	Status	Action / Comments
001	11/9/08	Horninglow Road, Burton upon Trent	Operative struck by concrete street lighting column during lifting operation	Closed	Investigation complete
002	10/08/09	Monmouth Place, Clayton	Operative struck by residents' car whilst attempting to stop column installation. Police were called to the scene to protect workforce whilst work completed, no charges pressed.	Closed	Investigation complete
003	11/08/09	Lincoln Grove, Clayton	Operative manoeuvring vehicle around another E.ON parked vehicle misjudged clearance catching rear end of other vehicle. No injuries were sustained.	Closed	Investigation complete
004	01/09/09	Whitehall Lane, Kidsgrove	Operative caught bucket of MEWP on private wall dislodging bricks whilst attempting a turning manoeuvre	Closed	Investigation complete.
005	19/10/09	Pennine Way, Tamworth	Operative injured back whilst manually lifting a road breaker pack back into his vehicle.	Closed	Investigation complete.
006	29/10/09	High Street, Kinver	Operative reversed into stationary vehicle causing damage to both MEWP and private car. No injuries were sustained.	Closed	Investigation complete.
007	4/11/09	A38/A50 Island	Operative returning to depot driving round island, Driver pulled out of junction directly into path of MEWP. Minor injuries to other driver and damage to both vehicles.	Closed	Investigation complete.

STAFFS PFI - ACCIDENT REGISTER – AARP Block

Ref	Date	Location	Description	Status	Action / Comments
008	10/11/09	Anson Street, Rugeley	Operative stopped vehicle but driver behind didn't and collided with MEWP bucket. No injuries sustained but damage to both vehicles.	Closed	Investigation Complete
009	11/1/10	Water Street, Stafford.	Operative slipped on ice on untreated footpath causing injuries to his knee. This resulted in a medical treated incident and lost time of over 3 days.	Closed	Investigation Complete.
010	9/4/10	Glascote Road, Tamworth.	Whilst undertaking planned fault repairs to units under professional traffic management protection a 3rd part vehicle collided with the crash cushion vehicle.	Closed	Investigation Complete.
011	2/6/10	Moor Street, Burton upon Trent	Operative digging around base of concrete column prior to removal was struck on the back of the head by a section of concrete that had become dislodged from the bracket arm.	Closed	Investigation Complete
012	3/6/10	Station Road Car Park, Cheslyn Hay	Undertaking routine maintenance for a Borough Council, the operative was opening a height restriction barrier to get vehicle access, the faulty barrier dropped striking the operative on the head causing an injury the required hospital treatment and four stitches.	Closed	Investigation Complete
013	21/9/10	The Green, Armitage	Whilst undertaking a routine clean and change, the lantern bowl slipped and the operative strained himself whilst preventing it from falling.	Closed	Investigation Complete

STAFFS PFI - ACCIDENT REGISTER – AARP Block

Ref	Date	Location	Description	Status	Action / Comments
014	7/12/10	Wilnecote Road, Tamworth	Whilst undertaking routine maintenance and repair, an operative slipped on the ice and snow sustaining minor bruising.	Closed	Investigation Complete
015	2/2/11	Eastern Avenue, Lichfield	Street lighting column collapsed onto passing car causing material damage to the car but no injury.	Investigation Complete	Investigation has been completed and subsequent documentation issued to the Insurance providers. Communication is still open whilst any subsequent claim is being processed.
016	13/4/11	Tutbury Road, Burton	Operative strained back whilst getting into MEWP bucket.	Closed	Investigation Complete
017	28/6/11	Ballance Street, Uttoxeter.	Operative slipped on wet grass walking to column causing pain to pre-existing back condition	Closed	Investigation Complete
018	30/5/12	A449, Wolverhampton Road, Penkridge	Operative twisted ankle caused by falling into open manhole in long grass on verge.	Closed	Investigation Complete
019	17/9/12	New Road, Hixon	Operative twisted ankle on pot hole in the tarmac footpath.	Closed	Investigation Complete
020	04/04/13	Burton Depot	Storeman changing gas bottle on Forklift truck suffered cold burn when gas leaked from faulty seal	Closed	Investigation Complete
021	05/06/13	Mariner, Tamworth	Operative was shovelling sand from the back of the lorry when he twisted and fell injuring his right calf.	Closed	Investigation Complete

STAFFS PFI - ACCIDENT REGISTER – AARP Block

Ref	Date	Location	Description	Status	Action / Comments
022	28/5/14	Western Springs Road, Rugeley	Operative was kneeling on ground digging a hole for column when felt pain in knee which did not subside.	Investigation Complete	Operative has soft tissue damage requiring absence from work and a return on prolonged alternative duties, this has been RIDDOR reported as a lost time injury.
023	28/07/14	Derby Road, Burton upon Trent	Operative stopped vehicle after noticing door open warning light was on. On alighting from the van to close the door he twisted his ankle on uneven ground causing a minor break.	Investigation Complete	Operative sustained a minor break, this has been RIDDOR reported as a lost time injury.
024	16/10/14	Farringdon, Tamworth	Operative undertaking normal manual lifting operation injured his back in the process.	Investigation Complete	Operative sustained minor injury, this has been RIDDOR reported as a lost time injury.
025	17/11/14	Glascote Road F/P	Operative experienced a reoccurrence of an existing back pain whilst manual handling.	Investigation Complete	Operative sustained minor injury, this has been RIDDOR reported as a lost time injury.
026	14/5/15	Wimblebury Road, Heath Hayes	MEWP safety lowering device failed, operative considered and alighted from bucket which was not quite docked. Slipped and fell causing back injury.	Investigation Complete	Operative sustained significant bruising, this has been RIDDOR reported as a lost time injury.
027	02/06/15	Heron Road, Rugeley	Operative undertaking cyclic maintenance stepped out of vehicle into a large pot hole in the road causing his ankle to twist.	Investigation Complete	Operative sustained minor injury, this has been RIDDOR reported as a lost time injury.
028	19/06/15	The Pippins, Rugeley	Operative undertaking excavation for a new column when felt pain in back.	Investigation Complete	Operative sustained minor injury, this has been RIDDOR reported as a lost time injury.

STAFFS PFI - ACCIDENT REGISTER – AARP Block

Ref	Date	Location	Description	Status	Action / Comments
029	18/3/16	Burton Depot	Stores attendant completing a two man lift felt pain in his back.	Investigation Complete	Stores attendant sustain minor injury resulting in restricted duties for a limited time.
030	12/05/16	Burgoyne Street, Chadsmoor	Operative lost footing when climbing out of excavation and fell causing laceration which required medical treatment.	Investigation Complete	The incident did not result in any lost time, the learnings from the incident have been communicated.
031	13/07/18	Shobnall Road, Burton upon Trent	Operative lost footing when exiting the cage of MEWP and twisted ankle resulting in a sprain.	Investigation complete	Action 1: Issue of toolbox talk re-enforcing the correct method of exiting vehicles. Action 2: Review suitability of company issued Safety Footwear.
032	23/07/18	Keele Road, Keele	Operative was exiting lorry loader when twisted ankle as shifted weight resulting in fracture to ankle.	Investigation complete	Action 1: Issue of toolbox talk re-enforcing the correct method of exiting vehicles. Action 2: Review suitability of company issued Safety Footwear. Action3: Re-issue requirement that ALL incidents and accidents are to be reported to management at the EARLIEST opportunity
033	13/03/19	Stapenhill Road, Burton	Operative struck on hand by a kerb stone which resulted in multiple fractures to a finger.	Investigation complete	Operative sustained injury, this has been RIDDOR reported as a lost time injury. Bulletin created and shared across the business.
034	21/10/19	Leycett Lane, Madeley Heath	Operative was hit head on by another vehicle, which was travelling in the opposite direction.	Investigation complete	Operative sustained injury and was admitted to hospital. Incident was reported as a lost time injury in line with RIDDOR requirements.
035	04/02/21	Felspar, Tamworth	Operative sustained a cut to the thumb whilst preparing cable.	Investigation complete.	Operative sustained a cut to the thumb and received first aid treatment on site. Medical advice was sought and further first aid treatment applied.

APPENDIX 2

Engineering Certifier's Report

Engineering Certifiers Monthly Report

September 2023

PERFORMANCE STANDARD 1 (Electrical, Structural and Optical Condition)

SERVICE PROVIDER TARGETS
Maintenance and reporting to be carried out to a high standard with no defects
Maintenance to be completed within one month of the date due, and details entered on to Asset Management System within 5 days of completion of work
Any defect reports to be actioned to ensure all equipment fully meets the requirements of the Service Specification.

The following operatives were checked during the month.

South Area. Kevin Clegg (Stafford)
East Area. Paul Shirley (Tamworth)
North Area. Kevin Wright (Stone)

The checks were carried without the area supervisors in attendance.

Mr Kevin Clegg was checked while carrying out cyclic maintenance on road lighting units in the Stafford area. He was seen to be carrying out these activities correctly, was using correct traffic management and he was wearing appropriate Personal Protective Equipment (PPE). Mr Clegg had made an initial site inspection and had correctly filled in the risk assessment form before starting work, also noted was Mr Clegg had his field operations manual on board the vehicle for reference. Mr Clegg was observed dusting out column bases and washing the lantern bowls. The water used for washing was frequently replaced. All lamps that were replaced were correctly date marked. The supporting paperwork was filled in correctly.

Mr Paul Shirley was checked while carrying out cyclic maintenance on road lighting units in the Tamworth area. He was seen to be carrying out these activities correctly, was using correct traffic management and he was wearing appropriate Personal Protective Equipment (PPE). Mr Shirley had made an initial site inspection and had correctly filled in the risk assessment form before starting work, also noted was Mr Shirley had his field operations manual on board the vehicle for reference. Mr Shirley was observed dusting out column bases and washing the lantern bowls. The water used for washing was frequently replaced. All lamps that were replaced were correctly date marked. The supporting paperwork was filled in correctly.

Mr Kevin Wright was checked while carrying out cyclic maintenance on road lighting units and lit signs in the Stone area. He was seen to be carrying out these activities correctly, was using correct traffic management and he was wearing appropriate Personal Protective Equipment (PPE). Mr Wright had made an initial site inspection and had correctly filled in the risk assessment form before starting work, also noted was Mr Wright had his field operations manual on board the vehicle for reference. Mr Wright was observed dusting out column bases and washing the lantern bowls. The water used for washing was frequently replaced. All lamps that were replaced were correctly date marked. The supporting paperwork was filled in correctly.

PERFORMANCE STANDARD 2 (Lighting and Illuminated Traffic Sign Equipment to be Lit)

SERVICE PROVIDER TARGETS
At least 98% of all equipment to be correctly lit at all times.
Night time Monitors to correctly record all non-compliances to an accuracy of 0.25%

Checks on the work of the Night Monitors were carried out as detailed below.

Area SM2 (Stafford)

There are 3531 lighting units on this monitor, the patroller Mr Tony Howell found a total of 12 faults with the Engineering Certifier check monitor identifying 4 additional faults resulting in a total of 16 faults recorded. This gave a result of 99.55% lit.
The number of additional faults on this monitor area was inside the acceptable tolerance as the trigger for the monitor to fail is >9 faults.

PERFORMANCE STANDARD 3 (Photometric Performance of New & Renewed Lighting Schemes)

SERVICE PROVIDER TARGETS
The measured Target Illuminance of all selected test sites is to meet or exceed the specified Target Illuminance for the site

90 random sites were checked by the service provider for compliance with this Service Standard.

All the sites checked had readings that met or were above the required level.

Details of the readings obtained can be found in the attached report.

The EC check monitor of 15 random units did not reveal any discrepancies, details of which can be seen in the attached report.

Photometric Testing Operative Results - September 2023

CID	Street Name	Visual Ref	Selected for test	Date Tested	Date Updated	Target Illumination	Actual Illumination	Difference
00243042	WILLOW GROVE ESSINGTON Essington - Perton	001	01/09/2023	01/09/2023 21:24	04/09/2023	14.10	17.45	3.35
00012922	ROWAN DRIVE ESSINGTON Essington - Perton	002	01/09/2023	01/09/2023 21:21	04/09/2023	25.10	29.17	4.07
00012620	BIRCHWOOD CLOSE ESSINGTON Essington - Perton	003	01/09/2023	01/09/2023 21:18	04/09/2023	25.10	26.91	1.81
15233245	RAVEN CLOSE GREAT WYRLEY Great Wyrley - Perton	001	01/09/2023	01/09/2023 20:43	04/09/2023	14.10	23.89	9.79
15239015	MOUNT PLEASANT CHESLYN HAY Cheslyn Hay - Perton	002	01/09/2023	01/09/2023 20:36	04/09/2023	14.10	20.68	6.58
03278498	QUEEN STREET CHESLYN HAY Cheslyn Hay - Perton	005	01/09/2023	01/09/2023 20:33	04/09/2023	14.10	23.90	9.8
00207891	FOREST GLADE GREAT WYRLEY Great Wyrley - Perton	001	01/09/2023	01/09/2023 20:23	04/09/2023	25.10	43.1	18
15244375	COLINWOOD CLOSE GREAT WYRLEY Great Wyrley - Perton	002	01/09/2023	01/09/2023 20:19	04/09/2023	21.8	31.1	9.3
15244654	ORION CLOSE GREAT WYRLEY Great Wyrley - Perton	002	01/09/2023	01/09/2023 20:15	04/09/2023	14.1	25.29	11.19
00119863	CORNHILL CLOSE CHESTERTON Chesterton - Newcastle	001	04/09/2023	04/09/2023 23:14	05/09/2023	25.10	34.0	8.9
00119824	WARRILOW HEATH ROAD Chesterton - Newcastle	002	04/09/2023	04/09/2023 23:09	05/09/2023	25.10	28.74	3.64
00114249	AUDLEY PLACE NEWCASTLE Westlands - Newcastle	003	04/09/2023	04/09/2023 22:53	05/09/2023	14.10	19.95	5.85
00114386	EASDALE PLACE WESTLANDS Westlands - Newcastle	001	04/09/2023	04/09/2023 22:47	05/09/2023	14.10	13.85	-0.25
00226065	KENTMERE PLACE WESTLANDS Westlands - Newcastle	007	04/09/2023	04/09/2023 22:40	05/09/2023	14.10	17.02	2.92
00109847	MEDWAY PLACE SEABRIDGE Seabridge - Newcastle	001	04/09/2023	04/09/2023 22:32	05/09/2023	14.10	17.26	3.16
00109807	LEE GROVE SEABRIDGE Seabridge - Newcastle	001	04/09/2023	04/09/2023 22:29	05/09/2023	14.10	16.73	2.63
00120941	LEASWOOD PLACE CLAYTON Clayton - Newcastle	014	04/09/2023	04/09/2023 22:21	05/09/2023	14.10	19.71	5.61
00109824	LIDGATE WALK NEWCASTLE Seabridge - Newcastle	001	04/09/2023	04/09/2023 22:13	05/09/2023	14.10	16.61	2.51
00237690	ALDEBURGH DRIVE NEWCASTLE Seabridge - Newcastle	003	04/09/2023	04/09/2023 22:11	05/09/2023	14.10	12.49	-1.61
00109873	MORSTON DRIVE SEABRIDGE Seabridge - Newcastle	004	04/09/2023	04/09/2023 22:07	05/09/2023	25.10	27.1	2
00110331	WESTCLIFFE AVENUE SEABRIDGE Seabridge - Newcastle	006	04/09/2023	04/09/2023 22:03	05/09/2023	25.10	28.52	3.42
00109958	ROSSALL AVENUE SEABRIDGE Seabridge - Newcastle	001	04/09/2023	04/09/2023 21:58	05/09/2023	14.10	18.42	4.32
00109923	REPTON DRIVE SEABRIDGE Seabridge - Newcastle	009	04/09/2023	04/09/2023 21:55	05/09/2023	14.10	18.18	4.08
00242448	SUTHERLAND DRIVE WESTLANDS Westlands - Newcastle	002	04/09/2023	04/09/2023 21:50	05/09/2023	36.9	21.37	-15.53
00245504	COMO PLACE WESTLANDS Thistleberry - Newcastle	005	04/09/2023	04/09/2023 21:44	05/09/2023	14.10	17.75	3.65
00230969	SNEYD AVENUE THISTLEBERRY Thistleberry - Newcastle	004	04/09/2023	04/09/2023 21:41	05/09/2023	35.2	54.2	19

Photometric Testing Operative Results - September 2023

00112351	THISTLEBERRY AVENUE TH/BERRY Thistleberry - Newcastle	024	04/09/2023	04/09/2023 21:37	05/09/2023	36.2	27.5	-8.7
00111952	HILLSIDE THISTLEBERRY Thistleberry - Newcastle	001	04/09/2023	04/09/2023 21:33	05/09/2023	25.10	19.12	-5.98
00245641	ST MARYS DRIVE THISTLEBERRY Thistleberry - Newcastle	002	04/09/2023	04/09/2023 21:29	05/09/2023	14.10	18.31	4.21
00245980	POOLFIELD AVENUE NEWCASTLE Thistleberry - Newcastle	002	04/09/2023	04/09/2023 21:27	05/09/2023	14.10	17.21	3.11
00230362	SNEYD TERRACE SILVERDALE Silverdale - Newcastle	002	04/09/2023	04/09/2023 21:17	05/09/2023	55.5	45.0	-10.5
00230577	NEWCASTLE STREET SILVERDALE Silverdale - Newcastle	003	04/09/2023	04/09/2023 21:12	05/09/2023	55.5	84.2	28.7
03276820	MILL STREET NEWCASTLE Silverdale - Newcastle	003	04/09/2023	04/09/2023 21:09	05/09/2023	13.1	18.3	5.2
00119374	ELLAMS PLACE SILVERDALE Silverdale - Newcastle	001	04/09/2023	04/09/2023 21:06	05/09/2023	25.10	19.51	-5.59
00209536	IRONBRIDGE DRIVE SILVERDALE Silverdale - Newcastle	006	04/09/2023	04/09/2023 21:02	05/09/2023	14.10	19.84	5.74
00247212	ST VINCENT PLACE SILVERDALE Silverdale - Newcastle	002	04/09/2023	04/09/2023 20:57	05/09/2023	14.10	18.81	4.71
00247211	HOWE GROVE SILVERDALE Silverdale - Newcastle	001	04/09/2023	04/09/2023 20:54	05/09/2023	14.10	19.20	5.1
00104230	PEACOCK ROAD CHESTERTON Chesterton - Newcastle	002	04/09/2023	04/09/2023 20:46	05/09/2023	41.5	52.2	10.7
CIP20011304	THE HOLLIES CROSS HEATH Cross Heath - Newcastle	004	04/09/2023	04/09/2023 20:35	05/09/2023	16.8	24.30	7.5
00102707	CALVERT GROVE NEWCASTLE Bradwell - Newcastle	002	04/09/2023	04/09/2023 20:20	05/09/2023	14.10	22.7	8.6
00243268	HILLPORT AVENUE BRADWELL Bradwell - Newcastle	022	04/09/2023	04/09/2023 20:15	05/09/2023	19.30	28.37	9.07
00104177	LUDFORD CLOSE CHESTERTON Chesterton - Newcastle	010	04/09/2023	04/09/2023 23:19	05/09/2023	25.10	25.1	0
15245440	CANTERBURY CLOSE LICHFIELD Stowe - Lichfield	003	05/09/2023	05/09/2023 23:28	06/09/2023	14.1	13.37	-0.73
00245940	FOX LANE ALREWAS Alrewas - Lichfield	007	05/09/2023	05/09/2023 20:14	06/09/2023	19.30	32.6	13.3
00129433	MANOR ROAD KINGS BROMLEY Kings Bromley - Lichfield	008	05/09/2023	05/09/2023 20:24	06/09/2023	14.10	27.85	13.75
CIP20006401	LINFORD CLOSE ARMITAGE Armitage with Handsacre - Lich	001	05/09/2023	05/09/2023 20:33	06/09/2023	16.6	20.27	3.67
00032726	BARN ROAD ARMITAGE Armitage with Handsacre - Lich	001	05/09/2023	05/09/2023 20:37	06/09/2023	25.10	32.7	7.6
00120407	CHESTNUT CLOSE ARMITAGE Armitage with Handsacre - Lich	005	05/09/2023	05/09/2023 20:41	06/09/2023	25.10	24.22	-0.88
CIP20017207	STAFFORD ROAD LICHFIELD Christchurch - Lichfield	003	05/09/2023	05/09/2023 20:48	06/09/2023	21.1	38.3	17.2
CIP20020531	WINDMILL CLOSE LICHFIELD Christchurch - Lichfield	001	05/09/2023	05/09/2023 20:55	06/09/2023	23.5	30.1	6.6
00217647	BELL CLOSE LICHFIELD Christchurch - Lichfield	002	05/09/2023	05/09/2023 20:58	06/09/2023	14.10	17.11	3.01
00236984	CHRISTCHURCH LANE LICHFIELD Sandfields - Lichfield	018	05/09/2023	05/09/2023 21:06	06/09/2023	14.10	13.78	-0.32
15241541	HEATHCOTE PLACE LICHFIELD Stowe - Lichfield	003	05/09/2023	05/09/2023 21:16	06/09/2023	14.10	13.04	-1.06

Photometric Testing Operative Results - September 2023

00124492	THE SYCAMORES LICHFIELD Sandfields - Lichfield	001	05/09/2023	05/09/2023 21:20	06/09/2023	25.10	33.2	8.1
15249797	PARNELL AVENUE LICHFIELD Stowe - Lichfield	011	05/09/2023	05/09/2023 21:24	06/09/2023	14.10	11.05	-3.05
00236887	ST JOHNS CLOSE LICHFIELD Sandfields - Lichfield	002	05/09/2023	05/09/2023 21:30	06/09/2023	14.10	14.92	0.82
CIP20006850	JORDAN CLOSE FRADLEY Alrewas - Lichfield	004	05/09/2023	05/09/2023 21:37	06/09/2023	12.3	11.22	-1.08
CIP20016407	SWINFEN BROUN ROAD LICHFIELD Christchurch - Lichfield	003	05/09/2023	05/09/2023 21:41	06/09/2023	14.1	17.05	2.95
00236805	DARWIN CLOSE LICHFIELD Christchurch - Lichfield	002	05/09/2023	05/09/2023 21:45	06/09/2023	14.10	13.65	-0.45
CIP20018541	DIMBLES HILL LICHFIELD Stowe - Lichfield	004	05/09/2023	05/09/2023 21:51	06/09/2023	12.2	16.90	4.7
00236716	ANGLESEY ROAD LICHFIELD Christchurch - Lichfield	001	05/09/2023	05/09/2023 21:56	06/09/2023	14.10	15.66	1.56
15238982	BLOOMFIELD CRESCENT LICHFIELD Christchurch - Lichfield	003	05/09/2023	05/09/2023 22:08	06/09/2023	29.40	39.7	10.3
00036967	CARMICHAEL CLOSE LICHFIELD Boley Park - Lichfield	002	05/09/2023	05/09/2023 22:15	06/09/2023	25.10	31.4	6.3
00038177	MANLEY ROAD STOWE LICHFIELD Stowe - Lichfield	002	05/09/2023	05/09/2023 22:23	06/09/2023	14.10	18.27	4.17
00037142	COVEY CLOSE LICHFIELD Stowe - Lichfield	003	05/09/2023	05/09/2023 22:29	06/09/2023	25.10	22.30	-2.8
00038158	LUNNS CROFT STOWE LICHFIELD Stowe - Lichfield	002	05/09/2023	05/09/2023 22:37	06/09/2023	14.10	18.49	4.39
00236290	ASPEN CLOSE LICHFIELD Stowe - Lichfield	004	05/09/2023	05/09/2023 22:44	06/09/2023	14.10	14.94	0.84
CIP20011984	BURTON OLD ROAD EAST LICHFIELD Boley Park - Lichfield	002	05/09/2023	05/09/2023 22:52	06/09/2023	12.2	16.13	3.93
00038503	ROMILLY CLOSE LICHFIELD Boley Park - Lichfield	001	05/09/2023	05/09/2023 22:59	06/09/2023	25.10	33.9	8.8
00038931	SUNBURY AVENUE LICHFIELD Boley Park - Lichfield	002	05/09/2023	05/09/2023 23:03	06/09/2023	25.10	31.2	6.1
03274443	SHERIFFS CLOSE LICHFIELD Boley Park - Lichfield	003	05/09/2023	05/09/2023 23:08	06/09/2023	14.10	18.60	4.5
03278023	QUARRY HILLS LANE LICHFIELD Boley Park - Lichfield	004	05/09/2023	05/09/2023 23:13	06/09/2023	12.2	15.94	3.74
00039228	TRENANCE CLOSE LICHFIELD Boley Park - Lichfield	002	05/09/2023	05/09/2023 23:19	06/09/2023	25.10	30.2	5.1
00013152	CRANESBILL CLOSE FEATHERSTONE Featherstone - Perton	002	26/09/2023	26/09/2023 19:17	27/09/2023	25.10	26.1	1
00013343	SORREL CLOSE FEATHERSTONE Featherstone - Perton	002	26/09/2023	26/09/2023 19:21	27/09/2023	25.10	26.7	1.6
CIP20005640	MILL GROVE BILBROOK Perton - Perton	003	26/09/2023	26/09/2023 19:31	27/09/2023	16.6	19.85	3.25
00228692	LIME TREE ROAD CODSALL Codsall - Perton	006	26/09/2023	26/09/2023 19:39	27/09/2023	14.10	25.1	11
00212011	THE FIELDS BILBROOK Codsall - Perton	002	26/09/2023	26/09/2023 19:45	27/09/2023	14.10	18.42	4.32
CIP20010192	SANDY LANE CODSALL Codsall - Perton	006	26/09/2023	26/09/2023 19:50	27/09/2023	7.9	8.97	1.07
00228686	QUEENS GARDENS CODSALL Codsall - Perton	003	26/09/2023	26/09/2023 19:56	27/09/2023	14.10	22.94	8.84
00012279	PRINCES DRIVE CODSALL Codsall - Perton	006	26/09/2023	26/09/2023 19:59	27/09/2023	14.10	15.74	1.64

Photometric Testing Operative Results - September 2023

00228706	FARM CLOSE CODSALL Codsall - Perton	002	26/09/2023	26/09/2023 20:06	27/09/2023	14.10	16.74	2.64
CIP20010414	MEADOW VALE CODSALL Codsall - Perton	004	26/09/2023	26/09/2023 20:13	27/09/2023	16.8	20.82	4.02
00011814	BEECH GARDENS CODSALL Codsall - Perton	001	26/09/2023	26/09/2023 20:19	27/09/2023	14.10	21.31	7.21
00012059	HAWTHORNE LANE CODSALL Codsall - Perton	002	26/09/2023	26/09/2023 20:23	27/09/2023	29.40	25.44	-3.96
00018531	LYTHAM ROAD PERTON Perton - Perton	005	26/09/2023	26/09/2023 20:36	27/09/2023	14.10	12.33	-1.77
00235168	THE PASTURES PERTON Perton - Perton	001	26/09/2023	26/09/2023 20:41	27/09/2023	14.10	15.91	1.81
00019197	THORNBURY COURT PERTON Perton - Perton	001	26/09/2023	26/09/2023 20:50	27/09/2023	25.10	22.51	-2.59
15234628	HALIFAX CLOSE FRADLEY Alrewas - Lichfield	002	26/09/2023	26/09/2023 22:45	27/09/2023	13.90	14.25	0.35
15242554	HORNER AVENUE FRADLEY Alrewas Lichfield	003	26/09/2023	26/09/2023 23:00	27/09/2023	14.10	16.05	1.95

Number of Items Tested 90

Photometric Testing EC Results - September 2023

CID	Street Name	Visual Ref	Operative Test Date	EC Test Date	Operative Illuminatio n	EC Illumination	Difference	Target Illumination
00011814	BEECH GARDENS CODSALL Codsall - Perton	001	01/09/2023 22:28:42	26/09/2023 20:19:04	17.98	21.31	3.33	14.10
00013152	CRANESBILL CLOSE FEATHERSTONE Featherstone - Perton	002	01/09/2023 21:04:42	26/09/2023 19:17:04	24.69	26.1	1.41	25.10
00228706	FARM CLOSE CODSALL Codsall - Perton	002	01/09/2023 22:12:42	26/09/2023 20:06:04	18.54	16.74	-1.80	14.10
00012059	HAWTHORNE LANE CODSALL Codsall - Perton	002	01/09/2023 22:34:42	26/09/2023 20:23:04	36.0	25.44	-10.56	29.40
00228692	LIME TREE ROAD CODSALL Codsall - Perton	006	01/09/2023 21:54:42	26/09/2023 19:39:04	18.53	25.1	6.57	14.10
00018531	LYTHAM ROAD PERTON Perton - Perton	005	01/09/2023 22:48:42	26/09/2023 20:36:04	14.15	12.33	-1.82	14.10
CIP20010414	MEADOW VALE CODSALL Codsall - Perton	004	01/09/2023 22:16:42	26/09/2023 20:13:04	19.77	20.82	1.05	16.8
CIP20005640	MILL GROVE BILBROOK Perton - Perton	003	01/09/2023 21:07:42	26/09/2023 19:31:04	13.81	19.85	6.04	16.6
00012279	PRINCES DRIVE CODSALL Codsall - Perton	006	01/09/2023 22:20:42	26/09/2023 19:59:04	14.11	15.74	1.63	14.10
00228686	QUEENS GARDENS CODSALL Codsall - Perton	003	01/09/2023 22:24:42	26/09/2023 19:56:04	18.02	22.94	4.92	14.10
CIP20010192	SANDY LANE CODSALL Codsall - Perton	006	01/09/2023 22:06:42	26/09/2023 19:50:04	9.56	8.97	-0.59	7.9
00013343	SORREL CLOSE FEATHERSTONE Featherstone - Perton	002	01/09/2023 20:59:42	26/09/2023 19:21:04	28.7	26.7	-2.00	25.10
00212011	THE FIELDS BILBROOK Codsall - Perton	002	01/09/2023 22:01:42	26/09/2023 19:45:04	21.67	18.42	-3.25	14.10
00235168	THE PASTURES PERTON Perton - Perton	001	01/09/2023 22:43:42	26/09/2023 20:41:04	17.53	15.91	-1.62	14.10
00019197	THORNBURY COURT PERTON Perton - Perton	001	01/09/2023 22:56:42	26/09/2023 20:50:04	29.7	22.51	-7.19	25.10

Number of Tests - 15

PERFORMANCE STANDARD 4 (Records and Management).

SERVICE PROVIDER TARGETS
To correctly record details and times as required by appendix G of the Service Specification
To meet or exceed the operational response times of appendix H of the Service Specification.

The Service Specification does not require the Engineering Certifier (EC) to directly monitor Operational Response. The EC does however carry out random checks when undertaking checks of the other performance standards.

During the month 12 individual fault tickets and 8 emergency call outs, chosen at random were monitored to check that the actual attendance times were as recorded on the Asset Management System.
In all cases the actual repair and call out dates and times agreed with those subsequently recorded.

PERFORMANCE STANDARD 5 (Design, Installation, Commissioning and Decommissioning)

SERVICE PROVIDER TARGETS
To identify and replace items of equipment that do not meet the service requirements of Appendix B
To correctly design all new works and to ensure that they meet the Service Requirements of Appendix N
Carry out all works correctly and within the timescale of Appendix I
Record all details and times so that any non-compliance can be monitored.

A minimum of 10% of new designs were examined and the design process reviewed to ensure the correct procedures had been followed. All designs checked appeared to have been correctly prepared.

New Lighting Schemes submitted as completed were checked and verified for compliance with the Service Specification.

10 X one stop column replacement was inspected during the month.

190 X Invest To Save Lantern swaps were inspected during the month.

Any noted defects were passed on to the Asset renewal team for rectification.

PERFORMANCE STANDARD 6 (Records and Management)

SERVICE PROVIDER TARGETS
To operate the Records and Management System in accordance with the requirements of Appendix G and Appendix S.

The Engineering Certifier shall arrange for the Asset Management System used to ensure compliance with the response times of Appendix G to be audited by an Internal Auditor twice per year and by an External Auditor once per year.

Any non-compliance with the response times shall be recorded by the auditor.

The first internal audit for the period 2023-2024 took place on 11th May 2023 at the Derby Staffs PFI office. The results of which have now been published.

The external audit for the period 2023-2024 took place on 3rd August 2023 at the Derby Staffs PFI office. The results of which have now been published.

The second internal audit for the period 2023-2024 is due to take place on 5th December 2023 at the Derby Staffs PFI office.

GENERAL COMMENTS/SUMMARY

P.S 1
An operative from each of the 3 areas was observed carrying out cyclic maintenance activities.
Follow up checks of the Asset Management System were completed.

P.S 2
The night patrol selected for the monitor was: - Tony Howell

Area SM2 (Stafford)

There are 3531 lighting units on this monitor, the patroller Mr Tony Howell found a total of 12 faults with the Engineering Certifier check monitor identifying 4 additional faults resulting in a total of 16 faults recorded. This gave a result of 99.55% lit.
The number of additional faults on this monitor area was inside the acceptable tolerance as the trigger for the monitor to fail is >9 faults.

P.S 3
90 randomly selected sites were checked by the service provider for compliance with this Service Standard the EC check monitor of 15 randomly selected units did not reveal any discrepancies.

P.S 4
Audits of 8 Emergency Callouts and 12 Non-Routine Maintenance Repairs were made and checked for response times and the updating of the Asset Management System.

P.S 5
The Engineering certifier will continue to check 100% of newly completed schemes.
A total of 10 X one off column replacement was inspected during the month.
A total of 190 Invest to Save lantern swaps were inspected during the month.
A minimum of 10% of new designs were checked for compliance with Appendix F.

P.S 6
Any non-compliance with the response times shall be recorded by the auditor.

The first internal audit for the period 2023-2024 took take place on 11th May 2023 at the Derby Staffs PFI office. The results of which have now been published.

The external audit for the period 2023-2024 took place on 3rd August 2023 at the Derby Staffs PFI office. The results of which have now been published.

The second internal audit for the period 2023-2024 is due to take place on 5th December 2023 at the Derby Staffs PFI office.

Customer Satisfaction Survey.
The customer satisfaction survey revealed an overall satisfaction rating of 94.5%

Accrual Inspections.
The Engineering Certifier inspected all accruals submitted for the month.

Auxiliary Monitoring / Joint Inspections.
The auxiliary monitor of 1 stop column and operative inspections took place during the month with the SCC Area Lighting Engineer present.

G A Salt ENGINEERING CERTIFIER 30/09/2023

APPENDIX 3

AARP Progress Report

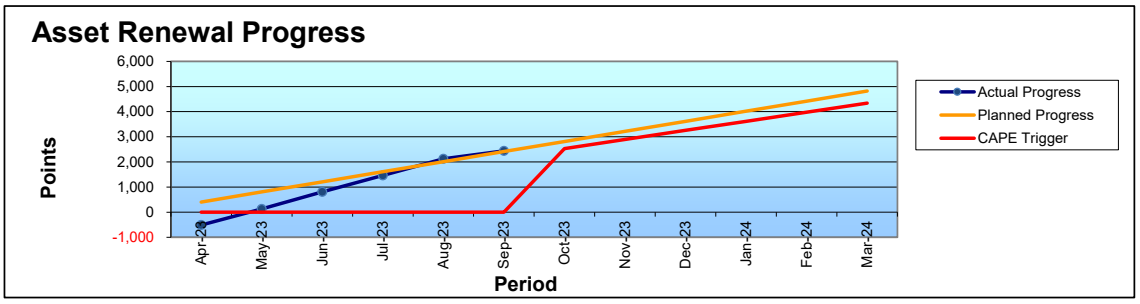
Performance Standard 1a - AARP Blk4

Cumulative to 30th September 2023

Section	Cumulative	Previous	Month
Units:			
Columns	13,977	13,865	112
Total Units	**13,977**	**13,865**	**112**
Points:			
Points	58,570	58,253	317
AARP block 1 column payment deferrals	226	226	0
Total Points	**58,796**	**58,479**	**317**

Staffordshire PFI Asset Renewal, AARP Block 4 Programme.
April 2023 to March 2028.

			OPERATIONAL PROGRAMME			OPERATIONAL ACTUAL PROGRESS		PERFORMANCE AGAINST PROGRAMME	
Design Phase	Period	Month	Monthly Planned Output Points	Cuml Planned Output Points	CAPE Trigger Points Value	Monthly Actual Progress	Cuml Actual Progress	Progress Against Op Programme +/-	Progress Against CAPE Trigger +/-
Phase 1	April 2023	1	402	402	n/a	580	-512	-914	n/a
	May 2023	2	402	804	n/a	642	130	-674	n/a
	June 2023	3	402	1,206	n/a	681	811	-395	n/a
Phase 2	July 2023	4	402	1,607	n/a	652	1,463	-144	n/a
	August 2023	5	402	2,009	n/a	660	2,123	114	n/a
	September 2023	6	402	2,411	n/a	317	2,440	29	n/a
Phase 3	October 2023	7	402	2,813	2,532				
	November 2023	8	402	3,215	2,893				
	December 2023	9	402	3,617	3,255				
Phase 4	January 2024	10	402	4,018	3,617				
	February 2024	11	402	4,420	3,978				
	March 2024	12	402	4,822	4,340				
Phase 5	April 2024	13	402	5,224	4,701				
	May 2024	14	402	5,626	5,063				
	June 2024	15	402	6,028	5,425				
Phase 6	July 2024	16	402	6,429	5,786				
	August 2024	17	402	6,831	6,148				
	September 2024	18	402	7,233	6,510				
Phase 7	October 2024	19	402	7,635	6,871				
	November 2024	20	402	8,037	7,233				
	December 2024	21	402	8,439	7,595				
Phase 8	January 2025	22	402	8,840	7,956				
	February 2025	23	402	9,242	8,318				
	March 2025	24	402	9,644	8,680				
Phase 9	April 2025	25	402	10,046	9,041				
	May 2025	26	402	10,448	9,403				
	June 2025	27	402	10,850	9,765				
Phase 10	July 2025	28	402	11,251	10,126				
	August 2025	29	402	11,653	10,488				
	September 2025	30	402	12,055	10,850				
Phase 11	October 2025	31	402	12,457	11,211				
	November 2025	32	402	12,859	11,573				
	December 2025	33	402	13,261	11,934				
Phase 12	January 2026	34	402	13,662	12,296				
	February 2026	35	402	14,064	12,658				
	March 2026	36	402	14,466	13,019				
Phase 13	April 2026	37	402	14,868	13,381				
	May 2026	38	402	15,270	13,743				
	June 2026	39	402	15,672	14,104				
Phase 14	July 2026	40	402	16,073	14,466				
	August 2026	41	402	16,475	14,828				
	September 2026	42	402	16,877	15,189				
Phase 15	October 2026	43	402	17,279	15,551				
	November 2026	44	402	17,681	15,913				
	December 2026	45	402	18,083	16,274				
Phase 16	January 2027	46	402	18,484	16,636				
	February 2027	47	402	18,886	16,998				
	March 2027	48	402	19,288	17,359				
Phase 17	April 2027	49	402	19,690	17,721				
	May 2027	50	402	20,091	18,082				
	June 2027	51	402	20,493	18,444				
Phase 18	July 2027	52	402	20,895	18,805				
	August 2027	53	402	21,296	19,167				
	September 2027	54	402	21,698	19,528				
Phase 19	October 2027	55	402	22,100	19,890				
	November 2027	56	402	22,501	20,251				
	December 2027	57	402	22,903	20,613				
Phase 20	January 2028	58	402	23,305	20,974				
	February 2028	59	402	23,706	21,336				
	March 2028	60	402	24,108	21,697				

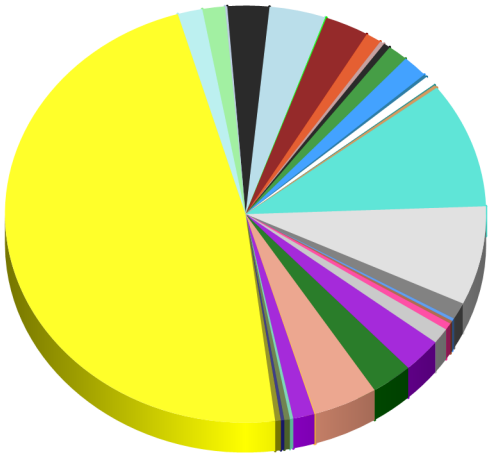


APPENDIX 4

Performance Statistics

Monthly Reporting Statistics - Staffordshire PFI
01 September 2023 to 30 September 2023

Number of Faults by Description



		3	0.23%
	Beacon Out	3	0.23%
	Bollard Out	7	0.53%
	Confirmation	16	1.21%
	Consecutive Lights Out	35	2.65%
	Dayburner	37	2.80%
	Emergency Response	57	4.32%
	Fit Sleeve (Planned Rep)	1	0.08%
	Flickering/Flashing	19	1.44%
	Inspection Required	3	0.23%
	Intermittent	5	0.38%
	Lantern Damage	3	0.23%
	Lantern Missing	5	0.38%
	Light Out	626	47.42%
	New Installation - Non Private Cable	22	1.67%
	New Installation - Planned In Light	20	1.52%
	New Installation - Private Cable	2	0.15%
	New Lantern Required	37	2.80%
	No Supply - Non Private Cable	50	3.79%
	No Supply - Private Cable	1	0.08%
	Painting	39	2.95%
	Permanent Removal	14	1.06%
	Planning Inspection	4	0.30%
	Plate Twisted	6	0.45%
	Pruning	18	1.36%
	Rebuild Foundations	23	1.74%
	Renumber	3	0.23%
	Replace Cutout Non - Private	10	0.76%

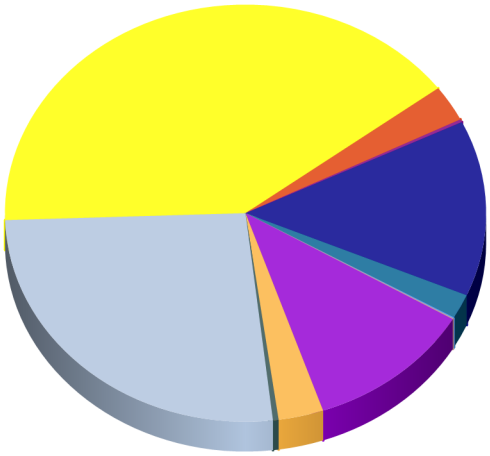
Monthly Reporting Statistics - Staffordshire PFI

01 September 2023 to 30 September 2023

	Reset Time Clock	1	0.08%
	School Flasher Out	3	0.23%
	See Comments	129	9.77%
	Sign Out of Light	101	7.65%
	Street Light Dim or Flickering	17	1.29%
	Total:	**1320**	**100%**

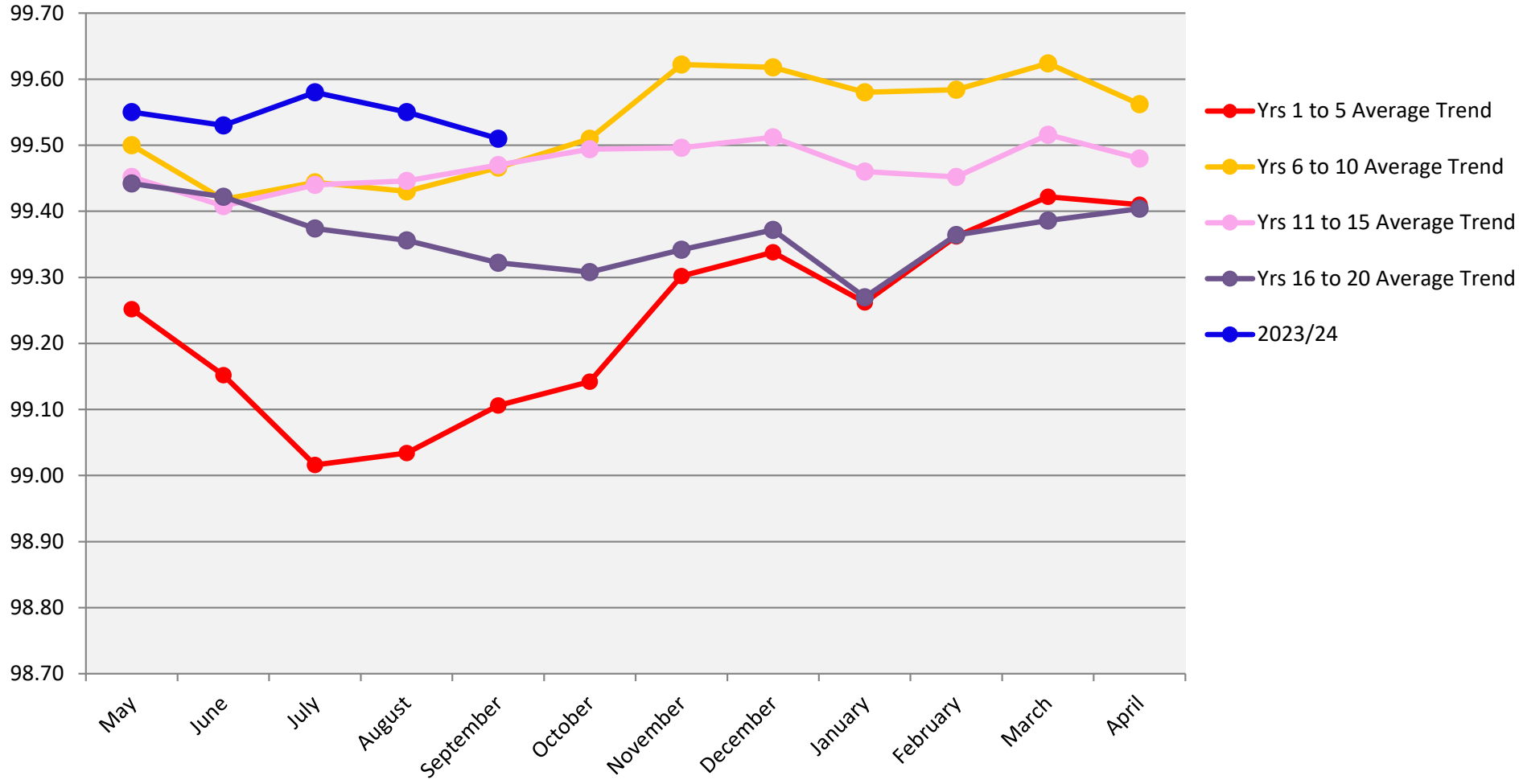
Monthly Reporting Statistics - Staffordshire PFI
01 September 2023 to 30 September 2023

Number of Faults by Source

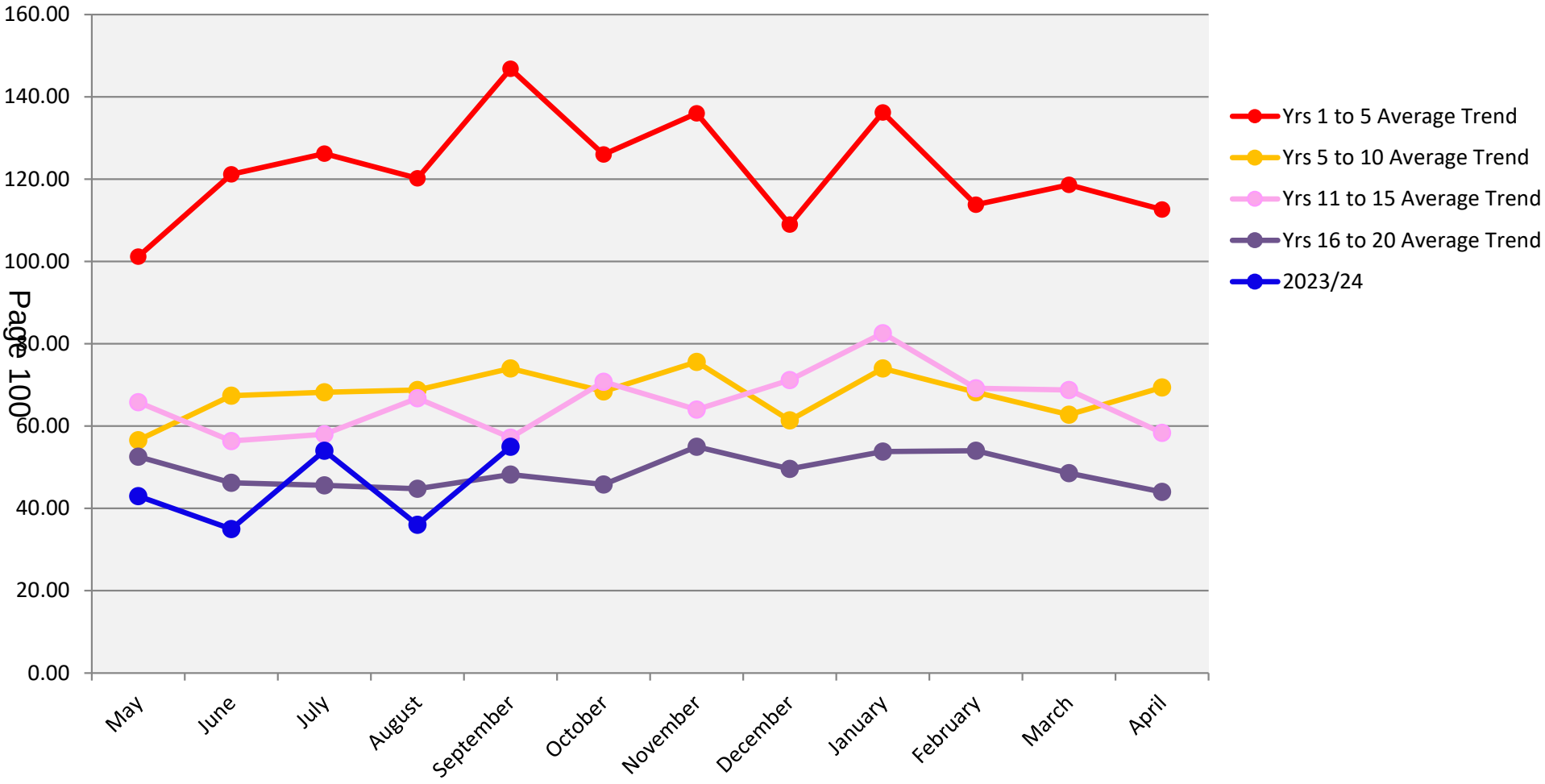


	Clipper Replacement	1	0.08%
	Confirmation	1	0.08%
	Cyclic Maintenance	149	11.29%
	Email	40	3.03%
	Engineering Cert.	5	0.38%
	Local Authority - Web	347	26.29%
	Night Patrol	532	40.30%
	Operative	37	2.80%
	Subcontractor	3	0.23%
	Supervisor	180	13.64%
	Telephoned	25	1.89%
	Total:	**1320**	**100%**

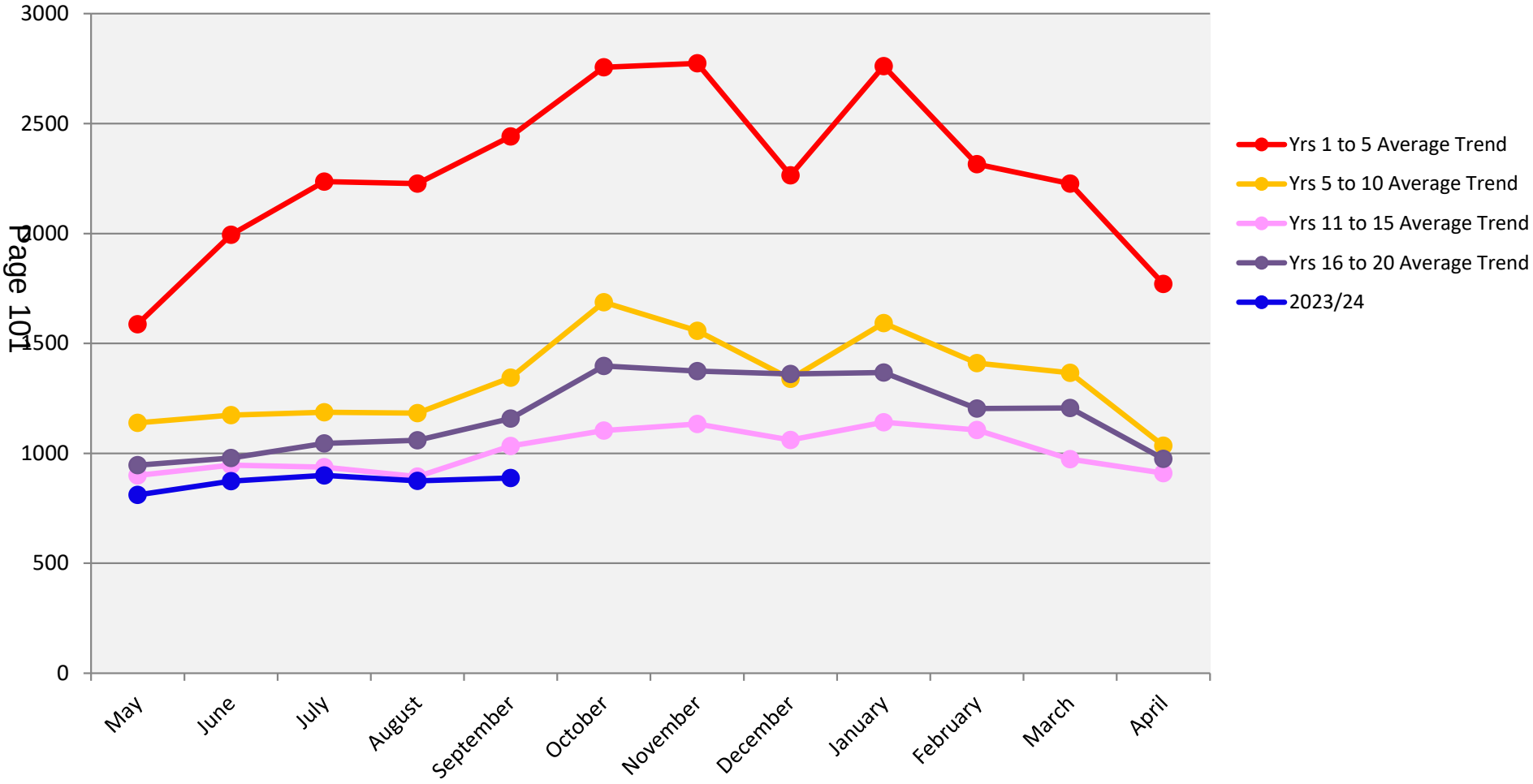
PS 2 - Percentage of Lighting Equipment Lit



PS 4a - Emergency Events By Volume



PS 4b - Fault Repairs By Volume



APPENDIX 5

Performance Standard Report

Staffordshire Street Lighting PFI

Performance Standard Report

Report No: 245
Period: 1-Sep-23 to 30-Sep-23

Summary

Monthly Amount (MADt)	1,552,805
Number of days in Period (N)	30
Items of Apparatus at end of previous Period (U)	108,273
Items in all New/Renewed Lighting Systems (T)	62,682
Indexation Factor (RPIFCy)	2.1042

RPIFCy = (RPIy-1 / RPIo)

RPIy-1 @ Feb 2022	*363.6*	
RPIo @ Feb 2002	*172.8*	**£**
RPIFCy	*2.1042*	

PS I(b)

Electrical, Structural & Optical Inspection & Testing -

PS II

Lighting Equipment Lit -

PS III

Photometric Performance -

PS IV

Response to Emergency Events -

Non-emergency Repairs -

PS V

Design, Installation, Commissioning & Decommissioning -

PS VI

Records and Management 371.64

Total Deductions **371.64**

Staffordshire Street Lighting PFI

Performance Standard Report

Period: 1-Sep-23 245 to 30-Sep-23

PS 1b - Electrical, Structural & Optical Inspection & Testing

Deduction = {MADt/U} x M x 2 x {1.1^(M-1)}
where:
M = no. of reported consecutive elapsed months non-compliant

	Street	No Units	Months late (M)	£
	No non-compliant inspections in the period.			
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
				-
Total Deduction - PS 1b				**-**

Staffordshire Street Lighting PFI

Performance Standard Report

Report No: 245

1-Sep-23 to 30-Sep-23

PS 2 - Lighting Equipment Lit

Deduction = MADt x {((98 - P) x 3) + 3} / 100

where:

P = Percentage Lit = 100 - {(N x 100) / M}

Patrol	Area	Date	M	N		P
BM1	Burton (Victoria, Horninglow, Anslow, Branston)	18.09.2023	2288	15		99.34
BM2	Burton (Burton Town, Stretton)	07.09.23	2098	13		99.38
BM3	Burton (Winshill, Stapenhill)	28.09.2023	2077	11		99.47
BM4	Burton (Shobnall, Waterside)	24.09.2023	2185	12		99.45
BM5	East Staffs (Uttoxeter Heath & South)	25.09.2023	1837	10		99.46
BM6	East Staffs (Mayfield, Denstone, Rocester, Marchington)	15.09.2023	1118	8		99.28
BM7	East Staffs (Tutbury, Rolleston, Barton-u-Needwood, Yoxall, Abbots Bromley)	17.09.2023	1904	5		99.74
CM1	Cannock (Rugeley, Etchinghill, Brereton)	08.09.23	3692	17		99.54
CM2	Cannock (Cannock Wood, Heath Hayes, Chadsmoor, Pye Green)	27.09.2023	4734	13		99.73
CM3	Cannock (Norton Canes, Longford, Hawkes Green)	29.09.2023	4707	13		99.72
CM4	Cannock (Colwich, Weston, Salt)	19.09.2023	1105	7		99.37
LM1	Lichfield (Christchurch, Stowe, Streethay)	04/09/2023	2267	8		99.65
LM2	Lichfield (Boley Park, Sandsfields)	06.09.23	2070	6		99.71
LM3	Lichfield (Whittington, Fazeley, Wiggington, Drayton Basset, Hints)	08.09.2023	1458	4		99.73
LM4	Lichfield (Shenstone, Wall, Hammerwich)	11.09.23	1452	4		99.72
LM5	Lichfield (Chase Terrace, Chasetown, Burntwood)	14.09.2023	2081	13		99.38
LM6	Lichfield (Boney Hay, Longdon, Armitage, Handsacre)	19.09.2023	1740	4		99.77
LM7	Lichfield (Kings Bromley, Alrewas, Mavesyn Ridware)	22.09.2023	1289	5		99.61
MM1	Moorlands (Biddulph, Brown Edge)	06.09.23	2866	11		99.62
MM2	Moorlands (Warslow, Waterhouses, Ipstones, Kingsley)	10.09.23	1034	6		99.42
MM3	Moorlands (Leek, Bradnop, Tittesworth)	12.09.2023	2525	11		99.56
MM4	Moorlands (Cheadle, Alton, Checkley)	14.09.2023	2313	14		99.39
MM5	Moorlands (Cheddleton, Endon and Stanley, Werrington)	20.09.2023	2073	13		99.37
MM6	Moorlands (Draycott, Forsbrook, Caverswall, Dilhorne)	17.09.2023	980	3		99.69
NM1	Newcastle (Porthill, Wolstanton, Maybank, Thistleberry, Clayton)	05.09.2023	3119	19		99.39
NM2	Newcastle (Newchapel, Kidsgrove, Butt Lane, Talke)	07.09.23	2894	12		99.59
NM3	Newcastle (Town Ward, Silverdale)	11.09.23	2600	16		99.38
NM4	Newcastle (Holditch, Cross Heath, Westlands, Seabridge)	13.09.23	2671	14		99.48

Staffordshire Street Lighting PFI

Performance Standard Report

Report No: 245

1-Sep-23 to 30-Sep-23

PS 2 - Lighting Equipment Lit

Deduction = MADt x {((98 - P) x 3) + 3} / 100

where:

P = Percentage Lit = 100 - {(N x 100) / M}

Patrol	Area	Date	M	N		P
NM5	Newcastle (Chesterton, Bradwell, Halmerend)	19.9.2023	2350	18		99.23
NM6	Newcastle (Subways)	18.09.2023	405	1		99.75
OM1	Mid Staffs (Audley, Bignall End, Betley, Madeley, Keele, Ashley)	24.09.2023	2462	11		99.55
OM2	Mid Staffs (Swynnerton, Barlaston, Fulford, Stone)	18.09.2023	3988	21		99.47
OM3	Mid Staffs (Stone Rural, Titensor, Swynerton)	21.09.2023	1137	17		98.50
PM1	South Staffs (Dunston, Huntington, Penkridge, Brewood)	26.09.2023	3043	12		99.61
PM2	South Staffs (Cheslyn Hay, Great Wyrley, Essington, Featherstone)	27.09.2023	3583	15		99.58
PM3	South Staffs (Codsall, Perton, Patshull, Pattingham)	28.09.2023	2984	12		99.60
PM4	South Staffs (Lower Penn, Wombourne, Swindon, Himley, Kinver)	25.09.2023	2916	14		99.52
SM1	South Staffs (Lower Penn, Wombourne, Swindon, Himley, Kinver)	23.09.2023	4354	16		99.63
SM2	Stafford (Littleworth, Rising Brook, Highfields, Rowley)	13.09.2023	3524	12		99.66
SM3	Stafford (Creswell, Seighford, Gnosall, Eccleshall)	14.09.2023	1196	7		99.41
SM4	Stafford (Baswich, Weeping Cross, Wildwood)	06.09.2023	1754	8		99.54
SM5	Stafford	15.09.2023	37	0		100.00
TM1	Tamworth (The Leys, Leyfields)	12.09.2023	2452	14		99.43
TM2	Tamworth (Bolehall, Amington, Glascote)	26.09.2023	2584	20		99.23
TM3	Tamworth (Stonydelph, Belgrave)	28.09.2023	2205	16		99.27
TM4	Tamworth (Wilnecote, Dosthill, Kettlebrook)	20.09.2023	3221	26		99.19
TM5	Tamworth (Cycle Routes)	21.09.2023	478	3		99.37
TM6	Tamworth (Cycle Routes)	29.09.2023	637	4		99.37
			108,487	**534**		**99.51**

Total Deduction - PS 2 **-**

Staffordshire Street Lighting PFI

Performance Standard Report

Report No: 245
Period: 1-Sep-23 to 30-Sep-23

PS 3 - Photometric Performance

Deduction = ((MADt/U) x (N/S) x T) x 5
where:
N = no. of failures recorded
S = no. of lighting systems sampled

CID	Street	Unit #	Target	Actual	Variance	Sampled (S) *enter '1' or '0'*	Failures (N) *enter '1' or '0'*
12279	PRINCES DRIVE CODSALL Codsall - Perton	6	14.1	51	36.9	1	0
228686	QUEENS GARDENS CODSALL Codsall - Perton	3	14.1	47.7	33.6	1	0
109807	LEE GROVE SEABRIDGE Seabridge - Newcastle	1	14.1	54.4	40.3	1	0
228692	LIME TREE ROAD CODSALL Codsall - Perton	6	14.1	52.5	38.4	1	0
104230	PEACOCK ROAD CHESTERTON Chesterton - Newcastle	2	41.5	54.4	12.9	1	0
109824	LIDGATE WALK NEWCASTLE Seabridge - Newcastle	1	14.1	33.1	19	1	0
114249	AUDLEY PLACE NEWCASTLE Westlands - Newcastle	3	14.1	46.7	32.6	1	0
120941	LEASWOOD PLACE CLAYTON Clayton - Newcastle	14	14.1	36.5	22.4	1	0
102707	CALVERT GROVE NEWCASTLE Bradwell - Newcastle	2	14.1	52.9	38.8	1	0
236716	ANGLESEY ROAD LICHFIELD Christchurch - Lichfield	1	14.1	33.9	19.8	1	0
112351	THISTLEBERRY AVENUE TH/BERRY Thistleberry - Newcastle	24	36.2	38.5	2.3	1	0
228706	FARM CLOSE CODSALL Codsall - Perton	2	14.1	30.6	16.5	1	0
228706	FARM CLOSE CODSALL Codsall - Perton	2	14.1	31	16.9	1	0
109847	MEDWAY PLACE SEABRIDGE Seabridge - Newcastle	1	14.1	48.9	34.8	1	0
235168	THE PASTURES PERTON Perton - Perton	1	14.1	53.3	39.2	1	0
38158	LUNNS CROFT STOWE LICHFIELD Stowe - Lichfield	2	14.1	49.9	35.8	1	0
38177	MANLEY ROAD STOWE LICHFIELD Stowe - Lichfield	2	14.1	51.4	37.3	1	0
38158	LUNNS CROFT STOWE LICHFIELD Stowe - Lichfield	2	14.1	51	36.9	1	0
38177	MANLEY ROAD STOWE LICHFIELD Stowe - Lichfield	2	14.1	51.3	37.2	1	0
236887	ST JOHNS CLOSE LICHFIELD Sandfields - Lichfield	2	14.1	32.3	18.2	1	0
236887	ST JOHNS CLOSE LICHFIELD Sandfields - Lichfield	2	14.1	32.8	18.7	1	0
242448	SUTHERLAND DRIVE WESTLANDS Westlands - Newcastle	2	36.9	48.5	11.6	1	0
236984	CHRISTCHURCH LANE LICHFIELD Sandfields - Lichfield	18	14.1	58	43.9	1	0
104230	PEACOCK ROAD CHESTERTON Chesterton - Newcastle	2	41.5	44.1	2.6	1	0
242448	SUTHERLAND DRIVE WESTLANDS Westlands - Newcastle	2	36.9	48.8	11.9	1	0
245940	FOX LANE ALREWAS Alrewas - Lichfield	7	19.3	32.6	13.3	1	0
245940	FOX LANE ALREWAS Alrewas - Lichfield	7	19.3	33	13.7	1	0
120941	LEASWOOD PLACE CLAYTON Clayton - Newcastle	14	14.1	36.7	22.6	1	0
38158	LUNNS CROFT STOWE LICHFIELD Stowe - Lichfield	2	14.1	55.8	41.7	1	0
38158	LUNNS CROFT STOWE LICHFIELD Stowe - Lichfield	2	14.1	52.6	38.5	1	0
235168	THE PASTURES PERTON Perton - Perton	1	14.1	57.6	43.5	1	0
236887	ST JOHNS CLOSE LICHFIELD Sandfields - Lichfield	2	14.1	40.1	26	1	0
11814	BEECH GARDENS CODSALL Codsall - Perton	1	14.1	34.9	20.8	1	0
247212	ST VINCENT PLACE SILVERDALE Silverdale - Newcastle	2	14.1	40.1	26	1	0
247212	ST VINCENT PLACE SILVERDALE Silverdale - Newcastle	2	14.1	39	24.9	1	0
114249	AUDLEY PLACE NEWCASTLE Westlands - Newcastle	3	14.1	47.6	33.5	1	0
230362	SNEYD TERRACE SILVERDALE Silverdale - Newcastle	2	55.5	81.6	26.1	1	0
247212	ST VINCENT PLACE SILVERDALE Silverdale - Newcastle	2	14.1	36.9	22.8	1	0
38158	LUNNS CROFT STOWE LICHFIELD Stowe - Lichfield	2	14.1	49.4	35.3	1	0
102707	CALVERT GROVE NEWCASTLE Bradwell - Newcastle	2	14.1	51.8	37.7	1	0
109807	LEE GROVE SEABRIDGE Seabridge - Newcastle	1	14.1	52.1	38	1	0
236716	ANGLESEY ROAD LICHFIELD Christchurch - Lichfield	1	14.1	37.2	23.1	1	0
226065	KENTMERE PLACE WESTLANDS Westlands - Newcastle	7	14.1	33	18.9	1	0
226065	KENTMERE PLACE WESTLANDS Westlands - Newcastle	7	14.1	32.7	18.6	1	0
228706	FARM CLOSE CODSALL Codsall - Perton	2	14.1	34	19.9	1	0
15238982	BLOOMFIELD CRESCENT LICHFIELD Christchurch - Lichfield	3	29.4	76.6	47.2	1	0

Staffordshire Street Lighting PFI

Performance Standard Report

Report No: 245
Period: 1-Sep-23 to 30-Sep-23

PS 3 - Photometric Performance

Deduction = ((MADt/U) x (N/S) x T) x 5
where:
N = no. of failures recorded
S = no. of lighting systems sampled

CID	Street	Unit #	Target	Actual	Variance	Sampled (S) *enter '1' or '0'*	Failures (N) *enter '1' or '0'*
15244375	COLINWOOD CLOSE GREAT WYRLEY Great Wyrley - Perton	2	21.8	24.2	2.4	1	0
38177	MANLEY ROAD STOWE LICHFIELD Stowe - Lichfield	2	14.1	48.4	34.3	1	0
228686	QUEENS GARDENS CODSALL Codsall - Perton	3	14.1	46	31.9	1	0
15245440	CANTERBURY CLOSE LICHFIELD Stowe - Lichfield	3	14.1	0	-14.1	1	0
15245440	CANTERBURY CLOSE LICHFIELD Stowe - Lichfield	3	14.1	14.6	0.5	1	0
237690	ALDEBURGH DRIVE NEWCASTLE Seabridge - Newcastle	3	14.1	47.4	33.3	1	0
237690	ALDEBURGH DRIVE NEWCASTLE Seabridge - Newcastle	3	14.1	47.5	33.4	1	0
247211	HOWE GROVE SILVERDALE Silverdale - Newcastle	1	14.1	38.7	24.6	1	0
15245440	CANTERBURY CLOSE LICHFIELD Stowe - Lichfield	3	14.1	14.49	0.39	1	0
109807	LEE GROVE SEABRIDGE Seabridge - Newcastle	1	14.1	45.9	31.8	1	0
CIP20005640	MILL GROVE BILBROOK Perton - Perton	3	16.6	20.8	4.2	1	0
242448	SUTHERLAND DRIVE WESTLANDS Westlands - Newcastle	2	36.9	21.32	-15.58	1	0
CIP20011304	THE HOLLIES CROSS HEATH Cross Heath - Newcastle	4	16.8	25.5	8.7	1	0
3274443	SHERIFFS CLOSE LICHFIELD Boley Park - Lichfield	3	14.1	19.36	5.26	1	0
38503	ROMILLY CLOSE LICHFIELD Boley Park - Lichfield	1	25.1	48.8	23.7	1	0
38503	ROMILLY CLOSE LICHFIELD Boley Park - Lichfield	1	25.1	34.3	9.2	1	0
245641	ST MARYS DRIVE THISTLEBERRY Thistleberry - Newcastle	2	14.1	17.16	3.06	1	0
38503	ROMILLY CLOSE LICHFIELD Boley Park - Lichfield	1	25.1	28.1	3	1	0
CIP20017207	STAFFORD ROAD LICHFIELD Christchurch - Lichfield	3	21.1	19.27	-1.83	1	0
111952	HILLSIDE THISTLEBERRY Thistleberry - Newcastle	1	25.1	19.47	-5.63	1	0
19197	THORNBURY COURT PERTON Perton - Perton	1	25.1	29.7	4.6	1	0
18531	LYTHAM ROAD PERTON Perton - Perton	5	14.1	14.15	0.05	1	0
235168	THE PASTURES PERTON Perton - Perton	1	14.1	17.53	3.43	1	0
12059	HAWTHORNE LANE CODSALL Codsall - Perton	2	29.4	36	6.6	1	0
11814	BEECH GARDENS CODSALL Codsall - Perton	1	14.1	17.98	3.88	1	0
228686	QUEENS GARDENS CODSALL Codsall - Perton	3	14.1	18.02	3.92	1	0
12279	PRINCES DRIVE CODSALL Codsall - Perton	6	14.1	14.11	0.01	1	0
CIP20010414	MEADOW VALE CODSALL Codsall - Perton	4	16.8	19.77	2.97	1	0
228706	FARM CLOSE CODSALL Codsall - Perton	2	14.1	18.54	4.44	1	0
CIP20010192	SANDY LANE CODSALL Codsall - Perton	6	7.9	9.56	1.66	1	0
212011	THE FIELDS BILBROOK Codsall - Perton	2	14.1	21.67	7.57	1	0
228692	LIME TREE ROAD CODSALL Codsall - Perton	6	14.1	18.53	4.43	1	0
CIP20005640	MILL GROVE BILBROOK Perton - Perton	3	16.6	13.81	-2.79	1	0
243042	WILLOW GROVE ESSINGTON Essington - Perton	1	14.1	17.45	3.35	1	0
12922	ROWAN DRIVE ESSINGTON Essington - Perton	2	25.1	29.17	4.07	1	0
12620	BIRCHWOOD CLOSE ESSINGTON Essington - Perton	3	25.1	26.91	1.81	1	0
13152	CRANESBILL CLOSE FEATHERSTONE Featherstone - Perton	2	25.1	24.69	-0.41	1	0
13343	SORREL CLOSE FEATHERSTONE Featherstone - Perton	2	25.1	28.7	3.6	1	0
15233245	RAVEN CLOSE GREAT WYRLEY Great Wyrley - Perton	1	14.1	23.89	9.79	1	0
15239015	MOUNT PLEASANT CHESLYN HAY Cheslyn Hay - Perton	2	14.1	20.68	6.58	1	0
3278498	QUEEN STREET CHESLYN HAY Cheslyn Hay - Perton	5	14.1	23.9	9.8	1	0
207891	FOREST GLADE GREAT WYRLEY Great Wyrley - Perton	1	25.1	43.1	18	1	0
15244654	ORION CLOSE GREAT WYRLEY Great Wyrley - Perton	2	14.1	25.29	11.19	1	0
119863	CORNHILL CLOSE CHESTERTON Chesterton - Newcastle	1	25.1	34	8.9	1	0

Staffordshire Street Lighting PFI

Performance Standard Report

Report No: 245
Period: 1-Sep-23 to 30-Sep-23

PS 4a - Response to Emergency Events

Deduction = (MADt /(24 x N)) x M x 0.12 x {1.2^(M-1)}
where:
M = no. of consecutive elapsed hours exceeding response time

Job No.	M	£
No non-compliant responses in period		
		-
		-
		-
		-
		-
		-
		-
		-
		-
		-
		-
		-
		-
		-
		-
		-
Total Deduction - PS 4a		**-**

Staffordshire Street Lighting PFI

Performance Standard Report

Report No: 245
Period: 1-Sep-23 to 30-Sep-23

PS 4b - Non-Emergency Repairs

Deduction = (MADt /(U x N)) x M x 10 x {1.1^(M-1)}
where:
M = no. of consecutive elapsed days exceeding response time

Job No.	Description	Unit #	Street	Town	M	£
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
Total Deduction - PS 4b						**-**

Staffordshire Street Lighting PFI

Performance Standard Report

Report No: 245
01/11/2013 1-Sep-23 to 30-Sep-23

PS 5 - Design, Installation, Commissioning / Decommissioning

Deduction = (MADt/U) x M x 15 x {1.1^(M-1)}
where:
M = no. of reported consecutive elapsed months non-compliant

System Reference	Unit	M	£
No non-compliant systems in month			-
			-
			-
			-
			-
			-
			-
			-
			-
			-
			-
			-
			-
			-
			-
			-
			-
			-
Total Deduction - PS 5			**-**

Staffordshire Street Lighting PFI

Performance Standard Report

Report No: 245

1-Sep-23 to 30-Sep-23

PS 6 - Records & Management

Deduction = £50 x RPIFCy x W x M x {1.1^(M-1)}
where:
M = no. of consecutive elapsed days exceeding response time

Activity	Weighting	M	£ per activity	No.	**£ Total**
Data Entry 1 day late	0.1	1	10.52	8	84.17
Data Entry 2 days late	0.1	2	23.15	10	231.46
Data Entry 3 days late	0.1	3	38.19		-
Data Entry 4 days late	0.1	4	56.01	1	56.01
Data Entry 5 days late	0.1	5	77.02		-
Data Entry 6 days late	0.1	6	101.66		-
Data Entry 7 days late	0.1	7	130.47		-
Data Entry 8 days late	0.1	8	164.02		-
Data Entry 9 days late	0.1	9	202.97		-
Data Entry 10 days late	0.1	10	248.08		-
Data Entry 12 days late	0.1	12	360.21		-
Data Entry 13 days late	0.1	13	429.25		-
Data Entry 14 days late	0.1	14	508.49		-
Data Entry 16 days late	0.1	16	703.17		-
Data Entry 19 days late	0.1	19	1,111.40		-
Data Entry 20 days late	0.1	20	1,286.89		-
Data Entry 28 days late	0.1	28	3,861.99		-
Customer Care					
Telephone answer/response %	0.5	1	52.60		-
Written correspondence	0.1	14	508.49		-
Consultation for Asset Renewal	5	1	526.04		-
Notify property owners	5	1	526.04		-
AMS energy accuracy	1	1	105.21		-
Publish customer care charter	1	1	105.21		-
Update & republish charter	1	1	105.21		-
Update & republish website	1	1	105.21		-

Staffordshire Street Lighting PFI

Performance Standard Report

Report No: 245

1-Sep-23 to 30-Sep-23

PS 6 - Records & Management

Deduction = £50 x RPIFCy x W x M x {1.1^(M-1)}
where:
M = no. of consecutive elapsed days exceeding response time

Activity	Weighting	M	£ per activity	No.	**£ Total**
Freephone facility	1	1	105.21		-
Annual reports	0.5	1	52.60		-
Update competence register	0.5	1	52.60		-
Council request for meeting	5	1	526.04		-
Submit SARP as Appx 'M'	1	1	105.21		-
Total Deduction - PS 6					**371.64**

Energy Solutions Limited
Lighting & Grid

STAFFORDSHIRE COUNTY COUNCIL
HIGHWAY LIGHTING
PRIVATE FINANCE INITIATIVE CONTRACT

ANNUAL SERVICE REPORT FOR PERIOD
19TH MAY 2022 TO 18TH MAY 2023

Staffordshire County Council

www.lightingforstaffordshire.net
helping to make staffordshire safer

Introduction

This report is prepared by the Service Provider, E.ON Energy Solutions Limited, in accordance with its obligations contained under Schedule 4, Part B.

Contents

1.0 Introduction by Staffordshire County Council

Prior to the commencement of the Street Lighting Private Finance Initiative (PFI) contract Staffordshire County Council was responsible for 99,000 units of street lighting equipment. With an average design life for a streetlight of 25 - 30 years and with 24 % of streetlights age expired, there was significant risk to the public from street lighting column failure. The annual investment budget fell considerably short of providing an acceptable solution to a rapidly degrading lighting stock and hence a longer-term solution was developed in the form of a PFI. In May 2003 Lighting for Staffordshire commenced a programme of renewal and maintenance works for the 25-year term PFI contract. This would ensure the condition of the county's road lighting stock would be maintained at the appropriate level for the foreseeable future.

The Project will therefore provide a continuous investment programme that will halt and reverse equipment degradation through the provision of a modern standard of road lighting which is and will continue to be designed to provide an economic and effective level of lighting whilst protecting and enhancing the environment.

The PFI project forms an integral part of Staffordshire County Council's priority outcomes and aims by the provision of good lighting and an efficient lighting service to support our Vision – An innovative, ambitious, and sustainable county, where everyone has the opportunity to prosper, be healthy and happy.

The invest to save programme has been and will continue to be a major benefit to us at Staffordshire County Council (SCC). Considering the current energy crisis, the reduction in energy costs is already advantageous, and the reduction in greenhouse gases, will contribute to the organisation's objective of tackling climate change.

Cllr David Williams
Cabinet Member
Highways and Transport

2.0 Project Overview

The Staffordshire Highway Lighting PFI project launched in May 2003 as a partnership between Staffordshire County Council and Lighting for Staffordshire. The project ensures there are structured maintenance and replacement regimes to target the 99,000+ streetlights, illuminated signs and bollards in the county.

Maintenance activities, including timely lamp changes, lantern and bollard cleaning, periodic electrical and structural inspections, keep the assets in good working order whilst assets reaching the end of their maintainable life are programmed for replacement.

Coverage is provided 24 hours a day, 365 days a year to ensure that unforeseen emergency events that could cause harm to residents or property are dealt with quickly and professionally to reduce risks.

Performance monitoring of the services provided is ongoing and continuous by Lighting for Staffordshire, Staffordshire County Council and Government appointed National Auditors.

This report concentrates on the targets and achievements of year 20 of the Annual Apparatus Renewal Programme (AARP), 19 May 2022 to 18 May 2023 as well as a look ahead to our future plans and aspirations.

The Contract experienced a reduction in the number of asset renewal points obtained each month, which resulted in the programme starting this reporting period behind the operational target. However, the overall performance against the Cumulative Anticipated Points Earned (CAPE) trigger remained ahead of target. Due to the difficulties that have been experienced, the points achieved each month receive close attention and careful planning to ensure the deficit is recovered.

Paul Slade
Regional Operations Manager
Lighting and Grid, UK Solutions

3.0 Introduction to E.ON

E.ON are one of the UK's leading power and gas companies - generating electricity, and retailing power and gas. As part of the E.ON group, we are the world's largest investor- owned energy service provider employing over 8,000 people in the UK and almost 70,000 worldwide.

Our core focus is to provide green and interconnected solutions that address the needs of our customers and the environment. We aim to lead the global shift towards new technology by working with customers, companies and across communities to make energy simpler, smarter and more sustainable.

Over 5 million households in the UK, and 50 million worldwide, choose E-on, making us one of the leading energy companies in the UK. Our business mirrors the major energy changes – an increasing demand for innovative solutions, global growth of renewables to tackle climate change and transformation to a smarter energy system.

We believe in a sustainable future and our electricity is backed by 100% renewable sources including wind, biomass and solar. Electricity sourced from E.ON's renewable generation assets, supply agreements with independent UK wind generators and the purchase of renewable electricity certificates.

Wind is now the second largest renewable energy source and we built our first wind farm on Anglesey in 1992 and were a partner in the first UK offshore wind farm at Blyth in 2000. We now have wind farms covering the whole of the UK, north to south and east to west.

Biomass is the third largest source of renewable energy, and Blackburn Meadows is our biomass-fuelled combined heat and power plant. It uses recycled waste wood from the UK to generate power for up to 69,000 homes and businesses in the South Yorkshire region. It also reduces carbon emissions by up to 65% when compared to natural gas.

Currently we generate enough renewable energy at our 5 offshore and 24 onshore wind farms alongside our 3 biofuel sites in the UK to supply almost 1.7 million homes.

We have committed to achieving Net Zero emissions by 2050 and support households to improve sustainability through a variety of measures including having a sustainable diet, through making eco-friendly living choices to cost effective energy saving measures.

Our approach to combatting climate change and air pollution is to create sustainability in cities and communities across the world. From our eco-friendly city developments in Malmo, to Citigen powering the heart of London, we've been working with local governments to create smart cities and sustainable communities powered by renewable energy with state- of-the-art infrastructure and enhanced economic sustainability.

Electric Vehicle charging is at the heart of E.ON's strategy to be partner of choice for sustainable energy and mobility solutions, and as part of this vision are focussed on delivering electric vehicle infrastructure. We are a charge point operator for over 3,500 public charge points across Europe with a plan to grow this by 1,000 charge points per year.

Another community focus is our Lighting & Grid team, who have extensive experience in the external lighting market.

We provide a one-stop-shop from design, consultancy and construction through to connection and long-term maintenance for street lighting, as well as EV and small development connections.

To support sustainable growth, we have expanded our geographic boundaries and the solutions we can offer to customers. With the advent of 'smart city' technologies, the humble streetlight plays an important part as the most strategically placed asset to assist in the upgrading and development of the infrastructure in the new age.

Our training provider accreditation for our Apprenticeship Programme, coupled with our positive mentoring scheme, ensures our Apprentices receive the very best training and support throughout their development. Since 2012, we have registered 37 Apprentices to work on the Staffordshire PFI and 18 have successfully completed their programme.

4.0 Progress Report

4.1 Asset Renewal Progress Update

Our asset renewal teams review the condition of every lamppost within the County considering their age profile to make sure that they continue to be structurally safe, economically viable to maintain and not likely to become structurally defective through age degradation or environmental factors. Those units failing any of the categories are programmed, using an additional assessment of risk, for replacement either as single units or as complete schemes where most of the lampposts in the road are affected and require replacement.

Every road throughout the County has a designated classification, which is not simply dependent upon a road being an A or B road, but also considers usage, location, speed, traffic flows, and the like. This classification is what ultimately determines the appropriate level of lighting required for that road and it is from this information that the lighting design can be determined.

Furthermore, we can determine where we can implement dimming strategies to reduce night-time light levels and with that, the energy consumed. When considering new schemes and any alterations required to meet this, existing locations are considered to reduce unnecessary disturbance to the footpaths and ultimately the community. Where this is not possible, new locations are selected as sympathetically as possible within the existing road layout but this may mean new positions where street lights have not previously been.

Staffordshire remains the only operational PFI with an asset replacement programme spanning the 25-year contract term. This method of contract delivery provides a smoother, more sustainable and affordable replacement programme when the new assets require review again in approximately 40 years.

The continuous cycle of replacement has enabled us to consider new technologies as they emerge. When new products or wholesale technological advancements become available, we can consider benefits such as reductions in ongoing maintenance costs, improved lighting abilities that may reduce the number of assets requiring to be installed, reduced power consumption which reduces energy costs alongside other factors that may detrimentally affect how we deliver quality into the lighting stock.

LED (Light Emitting Diode) technology has been one of the fastest growing and most beneficial advancements to the industry since the external lighting market commenced.

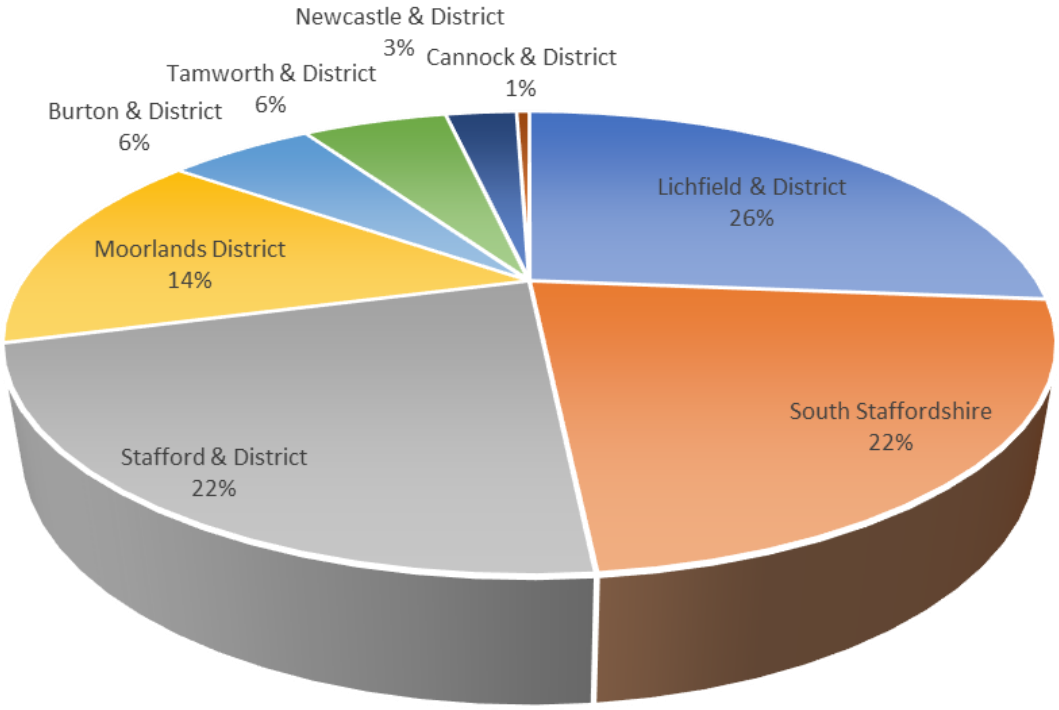
We initially introduced the new lanterns into residential areas of Staffordshire for two reasons - this represented a higher proportion of the assets and provided the same type of technology we were already using. After considering the energy savings that could be made alongside potential maintenance reductions, this became a viable solution.

Although we initially held off using this technology to meet our primary, higher classification road lighting solutions, the technology progression and reduction in costs provided us with a solution that could be rolled out as standard throughout replacement programmes.

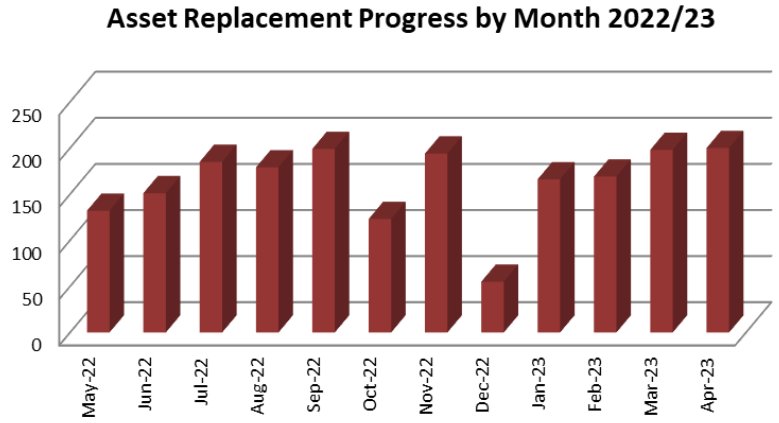
LED lanterns offer a versatile light output whilst significantly reducing energy consumption. The SOX lamps used in 2003 consumed 59 watts of energy to generate 26-watt lighting. Following this, compact fluorescent lighting (PLL) was used, and the improved 36-watt light output consumed the same 59 watts of energy. However, the improved output of light represented a 38% energy saving for each lamp. Compare this with the LED equivalent, which produces the same 26-watt output of light but consumes less than 22 watts per hour – a saving of 38% against PLL and over 62% compared to the original SOX lamps. Further benefits of LED technology are the ability to apply dimming and improved optical distribution, which means we can utilise more of the existing column positions to mitigate any growth in the number of assets a road needs to illuminate it to the standards required.

Our delivery objective has always been to ensure that our replacement programme is distributed throughout the county over each period as opposed to concentrating solely in one district or area. This allows the benefits the new lighting brings to be displayed regionally and reduces prolonged disruption in any area.

The following activity report shows the districts across the region that have benefited from new column installation in the last year;



To date we have replaced more than 55,000 street lighting Columns and the graphs below indicate the number of columns replaced each month during the 2022/2023 period along with the overall street lighting replacement progress since contract commencement.



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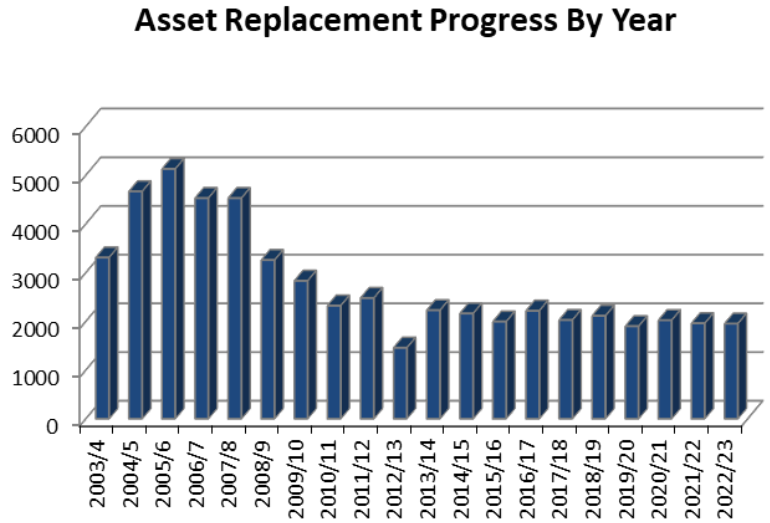


4.2 Programme Delivery

Our planned delivery programme is updated every three months and to ensure this is visible and readily available, it is shared with Staffordshire County Council, and other district and borough councils within the county.

Columns are primarily selected for replacement in accordance with their age, but we also understand that some columns are more resilient than others and plan our anticipated working patterns by using data collected over previous years, information collected by the Authority prior to project commencement, and our extensive industry knowledge.

The decorative appearance of the assets can play an important part in making the street scene look clean and attractive. Most new lampposts carry an industrial appearance due to the galvanised finish, which is applied to help prevent rust and limit environmental damage, but they quickly become part of the landscape.

Any units we identify that fail to meet the strict criteria that surrounds the decorative condition, but are still otherwise serviceable, may be painted to restore a good appearance and provide a protective finish. Painting, except in certain conservation areas where it is purely provided as a decorative finish, is only applied as an aid against the aging process. The paint systems used are selected because of their high durability, anti- graffiti coating, long lasting anti-fade properties, and anti-rusting agents, which help to not only prevent premature ageing but, in some cases, can also help to slow down any rusting that has commenced.

We have completed a full programme review to determine a general programme of commencement for each road up until the contract conclusion in 2028. Whilst this may be subject to small changes through accelerated deterioration, planning in line with other county developments and the like, we can now provide better information for any interested party regarding our whereabouts for the remainder of the project.

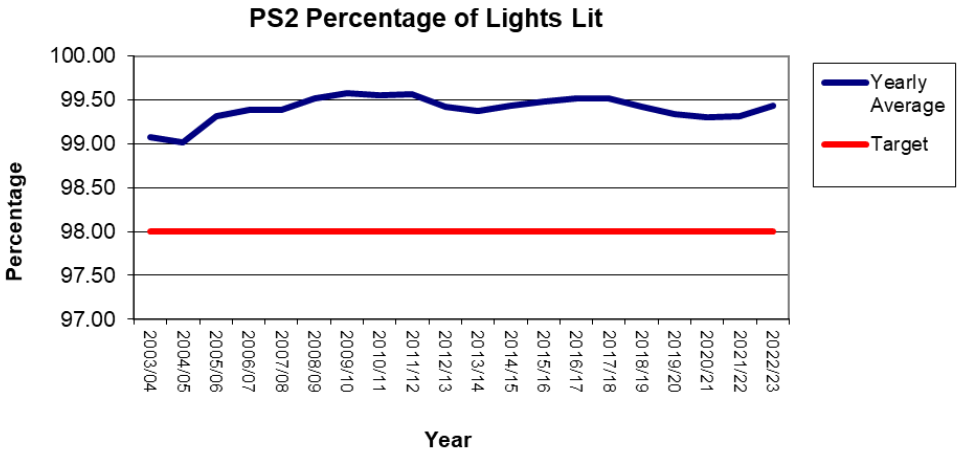
A summary of the data is also accessible by all members of the public and any other interested parties via our dedicated website. The website also includes an overview of our contract activities, answers to Frequently Asked Questions and links to Staffordshire County Council and E.ON websites.

4.3 Maintenance Progress Update

Well planned, well managed and suitably invested cyclic maintenance regimes are, to us, the most important part of the project. Our dedicated teams ensure that all streetlights, illuminated signs and bollards remain lit and in a good condition – safe and operationally.

This involves a strict programme of lantern cleaning, lamp changes, electrical and structural inspections as well as night patrols and illuminance checks to make sure that each asset continues to perform as designed and required. The project includes a specific performance target to maintain the number of lights that are lit across the County; above a threshold of 98% which, when you consider that we currently maintain over 108,300 units within the County, this is no small achievement.

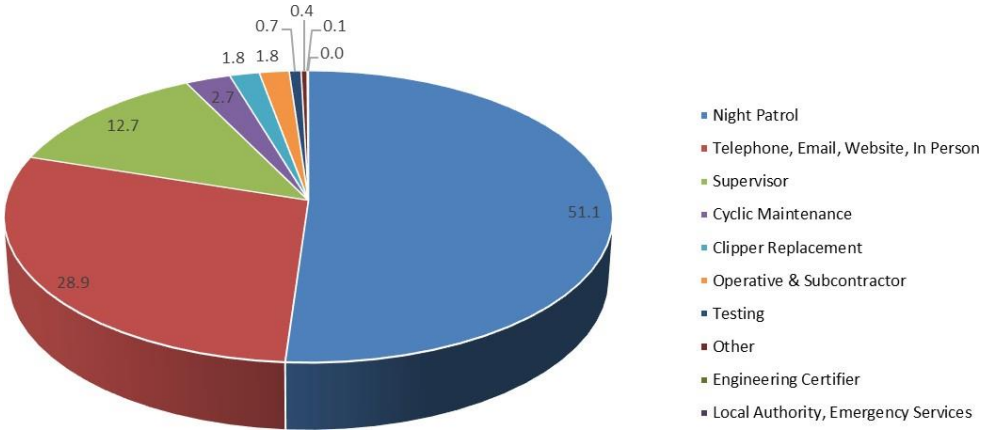
The following chart shows the progress since contract commencement against the target requirements and with a yearly average of 99.32% lights lit, it is an excellent achievement and demonstrates our year-on-year commitments.



Although streetlights are designed to be robust to endure the environmental impacts of day-to-day operation, it is not surprising that faults occur when we factor in the stresses caused by temperature shifts ranging from -20oC to +30oC, driving rain, heavy winds and snowfall. Members of the public can report faults by telephone, email or the Staffordshire County Council Report It tool. We also gather information from our maintenance teams, supervisors, engineers, and managers who report issues they find and our night patrols, which look at every streetlight and lit sign once a month to check whether they are operating effectively.

Each fault received is recorded within the Asset Management System to ensure the details are recorded to create a detailed history for each individual asset. This provides data that can be reviewed to identify trends, support strategic plans, and assist external agencies, such as the Police when investigating road traffic incidents or other criminal investigations.

Due to the investment in equipment, increase in maintenance inspections and robust work programming (such as clean and change schedules), we have observed a general decrease in the number of reactive faults that are reported. The chart below shows the percentage split of where fault reports are generated from, with almost one third of reports coming from the public and external partners.

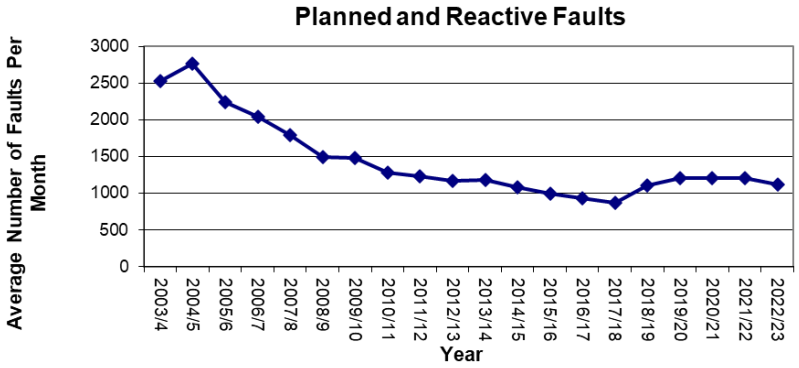


Fault repairs have specific timescales and targets for completion, such as 5 working days to attend and rectify an out of light fault. This timescale commences when we become aware of the issue and financial penalties are applied when the timescales are not met. Of the 348,207 fault reports received since project commencement, we have completed 1003 of these outside of the target response time, which equates to only 0.14%.

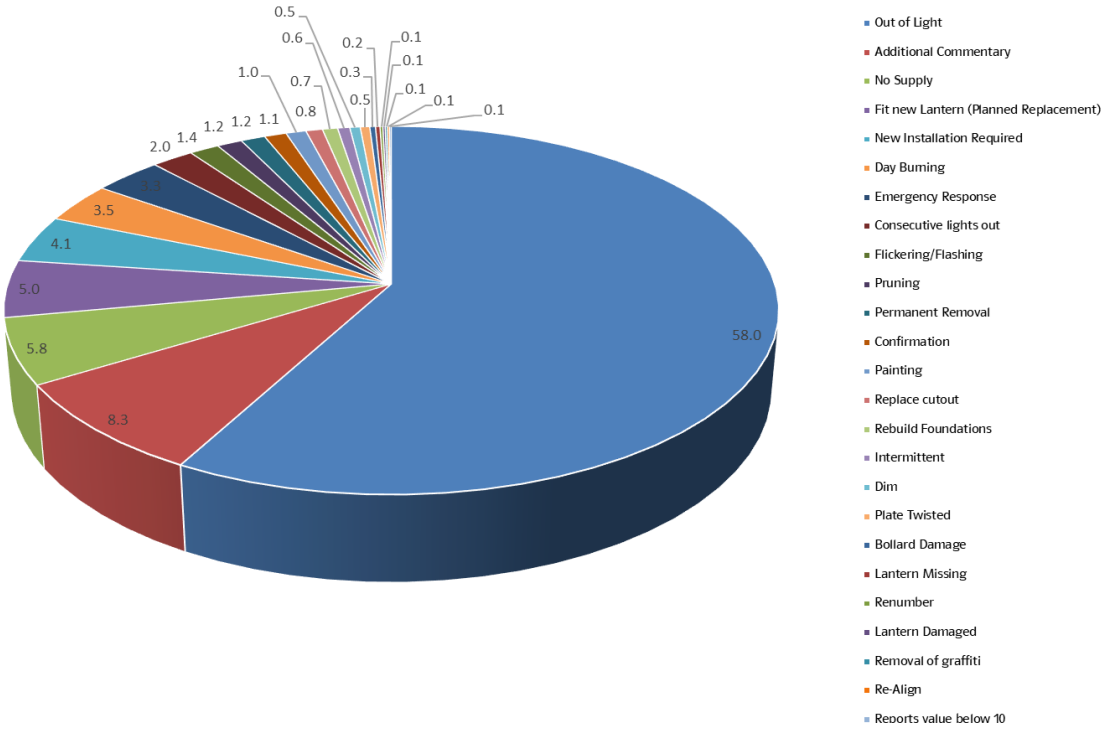
Where streetlights are fed directly from the underground electrical network owned and operated by National Grid, the Distribution License Holder (DLH) for the region, any necessary power failures caused by cable faults and the like can only be repaired by them. Each regional DLH is regulated by OFGEM for their response and duties to attend all kinds of electrical faults. Whilst this takes a little longer than our normal 5- day response times we still continue to monitor attendance times and ensure work is completed quickly and efficiently.

Where we identify equipment that does not meet our standard, we will complete rectification work with the aim of minimising loss of service to the public and preventing a system failure. For the purpose of this report, such work has been excluded from the data to provide a clearer indication of the actual failures rather than internally monitored works.

The following indicates the total number of faults we have attended to each year since project commencement.

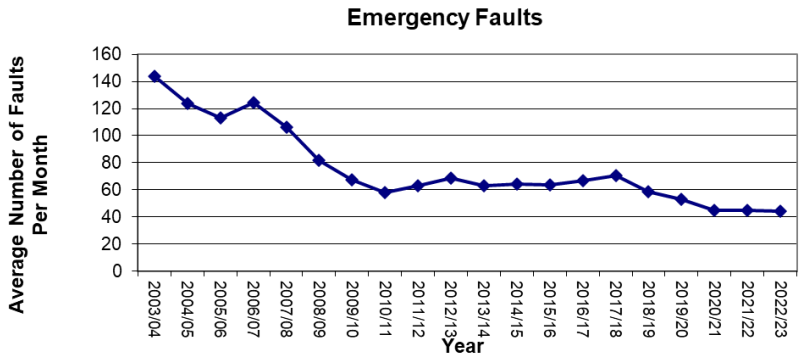


The following chart indicates the type of faults we have attended to over the year, and by maintaining this level of data we are able to spot trends year on year which help us plan future works and strategies;



Emergency events are those that have the potential to cause serious harm or damage to members of the public or property. Our permitted response time to attend and make events of this nature safe is limited to two hours. Our teams are available 24 hours a day, 365 days a year and out of the 536 reported emergency events in this period, all were attended to within these timescales. Of the 18,303 emergency events that have been reported since project commencement, only 12 were attended to outside the target (0.065%).

The following chart shows the average number of emergency callouts our teams have attended to each year since the project began. It is good to see that well-targeted asset investment has also helped to reduce these events since contract commencement.



5.0 Customer Service Satisfaction Survey – Summary of Results

Staffordshire is home to over 900,000 people and covers a geographically diverse area of 1,047 square miles. It is therefore important that as a project team we apply a consistent, practical and even approach to all concerns, enquiries and complaints received. Ensuring that there is a balance between the requirements of the individual, the community and any statutory or contractual duties placed upon us can, at times, be difficult and challenging. Every concern is considered on its own merits and where possible we try to put ourselves in the position of the complainant, however there are sometimes concerns that cannot be resolved to everyone's satisfaction.

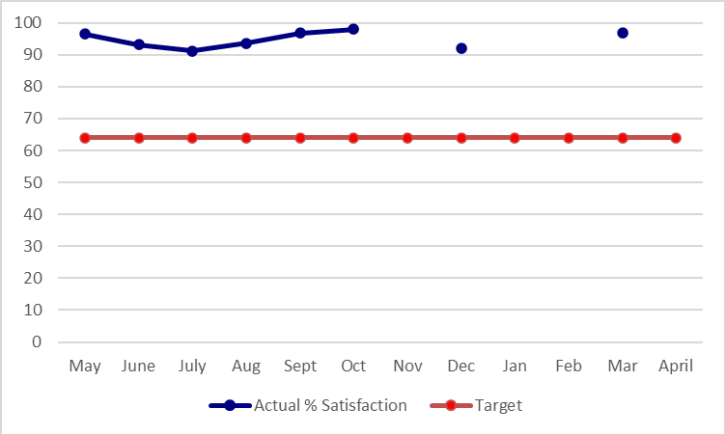
Our customer care process starts at the design stages of any scheme, with consideration being given to the planned locations and positioning of the lampposts. In considering how to proceed we must balance the final locations required to meet the design with the existing positions, the potential aesthetic impact, and of course the overall safety impact for highway users. However, where customer relocation requests do not meet with our priority factors of reducing energy consumption and street clutter, they will not be considered.

We do appreciate that the final positioning of some units can be unpopular at an individual level. However, this is often due to alternative solutions carrying high economic and environmental impact, such as the net increase of the number of units in a street – which in turn increases energy and maintenance costs unreasonably. We also look at the benefits to the community and throughout the county when considering our outcome.

The team respond to each concern or complaint raised individually either in person, by telephone, letter or e-mail. In some cases where an agreement cannot initially be reached, Staffordshire County Council mediate by reviewing the concern and recommendations proposed before deciding upon a solution.

We also monitor customer satisfaction with maintenance activities we have carried out. We contact individuals who have reported a fault within the month and complete a survey, which consists of a series of questions designed to provide feedback on how easy it was to make contact with us, how easy it was to report the fault and how quickly we completed the repair.

The chart below indicates the level of customer satisfaction throughout the year against the baseline target. November 2022, January 2023, February 2023 and April 2023 received no responses to the 10 surveys issued and so feature no score in the chart. In all months where feedback was received, this level was higher than the 64% target.



Owing to the difficulties being experienced in gaining responses from customers, we will review the process. This will involve a trial of alternative mechanisms to establish the most effective way in gaining customer satisfaction and feedback.

By working closely with local authorities, parish councils and law enforcement agencies as part of our planning and day to day activities we aim to deliver an acceptable scheme. In conservation areas and Areas of Special Interest the level of consultation and agreement via the local Conservation Officers and Local Authorities enables us to secure approval and, where necessary, additional funding to enhance the aesthetics of a new lighting system.

Our website, www.lightingforstaffordshire.net, contains links to report faulty lights, documents our Customer Care Charter and Customer Concerns procedure, Frequently Asked Questions, and an updated list of roads to be included within asset renewal programme.

6.0 Crime and Safety Improvement Plan

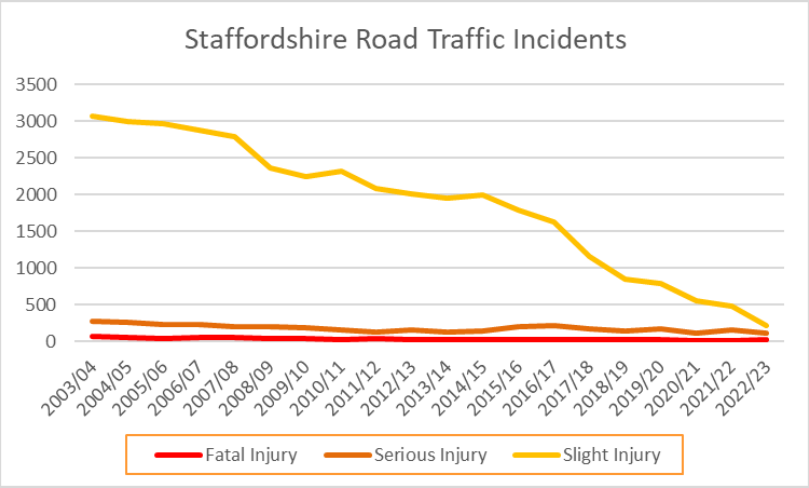
With more vehicles on the road each year, coupled with investment in primary road networks, it is important to consider safety.

Studies are undertaken every year to establish the best way of doing something, and whilst some often appear conflicting it is important to consider that each must be taken in context for the situation, which will naturally differ depending on the road type, speed and general usage. It is unlikely that any single strategy will eliminate all incidents and road traffic collisions but combinations of different strategies being sensibly delivered will make improvements over time.

Whilst there is clear evidence to show that traffic calming measures such as speed humps will have an immediate impact on vehicle speed and therefore reduce incidents, the same cannot be said for new lighting schemes. It is documented that white light technology enhances colour at night leading to an increase in object definition, and therefore the ability to better judge distance and speed and the recognise hazards and obstacles, makes a significant difference to road safety.

The streetlights installed combine with other highway strategies and initiatives to help provide a safer network and environment for residents, pedestrians and drivers as well as a deterrent for criminal activity. Studies continue to maintain that well-lit streets lead to a reduction in the fear of crime as communities are more inclined to venture out after the hours of darkness; and the resultant increase and confidence in people traffic can deter criminals from their activities.

Data concerning the number of road traffic incidents resulting in personal injury within Staffordshire, excluding the city of Stoke on Trent, is shown below.



This shows a clear downward trend in the number of incidents resulting in slight injury, a fluctuating trend in respect of serious injury incidents and a reduction in the number of fatal injury incidents.

7.0 Annual Environmental Plan

7.1 Project Aims and Progress

E.ON holds social responsibility at the core of all business activities, whether it is delivering clean sustainable energy from wind farms or investment in clean technologies such as battery storage to store renewable energy derived from our district heating plants to be able to release back into the community when needed. As part of our commitment to the environment we ensure that our processes and operations continue to be challenged and externally audited within the strict guidelines of our national accreditation to ISO 14001 Environmental Management standards.

Within the street lighting industry our focus is to ensure that our environmental impact is reduced so far as practicable in terms of the waste that we produce, how we dispose of this waste, our carbon footprint from the energy consumed, and the way that we procure and use new materials and products.

7.2 Waste Management

Naturally, removing and replacing faulty or life expired parts creates waste, from lamps and lanterns right through to the soil we dig up to access the underground electrical cable network.

It is a requirement for all waste electrical products to be treated in accordance with the WEEE (Waste Electrical and Electronic Equipment) directives. All waste lamps, of which some may contain potentially environmentally harmful chemicals, gases and coatings, are segregated and collected by specialist carriers and treated to ensure that the chemicals are neutralised, and the glass components are separated from the metal elements for onward recycling and reuse.

Where possible, we reuse good quality lanterns from defective units to be able to maintain some of the more traditional stock throughout the county, which reduces our waste impact at source.

Careful selection and management of our waste contract partners ensures that we do as much as we can to reduce our environmental impact. As part of our initial waste management, we provide separate skips for different waste types such as metal, concrete, WEEE, tarmac and spoil. This means we can reduce follow-up costs by ensuring that secondary segregation at waste transfer stations is minimal and contamination is reduced. In working this way throughout all parts of our highways business we have an impressive record of waste management and control with less than 1% of our entire waste product streams being sent to landfill.

The increased usage of LED technology will not necessarily improve our recycling statistics, over 99% would be hard to beat, but the move away from traditional lamp sources will reduce the types of waste and improve the overall environmental impact with chemical waste being removed from the manufacturing and recycling of the product.

7.3 Energy Consumption

Since the contract commenced in 2003 the unit cost of energy has soared. This has placed significant strain upon households and businesses alike, including the provisions of public services such as street lighting. Day to day, almost everything we do relies in some part on energy consumption and due to cost increases, we have all had to rethink our personal strategies in the workplace and at home to reduce energy.

Social responsibility comes at a cost, but the interventions and investments reduce loss and wastage at the consumption stage of the chain, which ultimately increases efficiency and lowers cost over the long term.

Energy reduction has always been a driver for the contract operationally. However, the significant increases in energy costs have forced us, and the industry, to rethink our approach to creating, delivering and maintaining sustainable, low energy solutions. Our early intervention to remove mercury tungsten lamps netted initial savings of over 500,000 kWh per year and the asset renewal programme has continued to steadily reduce energy costs through the careful design and lantern selection processes adopted.

The technologies available in 2003 were set to save around 30% of energy consumption, and, as previously set out, LED based lanterns have far exceeded these expectations. In September 2015 we completed a significant two-year investment programme to retrofit dimmable control gear into existing higher wattage lanterns. The investment package saw sustainable annual savings of over 3.8 million kWh.

Staffordshire County Council have provided additional investment in the last few years for further intervention measures which will have long term advantages. These include the de-illumination of various signs and bollards throughout the region which under changes in the Traffic Signs Regulations no longer need to be lit.

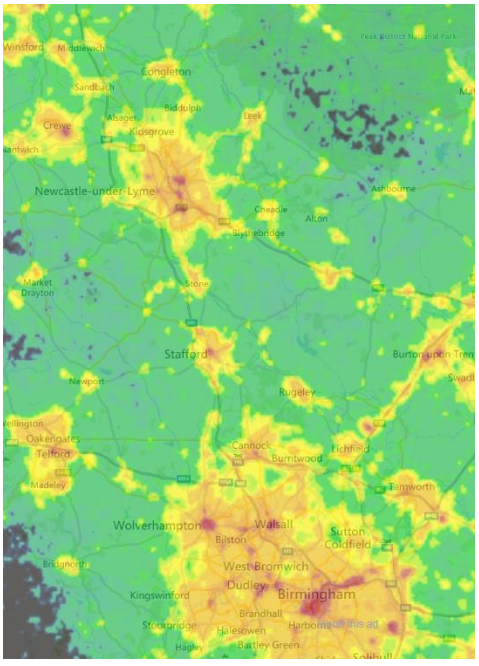
7.4 Light Pollution

Although light pollution has been a challenging perception for the last 10 years, technological advancements have combatted this issue.

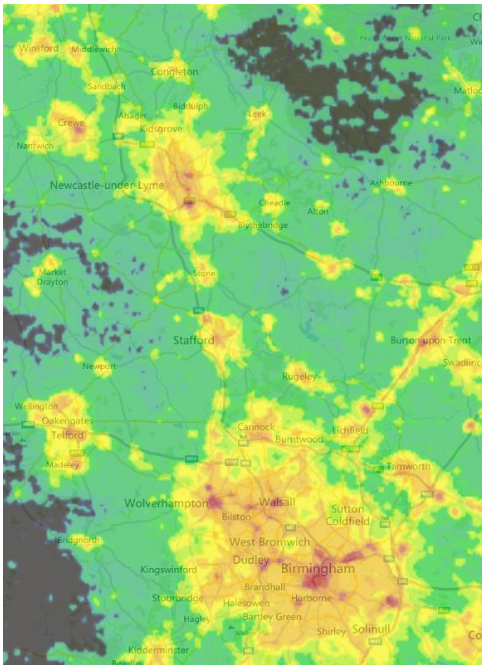
Upward light spillage has been significantly reduced as new lanterns have an upwards light ratio of less than 1% compared to 35% previously, which in turn means that there is more light focussed on the highway.

Whilst it will never be possible to completely stop resident concerns regarding light pollution, our records indicate that there is a reduction.

The maps below from lightpollutionmap.info show the reduction in light pollution across the Staffordshire County area. The red patches are the areas with the highest radiance levels and are found in our towns and darker areas have the lowest levels, areas to the northeast of Leek and around Market Drayton.



Light Pollution Map 2012



Light Pollution Map 2022

8.0 Annual Innovation Plan

8.1 Project Progress

As previously mentioned, innovation and technological advancement has been significant during the last few years. The industry has been revolutionised by LED solutions, stand- alone dimmable controls and a range of other measures that reduce energy consumption and increase light output. Whilst the momentum of change is set to continue, we have maintained our focus on ensuring products we have invested in are protected rather than being pushed aside by other new developments.

8.2 Contract Modernisation

In 2012 we completed the Contract Modernisation Review which looked at the key delivery outputs of the services required under the contract. In doing this we could address some elements of the output requirements to rationalise maintenance regimes and realise savings. The following summarises the ongoing benefits we have seen from this process.

8.2.1 Contract Modernisation – Maintenance

Maintenance activities, which account for over 50% of the contract deliverable cost, have been addressed to make significant savings by changing basic cyclic attendances. We have realigned dates for all maintenance activities to ensure that we complete all activities in one visit therefore improving efficiency and reducing vehicle costs associated with multiple visits. We also reduced the number of night patrols and bollard washes to align winter and summer regimes.

8.2.2 Contract Modernisation – Asset Renewal

To embrace the emerging technological advancements and energy saving devices, a full review of design parameters and requirements was undertaken to ensure we continue to be efficient and relevant in meeting the lighting requirements and objectives for Staffordshire.

The full use of LED technology within the residential areas, combined with multi-static dimming features to reduce light output and energy consumption, is providing savings in line with planned forecasts and the more recent inclusion of higher classification roads will now start to show increased benefits.

The energy saving benefits as described earlier in this report will be carefully monitored as we progress, and we fully expect further improvements and enhancements over the coming years.

8.3 Current and Future Plans

We have progressed with the Invest to Save LED replacement programme to replace over 47,000 lanterns with LED low wattage replacements that will provide Staffordshire County Council with significant energy savings.

To date we are 26 months into the four-year programme and have fitted almost 30,000 lanterns across the county, which have generated a cumulative energy saving of 5,714,006 kWh.

9.0 Summary

The 2022/23 period saw the project deliver a good quality, efficient, cost effective and robust service.

We have continued to provide best value through our chosen technology solutions, annual energy reduction, and combined maintenance regime changes, which have all delivered savings back to the Authority.

Although the asset renewal programme is behind target, there is an intense focus on this to ensure the deficit is recovered within the first half of the next annual reporting period.

Over 1,200 units have been replaced in the period and lights lit have been consistently above the target of 98% with an annual average of 99.43%. We have attended to almost 17,700 routine fault reports as well as 580 emergency events, carried out routine maintenance checks on over 34,000 assets and continued with night patrols.

If you would like to find out more about the Staffordshire PFI Project or E.ON UK, please visit our websites at www.lightingforstaffordshire.net or www.eon-uk.com or write to us at:
E.ON Energy Solutions Limited
Units 8 -10 Sandown Industrial Park
Gosforth Road
Derby DE24
8HU

If you would like to report a street lighting fault please visit the Lighting for Staffordshire website or use the Report It tool, which can be found on the Staffordshire County Council website.

Work Programme
Prosperous Overview and Scrutiny Committee – 2023/2024

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

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

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

Councillor Tina Clements
Chairman of Prosperous Overview and Scrutiny Committee

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

Staffordshire County Council

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

Staffordshire County Council

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

Work Programme 2022/2023			
Date of Meeting	**Item**	**Details (Background)**	**Action / Outcome**
			(d) In establishing an EP, the Cabinet Member prioritise Partnership working and communication with 'Local' Members particularly in respect of future significant service reconfigurations.
	2. Functional Level Service Commissioning Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Requested at 7 June 2023 Committee meeting.	(a) That the report be received and noted. (b) That the proposed new approach to the development of Functional Specifications for the delivery of highway works including the 'Main Headings' set out in the presentation, be welcomed. (c) That the Committee's concerns regarding the need for improved communication (especially with 'Local' Members'), responsiveness of third-party contractors to service requests, performance monitoring and enforcement, partnership working with other Public Sector organisations and actions to improve consistency, sustainability and tackle climate change be addressed in future revised Specifications across the range of Highway Works, as necessary. (d) That the Committee welcome the opportunity to input into the annual development of revised Functional Level Service Plans and Specifications and that further consideration be given as to what this should involve, at the appropriate time, having regard to

Staffordshire County Council

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

Work Programme 2022/2023			
Date of Meeting	**Item**	**Details (Background)**	**Action / Outcome**
	Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey		(c) That the Cabinet Member be urged to have regard to the above mentioned comments in his work to implement the new future delivery model for Staffordshire Highways. (d) That the Cabinet Member investigate what additional support (financial and practical) could be provided to local communities by the County Council during Highway Improvement Works, in the future.
	2. HS2 six-monthly update – Impact on and Opportunities for Staffordshire (focusing on Economy, Training and Skills) Cabinet Members: David Williams/Phillip White Lead Officers: Darryl Eyers/Sarah Mallen	Requested at 26 February 2021 Committee meeting, amended at 23 July 2021 Committee meeting.	(a) That the oral report and presentation be received and noted. (b) That the efforts made to date to maximise the opportunities available to Staffordshire residents from the construction of the high-speed rail line, by HS2 be welcomed. (c) That a further update be brought to the Committee in April/May 2024. (d) That any further information received in relation to the above-mentioned requests be forwarded to Members as soon as possible.
	3. Staffordshire Employment and Skills Strategy Cabinet Member: Philip White Lead Officers: Darryl Eyers/Darren Farmer	Requested by Cabinet Member 11 May 2023 (email from Darren Farmer).	(a) That the report be received and noted. (b) That the Cabinet Member have regard to the various comments made by the Committee in finalising Staffordshire's Employment and Skills Strategy 2023-2030. (c) That the Cabinet Member explore how the County Council's

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

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

Staffordshire County Council

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

Staffordshire County Council

Work Programme 2022/2023			
Date of Meeting	**Item**	**Details (Background)**	**Action / Outcome**
2023 at 2.00 pm	Lead Officers: Darryl Eyers/Anthony Hodge		
	2. Review of Schools' Performance Cabinet Member: Jonathan Price Lead Officers: Neelam Bhardwaja/Tim Moss	Requested at 21 August 2023 Triangulation Meeting.	
	3. Natural Environment Strategy Cabinet Member Simon Tagg Lead Officers Darryl Eyers/Catherine Mann	Requested by email 16 August 2023 (Sarah Bentley on behalf of Cabinet Member). Postponed to 13 December 2023 Committee meeting at request of Cabinet Member (email Simon Tagg 6 November 2023).	
Thurs 11 January 2024 at 2.00 pm	**1**. Local Transport Plan 4 Development Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at Work Programme Planning session on 2 June 2023. Request programme for October Meeting by Chairman. Postponed to December 2023/January 2024 Committee meetings at request of Cabinet Member (email from Darryl Eyers 8 September 2023 with clarification from David Atkinson 4 October 2023).	
	2. Lighting for Staffordshire Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at Work Programme Planning session on 2 June 2023. Scheduled at request of Chairman at 25 October 2023 Pre-Agenda Preview.	

Staffordshire County Council

Work Programme 2022/2023			
Date of Meeting	**Item**	**Details (Background)**	**Action / Outcome**
	Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey		
	~~3~~. ~~Highways Transformation Progress and Performance Quarterly update~~ ~~Cabinet Member: David Williams~~ ~~Lead Officers: Darryl Eyers/James Bailey~~	Requested at 15 July 2020 Triangulation meeting (amended at 23 2021 and 13 January 2022 Committee meetings). Previous update given at 28 September 2023 Committee meeting. Re-Scheduled to January 2024 at request of Chairman at 25 October Pre-Agenda Preview. Re-Scheduled to February 2024 at request of Chairman on 3 January 2024.	
Fri 2 February 2024 at 10.00 am	~~1~~. ~~Zero by Nature Strategy~~ ~~Cabinet Member: Simon Tagg~~ ~~Lead Officers: Darryl Eyers/ Catherine Mann~~	Proposed by Cabinet Member at 18 August 2022 Triangulation Meeting. Programmed for 10 November 2022 Committee meeting at 29 September Committee meeting. Postponed until April 2023 (indicative) Committee meeting at request of Cabinet Member (email from Sarah Bentley 18 October 2022) owing to national delays in funding settlement. Further postponed at request of Cabinet Member (email Sarah Bentley 14 March 2023) owing to delay in publication of commissioned report. Cabinet Member requested item programmed for February 2024 Committee meeting (email Catherine Mann 7 June 2023). Deferred at the request of the Cabinet Member to a date to be confirmed.	
	1. Highways Transformation	Requested at 15 July 2020 Triangulation meeting (amended at 23 2021 and 13 January 2022 Committee	

Work Programme 2022/2023			
Date of Meeting	**Item**	**Details (Background)**	**Action / Outcome**
	Progress and Performance Quarterly update Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	meetings). Previous update given at 28 September 2023 Committee meeting. Re-Scheduled to January 2024 at request of Chairman at 25 October Pre-Agenda Preview.	
	2. Staffordshire Safer Roads Partnership – performance Cabinet Member: David Williams Lead Officers: Darry Eyers/James Bailey	Identified at Work Programme Planning session on 2 June 2023. Cabinet Member requested programme for March 2024 Committee meeting (email James Bailey 26 June 2023). Item brought forward at 13 December 2023 Committee meeting.	
Thurs 28 March 2024 at 10.00 am	~~**1**. Highways Transformation Progress and Performance Quarterly update Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey~~	Requested at 15 July 2020 Triangulation meeting (amended at 23 2021 and 13 January 2022 Committee meetings). Previous update given at 28 September 2023 Committee meeting.	
	1. HS2 six-monthly update – Impact on and Opportunities for Staffordshire (focusing on	Requested at 26 February 2021 Committee meeting, amended at 23 July 2021 Committee meeting.	

Staffordshire County Council

Work Programme 2022/2023			
Date of Meeting	**Item**	**Details (Background)**	**Action / Outcome**
	Economy, Training and Skills)		
	2. Country Parks Strategy Cabinet Member: Victoria Wilson Lead Offices: Darryl Eyers/Catherine Mann	Identified at Work Programme Planning session on 2 June 2023. Cabinet Member requested programme for March 2024 Committee meeting (email Catherine Mann 7 June 2023).	
	3. Cultural Strategy Cabinet Member: Victoria Wilson Lead Officers: Darryl Eyers/Catherine Mann	Identified at Work Programme Planning session on 2 June 2023. Cabinet Member requested programme for March 2024 Committee meeting (email Catherine Mann 7 June 2023).	
	4. Local Cycling and Walking Infrastructure Plan – Update Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at Work Programme Planning session on 2 June 2023.	
	5. Review of Jobs and Careers Brokerage Service Performance Cabinet Member: Philip White	Identified at Work Programme Planning session on 2 June 2023. Cabinet Member requested programme for March 2024 Committee meeting (email Tony Baines 5 June 2023).	

Staffordshire County Council

Work Programme 2022/2023			
Date of Meeting	**Item**	**Details (Background)**	**Action / Outcome**
	Lead Officers: Darryl Eyers/Anthony Baines		
	6. Household Waste Recycling Centres Performance Cabinet Member: Simon Tagg Lead Officers: Darryl Eyers/Tim Cooper	Identified at Work Programme Planning session on 2 June 2023.	
	7. Employment and Skills Strategy – Progress Update Cabinet Member: Philip White Lead Officers: Darryl Eyers/Darren Farmer	Identified at 28 September 2023 Committee meeting	

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

Items for Consideration – Work Programme 2023/2024		
Suggested Item	**Details (Background)**	**Proposed Date of Meeting**
Tourism and Visitor Economy: Cabinet Member: Phillip White Lead Officers: Darryl Eyers	Identified at 26 May 2022 Committee meeting.	To be advised
School Age Education – Development Post Pandemic (including school attendance (request by County Councillor Paul Snape Cabinet Member: Jonathan Price	Identified at 15 June 2022 Committee meeting	To be advised

Items for Consideration – Work Programme 2023/2024		
Suggested Item	**Details (Background)**	**Proposed Date of Meeting**
Lead Officers: Neelam Bhardwaja/Tim Moss		
~~Traffic and Network Management Plan~~ ~~Cabinet Member: David Williams~~ ~~Lead Officers: James Bailey/Hayley Fletcher~~	Requested by Cabinet Member 3 March 2023 (email from Hayley Fletcher) Programmed at 22 March 2023 Committee meeting. Postponed to June 2023 at 27 April Committee meeting. Further postponements requested by Cabinet Member 3 May and 11 May 2023 (emails from Hayley Fletcher/Business Support).	~~To be advised~~ Programmed for 9 November Committee meeting.
Avanti West Coast (West Coast Mainline train operator) Cabinet Members: Philip White and David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at 22 March 2023 Committee meeting following request from County Councillor Jeremy Pert.	~~To be programmed~~ Programmed for 17 October Committee meeting. Six-month update requested at 17 October Committee meeting.
~~Lighting for Staffordshire~~ ~~Cabinet Member: David Williams~~ ~~Lead Officers: Darryl Eyers/James Bailey~~	Identified at Work Programme Planning session on 2 June 2023.	To be advised (email from James Bailey 26 June 2023). Programmed for 11 January 2024 Committee Meeting at 25 October Pre-Agenda Preview.
On Street Parking Cabinet Member: David Williams Lead Officers: Darryl Eyers/James Bailey	Identified at Work Programme Planning session on 2 June 2023.	To be advised (email from James Bailey 26 June 2023).
People Not in Education, Employment or Training (NEET) Cabinet Member: Philip White	Identified at 9 November 2023 Committee meeting.	To be advised.

Items for Consideration – Work Programme 2023/2024		
Suggested Item	**Details (Background)**	**Proposed Date of Meeting**
Lead Officers: Darryl Eyers/Anthony Baines		
Zero by Nature Strategy Cabinet Member: Simon Tagg Lead Officers: Darryl Eyers/ Catherine Mann	Proposed by Cabinet Member at 18 August 2022 Triangulation Meeting. Programmed for 10 November 2022 Committee meeting at 29 September Committee meeting. Postponed until April 2023 (indicative) Committee meeting at request of Cabinet Member (email from Sarah Bentley 18 October 2022) owing to national delays in funding settlement. Further postponed at request of Cabinet Member (email Sarah Bentley 14 March 2023) owing to delay in publication of commissioned report. Cabinet Member requested item programmed for February 2024 Committee meeting (email Catherine Mann 7 June 2023). Deferred at the request of the Cabinet Member to a date to be confirmed.	To be confirmed

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

Standing Items 2022/2023		
Item	**Details (Background)**	**Action / Outcome**
HS2 Six-monthly Update – Impact on Staffordshire Cabinet Member: Philip White Lead Officer: Darryl Eyers/ Sarah Mallen	Requested at 26 February 2021 Committee meeting (amended at 23 July 2021 Committee Meeting). Update given to 22 March and 28 September	See above

Standing Items 2022/2023		
Item	**Details (Background)**	**Action / Outcome**
	2023 Committee meetings. Next update due March 2024.	
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	Requested at 15 July 2020 Triangulation meeting (amended at 23 July 2021 and 13 January 2022 Committee meetings). Further update incorporated into County Economic Strategy report to 23 March 2022 Committee meeting. Updates given to 19 October 2022, 7 June 2023 Committee meetings. Next update due December 2023 Committee meeting.	See above
Highways Transformation Progress and Performance Quarterly Update. Cabinet Member: David Williams Lead Officers: Darryl Eyers/ James Bailey	Identified at 26 May 2022 Committee meeting. Next Update due September 2022 (Update for Q2 postponed until later in Q3 at request of Director (email from James Bailey 18 August 2022). Updates due 16 December 2022, 7 June and 28 September 2023 Committee Meetings. Next Update due January 2023.	See above
Digital Infrastructure Plan Progress Update. Cabinet Member: Simon Tagg Lead Officers: Darryl Eyers/Anthony Baines	Identified at 26 May 2022 Committee Meeting. Considered at 10 November 2022 and 7 June 2023 Committee Meetings. Next update due December 2023.	See above

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

Staffordshire County Council

Briefing Notes / Updates / Visits 2023/2024			
Date	**Item**	**Details (Background)**	**Action / Outcome**
13 December 2023	Dedicated Schools Grant Deficit Management Plan		
13 December 2023	Digital Infrastructure in Staffordshire Update		

Working Groups / Inquiry Days 2023/2024			
Date	**Item**	**Details (Background)**	**Action / Outcome**
In progress	Civil Parking Enforcement	Requested by Cabinet Member on 10 August 2022.	Inquiry Day held on 17 April 2023. Working Group established at 7 June 2023 Committee Meeting. Working Group meeting #1 held on 5 September 2023; #2 held on 17 October 2023; #4 held on 11 December 2023.

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

Staffordshire County Council

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