

Prosperous Staffordshire Select Committee

Tuesday, 15 November 2016

10.00 am

Oak Room, County Buildings, Stafford

John Tradewell
Director of Strategy, Governance and Change
7 November 2016

A G E N D A

1. **Apologies**
2. **Declarations of Interest**
3. **Minutes of the Prosperous Staffordshire Select Committee held on 13 September 2016** (Pages 1 - 6)
4. **Enforcement of Car Parking Strategy** (Pages 7 - 18)
Report of the Cabinet Member for Highways and Transport
5. **Infrastructure+ - Executive Response to Working Group's Recommendations (2nd Update)** (Pages 19 - 24)
Report of the Cabinet Member for Highways and Transport
6. **Work Programme** (Pages 25 - 36)
 - a) South Staffordshire District Deal 2 (Pages 37 - 52)



7. Exclusion of the Public

The Chairman to move:-

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

Part Two

(All reports in this section are exempt)

nil

Committee Membership

Ann Beech	Rev. Preb. M. Metcalf
Len Bloomer	Sheree Peale
David Brookes (Vice- Chairman)	Simon Tagg (Chairman)
Ian Hollinshead	Paul Woodhead
Kevin Jackson	Mike Worthington
Mike Lawrence	Candice Yeomans
Geoff Martin	

Note for Members of the Press and Public

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Scrutiny and Support Manager: Tina Gould Tel: (01785) 276148

Minutes of the Prosperous Staffordshire Select Committee Meeting held on 13 September 2016

Present: Simon Tagg (Chairman)

Attendance

Ann Beech	Rev. Preb. M. Metcalf
Len Bloomer	Sheree People
Ian Hollinshead	Paul Woodhead
Kevin Jackson	Mike Worthington
Mike Lawrence	Candice Yeomans
Geoff Martin	

Also in attendance: Mark Deaville, Gill Heath and Mark Winnington

Apologies: David Brookes

PART ONE

15. Declarations of Interest

Mr. Geoff Martin declared an interest in minute number 18 as an ex-haulier.

16. Minutes of the Prosperous Staffordshire Select Committee held on 26 July 2016

RESOLVED – That the minutes of the Prosperous Staffordshire Select Committee held on 26 July 2016 be confirmed and signed by the Chairman.

17. Executive Response to the Final Report and Recommendations of the Working Together to Address the Impact of Heavy Goods Vehicles/HCVs on Roads in Staffordshire

The Select Committee considered the Executive Response, and accompanying Action Plan, to the final report and recommendations of the “Working Together to Address the Impact of Heavy Goods Vehicles/HCVs on Roads in Staffordshire” Working Group. The Cabinet Member for Highways and Transport recognised the work which had been undertaken by the Working Group and welcomed the conclusions and recommendations of their report. Having reviewed the 24 recommendations it was noted that 11 of the recommendations would be completed by the end of 2016 and a further seven were the subject of on-going “business as usual” activities. The remaining six recommendations had significant resource implications and had been placed on hold this financial year but would be considered for funding in 2017/18 alongside other priorities as part of the annual budget review process. In terms of the specifics of the HCVs using the A515, some heavy goods traffic would need access to drop off/pick up in the communities along the route as well as communities served off the A515. However, there was also potentially other heavy through traffic, but evidence was needed in able to understand

this much better in order to put the right solution in place. Work would be undertaken with local parish councils and local councillors to develop this evidence base. Clearly any through HCV traffic should be encouraged to use the most appropriate route which minimised the impact on Staffordshire's communities. Work would also be undertaken with the local parish councils to consider any interim solutions.

The Cabinet Member for Highways and Transport expressed his gratitude to the Working Group for their comprehensive, detailed and thorough report. The Cabinet Member informed the Committee that he fully understood the serious issues and local difficulties involved and that it would be important to move forward in a measured way. It was important to ensure the safe and efficient movement of goods and development of the local economy whilst taking into account individual's quality of lives.

There were complex issues to be addressed, which would require a number of agencies to work together to find solutions. To this end, a Staffordshire Freight Forum was to be set up, which would include representatives from Highways England, the Road Haulage Association and Staffordshire Chambers of Commerce along with officers from the county council. It was agreed that it would be helpful for MPs to engage with this group, as well as local councillors. The Cabinet Member suggested that it may be helpful to have a member of the Prosperous Staffordshire Select Committee on the Forum. The Chairman welcomed the invitation but said that it would be useful to look at the remit of the Forum, as it may be more appropriate for a member of another Select Committee to attend. There were also plans to update Staffordshire's Freight Strategy when funding was available. It was queried whether the Forum would be accessible to the public and the minutes made available, in order for them to be involved and engaged. The Cabinet Member responded that the group was in the early stages of being established but could not see why the content and discussions should not be public knowledge.

It was suggested that the County Council needed to be more proactive rather than reactive in its approach to finding funding, as it was a concern that those actions which had currently been put on hold would remain so when reported back in six months. It was acknowledged that funding was an ongoing challenge, but that all available options would be proactively investigated.

Members commented on the impact on the community when small rural businesses grow and the local road systems were not built to support them. Routing plans on planning applications were therefore crucial, and local planning authorities should take into account the Freight Strategy and Local Strategy and should also look to site industrial developments close to major infrastructure.

In relation to a query on the recommendation on road safety at the Richard Crosse School, the Cabinet Member commented that the safety of children and parents was of paramount importance and that all schools presented a challenge. The County Council have a part to play, with initiatives such as "20 is Plenty" and "Ditch the Distraction" but that personal responsibility was also a key element.

Several members referred to traffic issues within their divisions, and the Chairman pointed out that the Working Group had focused on the two petitions which had been submitted to Full Council in May 2015, but that it had been emphasised that this was a

county-wide problem. The Cabinet Member agreed that it was not only county-wide but a national issue and that the Forum would be looking at issues in other divisions.

It was queried how some of the recommendations would be enforced, given that personal experience had been that weight restrictions had been ignored and traffic barriers knocked down. Members were informed that there was national guidance on reducing street clutter, based on evidence that this could have a positive effect on driver responsibility. The comment was also made that enforcement should be easier with the development of modern technology and that legislation needed to be introduced around this.

Members welcomed the report and the proposals to establish a Freight Forum.

[Note by Clerk: In relation to recommendation 16 on the Action Plan, following a query on the wording, officers subsequently requested that the word “sighted on” be replaced with the words “made aware of”.]

RESOLVED – That:

- a) the formal response of the Cabinet Member for Highways and Transport to the recommendations of the “Working Together to Address the Impact of Heavy Goods Vehicles/HCVs on Roads in Staffordshire” be received;
- b) the content of the accompanying action plan be noted;
- c) the Select Committee will monitor the action plan and implementation of the agreed recommendations on a six monthly exception basis, until all recommendations have been fully implemented.

18. Future Operating Model for Staffordshire’s Arts Service

The Cabinet Member for Communities and the Environment outlined proposals for the Future Operating Model for Staffordshire’s Arts Service, following Wolverhampton University’s decision to leave the Shire Hall Gallery. It was proposed that the Arts Service should vacate the Shire Hall and remodel the Arts Offer to realise a net saving of £62,223. This would enable the Arts Service to achieve their full Medium Term Financial Strategy saving of £118,000 in 2017/18. It was also proposed that Strategic Property should investigate alternative options for how the space in the Shire Hall could be used so that it is brought back into beneficial use and generates a revenue stream for the County Council.

The redefined Arts Offer would involve:

- A focus on community arts provision, retaining Arts Development, Exhibitions and Community Arts officer posts to enable the service to deliver the offer.
- The delivery of a Countywide “Pop Up” Service, utilising new and existing venues (County Council, District and Borough buildings).
- Cessation of the delivery of an annual exhibition programme in the Shire Hall.
- Discontinuation of the craft shop and museum.
- Exploring the re-provision of the multi-sensory room.
- Exploring developing the Shire Hall building as a multi-purpose space.

Members raised a number of concerns in relation to the proposed “Pop Up” events, in particular how they would be funded and resourced, and stated that they would have

liked to have seen a more detailed proposal around the anticipated costs, for example to demonstrate that costs such as transport and insurance had been included. There was also concern that if a local venue could not be found that plans to provide an event in that area may be abandoned. Members also raised concerns at the staffing level proposed to support these events and the dependence on borough and district councils to support events and provide space at a time when they were facing difficult financial challenges themselves.

In response, members were informed that there was an exhibition budget and that the current post of Exhibition Officer for the Shire Hall would be redefined to make it Countywide. It was acknowledged that there was a reduced level of District & Borough Arts Service provision throughout the County to support "Pop Ups", however work would be undertaken with library staff and volunteers to ensure that exhibitions did take place.

Of particular concern was the relocation of the Multi-Sensory Environment Room, which members felt should be in Stafford Town Centre. It was acknowledged that this was an important and valued facility and that there was a strong commitment to its re-provision. Work was being undertaken with a number of organisations, to explore options for its relocation.

In response to questions about the future of the Shire Hall members were assured that it would remain a County Council building with a repair and maintenance budget. In any event, it would be difficult to sell the building as it was attached to the Judge's House. Efforts would therefore be made to make it more attractive for letting. There was general concern over the loss of such a high profile building in such a key location in the town centre and the impact that this would have on other local businesses. Members sought reassurance that there had been consideration of other planned developments in the area and the impact that they may have on the future of the Shire Hall. The Select Committee asked to see the outcome of the feasibility study on alternative use of the building which was being done by Entrust. The Chairman commented that the Building should not be lost to Stafford or Staffordshire, and appreciated officers' and the Cabinet Member's reassurances on this. Future developments would be monitored through the Work Programme.

RESOLVED – That:

- a) the comments of the Select Committee be fed back to the Cabinet Member for Communities and the Environment to report to Cabinet at its meeting on 21 September 2016 for them to be taken into account during their consideration of this matter;
- b) developments around the future use of the Shire Hall be monitored through the Work Programme.

19. Work Programme

The Select Committee received a copy of their 2016-17 Work Programme. Members requested that a report on the progress on the Countryside Estate be added.

RESOLVED – That:

- a) a report on the progress on the Countryside Estate be added;

b) the amendments agreed at the Triangulation meeting be added and the updated Work Programme be presented to the next meeting.

a) On-Street Parking Enforcement and Residents Parking Zones

Since the decriminalisation of parking enforcement in 2008 enforcement powers had been shared between local authorities and the police. Prior to April 2015 on-street enforcement was carried out on behalf of the County Council by each of the eight district/borough councils. In April 2015 the arrangements changed and the County Council entered into a single arrangement with Stoke-on-Trent City Council for enforcement and back office services.

Members considered a briefing paper on on-street parking enforcement and residents' parking zones, with a view to this being considered as a main item for scrutiny at the November meeting. It was suggested that it would be helpful to invite a representative from the Police to attend this meeting and that it would be important to undertake some preparatory work to identify questions and concerns to raise with them. It was also suggested that an officer be invited to attend from Stoke-on-Trent City Council. The Cabinet Member for Highways and Transport agreed that it would be productive to look at responsibilities around parking enforcement, including personal responsibility.

RESOLVED – That on-street parking enforcement and residents' parking zones be placed as a main item for scrutiny at the November meeting and that representatives from the Police and Stoke-on-Trent City Council be invited to attend.

Chairman

Local Members' Interest
N/A

Prosperous Staffordshire Select Committee – 15th November 2016

On-street Parking Enforcement and Residents Parking Zones

Recommendations

The Committee is asked to:

1. Scrutinise responsibilities for on-street parking enforcement and residents parking zones in Staffordshire.
2. To provide views on proposed changes to the Policy for the Processing of Penalty Charge Notices and the Policy and Guidelines for Residents Parking Zones

Report of Cllr Mark Deaville, Cabinet Member for Highways and Transport

Summary

What is the Select Committee being asked to do and why?

3. Since the decriminalisation of parking enforcement in 2008 enforcement powers had been shared between local authorities and the police. Prior to April 2015 on-street enforcement was carried out on behalf of the County Council by each of the eight district/borough councils. In April 2015 the arrangements changed and the County Council entered into a single arrangement with Stoke-on-Trent City Council for enforcement and back office services.
4. With the exception of dropped kerb crossing points and double parking local authorities can only enforce where parking restrictions exist. Any issues of vehicles parked dangerously or causing an obstruction remains a matter for the police. The police can also address offences of wilful and unnecessary obstruction on the road or pavement, the blocking of pedestrian/disabled crossing points and vehicle access crossings, dangerous parking on chevrons at pedestrian crossings etc., and issues of double parking or parking too close to a junction.
5. This paper provides an update for Members and seeks views on proposed changes to the Policy for the Processing of Penalty Charge Notices and the Policy and Guidelines for Residents Parking Zones.

Report

Background

6. At its meeting on the 13th September 2016, the Committee considered a briefing note about on street parking enforcement and residents parking zones and requested that further consideration be given to the matter at a future meeting.

7. Since the decriminalisation of parking enforcement in 2008 enforcement powers have been shared between local authorities and the police. Prior to April 2015 on-street enforcement was carried out on behalf of the County Council by each of the eight district/borough councils. In April 2015 arrangements changed and the County Council entered into a single arrangement with Stoke-on-Trent City Council for enforcement and back office services.
8. The district/borough councils remain responsible for off-street enforcement in their public car parks with four districts using the services of Stoke-on-Trent City Council for enforcement and all using the back office services of Stoke for processing of penalty charge notices.
9. As part of this change the County Council now deals with all enquiries for on-street parking and enforcement. A new series of parking pages on the County Councils website was introduced in April 2015 including frequently asked questions and payment system for on-street penalty charge notices.

Responsibilities for parking enforcement

10. Staffordshire County Council is able to carry out enforcement where parking restrictions exist. The Council can also issue penalty charge notices to vehicles that are blocking pedestrian/disabled crossing points and vehicle access crossings where other parking restrictions do not exist. Enforcement of vehicle access crossings is only carried out at the request of and, with the property owner's permission. Enforcement can also be carried out where vehicles are double parked i.e. parked more than 50cm from the kerb.
11. Any issues of vehicles parked dangerously or causing an obstruction remains a matter for the police. The police can also address offences of wilful and unnecessary obstruction on the road or pavement, the blocking of pedestrian/disabled crossing points and vehicle access crossings, dangerous parking on chevrons at pedestrian crossings etc., and issues of double parking or parking too close to a junction.
12. With the exception of dropped kerb crossing points and double parking local authorities can only enforce where parking restrictions exist and Staffordshire County Council is therefore able to enforce the following:
 - a. limited waiting bays
 - b. double/single yellow lines
 - c. on street pay and display bays
 - d. resident parking zones
 - e. disabled parking bays
 - f. loading bays
 - g. bus stops/stands
 - h. taxi bays
 - i. school keep clears (where a traffic regulation order is in place)
 - j. clearways
 - k. dropped kerb access (written consent from the property owner is required)
 - l. double parking (vehicles parked too far from the kerb line)
 - m. pedestrian crossings (also police)

13. In addition to the above civil parking offences, the police are responsible for enforcement of the following:
- a. Illegal obstructions and dangerous parking
 - b. double white lines (moving traffic offence to restrict overtaking)
 - c. obstruction – e.g. pavements with no parking restrictions
 - d. dangerous parking where there are no restrictions in place, for example, on bends, brows of hills and junctions
 - e. dropped kerb access (where obstruction is being caused - see also local authority powers)
 - f. double parking (where obstruction is being caused - i.e. vehicles parked obstructively either side of the road – see also local authority powers)
 - g. one-way traffic
 - h. box junctions
 - i. access only
 - j. white-hatched areas
 - k. pedestrian crossings (also local authority)

Pavement Parking

14. Outside London it is not generally an offence for a vehicle to be parked on a footway unless it is causing an obstruction the exceptions being:
- a. Heavy Goods Vehicles (Section 19, Road Traffic Act 1988);
 - b. Cycle Tracks (Section 21, Road Traffic Act 1988);
 - c. Where a Traffic Regulation Order (TRO) exists.
15. As a Civil Parking Authority the County Council does have the power to issue a penalty charge notice where a heavy goods vehicles is parked on a pavement irrespective of whether parking restrictions exist. However there is no automatic authority to enforce other vehicles that may park on park on pavements.
16. Driving on the footway and obstruction of the footway (subject to certain exceptions) remain endorsable offences and may be enforced by the police. Civil enforcement powers can therefore only be used where the parking contravenes a relevant Traffic Regulation Order.
17. Authorities outside London are able to implement pavement parking bans locally by way of a Traffic Regulation Order and such requests would be considered via the Divisional Highway Programme process.
18. In 2015 a private members bill was considered by Parliament on this matter but was withdrawn after its second reading following a commitment from the Parliamentary Under-Secretary of State for Transport (Mr. Robert Goodwill) that the Department for Transport would undertake some work to examine more closely the legal and financial implications of an alternative regime, and the likely impacts on local authorities.
19. Whilst on the face of this, the adoption of existing powers i.e. a local traffic regulation order may appear advantageous, there are a number of issues that would need to be in considered e.g. roads where passing would become difficult or new parking restrictions would be required and a number of complaints and enquiries could arise.

Annual Report

20. Each year the County Council is required to prepare an annual report on civil parking enforcement. The report for the first year of the new arrangement is currently being prepared for publication.
 - a. Public satisfaction with measures to tackle inconsiderate parking continues to improve (annual NHT Public Satisfaction Survey) have slightly improved 44.4% in 2015 compared to 42.6% in 2014.
 - b. The level of Penalty Charge Notices issued in 2015/16 decreased compared to 2014/15 with 19,763 issued compared with 21,261 in 2014/15.
 - c. The percentage of Penalty Charge Notices issued for which payment has been received, has increased (75% in 2015/16 compared to 72% in 2014/15). Over 82% of Penalty Charge Notices payments received are paid for at the discounted rate.
 - d. 26% of Penalty Charge Notices issued receive representations.
21. Of those Penalty Charge Notices that receive representation, 42% are cancelled in accordance with the Policy for the Processing of Penalty Charge Notices. The majority of cancellations are related to failure to correctly display blue badges or paid for parking tickets.
22. Less than 1 in 1,000 tickets are referred to appeal at the Traffic Penalty Tribunal with only 9 cases allowed in the year demonstrating that good policies are in place, good decisions are being made locally by enforcement staff during representations to Stoke-on-Trent City Council Parking service and by County Council officers. Over 261,000 observations/visits were carried out in the year by the enforcement team with over 10,000 enquiries being dealt with by the contact centre in the period July 2015 to March 2016.

Priorities for Enforcement and Policy for the Processing of Penalty Charge Notices (PCN)

23. Enforcement activities and requests for enforcement are prioritised against the key outcomes for clear streets i.e. highway safety, aid to movement, obstruction and nuisance, deliveries and servicing, and parking bays. This hierarchy was originally approved by the Joint Staffordshire Parking Board. Further details are provided in Appendix A.
24. Demand for enforcement remains high with approximately 500 enquiries/requests for enforcement received by the County Councils Clear streets team each month Requests for enforcement outside schools features regularly and the enforcement team works with other stakeholders to encourage more considerate parking by parent/carers as well as with pupils as part of road safety education officer visits to schools.
25. All penalty charge notices are issued and processed in accordance with the Policy for the Processing of Penalty Charge Notices originally approved by the Joint Staffordshire Parking Board.

26. The current Policy has proved very effective in the management of civil parking enforcement with a low number of tickets referred to appeal at the Traffic Penalty Tribunal as noted in paragraph 22 above. However it is felt that a number of changes would be appropriate to consider and the views of the Committee are therefore sought on two matters, observation periods and payment by instalments as outlined below.

Observation periods

27. Prior to a PCN being issued a civil enforcement officer may allow a period of 5 minutes to elapse between first observing the vehicle and the issue of the PCN. This is to satisfy the officer that loading or unloading is not taking place. With certain contraventions, however, this observation time is not appropriate. Furthermore, the Policy reserve the right to reduce or remove the observation time to address local problems.
28. Except on designated clearways and zigzag (schools and pedestrian crossing) restrictions, current policy allows that any vehicle will be allowed a reasonable amount of time to drop-off or pick up passengers irrespective of any waiting or loading restriction in force. It is deemed that two minutes is sufficient allowance for this unless it involves the elderly, disabled persons, young children or large amounts of luggage etc.
29. However, the tolerance on yellow lines is increasingly relied on (particularly outside schools) and drivers are regularly parking on yellow lines for inappropriate reasons and relying on the observation period. This causes obstruction and undermines the existing restrictions and is particularly an issue outside schools.
30. The views of the Committee are therefore sought on removing the observation period for vehicles found parked on single or double yellow lines unless the civil enforcement officer determines that there is a valid reason for parking there. This could help to reduce the amount of inconsiderate parking outside schools.

Instalments

31. As a general rule payment by instalment is not accepted for the payment of penalty charge notices. Exceptions to this are made in cases of demonstrated, genuine financial hardship. The current policy allows for a minimum weekly payment of £10.00 per week and has remained at the same level since 2007.
32. The views of the Committee are sought on an increase in the minimum weekly payment to £20.00 with the ability for a lesser amount to be considered where significant hardship is demonstrated.

Technology

33. Conventional enforcement, using foot patrols, continues to prove time consuming and particularly around schools where demand remains high and drivers frequently drive off before PCN's are issued.
34. The Traffic Management Act 2008 gives parking authorities the power to enforce parking regulations through CCTV and other authorities including for example the City of Stoke-on-Trent have introduced the use of camera cars to improvement enforcement of parking restrictions around schools.

35. The views of the Committee are sought on whether a trial should be carried out with the use of camera car enforcement around schools. This would need to be associated with the proposed change to observation times noted in paragraph 29 above.

Enforcement of Dropped Kerbs and double parking

36. Special enforcement powers provide the ability to enforce when vehicles are parked where the footway has been lowered and where double parking (parking more than 50cm from the edge of the carriageway) occurs. The dropped kerb powers for residential and business access are not intended for use as a matter of course but only when the locally authority is formally requested to take enforcement action against parked vehicles by owners/occupiers of the premises served by the crossing.

37. The Joint Staffordshire Parking Board approved a policy for dropped kerb enforcement and double parking on 13th July 2009 and provided for residents to request the service following completion of the relevant application forms and confirmation of the understanding of terms and conditions. Once householder permission is granted this is deemed to be enforceable at all times during working hours of the officers. The service is not an emergency call out service.

38. Since the introduction of these powers, different approaches have been adopted by other authorities including the ability to receive the permission from the householder at the time of visit following such a request.

39. The views of the Committee are sought on whether the current policy should be extended to allow enforcement of dropped residential access kerbs on request (and where resources allow) provided that the property owner gives permission at the time of visit.

Residents' Parking Zones

40. Before decriminalised parking enforcement (DPE)/civil parking enforcement (CPE) the County Council was unable to introduce Permit Parking Schemes as they required high levels of enforcement that the police were unable to supply. With the introduction of DPE/CPE, the County Council was able to develop a policy to determine the selection, type, operational constraints and terms and conditions for the introduction of these permitted parking schemes and the Policy and Guidelines for Residents Parking was developed for that purpose.

41. The intention of a Residents' Parking Zone (RPZ) is to give residents priority and manage non-residents parking in the zone. The introduction of a scheme does not mean that residents have their own parking spaces, nor does it guarantee every householder a parking space within the zone at all times.

Policy and Guideline for Residents Parking

42. The Policy and Guidelines for Residents Parking was approved by the Joint Staffordshire parking Board in 2008. In 2013 the Joint Staffordshire Parking Board recommended the introduction of additional guidelines for the development of an RPZ focussed on the development of the role of a "Local Champion" who has a key role in demonstrating that there is majority support and acting as a link between the traffic

regulation team and residents and businesses within the zone. This approach supports localism and the Local Champion could, for example be a resident, the local County Councillor or a member of the district, parish or town council.

43. In order for a scheme to progress, the current policy requires majority support for a scheme measured via a postal survey. This requires an 85% response rate and 60% to be in favour of a scheme before it can go ahead (i.e. 51% in support).
44. Whilst schemes are required to be self-funding in terms of their set up and operating costs opportunity is increasingly being sought to secure funding to develop schemes as part of measures to mitigate the impact of developments in town centres or, other significant generators of parking demand such as hospitals.
45. The views of the Committee are sought on an amendment to the existing Policy and Guidelines for Residents Parking to provide a relaxation around the application of this aspect of the policy where a scheme to manage on-street parking has been identified as part of the planning conditions for the site and funding for the establishment of the scheme has been provided by the developer.

Current and proposed Residents Parking Zones

46. There is currently 6 Residents Parking Zone in operation across the county at the following locations. Together over 475 properties are covered by the various zones with 470 permits being issued in a typical year.
 - a. Victoria Street, Cannock (25 Premises)
 - b. Lombard Street, Lichfield (34 Premises)
 - c. Castletown, Stafford (159 Premises)
 - d. Vessey Terrace (and surrounding streets), Newcastle (200 Premises)
 - e. High Green, Brewood, South Staffordshire. (9 Premises)
 - f. Cherry St & Cross St, Tamworth. (48 Premises)
 - g. Since April 2015 the following new zones have been introduced
 - h. Cherry St & Cross St, Tamworth. (48Premises)
47. Based on the priorities previously agreed by the eight district local parking committees the following zones are either currently under development or have not been progressed. This is generally due to either not obtaining the required level of support or other technical issues such as suitability e.g. inadequate number of spaces.

Zones under development:

- a. Victoria Road area, Tamworth (172 premises, estimated date of introduction winter 2016/17)
- b. Queen's Hospital area, Burton upon Trent (663 premises, estimated date of introduction summer 2017)
- c. Forebridge west, Stafford (226 premises, estimated date of introduction winter 2016)
- d. Forebridge east, Stafford (370 premises, estimated date of introduction spring 2017)
- e. Brunswick Terrace, Stafford (47 premises, estimated date of introduction summer 2017)
- f. Dunkirk / Stanier area Newcastle under Lyme (446 premises, estimated date of introduction autumn 2017)

Zones that have not been progressed

a. Newhall Street, Cannock (143 Premises). During the initial design stage of the scheme it became evident that there was a considerable lack of road space available for parking when considering the number of vehicles that the properties who wished to join the scheme owned.

48. Requests for the development of zones remain high with 15 requests received since April 2015. The County Council's highways team is currently resourced to be able to progress a maximum of two schemes in each financial year.

49. Since April 2015 permit types have been simplified and in July 2016 an online application system for permits was introduced making it easier for residents to apply for new or renewed permits and supporting the county councils shift to digitally enabled services. Over 70% of permit applications are now being made online.

Link to Strategic Plan

50. Clear Streets supports the following aspects of the Strategic Plan

The people of Staffordshire will:

- a. Be able to access more good jobs and feel the benefits of economic growth, and
- b. Feel safer, happier and more supported in and by their community.

51. Clear Streets supports this by ensuring that when carried out sensitively, the management of parking on the highway provides an opportunity for local communities to enhance the quality of life for people living in town centres, improve conditions for pedestrians (particularly the elderly and disabled people), ease traffic flow, improve short-term accessibility of town centres, support public transport, make deliveries easier and boost the local economy.

Link to Other Overview and Scrutiny Activity

Cabinet, Keeping Staffordshire Moving - Civil Parking Enforcement, October 2013

Community Impact

A Community Impact Assessment was carried out for the Cabinet Report in October 2013.

Contact Officer

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Appendix A

Highway Safety			
Preventing dangers due to parking:	Near Accident locations such as junctions.	PRIORITY HIGH	Mainly enforcement of single and double yellow line restrictions and loading restrictions at or close to junctions and bends particularly where visibility is poor to minimise dangers to moving traffic, pedestrians and other road users.
	Near Pedestrian Crossings	PRIORITY HIGH	Mainly preventing danger to pedestrians at crossing places.
	Dangerous or double parking	PRIORITY HIGH	Mainly where drivers are parked on the carriageway but in a manner that is likely to cause a hazard to other drivers and road users.
	On Pedestrian Footways	PRIORITY MEDIUM	Mainly enforcement of single and double yellow line restrictions and loading restrictions where drivers are using the footway causing obstruction and hazard to pedestrians, wheelchair and pushchair users.
Aid to Movement			
Preventing obstruction and congestion on:	Strategically sensitive roads (during period of sensitivity) .	PRIORITY HIGH	Mainly enforcement of single and double yellow line restrictions, loading restrictions and double parking to enable traffic to flow freely and not be hindered by parked vehicles
	Strategically sensitive roads (outside period of sensitivity)	PRIORITY MEDIUM	Mainly enforcement of single and double yellow line restrictions, loading restrictions and double parking to enable traffic to flow freely and not be hindered by parked vehicles

	Town Centre shopping streets	PRIORITY HIGH	Mainly enforcement of double yellow line restrictions, loading restrictions and double parking to enable essential traffic to access the town centre and not be hindered by illegally parked vehicles.
	Public Transport routes (not strategically sensitive)	PRIORITY MEDIUM	Mainly enforcement of single and double yellow line restrictions, loading restrictions and double parking to enable bus traffic to flow freely and not be hindered by illegally parked vehicles.
	Other routes (non-strategically sensitive)	LOW PRIORITY	Mainly enforcement of single and double yellow line restrictions, loading restrictions and double parking to enable traffic to flow freely and not be hindered by illegally parked vehicles.
	Other busy streets (Access Roads to Residential Areas/Local Shopping Parades)	PRIORITY LOW	Mainly enforcement of single and double yellow line restrictions and double parking to enable traffic to flow freely and not be hindered by illegally parked vehicles.
Obstruction & Nuisance			
Preventing hindrance to road users at:	Bus stops	PRIORITY HIGH	Enforcement of No Stopping Except Buses restriction in marked Bus Stop locations (where there is a wide yellow line marking) to prevent obstruction of bus stops.
	Dropped kerb (with waiting restrictions)	PRIORITY MEDIUM	Mainly prevention of obstruction at dropped kerbs.

	Dropped kerb (without waiting restrictions)	PRIORITY LOW	Obstruction of dropped kerbs without yellow line restrictions. The contravention does not apply where a vehicle is parked outside residential premises by or with the consent of the occupier of the premises. Enforcement action will not generally be taken outside residential premises unless and until the enforcement authority is requested to do so by the occupier.
	Pedestrian access routes	PRIORITY MEDIUM	Mainly enforcement of single and double yellow line restrictions where numbers of pedestrians are walking, such as shopping areas and pedestrian prioritised streets.
	Taxi Ranks	PRIORITY MEDIUM	Mainly enforcement of single and double yellow line restrictions at Taxi Ranks to prevent obstruction.
	Grass verges	PRIORITY LOW	Mainly enforcement of single and double yellow line restrictions where drivers are using the grass verge and causing damage. This does not apply where there are no yellow lines.
	Special entertainment events	PRIORITY LOW	This is primarily where large events such as football or firework displays cause short term visitors to park vehicles in side/residential streets contravention of waiting restrictions, excluding temporary No Waiting cones placed at such events, which is still a police function.
Deliveries & Servicing			
Control and enable the conveyance of goods at:	Servicing yards	PRIORITY MEDIUM	Enforcement of single and double yellow line restrictions to enable effective use and access to service yards.
	Permitted loading areas	PRIORITY MEDIUM	Enforcement of single and double yellow line restrictions to enable effective use and access to loading bays.

Parking Bays			
Control effective use of permitted parking areas in:	On-street Pay & Display	PRIORITY MEDIUM	Issue PCN for infringement of on street parking Orders
	Disabled Badge Holder Bays	PRIORITY MEDIUM	Enforce infringement of on street disabled only parking places where there is time a restriction and where vehicle is not displaying a blue Disabled Driver Badge
	Residents parking & controlled parking zones	PRIORITY MEDIUM	Enforce infringement of on street residents parking places where a vehicle is not displaying a current residents parking or visitor badge for the appropriate Zone.
	Limited waiting	PRIORITY LOW	Enforce infringement of on street parking Orders where there is no fee but parking is time restricted.

Local Members' Interest
N/A

Prosperous Staffordshire Select Committee – 15 November 2016

Infrastructure+ - Executive Response to Working Groups Recommendation (2nd Update)

Recommendation

1. That the Prosperous Staffordshire Select Committee notes the 6-month progress against the previously agreed Infrastructure+ Action Plan.

Report of Cllr Mark Deaville, Cabinet Member for Highways and Transport

Summary

What is the Select Committee being asked to do and why?

2. The Infrastructure+ contract commenced on 1 October 2014. During the summer of 2015 Prosperous Staffordshire Select Committee (PSSC) scrutinised the governance and reporting arrangements and on 24 April 2016 agreed an action plan of improvement with the then Cabinet Member for Economy and Infrastructure. This report provides PSSC with an update on progress against that action plan.

Report

Background

3. Staffordshire's Infrastructure+ contract, which commenced on 1 October 2014, is a strategic public-private partnership providing synergies in the holistic management and improvement of physical public infrastructure across Staffordshire. A principal ambition for the Infrastructure+ partnership is to enable effective collaboration, risk management and innovation to continuously improve efficiency and Outcomes for Staffordshire's residents.
4. The core element of the contract is the maintenance, management and improvement of over 6,000Kms of highway network. Best use of resources is achieved as far as possible by adopting preventing strategies and targeting resources as set out in the council's Transport Asset Management Plan. However, having to work within the limits of the available funding means that achieving locally desirable service levels is not always possible, elevating the need for effective local engagement, timely communication and clear information for local Members and residents.
5. During the summer of 2015 PSSC established a Working Group to scrutinise the governance and reporting arrangements. A copy of the Final Report and Action Plan is attached. This report provides a 6-month monitoring update on the Action Plan, which will continue until it is fully implemented.

Recommendations of Select Committee:

Recommendation	
1	Officers review the technical language used in customer feedback report with a view to making it easier for customers to understand (ref 6.1)
2	A copy of Infrastructure+ organisation chart be made available to all Members on the Members' intranet and be kept up to date (ref 6.3)
3	Details of the Members' Guide be placed on the Members' intranet (ref 6.3)
4	Gulley Emptying programme be added to the Members' Guide (ref 6.5)
5	That a review be made of highways information available on the Members' intranet to add details of local highways staff contacts, divisional highways programmes, planning applications in Members divisions (ref 6.5), local improvement plans and cyclical highways programmes (ref 6.6) and that officers investigate if a routine, reactive and cyclical performance pack for each Member's division could be provided (ref 6.6)
6	A scrutiny Member (who is not a Member of the Prosperous Staffordshire Select Committee) be invited to join the Customer Innovation and Involvement Satisfaction Outcomes Group (6.3)
7	A request is made to Staffordshire Borough and District Council planning officers to ask if they could publish highways (planning) responses that could pertain to housing developments as part of their Planning Committee minutes (ref 6.5)
8	Members recommended that Community Highways Infrastructure Managers be asked to share details of meetings arranged with Parish Councils with elected members (ref 6.6).

What progress has been made?

6. **Recommendation 1 (Continuous):** In accordance with the Infrastructure+ Governance Structure a 'Customer and Communication Outcome Group', chaired by the Cabinet Member for Highways and Transport, has ownership for Customer Satisfaction, including:

- a. Establishing customer service improvement priorities for Infrastructure+;
 - b. Agreeing communications and media strategies; and
 - c. Defining the Customer Service performance management framework.
7. An initial priority of Customer and Communication Outcome Group has been to provide automated customer updates in response to reported highway defects. This has been a significant IT challenge, initially requiring an interim manual solution until the automated version was launched in June 2016.
8. The group has completed an initial review of the language used in the standard scripted automated responses (complete); has initiated further training for staff involved in populating bespoke responses (ongoing); and will continue to ensure that the language used in future customer feedback developments is clear and easy to understand.
9. **Recommendation 2 (November 2016):** A management structure chart is currently being prepared and will be made available during November 2016, following the completion of remaining organisational changes. Key contacts for Members are their local Community Highway Liaison Managers (CHLMs). Other key officers will also be identified in future updates of the Member's Officer Brochure.
10. **Recommendations 3, 4 and 5 (partially complete November 2016):** The established Customer and Communication Outcome Group are currently developing a Highways Portal within the Member's intranet pages. The portal is scheduled to become launched at the Member's event in November 2016 and will host a range of local programme, operational and performance information that will come on-line incrementally, including:
- a. A Member's guide, including details of key officer contacts;
 - b. Member's Divisional Highways Programme (DHP), including planned maintenance and improvement schemes as well as agreed locally identified Member priorities;
 - c. Formal highway authority responses to local planning application consultations;
 - d. Cyclical work programmes (gully emptying, weed spraying and grass cutting);
 - e. Reactive maintenance performance information.
11. **Recommendation 6 (Complete):** A member of Corporate Review Committee, Cllr. John Francis, has now been included within the membership of the Customer Satisfaction Outcome Group.
12. **Recommendation 7 (Complete):** Planning officers of local Borough and District Councils have been asked to publish highway planning response conditions as part of their formal planning decision notices. In addition the formal highway authority responses to local planning application consultations will also be included on the new Member's intranet pages.
13. **Recommendation 8 (Complete):** Community Infrastructure Liaison Managers (CILM) have been reminded to share details of any meetings arranged with Parish Councils with the respective local elected County Councillors.

Summary

14. Of the eight recommendations within the agreed Infrastructure+ Action Plan 3 are now complete, 4 are scheduled to be substantially completed during November 2016 and one remains continuous.

Link to Strategic Plan

15. The Infrastructure+ contract is aligned with the “Leading for a Connected Staffordshire” business plan most significantly through helping to make Staffordshire a Great Place to Live. Its contribution is assured through: clear and visible performance management frameworks and targets, governance structures and improvement plans to deliver against the contracts agreed Critical Success Factors, Contractual Outcomes and the Council’s Medium Term Financial Strategy (MTFS) commitments.

Link to Other Overview and Scrutiny Activity

16. The Infrastructure+ Action Plan was agreed with the Cabinet Member for Highways and Transportation on 26 April 2016. This report provides the first 6-month monitoring update of progress. A further update will be provided in May 2017.

Community Impact

SCC’s Priority Outcomes & Impact Areas	Impact Assessment	
	Impact: (positive / neutral / negative)	Provide brief detail of impact
Prosperity, knowledge, skills, aspirations	+ve	Good quality infrastructure is proven to promote inward investment, support community cohesion and promote happier and healthier lives. Key to the solution is affording the most efficient management and improvement of infrastructure and effective communication and engagement with citizens and stakeholders to agree investment strategies and co-design local solutions.
Living safely	+ve	
Supporting vulnerable people	+ve	
Supporting healthier living	+ve	
Highways and transport networks	+ve	
Learning, education and culture	+ve	
Children and young people	+ve	
Citizens and decision making, improved community involvement	+ve	
Physical environment including climate change	+ve	
Maximisation of use of	Neutral	

community property portfolio		
Equalities Impact	Impact: (positive / neutral / negative)	Provide brief detail of impact
Age	Neutral	The main issue for infrastructure is related to disability access. This is covered by adherence to national standards on design that take account of people with disabilities, together with engagement with local groups during design phases e.g. Staffordshire Public Access Network.
Disability	Neutral	
Ethnicity	Neutral	
Gender	Neutral	
Religion / Belief	Neutral	
Sexuality	Neutral	
Impact / Implications		
Resource and value for money (in consultation with finance representatives)	Resource is largely fixed and the contract has established governance and contract management mechanisms to deliver the best value for that available resource. The contract includes opportunities to reduce costs of service delivery and maximise commercial income.	
Risks identified and mitigation offered (see corporate risk register categorisation)	Key risks are associated with changing market and contractual dispute. Comprehensive strategic and partnership risk registers are regularly reviewed through the Infrastructure+ governance arrangements set out in the Overarching Agreement.	
Legal imperative to change if applicable (in consultation with legal representative)	The Infrastructure+ contract is designed to be flexible in accordance with any emerging Political, Economic, Social, Technical, Environmental or Legal (PESTAL) needs.	

Contact Officer

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Appendices/Background papers

- Infrastructure+ October 2016 Balanced Scorecard.
- Infrastructure+ Review of scrutiny of governance and reporting arrangements to the Prosperous Staffordshire Select Committee.

<http://moderngov.staffordshire.gov.uk/documents/s76881/Scrutiny%20Review%20Final%20Report%20for%20publication.pdf>

- Executive Response to the Final Report and Recommendations of the Infrastructure+ review of scrutiny of governance and reporting arrangements



Prosperous Staffordshire Select Committee Work Programme 2016/17

This document sets out the work programme for the Prosperous Staffordshire Select Committee for 2016/17.

The Prosperous Staffordshire Select Committee is 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 Council has three priority outcomes. This Committee is aligned to the outcome: The people of Staffordshire will be able to access more good jobs and feel the benefits of economic growth.

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

County Councillor Simon Tagg

Chairman of the Prosperous Staffordshire Select Committee

If you would like to know more about our work programme, please get in touch with Tina Gould, Scrutiny and Support Manager, 01785 276148 or by emailing tina.gould@staffordshire.gov.uk

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
<p>Countryside Estate Management Review Cabinet Member: Mark Winnington Lead officer: Ian Wykes</p>	<p>24 May 2016</p>	<p>Great Place to Live Use and maintain our built and natural environment to improve health and wellbeing and strengthen community assets. Enjoying Life Strengthen public confidence in the county as a great place to live with lots of opportunities to enjoy life.</p>	<p>To consider the 4 options and consultation results prior to Cabinet decisions on proposals.</p> <p><i>(Considered by PSSC on 18 December 2014, 4 September & 12 October 2015. PSSC Members also completed visits to Countryside Estate sites across the County during August 2015.)</i></p>	<p>Members requested a copy of the full SWOT analysis. They supported the proposed approach for developing the detailed management arrangements and selecting the most appropriate partner or partners for each countryside site with the proviso that: further consideration of larger sites be brought back to the Select Committee for pre-decision scrutiny; local members and local member groups are engaged in discussions regarding the future of smaller sites, for example via Local Member Priority Meetings; the Scheme of Delegation extract within the report for selecting the preferred partner(s) and managing arrangements for each countryside estate be supported with the above proviso; and the Chairman write to the Cabinet Member giving the Committee's feedback.</p>
<p>Flood Risk Management Cabinet Member: Mark</p>	<p>24 May 2016</p>	<p>Great Place to Live Use and maintain our</p>	<p>To update Members on the Flood Risk Strategy and</p>	<p>The Select Committee recognised the proactive</p>

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
Winnington/Gill Heath Lead Officer: Hannah Burgess Page 27		built and natural environment to improve health and wellbeing and strengthen community assets.	specifically how Staffordshire would respond should a similar event happen here to that seen in Cumbria during December. To consider the possibility of a Flood Risk summit.	work undertaken to prepare for a severe flood event. They emphasised the importance of gully emptying and effective communication with local members on the programme of work and supported the proposal to host a Staffordshire Flood Summit stressing the need for the summit to be outcome focused and giving consideration to public involvement.
Executive response to Infrastructure+ - scrutiny of governance and reporting arrangements to Prosperous Staffordshire Select Committee	24 May 2016	Great Place to Live Use and maintain our built and natural environment to improve health and wellbeing and strengthen community assets.		The progress outlined in the action plan was welcomed and the Select Committee agreed to monitor progress on the implementation of the agreed recommendations on a six monthly exception basis, until the recommendations have been fully implemented.
Working Together to address the impact that HGVs have on Staffordshire roads and local communities	24 May 2016	Great Place to Live Support the improvement and development of shared resources such as utilities, highways and technology.		The Select Committee agreed the final working group report and recommendations for submission to the Cabinet Member.
Elective Home Education Cabinet Member: Ben Adams	26 July 2016	Ready for Life Enhance access to high quality family,	Item requested at 22 January meeting where the Select Committee were	Members supported the positive relationships built between the EHE community

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
Lead Officer: Julie Stevenson		community and life-long learning.	informed that the part of the SDA covering EHE was under discussion with expected outcomes available from May 2016.	and the County Council.
Impact of SEND reforms Cabinet Member – Ben Adams Lead Officer – Nichola Glover-Edge/Chris Kiernan	26 July 2016	Ready for Life Focus on school improvement and providing access to a good education.	To consider the impact of the SEND reforms for Staffordshire children. <i>(Following the initial report taken to 15 October 2015 Select Committee)</i>	Members noted the progress made and supported the preparation towards the Local Area Review inspection. They requested a further report on the tribunal data and outcome of discussions with service users.
SACRE Annual Report, Agreed Syllabus and Membership changes Cabinet Member – Ben Adams Lead Officer – Mary Gale/Emma Jardine	26 July	Ready for Life Focus on school improvement and providing access to a good education.		Members were happy that the representation on Committee A of SACRE reflected the religious make-up of Staffordshire. They supported the introduction of the new Agreed Syllabus into Staffordshire Schools and noted that the quality of provision would be more difficult to maintain if non RE specialists were leading on planning and provision of RE.
The future model for the Shugborough Estate - Sub-leases for the Walled Garden and the County Museum Cabinet Member: Mark	26 July 2016	Great Place to Live Use and maintain our built and natural environment to improve health and wellbeing and strengthen		Members supported the lease arrangements for the Walled Garden and County Museum. They also requested that the agreed costings for restoration of the

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
Winnington Lead Officer: Janene Cox		community assets.		walled garden and county museum be brought back to the Select Committee. Mr Bloomer, as local member, requested a meeting with officers on the Outdoor Education Centre 10 year lease.
New Item Future Operating Model for Staffordshire's Arts Service Cabinet Member: Gill Heath Lead Officer: Janene Cox/Catherine Mann Page 29	13 September 2016	Great Place to Live Support the improvement and development of shared resources such as utilities, highways and technology.	This item has been added for pre-decision scrutiny.	Members expressed a number of concerns over proposals for the future Arts Service, the Multi-Sensory Room, and the Shire Hall building itself. Their comments would be fed back to the Cabinet Member for Communities and the Environment to report to Cabinet. Future developments would be monitored through the work programme.
Executive Response to the Report of the Working Group on Working Together to Address the Impact that HGVs have on Staffordshire Roads and Local Communities Cabinet Member: Mark Deaville Lead Officer: Clive Thomson/Mary Anne Raftery	13 September 2016	Great Place to Live Support the improvement and development of shared resources such as utilities, highways and technology.	The formal response and action plan from the Cabinet Member was received at their 24 May meeting. Members noted the progress made on the agreed recommendations and will monitor their progress on a six monthly basis.	Members welcomed the establishment of a Staffordshire Freight Forum. The Select Committee would monitor the action plan and implementation of the agreed recommendations on a six monthly exception basis, until all recommendations have been fully implemented.

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
On-Street Parking Enforcement Cabinet Member: Mark Deaville Lead Officer: James Bailey/David Walters	15 November 2016	Great Place to Live Utilise and maintain our built and natural environment to improve health and wellbeing and strengthen community assets.	At the meeting on 13 September Members considered a briefing paper on Parking Enforcement and agreed that they wished to scrutinise this issue at their meeting in November. Representatives from Stoke on Trent City Council and Staffordshire Police have been invited to attend.	
Infrastructure+ - Executive Response to Working Group's Recommendations (2 nd Update) Cabinet Member: Mark Deaville Lead Officer: James Bailey	15 November 2016	Great Place to Live Support the improvement and development of shared resources such as utilities, highways and technology.	The Corporate Director for Economy, Infrastructure and Skills proposed that the Committee review the performance of this contract on a six monthly basis.	
Highways Infrastructure Asset Management Plan Consultation Cabinet Member: Mark Deaville Lead Officer: James Bailey/Paul Boss	15 December 2016	Great Place to Live Support the improvement and development of shared resources such as utilities, highways and technology.	This item has been added for pre-decision scrutiny.	
School Attainment Cabinet Member: Ben Adams Lead Officer: Tim Moss	19 January 2017	Ready for Life Focus on school improvement and providing access to a good education.	Consideration of attainment is an annual item to brief members on attainment in Staffordshire schools.	
Update on the Library Service Cabinet Member: Gill Heath	19 January 2017	Great Place to Live Support the improvement and	Following the changes to the static library service the Select Committee will	

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
Lead Officer - Janene Cox/Catherine Mann		development of shared resources such as utilities, highways and technology.	review progress on the static library service.	
Progress on the SEND Reforms Cabinet Member: Ben Adams Lead Officer: Nicola Glover-Edge	19 January/3 March 2017	Ready for Life Focus on school improvement and providing access to a good education.	The Cabinet Member proposed that it would be appropriate to update the Committee on progress on a six monthly basis.	
Progress on the Countryside Estate Cabinet Member: Mark Winnington Lead Officer: Ian Wykes	3 March 2017	Great Place to Live Use and maintain our built and natural environment to improve health and wellbeing and strengthen community assets. Enjoying Life Strengthen public confidence in the county as a great place to live with lots of opportunities to enjoy life.	At the meeting on 13 September Members requested an update on the progress being made in respect of the Countryside Estate.	
Update on Flood Risk Management Cabinet Member: Mark Winnington/Gill Heath Lead Officer: Hannah Burgess	May 2017	Great Place to Live Use and maintain our built and natural environment to improve health and wellbeing and strengthen community assets.	To update Members on the Flood Risk Strategy.	
Libraries in a Connected Staffordshire- Mobile and Travelling Library – monitor Review	May/June 2017 (12 months after implementation of the service changes.)	Great Place to Live Support the improvement and development of shared	To consider the effects of the mobile and travelling library service review implementation.	

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
<p>outcomes Cabinet Member: Ben Adams Lead Officer - Janene Cox/Catherine Mann</p>		<p>resources such as utilities, highways and technology.</p>	<p><i>(Last considered on 12 October, 1 June 2015 as part of the wider Library review previously considered by PSSC on 23 January 2015)</i></p>	
<p>Skills and Apprenticeships Levy – New Offer Cabinet Member: Ben Adams Lead Officer: Tony Baines</p>	<p>Tbc (Spring)</p>	<p>Ready for Life Focus on school improvement and providing access to a good education.</p>	<p>This item was proposed by the Cabinet Member.</p>	
<p>Post-16 changes and impact on take-up, staying on rates Cabinet Member: Ben Adams Lead Officer: Darryl Myers/Tony Baines</p>	<p>Tbc</p> <p>NB following 22 January meeting members wish to consider the outcome of the Post-16 education review.</p>	<p>Ready for Life Enhance access to high quality family, community and life-long learning. Ready for Life Focus on school improvement and providing access to a good education.</p>	<p>Item requested by Members following discussion on school attendance, exclusions and participation.</p> <p>In particular around Maths and English being included in the curriculum for those students who have yet to reach Level 2 in these subjects. Members wish to consider what impact this change has to take-up and staying-on rates.</p> <p><i>(School attendance, exclusions and participation considered at their meeting of 4 September 2015.)</i></p>	
<p>Impact on Staffordshire of Britain's vote to leave the European Union</p>	<p>Tbc</p>	<p>Right for Business Promote the county as the "go to" location</p>	<p>At the meeting on 26 July Members asked to be kept apprised of the impact on</p>	

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
Cabinet Member: Philip Atkins/Mark Winnington Lead Officer: John Henderson		through a pro-business mind-set.	Staffordshire of Britain's vote to leave the European Union.	
Economic Growth Cabinet Member: Ian Parry/Mark Winnington Lead Officer: Darryl Eyers/Steve Burrows	Tbc	Right for Business Promote the county as the "go to" location through a pro-business mind-set.	At their meeting of 5 September 2014 Members scrutinised progress on the European Growth Deal submission and agreed to look at the best way to scrutinise the 8 projects, and whether joint scrutiny with Stoke-on-Trent City Council would be appropriate.	A briefing note on the South Staffordshire District Deal to be considered at the meeting on 15 November 2016.
EU Funding Programme Cabinet Member: Lead Officer: Darryl Eyers	Tbc	Right for Business Promote the county as the "go to" location through a pro-business mind-set.	Item proposed by the Corporate Director for Economy, Infrastructure and Skills.	
Overview of Regeneration Projects Cabinet Member: Mark Winnington Lead Officer: Steve Burrows	Tbc	Right for Business Promote the county as the "go to" location through a pro-business mind-set.	Item proposed by the Corporate Director for Economy, Infrastructure and Skills.	
Working Groups				
Entrust Service Level Agreement Key Performance Indicator Working group Cabinet Member: Ben Adams		Ready for Life Focus on school improvement and providing access to a good education.	Following consideration of Education Support Services – Commissioning and Contract Performance at the 22 January PSSC Members agreed to set up a working	Further meeting of the Working Group is being arranged.

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
Lead Officer: Karen Coker			group to consider the review of KPIs and the information they wished to scrutinise in future.	
Infrastructure + Working Group Cabinet Member: Mark Winnington Lead Officer: James Bailey	8 and 29 July 4 September Reporting back to Select Committee on 24 May 2016	Great Place to Live Support the improvement and development of shared resources such as utilities, highways and technology.	Following their 6 March consideration of Infrastructure + Members agreed to set up a working group in June/July to advice on how they wish to scrutinise the governance of the Infrastructure + contract.	The formal response and action plan from the Cabinet Member was received at their 24 May meeting. Members noted the progress made on the agreed recommendations and will monitor their progress on a six monthly basis.
Working Together to address the impact that HGVs have on Staffordshire roads and local communities Page 34	Reporting back to Select Committee on 24 May 2016	Great Place to Live Support the improvement and development of shared resources such as utilities, highways and technology.	Following a petition presented at Annual Council the Select Committee agreed to set up a working group to consider the concerns raised around HGVs on the A515. This issue has now been widened to address all Staffordshire roads. Membership of the Working Group has been agreed.	Final report of the Working group agreed for submission to the Cabinet Member at the Select Committee meeting of 24 May 2016. The Select Committee are awaiting the formal response and action plan from the Cabinet Member.
Briefing notes/updates and referrals				
A 50 Growth Corridor Cabinet Member: Mark Winnington Lead Officer: Steve Burrows		Great Place to Live Promote the county as the "go to" location through a pro-business	To update the Committee on proposals to undertake a major improvement to the A50 in Uttoxeter.	Now to be considered as part of the Economic Growth Programme item.

Item	Date of meeting when the item is due to be considered	Link to the Council's Business Plan	Details	Action/Outcome
		mind-set.	<p><i>(last considered by PSSC on 7 March 2014)</i></p> <p>Following the triangulation meeting of 29 July it was agreed that this should be addressed via a briefing note rather than a stand alone agenda item.</p>	
SACRE Annual Report		Ready for Life Focus on school improvement and providing access to a good education.	To receive the SACRE Annual Report.	Reported to 26 July Select Committee

<p>Membership</p> <p>Simon Tagg (Chairman) David Brookes (Vice-Chairman) Ann Beech Len Bloomer Ian Hollinshead Kevin Jackson Mike Lawrence Geoff Martin Sheree People</p>	<p>Calendar of Committee Meetings (at 10.00 am and at County Buildings, Martin Street, Stafford ST16 2LH unless otherwise stated)</p> <p>24 May 2016 26 July 2016, 2.00pm 13 September 2016 15 November 2016 15 December 2016 19 January 2017 3 March 2017</p>
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Mike Worthington Rev. Preb. Michael Metcalf (Co-optee) Paul Woodhead (Co-optee) Candice Yeomans (Co-optee)	
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Prosperous Staffordshire Select Committee – 15th November 2016

Briefing Report: South Staffordshire District Deal 2

Issue

Staffordshire County Council and South Staffordshires District Council have agreed a new (revised) District Deal.

The new Deal (DD2) will further strengthen the strong two-tier partnership working between the two councils. It is based on a recognition that many outcomes and initiatives, relating to both the economic growth agenda and building the community asset base, are best delivered at a local level.

It will also be used as a tool to formalise a local devolution deal consistent with Devo Staffordshire (the county approach) - to share and utilise appropriate and available resources to deliver on agreed priorities at a district, community and individual level.

The revised Deal is attached so that Members can see the outcomes and initiatives that it covers.

Background

As part of the public sector reform agenda, we need to continually review the way we work with key partners (District Councils) at a local level for the benefit of residents and business within a geographical area. District Deals are the way in which we agree with our partners the key priorities for both organisations at a local level.

Current Position

1. The first round of District Deals were approved in 2012/13 and formed an integral element of the County Council's City Deal submission. The original District Deals were somewhat ad hoc in format and detail, due in part by the pace at which they were agreed and the perceived priorities at that time.
2. The low cost, high impact projects detailed within the first District Deal had a mixed outcome because of the limited resource to support the ongoing delivery of such projects. However there were a number positive outcomes, including projects focused on those residents who were looking to return to the labour market or who required some up-skilling to ensure they were work ready as well as local growth deals such as Bericote (further information is provided in the attachment).



3. Whilst District Deals continue to reflect local requirements and priorities, this second round process for agreeing their detail and content has been more considered and the subject of wider consultation. Consequently, the deals now have a greater focus on the joint strategic priorities of both organisations.
4. Revised following meetings of the Leaders and Chief Executives of both Councils held in Spring 2016, the South Staffordshire DD2 reflects agreements made at those meetings and other key initiatives that are important to the economic prosperity of the District and developing the assets that support the health and wellbeing of its residents and businesses.

Key Considerations

5. The DD2 identifies specific projects and the County Council's commitment to work in partnership. In return, South Staffordshire Council commits to continued engagement in the business rates pool, enterprise zones, Stoke on Trent and Staffordshire Local Enterprise Partnership and the Staffordshire Health and Wellbeing Board.
6. This Deal also focuses upon the importance of enhancing two-tier working on targeted interventions that aim to shift dependence from traditional services to support from within resilient communities, through the development of increased community capacity.
7. This Deal also makes reference to Public Sector Reform and the desire of both authorities to further enhance working relationships through a range of enablers, including the emerging One Public Estate programme - where all public sector partners in Staffordshire collaborate to develop a more effective and efficient use of assets.

Comments and Next Steps

8. The communications teams for both authorities are developing the media plans for the launch of the new deal.
9. County Council Leadership Team and Cabinet and Scrutiny (as appropriate) will receive updates on key developments arising from the content of the Deal. South Staffordshire County Councillors will be kept informed of progress through their Local Member Priority meetings and involved individually in projects in their divisions.
10. Each particular element of the Deal will have its individual governance arrangements to manage performance against the priorities, plus update reports will also be produced for the South Staffordshire Partnership Board.



Conclusion

In conclusion, the new District Deal is set out very differently to the first deal that was agreed in January 2013. This Deal very much focuses on broader outcomes that drive specific projects and continues to strengthen two tier working, in particular through a commitment to change the culture around how we work together going forward. This Deal also addresses wider public sector reform by engaging partners in broader change programmes, including the One Public Estate programme

Contact details

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Background Papers

Appendix A - South Staffs District Deal 2



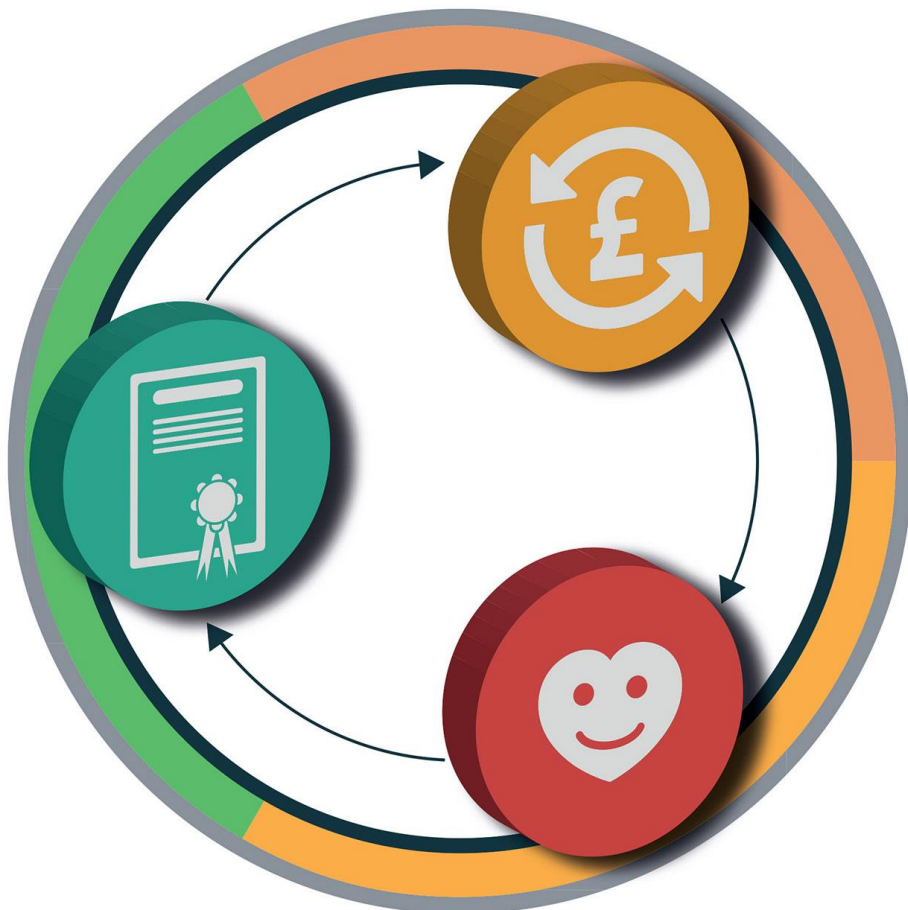


**South
Staffordshire
Council**



**Staffordshire
County Council**

District Deal2



South Staffs Council District Deal2

1.0 Background

- 1.1 In January 2013 South Staffordshire Council and Staffordshire County Council signed a District Deal which set out a number of local projects for South Staffordshire to support and enhance economic growth across the district. The District Deal was introduced to complement the Stoke-on-Trent & Staffordshire Local Enterprise Partnership (SSLEP) infrastructure and provide a framework to fund and deliver against local priorities. The Deal focused on 16 projects under 3 key headings which included; Economic Development; Transport and Infrastructure; and Workforce and Skills Development; and was structured in a way that would allow the District Council to progress a number of initiatives that in the past, for a multitude of reasons, may have been out of our reach.

The projects identified had a good mix of low cost, high impact initiatives and more long term inward investment programmes for strategic sites. Although delivery on operational projects was minimal, some excellent progress was made on key transport and infrastructure programmes and strategic employment sites.

The low cost, high impact projects had a mixed outcome because of the limited resource to support the ongoing delivery of such projects. That said positive outcomes were seen through: -

- An increased take up of the 'Wheels to Work' programme.
- An enhanced apprentice programme with the creation of 10 posts, all but one having gained full-time employment with the Council.
- Work Clubs accessing external funding and support from the County and other sources, which helped increase access to training and employment in and around the district. Over a 12 month period, 35 people gained employment which has increased the value of the economy by approximately £490k.
- Caddick Farm Estate forming a residents association and as a result managed to get pathways adopted and included within ongoing maintenance programmes. This demonstrated an excellent example of local ownership and the re-shaping of the local environment.

Major gains came from the larger infrastructure projects and included;

- £1.91m Growth Deal funding to support infrastructure costs to bring Bericote at Four Ashes forward, which should generate in excess of 1,000 jobs when complete.
- The on-going development of i54 South Staffordshire, which to date has led to the creation of 1,000 jobs (of which a third have been secured by residents living within a 5 mile radius of i54).
- A number of i54 transport related infrastructure projects.

The District Deal also proved a key influencing document particularly around areas such as rural diversification, protecting the green belt and more locally the South Staffordshire Connect Service, which is currently in the process of being re-designed.

2.0 The District Deal 2 (DD2)

- 2.1 South Staffordshire Council has introduced their new four year Council Plan – ‘Your Council Supporting Your Place And Your Communities’ and includes three over-arching priority areas: A Skilled and Prosperous District; A Safe and Sustainable District and; A Connected District.
- 2.2 The premise for this deal is based on a recognition that many initiatives and solutions relating to both the growth agenda and building the community asset base are best delivered at a local level.
- 2.3 The new Deal will further strengthen the strong two-tier working examples of partnership working between the two Councils. It will also be used as a tool to formalise a local devolution deal consistent with Devo Staffordshire, to share and utilise appropriate and available resources to deliver on agreed priorities at a district, community and individual level.

3.0 Exploring Devolution Priorities

- 3.1 In October 2015 Local Authority Leaders from across the County agreed to prioritise and develop three devolution priorities for Staffordshire and Stoke – economic growth; skills and productivity; and community health.
- 3.2 DD2 presents an opportunity to build on the first District Deal and translate the principles of the devolution priorities into a local programme that will help support the aspirations of both Council’s by accelerating local growth and further strengthening community assets.
- 3.3 Building the devolution priorities into the new DD2 will provide a clear focus for the new agreement. It will also add value to both organisations priorities and importantly give equal status to both ‘place and people’, building on both the economic value to the district and the wider social wellbeing for our residents.
- 3.4 More importantly DD2 will help cement joint working with our partner organisations across Staffordshire in three key areas:
 - Devo Staffordshire- by focusing on public health and the wider health agenda, DD2 will lead to a greater understanding of current health related funding in the district with agreed targeted areas, with a longer term view of creating more efficiencies and improved resident outcomes.
 - Public Sector Reform – DD2 will build in the joint ‘One Public Estate’ to maximise the use and integration of public sector functions and assets, making best use of public assets, and transforming the approach as partners to the way we deliver seamless integrated customer focused services
 - Communities – DD2 presents a clear proposal, to support local Communities and individuals, to have more control to improve their own and collective wellbeing.
- 3.5 The emerging One Public Estate partnership will be a key theme/thread running through the ongoing relationship between South Staffordshire Council and the County Council reflecting not only on how together we make the best use of public assets and buildings but more importantly how we adapt of traditional ways of working to ensure that we offer the

type of service integration that will benefit residents and local businesses as well as driving further efficiencies.

4.0 Deal Detail

4.1 Economic Growth & Skills

4.1.1 Both Councils will continue to work together to deliver a skilled and prosperous district. We will achieve this by increasing the growth and value of our economy; increasing the number of jobs; improve skills; and create conditions for new and existing businesses to thrive.

4.2 Economic Growth

4.2.1 South Staffordshire Council is a crucial partner in delivering economic growth in Staffordshire and the Black Country. The area has a strong manufacturing history strengthened further by i54 South Staffordshire and the arrival of JLR and other leading manufacturers, including Moog and International Security Printers on the site.

4.2.2 Other opportunities to attract further inward investment exist on the district's four key strategic employment sites, which supports the County's portfolio of quality employment land and increased overall productivity and wage levels. To date there has been a strong partnership approach to delivering these sites through infrastructure provision and inward investment activity - something we want to continue over the next four years.

4.2.3 Whilst inward investment will deliver increased growth and productivity existing businesses and business start-ups will also be crucial. South Staffordshire's business base is characterised by a predominance of SMEs. The Deal will ensure that future business support is aligned and is as effective as possible, through the newly established SSLEP Growth Hub (administered by the County Council) and complemented by the emerging South Staffordshire Business Hub.

4.2.4 Whilst not necessarily having the level of regeneration issues of other parts of Staffordshire, there are locally important initiatives that require a wider partnership driven solution. Through the original District Deal, both Authorities worked together with local elected members and residents to deliver improvements on the Caddick Farm Estate in Great Wyrley and more recently on the County Council owned sites in Codsall with Housing Plus. The DD2 will continue to develop this approach, particularly through the District Property Board, where there are further opportunities to assist in mutually beneficial local regeneration initiatives, for example Walsall Road, Great Wyrley.

4.2.5 Links to Strategic Aims & Priorities:

- South Staffordshire Council Plan 2016 – 2020
- South Staffordshire Efficiency and Income Plan
- Staffordshire County Council Strategic Plan 2014 -2018
- Stoke-on-Trent and Staffordshire LEP Strategic Economic Plan
- Emerging Stoke-on-Trent and Staffordshire Devolution Deal Proposal

4.2.6 **Specifics:**

- Continued inward investment and infrastructure support for the district's strategic employment sites, namely i54 South Staffordshire, Bericote Four Ashes, the former ROF Featherstone site and Hilton Cross/Mercury Park.
- A focus on village regeneration schemes that will make both a financial and social return on investment, for example the Codsall/Watery Lane development.
- Completion of the Superfast Staffordshire project and consideration of how complete coverage across the district can be achieved.
- Continuing support to generate greater numbers of business start-ups through the new South Staffordshire Business Hub, whilst continuing to assist our existing businesses to thrive.
- Remain flexible on how a percentage of revenue generated from alternative investment routes is reinvested into local village regeneration schemes.
- To engage with local plan preparation to ensure new school infrastructure forms part of the infrastructure delivery plan.

4.2.7 **Outcomes:**

- Creation of 3,500 private sector jobs up to 2020.
- Close the gap on the national average for weekly workplace earnings so that by 2020 South Staffordshire's workplace earnings are at least equal to the national average (stood at 92% of the England average in 2015).
- Support an additional 165 businesses start-ups per year by 2020, whilst closing the gap in the start-up rate to the national average (54 business births per 10,000 16+ population in South Staffordshire in 2014 compared to 71 in England as a whole).
- Improve the 3-year business survival rate so that South Staffordshire is within the top quartile of all district / unitary authorities in England (ranked 156 out of 326 authorities in 2014).
- Creation of 300 additional businesses (net) by 2020.
- Completion of the Superfast Staffordshire project.

5.0 Skills and Productivity

5.1 Whilst South Staffordshire is widely recognised as being a prosperous and popular area in which to live and work, the average figures often conceal a wide variation between individual wards and even within wards. Not all communities start with the same advantages and the statistics used through the locality data sets show that there are four wards exceeding the County average in terms of the indices of multiple deprivation.

5.2 Educational attainment in South Staffordshire generally exceeds the national average, again this is not the case across all wards and there are wide variations in early year's development, Key Stage 2 and Key Stage 4. Across the District 24% of the 16+ population have no qualifications and recent attainment data in one community indicates that 20% of young people have failed to achieve GCSE Grade A*- G. There also eight wards where the percentage of individuals not in education and employment (NEETs) is above the Staffordshire average.

- 5.3 Whilst overall the level of job seeker allowance (JSA) claimants is low and has reduced considerably from the highs immediately after the recession, there are again certain wards often mirroring those with lower educational attainment, where the proportion of those on out of work benefits is considerably higher than the average.
- 5.4 It is also commonplace to hear from businesses that school leavers are ill-prepared or under skilled.
- 5.5 Coupled with our mutual ambitions for economic growth it is clear that we need to tackle the skills gap for those coming through the education system; those furthest from the jobs market; and those who need upskilling to ensure we have a well skilled workforce to meet the current and future needs of businesses.
- 5.6 The Deal is based on ensuring our residents, from future employees at school right through to our older workforce, are sufficiently skilled to meet current and future needs of existing employers and the new businesses we are seeking to attract to the District. It also contains an element of geographic targeting towards those communities where educational attainment is lower and the level of NEETs and unemployment is higher.

5.7 **Links to Strategic Aims & Priorities:**

- South Staffordshire Council Plan 2016 - 2020
- Staffordshire County Council Strategic Plan 2014 -2018
- Stoke-on-Trent and Staffordshire LEP Strategic Economic Plan
- Potential Stoke-on-Trent and Staffordshire Devolution Deal within the context of the public sector reform agenda

5.8 **Specifics:**

- A focus on careers guidance and an employability service to assist those of school age into being work ready and upskilling existing residents to meet current and future skill needs.
- Develop a single skills pathway that integrates schools, FE, HE and adult community learning to ensure our residents are well placed to take advantage of future employment opportunities.
- A proposal to form a South Staffordshire Skills Federation, targeted at school age and engage with local businesses to ensure future education provision meets current and future skill needs.
- Engage with the South Staffordshire Work Clubs to assist in helping those residents most in need to find work, training or volunteering opportunities.
- Develop an integrated connectivity plan that will support access to jobs, training and volunteering for residents living in rural areas.
- Articulate the SSLEP Education Trust Skills Strategy and SCC Achieving Excellence in Learning & Skills strategy into local actions through a South Staffordshire Delivery Plan.

5.9 **Outcomes:**

- By 2020 no wards in South Staffordshire will be above the Staffordshire average for those people receiving out of work benefits or NEETs.

- Reduce the percentage of the working age population (16-64) with no qualifications which currently stands at 6.7%.
- Reduce the proportion of residents claiming out-of-work benefits¹ (5.8% in Q4 2015) so that South Staffordshire is amongst the top quartile of district / unitary authorities (currently ranked 92 out of 326 authorities).
- Continue to exceed the national average in GCSE attainment – proportion of pupils achieving 5+ A*-C grades including English and Maths (65.1% in South Staffordshire in 2015, compared to the national average of 64.2%).
- Increase the proportion of residents qualified to NVQ level 3+² (62.4% in 2015) and 4+³ (39.4%) so that South Staffordshire is amongst the top quartile of district / unitary authorities (currently ranked 88 out of 326 authorities for level 3+ and 103 for level 4+).

6.0 Health and Wellbeing Priorities and Plans

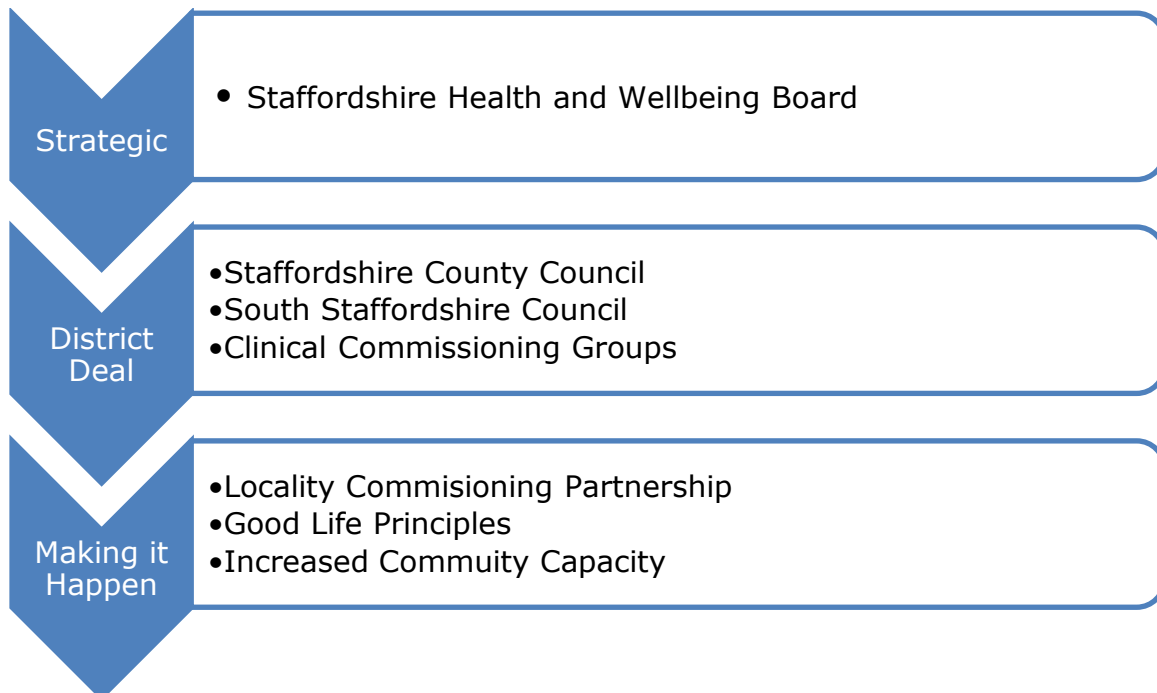
- 6.1 It is recognised that South Staffordshire Council makes a significant contribution to improving the health and wellbeing of local residents and is an important partner to the County Council, the CCG's and other local NHS services. Whether this is through direct service delivery or through its enabling and influencing role, South Staffordshire Council has a key role to play in supporting the local health economy. Both authorities recognise that by working together they can deliver a health and wellbeing programme that is community based.
- 6.2 The recent King's Fund report into District Councils contribution to Public Health recognised the key role districts play in keeping people healthy and fit through services such as economic development, planning, leisure, housing and the environment - all areas that are increasingly recognised as vital components of population health systems. The report estimated that for every £1 invested in preventative work, almost £70 is saved in future health and social care costs. There is also increasing evidence that through local delivery, strong support networks can be built, isolation can be reduced and community asset-building via volunteering can be increased. These are all important in enabling residents and communities to be more healthy and resilient.
- 6.3 The Deal will develop and formalise a truly preventative system of population health and wellbeing, which will see a shift from dependence on traditional health and social care services to enabling independence and building self-resilience.
- 6.4 This approach will need to be seamless and run from the strategic vision of the Staffordshire Health and Wellbeing Board right through to grass

¹ Key out-of-work benefits include the groups: job seekers, ESA and incapacity benefits, lone parents and others on income related benefits.

² People are counted as being qualified to level 3 or above if they have achieved at least 2 A-level passes, 4 AS levels; an Advanced GNVQ; an Access to HE qualification or an NVQ level 3 or equivalent vocational qualification (or a qualification at level 4 or above).

³ People are counted as being qualified to level 4 or above if they have achieved a first or higher degree, an NVQ level 4 or 5, a recognised degree-level professional qualification; an HNC/HND or other higher-level vocational or management qualification, a teaching or nursing qualification; or a diploma in Higher Education

roots delivery of the Good Life South Staffordshire, demonstrating better utilisation of existing service provision and building upon existing community assets as articulated below.



6.5 The model acknowledges that the needs of residents will be met through collective leadership and co-design with commissioners, providers, clinicians and the public. The model also acknowledges that in order for this transformation to take place in terms of strategy and whole system planning, the delivery will be local and differentiated to the needs of residents.

Through South Staffordshire’s Life Cycle, we can identify both our local assets and deficits. This approach is supported from grass roots level, by mapping community and voluntary sector provision through the Good Life, right through to statutory and commissioned services provided by the public sector. This robust approach not only allows us to use the current picture for South Staffordshire but allows us to future proof and plan ahead.

South Staffordshire Life Cycle



A Community Health proposal based on a targeted 'Local Area Coordination' model can be seen as a way to build social action, reform social care and health services and build stronger communities. Our ageing population, issues of rural isolation, and access to health services, are strong contributing factors to position South Staffordshire as the ideal location for this proposal.

6.6 The Evidence

Key characteristics of South Staffordshire's population;

- 22.1% of the population age of 65 and over, higher than both the England average of 17.3% and the Staffordshire average of 19.9%;
- around 24,000 people aged 65 and over living in the District, and that 18 of the 25 wards have higher than average dependency ratios for older people;
- around 4,700 and 15% of our population of people aged 60 plus are deemed to be living in income deprived households;
- a higher proportion than the national average of older people living on their own; and
- 7 wards which have higher proportions of households with lone pensioners.

6.7 Links to Strategic Aims & Priorities:

- South Staffordshire Council Plan 2016-2020
- South Staffordshire Council's Efficiency and Income Plan
- Staffordshire's Health and Social Care Case for Change
- Staffordshire's Health and Wellbeing Plan
- NHS Five Year Forward View
- Care act 2014
- Marmot (2010) – the importance of the wider determinants of health inequalities
- Wanless (2002) – the necessity of a fully engaged population empowered to care about their own health and wellbeing

6.8 Specifics:

The two authorities, in collaboration with other partners will work together with the aim of shifting from dependence on traditional services to and enabling self-resilience and building community capacity

- Ensuring the core functions of District Council delivery such as planning, licensing and business, support an environment that is conducive to better health.
- Identifying and building community assets especially in those areas where health is poorest.
- Working in collaboration with local NHS to support the development of new models of integrated services – including the use of data from multiple agencies to risk stratify the population and identify those individuals, households and communities most at risk.
- Redesigning the pathway for Disabled facility Grants.
- Supporting the development of new models of buildings based long term care by identifying suitable land, supporting the business case and facilitating development of sites.

6.9 Outcomes:

- Joint working between appropriate agencies on initiatives aimed at reducing the number of South Staffordshire Residents being admitted to hospital due to falls.
- Collaborative working focused on reducing non-elective admissions in South Staffordshire.
- Developing integrated partnership operating models at a local level within agreed target areas.
- Joint working with health partners to develop working practices that support their aspirations regarding the provision of outreach health and care services being delivered at a local level.
- Improve personal health outcomes for 600 residents by 2020 in three of the most deprived wards in South Staffordshire.
- Volunteering target to increase community assets.
- Working with voluntary sector partners to agree a local delivery plan to develop social action that will reduce demand on services.

7.0 Ongoing Commitments

7.1 Over and above the specific projects and programmes that will be jointly developed and delivered as part of the DD2, the South Staffordshire Council will continue to commit to the following areas:

- Continued engagement in the business rates pool.
- Continued engagement in Enterprise Zones.
- Continued engagement in the Stoke-on-Trent and Staffordshire Local Enterprise Partnership.
- Flexibility on the use of business rates to fund new infrastructure sites.
- Continued engagement in the Staffordshire Health and Wellbeing Board.

7.2 The County Council will continue to support the following areas:

- South Staffordshire's local plan and its ambitions to deliver appropriate levels of future housing, employment and infrastructure development whilst maintaining the five purposes of the greenbelt set out in the National Planning Policy Framework.
- Variations on funding models to maximise future investment opportunities and safeguard district services.
- Continue to recognise South Staffordshire Goodlife as the delivery arm of the partnership operating model.
- The development of a locality based joint health and wellbeing strategy for South Staffordshire.
- Recognise that the South Staffordshire Connect service is presently an integral element of connectivity within South Staffordshire and further reviews of the services as part of the County Councils approach to subsidised transport within South Staffordshire will be undertaken in partnership.
- Work with South Staffordshire Council and the wider South Staffordshire Partnership on the redesign of County run services that will impact on residents and business across South Staffordshire.

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