



Please ask for: Matt Berry
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19 April 2023

Dear Councillor,

Cabinet

6:00pm on Thursday 27 April 2023

Meeting to be held in the Council Chamber, Civic Centre, Cannock

You are invited to attend this meeting for consideration of the matters itemised in the following Agenda.

Yours sincerely,

T. Clegg
Chief Executive

To: Councillors:

Lyons, O	Leader of the Council
Jones, B.	Deputy Leader of the Council and Community Safety & Partnerships Portfolio Leader
Sutherland, M.	District and High Street Development Portfolio Leader
Johnson, J.P.	Environment and Climate Change Portfolio Leader
Jones, V.	Health, Wellbeing, and Community Engagement Portfolio Leader
Fitzgerald, A.A.	Housing, Heritage, and Leisure Portfolio Leader
Hughes, R.J.	Innovation and Resources Portfolio Leader

Agenda

Part 1

1. Apologies

2. Declarations of Interests of Members in Contracts and Other Matters and Restriction on Voting by Members

To declare any interests in accordance with the Code of Conduct and any possible contraventions under Section 106 of the Local Government Finance Act 1992.

3. Updates from Portfolio Leaders

To receive and consider oral updates (if any), from the Leader of the Council, the Deputy Leader, and Portfolio Leaders.

4. Minutes

To approve the Minutes of the meeting held on 30 March 2023 (enclosed).

5. Forward Plan

Forward Plan of Decisions for April to June 2023 (Item 5.1 - 5.2).

6. Recommendations from Scrutiny Committees

(i) Health, Wellbeing, and The Community Scrutiny Committee held on 14/03/23 - Recommendations from the Housing Scrutiny Review Working Group:

That Cabinet:

- (A) Is reassured that the recommendations from this report will improve the repairs reporting procedure.
- (B) Is satisfied the recommendations can be implemented into the Housing Service with minimal disruption.
- (C) Agrees that any financial outlay to improve the repairs reporting aspect of the Housing Service will serve to create efficiencies, improve the customer experience, and improve morale amongst the Housing Maintenance Service.
- (D) Acknowledges the additional strain that has been placed on the Housing Maintenance Service due to circumstances beyond its control and contributed to repairs reporting issues which has instigated this scrutiny, i.e. the pandemic duration, the huge increase of disrepair claims, the outcome of the Grenfell tragedy and the recent Rochdale Boroughwide tragedy linked to condensation mould (damp and mould).
- (E) Agrees to support the modernisation of working practises in the Housing Maintenance department.

The accompanying report for the above recommendations can be viewed on the [14 March 2023 Health, Wellbeing, and The Community Scrutiny Committee](#) meeting page on the Council's website.

(ii) Responsible Council Scrutiny Committee held on 20 March 2023 (Call-In: Boardwalk and Bridges Report)

Report of the Head of Economic Development & Planning (Item 6.1 - 6.20).

7. Reinstatement of 4 Cross Road, Rugeley, to Reintroduce in Housing Management as a Lettable Property

Report of the Head of Housing & Corporate Assets (Item 7.1 - 7.5).

8. Staffordshire Sustainability Board

Report of the Head of Operations (Item 8.1 - 8.136).

9. GBSLEP Integration into the West Midlands Combined Authority

Report of the Head of Law & Governance (Item 9.1 - 9.3).

Cannock Chase Council
Minutes of the Meeting of the
Cabinet

Held on Thursday 30 March 2023 at 6:00 p.m.

In the Esperance Room, Civic Centre, Cannock

Part 1

Present:

Councillors:

Lyons, O.	Leader of the Council
Jones, B.	Deputy Leader of the Council and Community Safety & Partnerships Portfolio Leader
Sutherland, M.	District and High Street Development Portfolio Leader
Jones, V.	Health, Wellbeing, and Community Engagement Portfolio Leader
Johnson, J.P.	Environment and Climate Change Portfolio Leader
Hughes, R.J.	Innovation and Resources Portfolio Leader

106. Apologies

Apologies were received from Councillor A.A. Fitzgerald, Housing, Heritage, and Leisure Portfolio Leader.

107. Declarations of Interests of Members in Contracts and Other Matters and Restriction on Voting by Members

No other Declarations of Interest were made in addition to those already confirmed by Members in the Register of Members' Interests.

108. Updates from Portfolio Leaders

(i) District and High Street Development

The Portfolio Leader updated in respect of the following:

- **Greater Birmingham and Solihull Local Enterprise Partnerships (GBSLEP)**

Cabinet were reminded that the GBSLEP would cease from the end of March 2023 with final closure by March 2024. He had attended his final board meeting last week and, on behalf of the Council, thanked the Board Members and Officers. There had also been a meeting between the Council's Chief Executive and Deputy Chief Executive and the GBSLEP to finalise exit arrangements.

- **Nova Training**

Nova training operated from 16 locations across the Midlands, with their aim being to provide training and education for all, including those with an education and

health care plan. Smaller group training / building confidence levels was offered as well as skills development.

- **Total Construction**

Last week the Leader and the Head of Economic Prosperity met with the joint owner and lead consultant of Total Construction for the recently opened 220,000 sq. ft site on Walkmill Lane in Bridgtown. They had invested £4,000,000 into the site to compliment six other production sites across the West Midlands.

This new site gave them a dedicated facility to manufacture a range of steel products using state of the art cutting and bending machinery, and industry leading welding equipment to enable them to meet major contracts with highways, housing, and HS2 infrastructure projects. So far, 57 jobs had been created.

The purpose of the visit was to engage with the company and help signpost them to local connections.

- **Rugeley Jobs Fair**

A jobs fair hosted by 'Jobs22' in partnership with Job Centre Plus and the Council was held earlier in the day at the Rugeley Community Church between 11am and 3pm. It was well attended with over 200 people visiting during the four-hour session and 28 organisations present. These included employers and those offering training courses opportunities.

109. Minutes

Resolved:

That the Minutes of the meeting held on 2 March 2023 be approved.

110. Forward Plan

Resolved:

That the Forward Plan of Decisions for the period March to April 2023 (Item 5.1 – 5.2) be noted.

111. Priority Delivery Plans 2023-24

Consideration was given to the Report of the Head of Governance and Corporate Services (Item 6.1 - 6.16).

Resolved:

That the Priority Delivery Plans for 2023-24 be approved.

Reasons for Decision

Adopting a set of annual Priority Delivery Plans provided a focus on the delivery of the priorities set out in the Corporate Plan and provided for effective management of limited resources.

112. Shared Services - Framework and Delegations

Consideration was given to the Report of the Council Solicitor (Item 7.1 - 7.16).

Resolved:

That:

- (A) The framework agreement (underlying the principles upon which shared services will progress), attached as Appendix 1 to the report be approved, and recommended to Council.
- (B) It be approved and recommended to Council that Cannock Chase District Council be the Lead Authority for the provision of shared services in respect of Regulatory Services, Wellbeing, Housing & Corporate Asset Management, Finance and Transformation & Assurance functions listed in Appendix 3 of the report, and that Stafford Borough Council be the Lead Authority for the provision of shared services in respect of the Economic Development & Planning, Operations, Transformation & Assurance and Law & Governance functions listed in Appendix 2 of the report.
- (C) It be recommended that Council delegate all non-Executive functions that relate to town and country planning and development control (including functions relating to Tree Preservation Orders, hedgerow protection and high hedge regulation), except where decisions on those functions have been reserved to full Council or to one of its committees, to Stafford Borough Council under section 101 of the Local Government Act 1972 with immediate effect.
- (D) It be recommended that Council accept the delegation by Stafford Borough Council of all non-Executive functions that relate to licensing and registration, except where decisions on those functions have been reserved to full Council or one of its committees, and agree that those functions be delegated to Officers of Cannock Chase District Council in accordance with the scheme of delegations for its own licensing and registration functions.
- (E) It be recommended to Council that all Council officers are placed at the disposal of Stafford Borough Council, under section 113 of the Local Government Act 1972, for the purposes of any functions undertaken by a shared service.

That subject to Council approving recommendations (A) to (E), above:

- (F) The Economic Development & Planning, Operations, Transformation & Assurance, and Law & Governance functions listed at Appendix 2 of the report be delegated to the Executive of Stafford Borough Council under section 9EA of the Local Government Act 2000 and section 101 of the Local Government Act 1972 and Regulations made under those sections with immediate effect.
- (G) The delegation by the Executive of Stafford Borough Council of the Regulatory Services, Wellbeing, Housing & Corporate Asset Management, Finance, and Transformation & Assurance functions listed in Appendix 3 of the report, to the Executive of Cannock Chase District Council be accepted.
- (H) The Regulatory Services, Wellbeing, Housing & Corporate Asset Management, Finance and Transformation & Assurance functions delegated under decision (G), above, be delegated to the Officers of Cannock Chase District Council in accordance with its scheme of delegation for its own Regulatory Services, Wellbeing, Housing & Corporate Asset Management, Finance and Transformation & Assurance functions.
- (I) The Leader be authorised to approve individual Service Level Agreements for each service, in consultation with the Chief Executive.

Reasons for Decisions

To allow collaboration to take place, Cabinet needed to delegate relevant functions to the Executive of Stafford Borough Council and agree to accept delegations for other Executive functions from Stafford Borough Council.

Delegation of functions between authorities was permitted by section 101 of the Local Government Act 1972 and section 9EA of the Local Government Act 2000, together with Regulations made under those Acts.

113. Birmingham 2022 Commonwealth Games - Final Summary, Retrospective, and Legacy

Consideration was given to the Report of the Head of Environment and Healthy Lifestyles (Item 8.1 - 8.10).

Resolved:

That the investment of the unallocated balancing sum of £5,630.42 in support of the ongoing development of the Cannock Chase Can App to enhance and further support the Commonwealth Games legacy for the District be approved.

Reasons for Decision

There was an underspend in the allocated budget due to gaining external funding in the form of grant income. It was considered appropriate to use this funding to support the Commonwealth Games legacy with further development of the Cannock Chase Can App.

114. Four Year Parks Programme 2022-2026

Consideration was given to the Report of the Head of Environment and Healthy Lifestyles (Item 9.1 - 9.7).

Resolved:

That:

- (A) The programme and approach to improvements to the proposed play areas identified within the report be approved.
- (B) The investigation of further appropriate capital funding opportunities to support the funding for all the proposed schemes be approved.
- (C) Authority be delegated to the Head of Environment and Healthy Lifestyles in consultation with the Portfolio Leaders for Housing, Heritage & Leisure, and Environment & Climate Change to agree specific project details for each play area within existing and approved budgets.

Reasons for Decisions

Councils had a major role in the provision of good quality outdoor spaces for recreation, socialising, and community. There were high expectations around creating and maintaining to a good standard fully inclusive play areas, as well as public open spaces that encouraged active play and participation, but were also sustainable, safe, and met the needs of local communities.

The programme had been drawn up from a number of schemes where:

- A scheme had been identified and prioritised from the play area assessment review completed in 2022 and was complemented by the Open Space Strategy currently being developed.
- A funding source was already identified.
- There was a requirement for a larger masterplan scheme, which may take several years to develop with a wider community and other partners organisational input, and that may require further bids and grants to outside organisations to fund the whole scheme.

The Council currently had a number of Section 106 agreements resulting from house building and development being carried out in and around the District in recent years. Some of the agreements had claw back periods where the finance must be spent in vicinity of the development within a specific time period. Delivery of this programme would contribute towards the spend of these Section 106 agreements and lessen the potential for developers to request funds be returned.

The programme would be kept under review, as depending on the Council's priorities from time to time, projects may need to be added or removed. Where this was the case, an additional report would be compiled and submitted to Cabinet for approval.

115. Revocation of Air Quality Management Areas

Consideration was given to the Report of the Head of Environment and Healthy Lifestyles (Item 10.1 - 10.25).

Resolved:

That:

- (A) The results of an independent review into air quality in the District, as detailed in Appendix 2 of the report, be noted.
- (B) The outcome of the consultation exercise on the recommendation to revoke Air Quality Management Areas 1 and 3 also be noted.
- (C) The revocation of Air Quality Management Areas numbers 1 and 3 be approved, and the Head of Environment and Healthy Lifestyles be instructed to undertake all necessary steps to implement this decision.

Reasons for Decisions

To ensure the Council met its obligations under the Environment Act 1995.

To make progress on next steps previously reported to the Department for the Environment, Food, and Rural Affairs as part of the Annual Status Report (as presented to Cabinet on 11 August 2022).

116. Exclusion of the Public

Resolved:

That the public be excluded from the remainder of the meeting because of the likely disclosure of exempt information as defined in Paragraph 3, Part 1, Schedule 12A of the Local Government Act 1972 (as amended).

Cannock Chase Council
Minutes of the Meeting of the
Cabinet

Held on Thursday 30 March 2023 at 6:00 p.m.

In the Esperance Room, Civic Centre, Cannock

Part 2

117. Kerbside Waste Collection Contract Post 2023 - Extension Renegotiation

Consideration was given to the Not for Publication Report of the Head of Environment and Healthy Lifestyles (Item 12.1 - 12.8).

Resolved:

- (A) The contents of the report and the impact of the increased revenue requirement post 2023 be noted.
- (B) The entering into a revised two-year contract extension agreement (as detailed in the report) to the kerbside waste collection contract with the incumbent contractor, be agreed.

Reasons for Decisions

The Council had a statutory obligation to collect domestic waste and recycling and it could not be in a situation where it did not have a provision to do so. However, alongside this obligation, it also had a statutory requirement under the Local Government Act 1999 to provide best value.

There was still a significant level of uncertainty in regard to the outcome of the Department for the Environment, Food, and Rural Affairs' Waste and Resources Strategy 2018, however, despite some parts of the final strategy being released, it was still not considered the best time to go out to the market, due to that and other factors, such as unstable employment and fuel costs. In addition to the above, there was insufficient time available to prepare, tender, and mobilise a kerbside waste collection contract.

The Council did not at present have the depot space nor the capacity to in-source the service following the rationalisation of the Hawks Green Depot without significant costs being associated with it.

It was considered that the revised two-year extension still offered better value for money, more flexibility, and a reduced risk of legal / procurement challenge, in comparison with other options, including a full seven-year extension.

The meeting closed at 6:50 p.m.

Leader

Forward Plan of Decisions to be taken by the Cabinet: April to June 2023

For Cannock Chase Council, a key decision is as an Executive decision that is likely to:

- Result in the Council incurring expenditure or making savings at or above a threshold of 0.5% of the gross turnover of the Council.
- Affect communities living or working in two or more Council Wards.

Representations in respect of any of matters detailed below should be sent in writing to the contact officer indicated alongside each item via email to membersservices@cannockchasedc.gov.uk

Copies of non-confidential items will be published on the Council's website 5 clear working days prior to the relevant meeting date.

Item	Contact Officer / Cabinet Member	Date of Cabinet	Key Decision	Confidential Item	Reasons for Confidentiality	Representation Received
April 2023						
Recommendations from the Responsible Council Scrutiny Committee held on 20 March 2023 (Call-In: Boardwalk and Bridges Report)	Head of Economic Development & Planning / Innovation and Resources Portfolio Leader	27/04/23	No	No		N/A
Reinstatement of 4 Cross Road, Rugeley to Reintroduce In Housing Management as a Lettable Property	Head of Housing HRA and Corporate Assets / Housing, Heritage, and Leisure Portfolio Leader	27/04/23	No	No		N/A
Staffordshire Sustainability Board - Policy Update	Head of Operations / Environment and Climate Change Portfolio Leader	27/04/23	No	No		N/A
GBSLEP Integration into the West Midlands Combined Authority	Council Solicitor / Leader of the Council	27/04/23	No	No		N/A
June 2023						
End of Year Performance Report 2022/23	Head of Transformation and Assurance / Leader of the Council	15/06/23	No	No		N/A

Item No. 5.2

Item	Contact Officer / Cabinet Member	Date of Cabinet	Key Decision	Confidential Item	Reasons for Confidentiality	Representation Received
Strategic Risk Register	Head of Transformation and Assurance / Innovation and Resources Portfolio Leader	15/06/23	No	No		N/A
Permission to Spend - Tennis Court Refurbishment - Cannock Chase Council	Head of Operations / Housing, Heritage, and Leisure Portfolio Leader	15/06/23	No	No		N/A
Adoption of Contaminated Land Strategy 2023	Head of Operations / Environment and Climate Change Portfolio Leader	15/06/23	No	No		N/A
Housing Assistance Policy Update	Head of Operations / Housing, Heritage, and Leisure Portfolio Leader	15/06/23	No	No		N/A
Environmental / Climate Change Strategy	Head of Operations / Environment and Climate Change Portfolio Leader	15/06/23	Yes	No		N/A
Open Spaces Strategy	Head of Operations / Housing, Heritage, and Leisure Portfolio Leader	15/06/23	Yes	Yes	Information relating to the financial or business affairs of any particular person (including the Council).	
Levelling Up Fund - Permission to Spend	Head of Economic Development & Planning / District and High Street Development Portfolio Leader	15/06/23	Yes	Yes	Information relating to the financial or business affairs of any particular person (including the Council).	

Report of:	Head of Economic Development & Planning
Contact Officer:	Amanda Badman
Contact Number:	01543 464 309
Portfolio Leader:	Innovation and Resources
Key Decision:	No
Report Track:	Cabinet: 27/04/23

Cabinet
27 April 2023
Recommendations from the
Responsible Council Scrutiny Committee held on 20 March 2023
(Call-In Boardwalk and Bridges Report)

1 Purpose of Report

- 1.1 That Cabinet considers the recommendations from the Responsible Council Scrutiny Committee held on 20 March 2023 as set out in paragraph 2.2, below.

2 Recommendations

- 2.1 Cabinet is requested to consider the below recommendations agreed at the Responsible Council Scrutiny Committee held on 20 March 2023, following the call-in of the decision relating to the Boardwalk and Bridges Report, made on 16 February 2023.
- 2.2 Scrutiny Committee Recommendations:
- (A) The initiative be referred back to Cabinet with a suggestion that quotes for simpler, cheaper, long-lasting specifications be invited as part of this review so that an informed decision on future costs can be made.
 - (B) The review also investigates alternative sources of funding, such as the UK Shared Prosperity Fund, which could be used to offset some of the cost of these replacements.

3 Key Issues and Reasons for Recommendations

Key Issues

- 3.1 Following the Cabinet resolution of 16 February 2023 regarding replacement of the Rugeley boardwalk and two bridges, the decision was called-in to the

Responsible Council Scrutiny Committee by Cllr Andrea Muckley. The call-in request can be found at Appendix 2.

- 3.2 The relevant extract from the 16 February 2023 Cabinet minutes is attached at Appendix 3. Decisions (A) to (D) were the subject of this call-in.
- 3.3 The reasons for the call-in were debated at length by Members and they were given the opportunity to ask questions of the Portfolio Holder, Council Officers, and other invitees present.
- 3.4 During the final stage of the call-in section of the meeting, the original motion was agreed, as per paragraph 2.2 above. The motion was seconded, voted upon, and carried.

Reasons for Recommendations

- 3.5 The original call-in motion was debated at the meeting on 20 March 2023 and agreed as set out at paragraph 2.2, above. The motion was seconded, voted upon, and carried; draft minutes of the meeting are enclosed at Appendix 1.

4 Relationship to Corporate Priorities

- 4.1 This report supports the Council's Corporate Priorities as follows:
 - (i) **Priority 3 - The Community** - by maintaining our green spaces and ensuring they are accessible and inclusive environments.
 - (ii) **Priority 4 - Responsible Council** - by being a responsible Council which lives within its means and is accountable for its actions.

5 Report Detail

- 5.1 Following the Cabinet resolution of 16 February 2023 regarding the Boardwalk and Bridges report, the decision was called-in to the Responsible Council Scrutiny Committee by Cllr Andrea Muckley. The call-in request can be found at Appendix 2.
- 5.2 Cabinet on 16 February 2023 had resolved the below, Items A - D:
 - (A) That Cabinet notes that the cost of replacing the footbridges at Anglesey Nature Reserve and Rawnsley Woods is estimated at £70,000, and that the likely cost of replacing Rugeley Boardwalk is estimated at £200,000.
 - (B) That Cabinet notes that additional funding will be required to fund all of the above works as the required funding exceeds the existing approved amount in the Capital Programme of £110,000.
 - (C) That Cabinet determined to defer all works on Boardwalks and Bridges pending a review of market conditions, inflation, and construction costs to be carried out by the end of 2023, with a report brought back to Cabinet for further consideration.
 - (D) That Cabinet delegate authority to the Head of Economic Prosperity in consultation with the S151 Officer and Portfolio Leader for Innovation and Resources to implement all actions necessary to progress the recommendations arising from this report.

- 5.3 The relevant extract from the 16 February 2023 Cabinet minutes is attached at Appendix 3.
- 5.4 The request for the call-in was submitted by Councillor Andrea Muckley, and supported by Councillors Darren Foley, Jo Elson, Gerald Molineux and Paul Woodhead.
- 5.5 The reasons given for the call-in were:
- First, we do not consider that this matter needs to be confidential. We seek officers' advice on why this discussion and decision was deemed to be so.
 - We are extremely concerned about the proposal to pause works, which were agreed initially in February 2021 by the previous administration and confirmed, by the current administration, to take place during the current financial year (2022/23).
 - Investigatory work on the costs and feasibility of replacing the two bridges and one boardwalk mentioned was carried out, which led to the allocation of £110,000 in this year's budget by the current administration.
 - The administration's dither and delay has led to this work not being brought forward in a timely manner, meaning the budget allocated is now substantially insufficient due to the huge levels of inflation the UK has experienced.
 - Previously, councillors have suggested that a more basic specification for these works would reduce costs whilst simultaneously meeting the needs of residents. This was dismissed. A decision we feel must now be reconsidered.
 - We propose, for example, that a concrete culvert covered with soil would be an entirely adequate and long-lasting alternative to the proposed material of recycled plastic for the two bridges.
 - We would be grateful to see the proposal and quotes as £35,000 for a bridge to cover a six-foot gap seems wildly disproportionate when we consider our role as guardians of the public purse.
 - The longer this delay continues, the longer residents will have to put up with poor accessibility in our nature reserves, green spaces and in Rugeley town centre.
 - Lastly, the report fails to mention that there were two bridges in Rawnsley Woods: One was removed a number of years prior to the one mentioned in the report. The village, without either bridge, is bisected.
- 5.6 Councillor Muckley et al. originally proposed the following:
- "This initiative be referred back to cabinet with a suggestion that quotes for simpler, cheaper, long-lasting specifications be invited as part of this review so that an informed decision on future costs can be made.
 - This review investigates alternative sources of funding, such as the UK Shared Prosperity Fund, which could be used to offset some of the cost of these replacements."
- 5.7 The above was debated at length by Members, and they were given the opportunity to ask questions of the Portfolio Holder, Council Officers, and other invitees present.

- 5.8 During the final stage of the call-in section of the meeting, the original motion was agreed, as per paragraph 2.2, above. The motion was seconded, voted upon and carried.

6 Implications

6.1 Financial

There are no direct financial implications arising from the report.

The report to Cabinet on 16 February 2023 referred to the financial implications arising from Cabinet's resolutions. Any changes to those resolutions resulting from the outcome of this call-in process will form part of further reports to Cabinet, if applicable.

6.2 Legal

None.

6.3 Human Resources

None

6.4 Risk Management

None

6.5 Equality & Diversity

None

6.6 Climate Change

None

7 Appendices to the Report

Appendix 1: Extract of Draft Minutes of the Responsible Council Scrutiny Committee held on 20 March 2023.

Appendix 2: Call-in Request

Appendix 3: Extract of Minutes of the Cabinet meeting held on 16 February

Previous Consideration

Cabinet - 16 February 2023 - Boardwalk and Bridges report.

Background Papers

None

Cannock Chase Council

DRAFT Minutes of Agenda Item 4 of the

Responsible Council Scrutiny Committee

Held on Monday 20 March 2023 at 6:00pm

In the Council Chamber, Civic Centre, Cannock

Part 1

Present: Councillors

Frew, C.L. (Chair)

Johnson, T.B. (Vice-Chair)

Arduino, L.

Muckley, A.M.

Hoare, M.W.A.

Prestwood, J.

Kraujalis, J.T.

Theodorou, P.C.

Lyons, N. (Substitute)

Wilson, L.J.

Molineux, G.N.

Woodhead, P.E.

Invitees (for agenda item 4):

- Councillor R.J. Hughes (*Innovation and Resources Portfolio Leader*)
- Councillor J.S. Elson (*Call-in Supporter - non-Committee member*)
- Councillor D. Foley (*Call-in Supporter - non-Committee member*)
- D. Piper (*Head of Economic Prosperity*)
- A. Badman (*Corporate Assets Manager*)
- D. Mawle (*Hednesford Town Council*)
- D. Gaye (*Rugeley Town Council*)
- M. Walker (*Local Resident*)

22. Apologies

Apologies for absence were submitted for Councillor P.G.C. Jones.

Councillor N. Lyons was in attendance as substitute for Councillor P.G.C. Jones.

25. Call-in Request: Boardwalk and Bridges

Consideration was given to the Report of the Head of Economic Prosperity (Item 4.1 - 4.17).

Prior to commencing the call-in, the Chair referred to comments raised on social media over the weekend concerning the confidentiality of the 16 February 2023 'Boardwalk and Bridges' Cabinet report and asked that Officers clarify why this was the case. The Head of Economic Prosperity advised that the report contained actual

tender prices from potential suppliers for the proposed works for the footbridges in Anglesey Nature Reserve and Rawnsley Wood. The tenders were commercially sensitive and needed to be kept out of the public domain. Advice was taken in this regard. The financial information for the Rugeley boardwalk was not confidential due to being based on budget estimates provided by the Council's consultant for this work.

Introductory Statements

Councillor Muckley, as the Proposer of the call-in, then talked through the background and reasons to the call-in as set out in report paragraphs 3.1 to 3.6, providing additional narrative as follows:

- Rawnsley Wood was an important asset as it helped provide a reminder of the past heritage of the area as a colliery site and a reminder of its future importance. It was lovely to have open and green spaces left behind that people should be able to enjoy. The affected area in Rawnsley Wood was however now getting overgrown and impassable as people had no footbridge to use, thereby preventing residents from using a local natural amenity on their doorstep.
- The route provided safe access to Hazel Slade school and for dog walkers. Without this bridge (or another former bridge in the woods) in place, people were having to walk via Littleworth Road and Cannock Wood Street. The speed of vehicles travelling along that road was immense, often at 40+mph. The problem was further exacerbated by parts of the footpath along Cannock Wood Street being very narrow due to overgrown woodland that had not been maintained. This needed to be looked at so children could get safely from A to B.
- In terms of timeline, the bridge was removed in July 2020, with a notice being put up stating this had been done due to safety concerns but would be replaced. Officers advised at the time that tenders had gone out for the replacement works and would be completed by October 2020. A meeting was held on site with the Corporate Assets Manager to show where the bridge had been located and what issues had been caused by its removal.
- As of February 2021, the bridge had still not been replaced, and the then Leader of the Council advised that £346,000 would be set aside to replace the boardwalk and bridges, which was confirmed at the 11 March 2021 full Council meeting. The then Leader also confirmed the works would take place that year.
- In August 2021 a Cabinet decision reduced the sum of funding available to circa £200,000 and meetings of the Scrutiny Committee at the time were advised that the bridges would be reviewed followed by the Elmore Park toilets. Notes were made at the time that the relevant report was incomplete, but a report would be submitted to Cabinet by September 2021. No updates had been received despite the matter being raised at further scrutiny meetings.
- In March 2022 assurances were given by the Corporate Assets Manager that the works would be completed by June 2022. At a scrutiny meeting it was queried why the budget for the works had been further reduced. No additional information was provided other than that the original level of funding was not required, and the money could not be retained if it was not needed.
- All the way through Members had been advised that work to the bridges and boardwalk would come before the Elmore Park toilets, so it seemed strange that £110,000 had been allocated for the toilets but the bridges and boardwalks were

not getting that money. It was noted however despite the budget reduction there was still sufficient funding available to complete the works to the bridges only.

- Overall, the situation was extremely disappointing as people in the ward and children's safety were being forgotten. All people wanted was to have a simple solution put in place so the affected villages could be reconnected again safely.

Councillor Muckley then proposed the Motion as set out in report paragraph 3.7, which was seconded by Councillor Woodhead.

The Supporters of the call-in then spoke in turn, outlining their reasons as to why the Motion should be supported:

- Councillor Woodhead thanked officers for the additional information provided to Members setting out the recent history of this issue. Own research undertaken showed that when the Conservative Group were in opposition, they had submitted an Alternative Budget of £125,000 to replace the boardwalk. It was noted that not all three projects were linked and there may be funding available to complete some of the works, as well as looking at lower specification options.
- Councillor Foley raised that as a Rugeley based councillor his focus was on the boardwalk. The Cabinet's decision was disappointing as it seemed to be kicking the decision down the road. In 2018, when the Conservative Group were in opposition, they had sent a letter to the former Leader about this issue. Whilst money had been provided in the 2022/23 budget for these works, nothing had happened since then, only dither and delay. The final paragraph of the letter had stated:
"The closure of the area is negatively impacting upon both the residents of Rugeley and any visitors to the town. We urge that a swift plan of action be devised, and repair work be undertaken as soon as possible. The residents of Rugeley have already been expected to wait far too long and your urgent attention would be greatly appreciated."
- Councillor Molineux reiterated the points raised by colleagues, believing that projects should be dealt with in a priority manner, noting the boardwalk had been raised before the Elmore Park toilets. The delays and associated issues were disgusting, and items should be dealt with in order rather than trying to be pushed away.
- No comments were raised by Councillor Elson.

Debate

The Chair then opened the matter up for debate by the Committee. The following comments / questions were raised by Members of the Committee:

1. It was pleasing to have the earlier clarification regarding the confidential report to know that matters were not trying to be sneaked through.
2. What options were considered by Cabinet and Officers about the different types and specifications of bridges that could be provided?

The Innovation and Resources Portfolio Leader advised that it was clear from the outset there would be cost pressures due to the current external

environment. Designs in the documents were not taken forward based on advice from the Environment Agency as they would have involved crossing a water course and interrupting it during construction. If there was a simpler and cheaper design encouraged by the Environment Agency, then Officers would be happy to look at it.

The Head of Economic Prosperity advised that the aim of the bridges design specifications was for them to not be overly complicated and to provide safe and functional solutions that would also secure the lifespan of the structures. Previous timber structures were aesthetically pleasing but not long lasting, hence why high density recycled products were to be used. Written quotations for the works were provided by reputable suppliers. In respect of the boardwalk, it was previously of a timber structure exposed to the watercourse below and so had rotted away and collapsed. The recommendation therefore was to use composite materials that would last a long time. The recommendations from the Environment Agency meant it had to be different from the original design. Specialist consultants had been engaged for the design works and advice sought from structural engineers.

3. The Cabinet report included information about highways standards for bridges but made no reference to advice from the Environment Agency so it would be useful to see that advice and understand why that was the Agency's position.
4. Part of this call-in was about trying to understand what was needed in terms of bridges and boardwalk provision by those people who would use them.

M. Walker advised that in respect of Anglesey Nature Reserve (formally known as Anglesey Park), three bridges were installed when the site was first developed. When the affected bridge was removed stepping stones were installed as the water was very shallow, but this was not a disability friendly solution. It had been asked if a cheaper crossing point could be installed using pipework as the stream had a firm bottom, but the reply back was this could not be done. Some dog walkers in the area used wheelchairs, so they could only use the heritage trail route since the bridge had been removed. Separately to this, the access point across the railway line was closed off when the line was electrified, and the related area of open space had since become overgrown and not maintained. The bridge would not have needed to be taken out if proper maintenance had been undertaken in the first place. The existing bridge in the nature reserve had been re-covered in anti-slip plastic two weeks ago but was now losing screws and rotting away. It was requested that the bridge be replaced, or some form of crossing installed to help disabled people.

In response, the Innovation and Resources Portfolio Leader advised that the Council would still be liable for the health and safety of bridge users, therefore any design had to be safe and secure. Issues in respect of asset maintenance did need to be addressed, a point made by a task & finish group of this Committee last year. Unfortunately, costs were high at present and previous comments about being guardians of the public purse had to be noted in this context, hence why these works would not be done until a cheaper solution could be found, or market costs reduced.

5. Such matters were a question of priorities, and it was noted some bridges were in a more derelict state in the District than in Cannock. Some money was

available, so why couldn't that be used to undertake one or two of the projects being discussed?

The Innovation and Resources Portfolio Leader advised it was correct that some funding was available but the whole capital programme had to be considered in the round. Cost pressures would affect the whole programme; therefore, some funds were needed to absorb these pressures as and when they arrived. Doing things without a pot of money available if issues arose was not a strategic or analytical way of planning such works.

6. How would putting concrete pipes into the streams mentioned affect the watercourse?

The Corporate Assets Manager advised that the Environment Agency's advice was that bridges must span the watercourse and be at least 1.5 metres wide. The use of pillars was also a first thought for Officers, but the Agency's advice meant this could not be done.

7. The present Administration made an issue of the Rugeley Boardwalk back in the summer of 2019 when in opposition and then made the boardwalk and bridges a key part of their election campaign in 2021. They came into power in May 2021 with funds for these works being put into the budget by the previous Administration. Since then, there had been two years of dither and delay and works could have been progressed before costs went up and Government decisions affected the wider economic picture.

The Innovation and Resources Portfolio Leader advised that in respect of the boardwalk, part of the complexity was a land ownership issue as the mid-section of the site went across third party land. Officers were not aware of this at the time, and it had not been discussed by the previous Administration. There had been a protracted period of legal discussions about this issue.

The Corporate Assets Manager advised that every time the Council undertook site surveys etc, it had to engage with the landowner and seek permission to do so.

The Head of Economic Prosperity further advised the original boardwalk was thought to have been installed in the late 1980s/early 1990s, although there was a lack of historical records in place to confirm this and issues about land ownership. It was understood that Staffordshire County Council had been involved, but there was no information available to confirm this.

The Corporate Assets Manager further advised it was understood the highways team was still based in Cannock Chase Council at that point before being transferred to the County Council, so this Council no longer had such expertise available in house.

8. A lot of the causes of the issues raised were because the boardwalk and bridges had to be removed in first place. Was there a budget in place at the time to maintain these sites?

The Innovation and Resources Portfolio Leader advised that as part of the asset maintenance review undertaken by the task & finish group last year, the advice given was that no such budget existed other than the £346,000 referred to earlier, which was for the bridges, boardwalk, and other property maintenance.

9. Residents would not be happy with the proposed costs for replacement of the boardwalk, but the frustrations of other Members were shared about the works not being done. The 'green agenda' was however making it more difficult to use the solution of installing culverts into the affected areas as they would result in disruption to the watercourses.

The Innovation and Resources Portfolio Leader agreed with the views on the projected costs for the boardwalk, noting they did not represent good value for money.

10. Could anything be done to step past the advice provided by the Environment Agency if the need of providing the bridges was greater than protection of the watercourse?

The Corporate Assets Manager advised this was difficult to answer, noting the Agency may ask if a suitable crossing point could be installed in an alternative location.

11. The Forestry Commission had recently installed a new wooden bridge within Cannock Chase, so it may be helpful for Officers to see if the Commission had received the same advice from the Environment Agency.

12. Coming out of the Covid-19 pandemic, construction costs had increased by 30% and before the war in Ukraine, so it was felt these factors had had a greater impact on costs than Government economic decisions.

13. If all were agreed that the circa £250,000 cost to replace the boardwalk was considered astronomical and unaffordable, then why not just do the bridges replacement works?

The Innovation and Resources Portfolio Leader advised the costs of the bridged works had increased significantly higher than originally estimated, so based on value for money of the public purse, Cabinet considered these costs were too much. Current conditions meant materials were expensive, but the need for these assets was fully appreciated.

14. Had the previous budgets not been massively reduced then it would have been possible to replace both the boardwalk and bridges. It was a shame nothing had been done for the past 2½ years and prices would not come back down in future. All through that period Members had been told that the bridges and boardwalk were a priority, with Elmore Park toilets to be looked at afterwards. The costs of replacing the toilets would have been cheaper years ago but had now been given the green light. Don't want this to be political, but the perception was that money was not being spent in wards not represented by Conservative councillors.

The Innovation and Resources Portfolio Leader noted there was a period before the current Administration took control of the Council when the bridge works could have commenced. It was acknowledged the toilets and the boardwalk were both in the current Leader's ward and campaign issues, but it appeared that doing the works for one was politicised, but not doing the works for the other was also politicised. As previously mentioned, the Council was waiting for market conditions to improve before revisiting these projects.

15. The need for the toilets was incredibly important for hygiene reasons and desperately in need of replacement, so don't begrudge the money being found for this before the boardwalk and bridges.

The Innovation and Resources Portfolio Leader noted that Elmore Park was the only 'destination park' in the District that did not have functioning toilets available.

(Councillor Arduino left the meeting at this point.)

16. How much was the boardwalk missed and/or needed by people in Rugeley, was it a big priority or talking point?

(Councillor Arduino returned to the meeting at this point.)

D. Gaye advised the boardwalk was well loved and used and enhanced Rugeley town centre. The programme to replace it would help to boost the economy of the town and draw more people into the town centre. It was well missed so would like to see it replaced.

17. The boardwalk was one decision and the bridges a separate issue, so there was a need to understand what was available for the boardwalk as cost and access issues were valid questions. As there was already a right of way in place why would the landowners have an issue with what was already there?

The Head of Economic Prosperity advised it had been established there was no right of way secured between the County Council and the landowner, so this Council had no automatic right to replace the boardwalk. The last twelve months had been spent trying to understand what agreements were in place and those discussions were still ongoing.

The Corporate Assets Manager further advised that if a formalised right of way had been in place, then responsibility would have been with the County Council.

18. In the August 2021 Cabinet report, it was noted a lot of potential investment was needed for bridges across the District. If the proposed works were not done now and a principle established for replacement and maintenance, then bridges would end up disappearing in all sorts of areas. It was accepted that prices had gone up, but not accepted that they would not come back down. Don't feel that the delay would reduce costs, so Cabinet needed to consider alternative options. A broader discussion was also needed with Cabinet about where the Council wanted to be with bridges provision and future costs / maintenance. Cabinet was encouraged to decouple the two issues and whilst there may be some political harm, the nature of what needed doing meant the bridges could be delivered within existing budgets. It was better to deliver something with the funds available rather than do nothing at all.

The Innovation and Resources Portfolio Leader agreed with the notion of decoupling the two matters. In respect of funding, the £346,000 allocation was problematic on how to spend as the Council was mandated to reduce risk exposure, with money needing to be used to maintain assets and reduce risks rather than being spent on new assets.

19. What were people's views about the Anglesey Nature Reserve bridge, in particular access issues through the site?

D. Mawle agreed with the views put forward by others that the bridge needed to be replaced. The previous Administration took its time on these issues and didn't sort things out, and the same thing was now happening with the current Administration who had decided to kick these issues into the long grass. They had promised things would be done and money assigned. Ultimately the £346,000 originally assigned now amounted to £0 funding and would probably be spent elsewhere. If the matter was referred back to Cabinet, then they needed to consider what this showed to the public for the area.

The Innovation and Resources Portfolio Leader advised that he appreciated the views raised but couldn't speak for the decisions of the previous Administration. In an ideal world the Council would be able to undertake the works, but prices had increased, and nobody was happy about that. There had been a very active capital programme this year and Cabinet had tried to push through as many projects as possible. The main issue though was a lack of staffing resource to deliver projects.

20. If £110,000 was available and quotes received and ready to go, why couldn't the bridges works just go ahead?

The Innovation and Resources Portfolio Leader advised if the issues could be decoupled then this could be investigated.

21. The Cabinet member had talked about a protracted period and reference the previous Administration, but the current Administration had been in place for over two years, and the available budget in that time had reduced from £346,000 to £200,000 to £110,000, so it was extremely disappointing nothing had been done so far.

22. Was the advice from the Environment Agency guidelines or the law?

The Corporate Assets Manager advised the Council could receive a hefty fine if it went against the Agency's advice and installed something the Agency was not happy with. Research has been undertaken on this so the recommendation to Members was to follow that advice.

23. Were Members able to see the quotes for the specifications?

The Corporate Assets Manager advised these were commercially sensitive figures so could not be released at present. If the specifications were reviewed there would need to be an understanding as to whether the Committee could consider what was being proposed. The Head of Governance and Corporate Services further advised some advice would need to be taken as it was more likely Members would be able to have sight of the specifications rather than the tenders information.

24. Was the Council able to tender based on the Environment Agency's advice?

The Corporate Assets Manager advised that the outline performance specifications were in line with that guidance.

25. Were different specifications developed for both bridges?

The Corporate Assets Manager advised this was not the case as both bridges had the same performance requirements.

26. It was difficult to understand that the same specification had been used for different bridges that were to be in different places with different needs.

The Corporate Assets Manager advised the tender exercise had been done based on the performance specifications and lowest costs submitted.

27. It seemed obstacles were being put in the way but appreciate that the Council wanted the works to be done properly. Residents just wanted a usable passing place to be installed.

The Head of Economic Prosperity advised it had been reported earlier in the meeting that a high specification design was not required and that the structures needed to be safe and functional. The quotes received for the replacement structures were to meet the requirements of standing the test of time and achieving lower maintenance costs in future.

28. Regarding the tenders were specific organisations targeted or a general advert put out?

The Corporate Assets Manager that this would depend on the value of the contract. For larger value contracts an approach would be made to the County Council's procurement team, whereas for smaller value contracts approaches would be made to companies who could do the required works. In this instance five companies were approached that were all fairly local to the area.

(Councillor N. Lyons left the meeting at this point.)

29. The advice from the Environment Agency appeared to relate to the installation of bridges across main rivers, which would not be the case in the for Anglesey Nature Reserve and Rawsley Woods.

The Corporate Assets Manager advised that a colleague had emailed the Environment Agency and the advice received back was as mentioned earlier in the meeting.

30. When did the Council find out about the third-party access requirements for the boardwalk?

The Head of Economic Prosperity believed it to be last year. The Corporate Assets Manager advised that the initial request to replace the boardwalk was outline only, therefore issues of land ownership were unknown at that time. The works could not be undertaken on someone else's land without their permission and no formal documentation of historical records could be found about the request or land agreements. As far as the Council was aware there had been no objections from the landowners for the works to be done, but they would have to be consulted throughout the design and delivery process.

(Councillor N. Lyons returned to the meeting at this point.)

31. Was it possible to identify which section of the land was not owned by the Council?

The Corporate Assets Manager advised that if the exact location was reported then it would be possible to identify the landowner.

32. Worried that if the two matters were decoupled then the boardwalk issue would not be resolved, so Cabinet was asked to look at alternative options for how it could be delivered.

The Innovation and Resources Portfolio Leader advised the boardwalk would not be ditched and a suitable solution sought.

33. Did the third-party landowner contribute anything toward the costs of the works?

The Head of Economic Prosperity advised this was not the case, but negotiation would happen to acquire the necessary access rights for the land.

34. Keep going back to fiscal responsibility and value for money. Whilst the passion and desire behind the proposed projects was understood, my opinion was that Cabinet had made the right decision to let market conditions settle down and gain value for money. Decoupling the projects was something the Cabinet could also consider. It would be foolish to ignore the Environment Agency's advice and thereby damage the Council's reputation with external agencies it worked with.

Rights of Reply

Councillor Hughes did not exercise his right of reply to the debate as the relevant Portfolio Leader, advising he was happy that his points previously raised covered what he wanted to say.

Councillor Muckley then exercised her right of reply to the debate as the Proposer of the Motion, raising the following points:

- Questions have been asked for the last 2½ years on this issue, so Cabinet were requested to look again at their decision and Officers asked to see if the works could be done more cheaply.
- The quoted costs were eye watering amounts and of concern, but there was money available to be spent that was not being so. These areas were the heart of local communities, and a lot of contact was received from residents.
- The areas meant a lot to local people and councillors representing those areas, so it would be remiss not to raise these important issues and ask questions on behalf of residents.
- It was pleasing to have had the opportunity to discuss these matters and it was hoped the works to replace the bridges could be sorted as they were very much needed.

Vote on the Motion

The Motion, which was moved by Councillor Muckley and seconded by Councillor Woodhead was then put to a vote.

Resolved

That:

- (A) The initiative be referred back to Cabinet with a suggestion that quotes for simpler, cheaper, long-lasting specifications be invited as part of this review so that an informed decision on future costs can be made.

(B) The review also investigates alternative sources of funding, such as the UK Shared Prosperity Fund, which could be used to offset some of the cost of these replacements.

(All Invitees left the meeting at the end of this item, other than the Head of Economic Prosperity.)

DRAFT



Request for Call-in of a Decision of the Cabinet (Executive)

Date of Cabinet Meeting: **16/02/2023**

Minute Reference / Number: **95**

Subject: **Boardwalk and Bridges Report**

Decision to be called-in:

That:

- (A) The costs of replacing the footbridges at Anglesey Nature Reserve and Rawnsley Woods, and the likely costs of replacing the Rugeley Boardwalk, as set out in report paragraph 3.1, be noted.
- (B) It be noted that additional funding would be required to fund the works described in decision (A) above, as the required funding exceeded the existing approved amount in the Capital Programme of £110,000.
- (C) All works on Boardwalks and Bridges be deferred, pending a review of market conditions, inflation, and construction costs to be carried out by the end of 2023, with a report brought back to Cabinet for further consideration.
- (D) Authority be delegated to the Head of Economic Prosperity in consultation with the S151 Officer and Innovation & Resources Portfolio Leader to implement all actions necessary to progress the recommendations arising from the report.

Reasons for Decisions:

The existing capital budget for replacement of the structures outlined in the report was not sufficient. Recent increases in construction and materials costs had had a major impact on costs, coupled with the replacement structure for Rugeley Boardwalk needing to be far more substantial than the original design.

It was therefore considered financially prudent to defer a decision on these works pending a review of market conditions, inflation, and construction costs to be carried out by the end of 2023

Reason for Call-In:

- First, we do not consider that this matter needs to be confidential. We seek officers' advice on why this discussion and decision was deemed to be so.
- We are extremely concerned about the proposal to pause works, which were agreed initially in February 2021 by the previous administration and confirmed, by the current administration, to take place during the current financial year (2022/23).

- Investigatory work on the costs and feasibility of replacing the two bridges and one boardwalk mentioned was carried out, which led to the allocation of £110,000 in this year's budget by the current administration.
- The administration's dither and delay has led to this work not being brought forward in a timely manner, meaning the budget allocated is now substantially insufficient due to the huge levels of inflation the UK has experienced.
- Previously, councillors have suggested that a more basic specification for these works would reduce costs whilst simultaneously meeting the needs of residents. This was dismissed. A decision we feel must now be reconsidered.
 - We propose, for example, that a concrete culvert covered with soil would be an entirely adequate and long-lasting alternative to the proposed material of recycled plastic for the two bridges.
 - We would be grateful to see the proposal and quotes as £35,000 for a bridge to cover a six-foot gap seems wildly disproportionate when we consider our role as guardians of the public purse.
- The longer this delay continues, the longer residents will have to put up with poor accessibility in our nature reserves, green spaces and in Rugeley town centre.
- Lastly, the report fails to mention that there were two bridges in Rawnsley Woods: One was removed a number of years prior to the one mentioned in the report. The village, without either bridge, is bisected.

What are you proposing?

- "This initiative be referred back to cabinet with a suggestion that quotes for simpler, cheaper, long-lasting specifications be invited as part of this review so that an informed decision on future costs can be made.
- This review investigates alternative sources of funding, such as the UK Shared Prosperity Fund, which could be used to offset some of the cost of these replacements."

Please indicate below who should be invited to the Scrutiny Committee meeting?

Councillor(s)	Officer(s)	Representative from organisations / public
Darren Foley	Dean Piper	Hazel Slade and Rawnsley Community Association
Jo Elson	Amanda Badman	Hednesford Town Council
Rob Hughes		Rugeley Town Council
		Local resident - M. Walker (Anglesey Nature Reserve bridge)

Request made and supported by:

Councillor	Signature	Date
Andrea Muckley (Proposer)	Confirmed via email	28/02/2023
Paul Woodhead (Supporter)	Confirmed via email	28/02/2023
Darren Foley (Supporter)	Confirmed via email	28/02/2023
Jo Elson (Supporter)	Confirmed via email	28/02/2023
Gerald Molineux (Supporter)	Confirmed via email	28/02/2023

Cannock Chase Council
Minutes of the Meeting of the
Cabinet

Held on Thursday 16 February 2023 at 5:36 p.m.

In the Esperance Room, Civic Centre, Cannock

Part 1

Present:

Councillors:

Lyons, O.	Leader of the Council (<i>arrived at 5:42pm</i>)
Jones, B.	Deputy Leader of the Council and Community Safety & Partnerships Portfolio Leader
Sutherland, M.	District and High Street Development Portfolio Leader (<i>arrived at 5:54pm</i>)
Johnson, J.P.	Environment and Climate Change Portfolio Leader (<i>arrived at 5:55 pm</i>)
Jones, V.	Health, Wellbeing, and Community Engagement Portfolio Leader
Fitzgerald, A.A.	Housing, Heritage, and Leisure Portfolio Leader
Hughes, R.J.	Innovation and Resources Portfolio Leader

90. Apologies

None.

It was noted the Leader of the Council, District & High Street Development Portfolio Leader, and the Environment & Climate Change Portfolio Leader would be delayed arriving at the meeting.

The Deputy Leader chaired the meeting.

94. Exclusion of the Public

Resolved:

That the public be excluded from the remainder of the meeting because of the likely disclosure of exempt information as defined in Paragraph 3, Part 1, Schedule 12A of the Local Government Act 1972 (as amended).

Cannock Chase Council
Minutes of the Meeting of the
Cabinet

Held on Thursday 16 February 2023 at 5:36 p.m.

In the Esperance Room, Civic Centre, Cannock

Part 2

95. Boardwalk and Bridges

Consideration was given to the Not for Publication Report of the Head of Economic Prosperity (Item 6.1 - 6.7).

(The District & High Street Development Portfolio Leader and Environment & Climate Change Portfolio Leader both arrived at the meeting during the debate on this item.)

Resolved:

That:

- (A) The costs of replacing the footbridges at Anglesey Nature Reserve and Rawnsley Woods, and the likely costs of replacing the Rugeley Boardwalk, as set out in report paragraph 3.1, be noted.
- (B) It be noted that additional funding would be required to fund the works described in decision (A) above, as the required funding exceeded the existing approved amount in the Capital Programme of £110,000.
- (C) All works on Boardwalks and Bridges be deferred, pending a review of market conditions, inflation, and construction costs to be carried out by the end of 2023, with a report brought back to Cabinet for further consideration.
- (D) Authority be delegated to the Head of Economic Prosperity in consultation with the S151 Officer and Innovation & Resources Portfolio Leader to implement all actions necessary to progress the recommendations arising from the report.

Reasons for Decisions

The existing capital budget for replacement of the structures outlined in the report was not sufficient. Recent increases in construction and materials costs had had a major impact on costs, coupled with the replacement structure for Rugeley Boardwalk needing to be far more substantial than the original design.

It was therefore considered financially prudent to defer a decision on these works pending a review of market conditions, inflation, and construction costs to be carried out by the end of 2023.

The meeting closed at 5:58 p.m.

Leader

Report of:	Head of Housing & Corporate Assets
Contact Officer:	Christian Hawkins
Telephone No:	01543 456805
Portfolio Leader:	Housing, Heritage & Leisure
Key Decision:	No
Report Track:	Cabinet: 27/04/23

Cabinet
27 April 2023
Reinstatement of 4 Cross Road, Rugeley, To Reintroduce in Housing Management as a Lettable Property

1 Purpose of Report

- 1.1 To advise that an urgent decision was made to reinstate a damaged property.

2 Recommendation

- 2.1 That Cabinet note that an urgent decision was made to utilise insurance monies to fund the reinstatement of the residential property 4 Cross Road, Rugeley, making it available for lettings by housing management.

3 Key Issues and Reasons for Recommendations

Key Issues

- 3.1 To reduce risks of delay, reputation and increased cost implications identified in this report it is important to carry out the work in a timely manner.
- 3.2 The gross cost to reinstate the property is circa £116k, with the exception of the Councils excess of £2,500 this will be funded through insurance claim.
- 3.3 Consideration on awaiting Cabinet approval on scheme of delegation to allow Head of Housing and Partnerships to decide upon how insurance money is spent was discounted due to the delay creating a risk for additional costs to be incurred on top of tender and the additional costs sought from insurance. Additional risk to the council was identified including the contractor not re-negotiating the contract, potential to unsettle relations with contractor with which the Council are already in contract, in another capacity, and a potential increase on the council's insurance premium.

- 3.4 Not reinstating the property was considered and discounted due to implications in remedial work to adjoining private property, maintaining land generating no revenue, costs to make the site safe, including demolition costs.

Reasons for Recommendations

- 3.5 Conducting the work in an appropriate timescale mitigates and reduces risks to the council including unnecessary additional costs, unnecessary delays adding to the full capacities of council employees required to deliver the project and reputation between council and both local contractor and insurance company.

4 Relationship to Corporate Priorities

- 4.1 This report supports the Council's Corporate Priorities as follows:

- (i) By being a responsible Council that lives within its means and is accountable for its actions as well as making the best use of its assets by retaining and maintaining them.

5 Report Detail

- 5.1 Following fire damage to the superstructure of a property within Cannock Chase District Council's housing stock, insurers were engaged, and a loss adjuster assigned to the insurance claim.
- 5.2 Insurers have provided funding to accommodate those residents affected and reimburse rent loss. Insurers have engaged with regard to reinstating the property to its use as a rentable property, managed by the housing team.
- 5.3 Officers do not currently have clear delegated powers to reinstate properties in these circumstances. It is intended that the officer scheme of delegation will be updated to allow this when Council consider the annual constitutional review in April.
- 5.4 A procurement exercise has been carried out to engage a contractor on the project to reinstate the property. A local contractor, providing best value for money has been awarded the work utilising a framework through an exercise which began before it was known that approval was needed to reinstate the property.
- 5.5 An urgent decision was made by the Leader, under s.9(e) of the Local Government Act 2000, on 9th March 2023 to reinstate the property.
- 5.6 Costs will be incurred both through rent loss through the Council's insurer's and through additional resource and further uplift material and labour prices should we wait until the scheme of delegations is updated.

6 Implications

6.1 Financial

A delay in reinstating the property would impact on the loss of rent claim and potentially increase tender costs.

Making the decision to not reinstate the property would have capital cost implications in making good the private property, whilst also eradicating a revenue stream.

The cost of the reinstatement excluding the Council's excess of £2,500 will be funded by insurance claim. The £2,500 excess to be paid will be financed by the HRA.

6.2 Legal

Set out in the report.

6.3 Human Resources

None

6.4 Risk Management

Re-negotiating re-instatement costs due to change in material and labour costs would add further delays and additional costs.

Obtaining permission through urgent decision process has meant both contractor and insurance company has remained engaged in the work and has mitigated unnecessary delay.

6.5 Equality & Diversity

None

6.6 Climate Change

None

7 Appendices to the Report

Appendix 1: Expenditure Incurred Under Urgent Decisions Function

Previous Consideration

None

Background Papers

None

Cannock Chase District Council
Expenditure Incurred Under Urgent Decisions Function

Service Area: Housing			
Brief description of the Decision: Immediate approval to reinstate the property, 4 Cross Road, Rugeley for the use of letting through the Housing management function, utilising monies from insurance claim.			
Nature of Urgency: To reinstate damaged property following procurement of contractor to carry out the reinstatement.			
<p>Following fire damage to a property within Cannock Chase District Council's housing stock, insurers were engaged, and a loss adjuster assigned to the insurance claim. To date, insurers have provided funding to accommodate those residents affected and reimburse rent loss. They have also engaged with regard to reinstating the property to its use as a rentable property, managed by the housing team.</p> <p>It has been identified that delegated powers to reinstate the property are not in place and that these would be sought through an exercise to update the scheme of delegations by Cabinet.</p> <p>This process is likely to be taken forward to Council for a decision on 19th April 2023. A procurement exercise has been carried out to engage a contractor on the project to reinstate the property. A local contractor, providing best value for money has been awarded the work utilising a framework through an exercise which began before it was known that approval was needed to reinstate the property.</p> <p>Costs will be incurred both through rent loss through the Council's insurer's and through additional resource and further uplift material and labour prices should we wait until the scheme of delegations is updated.</p>			
Options considered			
<ol style="list-style-type: none"> 1) Awaiting Cabinet approval or decision on scheme of delegation to allow Head of Housing and Partnerships to decide upon how insurance money is spent. Incurs additional cost as explained above. Risk that the contractor will pull out and poor relationship with local contractor with which the Council is in contract with. Risk to insurance premium 2) Not reinstating property. Permanent loss of rent and incur' s additional cost to make adjoining property good on party line, whilst making safe, ensuring future safety of site and maintaining the land left behind. 			
Rationale of Decision			
Decision Making Body in accordance with Constitution Function			
Delegation	Key Decision	General	Confidential
Council			
Cabinet			

Estimated value of additional incurred: £116,770.60

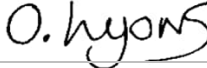
Period of time decisions refers to:

Funding available: Insurance have agreed to the value of work from the procurement exercise.

Consultees	Signature	Date
Head of Service		9 th March 2023
Monitoring Officer:		9/3/23
Section 151 Officer:		
Cabinet Member*:		9 th March 2023

Proposed date of meeting to seek retrospective approval

Body	Date
Cabinet	30 th March 2023

Approved by	Signature	Date
Chief Executive		
Leader of the Council		9 th March 2023
Scrutiny Chair		

Report of:	Head of Operations
Contact Officer:	Joss Presland
Contact Number:	01543 456 822
Portfolio Leader:	Environment and Climate Change
Key Decision:	No
Report Track:	Cabinet: 27/04/23

Cabinet
27 April 2023
Staffordshire Sustainability Board

1 Purpose of Report

- 1.1 To update Cabinet on the work of the Staffordshire Sustainability Board (SSB) following its first-year anniversary.
- 1.2 To seek Cabinet endorsement of the County Council's sustainability related strategies and plans, that have been taken to the Staffordshire Sustainability Board over the last 12-months.
- 1.3 To highlight and approve the request for joint funding by partners, of the County Council's and Staffordshire Sustainability Board's Communications Strategy.

2 Recommendation(s)

It is recommended that Cabinet:

- 2.1 Acknowledges the work of the Staffordshire Board and endorses the County Council's Sustainability strategies and plans (Appendix 1-3).
- 2.2 Agrees the allocation of £3,000 funding, as a contribution towards the shared Staffordshire wide sustainability communications campaign, from within the Councils 2023/24 sustainability / climate change budget.

3 Key Issues and Reasons for Recommendations

Key Issues

- 3.1 In order to address the climate emergency all Staffordshire Councils came together to create a member led Staffordshire wide Sustainability Board, in 2022.
- 3.2 The board established a vision and a baseline pledge and has recently completed its first year of operation.

- 3.3 The establishment and appointment of the Sustainability Partnership Officer post was completed in December 2022. The post is jointly funded by all of the partnering the Councils across Staffordshire.
- 3.4 Over the first 12 months SBB has considered a number of countywide strategies and plans relating to sustainability, with a request that those documents are also reviewed by each of its members Cabinet.

Reasons for Recommendations

- 3.5 In 2019 the Council passed a motion to work towards the district becoming carbon neutral. Following the publication of the Costed Action Plan in December 2022, the Council committed to working alongside other Staffordshire Councils on sustainability and climate change, and towards a countywide target.
- 3.6 Working alongside our neighbouring Staffordshire authorities is seen as essential in order to tackle the global issue of climate change, especially given the size of the issues and the potential investment required. It is also in line with the principles established within the recent Staffordshire Deal.

4 Relationship to Corporate Priorities

- 4.1 This report supports the Council's Corporate Priorities as follows:

(i) **The Community / Place**

- a. Helps to ensure Cannock Chase is a place that residents are proud to call home
- b. Encourages residents to live a sustainable lifestyle
- c. Improves the housing offer across the District
- d. Ensures our communities are well designed, accessible and inclusive environments
- e. Supports and builds strong connections within our local communities.

(ii) **Health and Wellbeing / People**

- a. Improves the housing offer across the District
- b. Provides opportunities for residents to lead healthy and active lifestyles.

5 Report Detail

- 5.1 The Staffordshire Sustainability Board was created in 2021 and was formally recognised on 19th January 2022, with the appointment of its Chair and Vice Chair.
- 5.2 Staffordshire Sustainability Board (SSB) is made up of portfolio leads with responsibility for sustainability / climate change from each of the Staffordshire authorities; Staffordshire County Council; Stoke-on-Trent City Council; Cannock Chase District Council; East Staffordshire Borough Council; Lichfield District Council; Stafford Borough Council; South Staffordshire District Council, Newcastle-under-Lyme Borough Council, Tamworth Borough Council; and Staffordshire Moorlands District Council.

- 5.3 The board aims to allow the Member led discussion of environmental sustainability issues across Staffordshire to tackle climate change, from within its local authority membership.
- 5.4 Its vision is to facilitate a collaborative forum, of the democratically elected bodies in Staffordshire, to work together towards influencing change and to encourage organisations and individuals to ensure that Staffordshire is net carbon zero by at least 2050 or before.
- 5.5 SSB also intends to work as a collective to address climate change adaptation measures that are within individual organisations leverage, to influence and facilitate change with adaptation to climatic changes that are already locked in.
- 5.6 As stated in the previous report (June 2022), the base line pledge includes commitments to:
1. annual organisational emissions reporting
 2. continued carbon literacy training and awareness
 3. ambassadors' roles
 4. green travel planning
 5. communications
 6. green energy
 7. energy reduction
 8. low carbon fuelled fleet vehicles
 9. waste and recycling improvements
 10. innovation and technology.
- 5.7 In addition to the baseline pledge the Sustainability board has focused on a number of other key areas over the last 12-months, including, communications, road to net zero, nature recovery, active travel, and adaptation; as well as considering a number of countywide strategies and plans.
- 5.8 The countywide strategies and plans considered by the Board over the last 12-months are given in the appendices and include:
1. 02-SCC-Public-EV-Charging-Strategy (Appendix 1)
 2. Staffordshire Sustainability Board Communications Plan 2023 (Appendix 2)
 3. Staffordshire Adaptation Strategy (Appendix 3).
- 5.9 The Board has requested that each of the strategies and plans that it has considered are taken back, by the relevant portfolio holders, to their respective Cabinets for their consideration and endorsement.
- 5.10 It is the boards intension that partnering Councils may, if they wish, use the strategies and plans in a number of ways, either in part, fully, alongside, or to complement their own.
- 5.11 The Communications Plan contains an intension that joint communications activity will be co-funded with a £25,000 contribution from the County Council and £3,000 contribution from each of the District and Borough Councils. It is proposed that the Council's contribution would be funded from within the budget established for sustainability and climate change (2023/24).

- 5.12 In December 2022 the County Council appointed the role of a Staffordshire Sustainability Board Climate Officer, a jointly funded post with districts and boroughs, to coordinate the work of the board and its members. The post was designed to mirror a similar long-established post that is hosted by East Staffordshire Borough Council, that works alongside partners on resource recycling and waste management issues.
- 5.14 On 16th January 2023, SSB merged with the Staffordshire Joint Waste Management Board. Retaining the title of Staffordshire Sustainability Board, it held its first meeting, following agreement by county Leaders and Chief Executive Officers.
- 5.15 In March 2023 SSB reported on the completion of its first year of operation. At its March meeting (20.03.23) a summary of the boards first-year activity, and a progress update from each of the Councils was given in the public section of the meeting (Appendix 4). Notes on the Council's presentation can be found in Appendix 5. Along with the above, the performance against the baseline pledge (Q3 2022/23) was also given to the public, via webcast.

6 Implications

6.1 Financial

The Council has established a 2023/24 budget for Climate Change, that budget could be used to fund the Council's proportion of the proposed costs for the joint sustainability plan and campaign.

6.2 Legal

None

6.3 Human Resources

None

6.4 Risk Management

None

6.5 Equality & Diversity

None

6.6 Climate Change

The Staffordshire Sustainability Board was set up with the aim of reducing CO₂e emissions across the county, as such its proposals are designed to provide a positive impact upon climate change and should assist the Council with achieving its carbon neutral ambitions.

7 Appendices to the Report

Appendix 1: 02-SCC-Public-EV-Charging-Strategy

Appendix 2: Staffordshire Sustainability Board Communications Plan 2023

Appendix 3: Staffordshire Adaptation Strategy

Appendix 4: SSB First Year Activity and Members Update

Appendix 5: CCDC Presentation Detail Notes

Previous Consideration

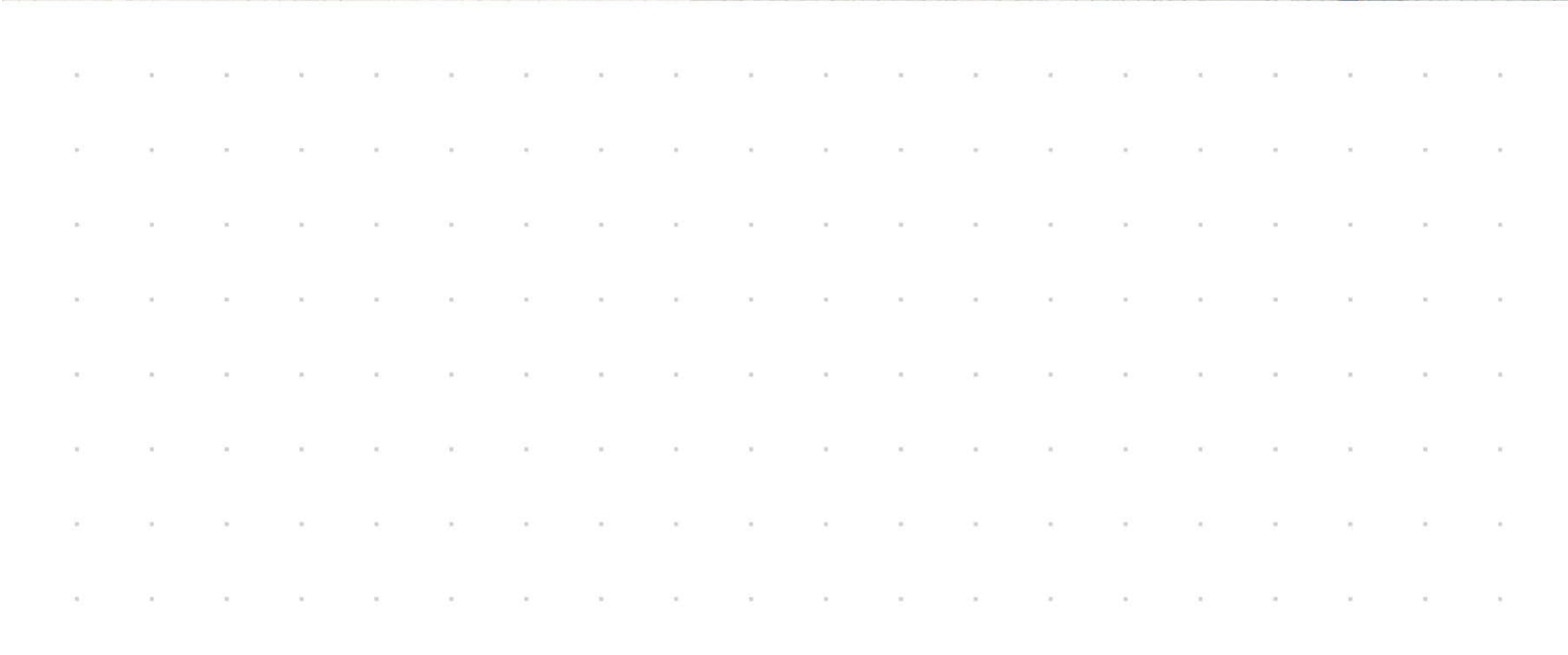
Staffordshire Sustainability Board Cabinet Report - 16 June 2022

Background Papers

None



amey consulting



Foreword

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

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

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

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

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

Cllr David Williams

Cabinet Member for Highways and Transport

Executive Summary

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

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

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

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

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

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

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

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

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1. Glossary of Terms

BEV – Battery Electric Vehicle

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

DNO – Distribution Network Operator (electricity companies!)

EV – Electric Vehicle

EV Forecourt – Fuel stations that include chargepoints

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

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

ICE – Internal Combustion Engine (usually petrol or diesel)

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

Off-street Charging – Chargepoints in car parks

On-Street Charging – Chargepoints located on streets

PHEVs – Plug-in hybrid electric vehicle

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

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

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

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

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

'the council' – Typically refers to Staffordshire County Council

SCC – Staffordshire County Council

ULEV – Ultra low emission vehicle

User – Electric vehicle owner or user and chargepoint user

2. Introduction

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

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

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

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

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

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

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

3. EV Charging Context

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

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

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

Table A: Carbon Reduction - CCAP - Chargepoints

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

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

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

Staffordshire Local Transport Plan (2011-2026)

Reducing Road Transport Emissions and their Effects on the Highway:

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

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

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

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

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

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

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

Table C: ULEV's Q3 2021

*Data from DfT VEH0131, Q3 2021

**Data from VEH0133, Q3,2021

Data in italics extrapolated from VEH0131/VEH0133

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

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

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

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

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

Supermarket Charge Point Operator Partnerships in Staffordshire

Tesco - Podpoint

ASDA – BP Pulse

Aldi – NewMotion

Lidl - Podpoint

Morrisons – GeniePoint

Co-op - ZeroNet

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

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

3.1. Midlands Connect

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

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

Table E: Midlands Connect MC region forecasts

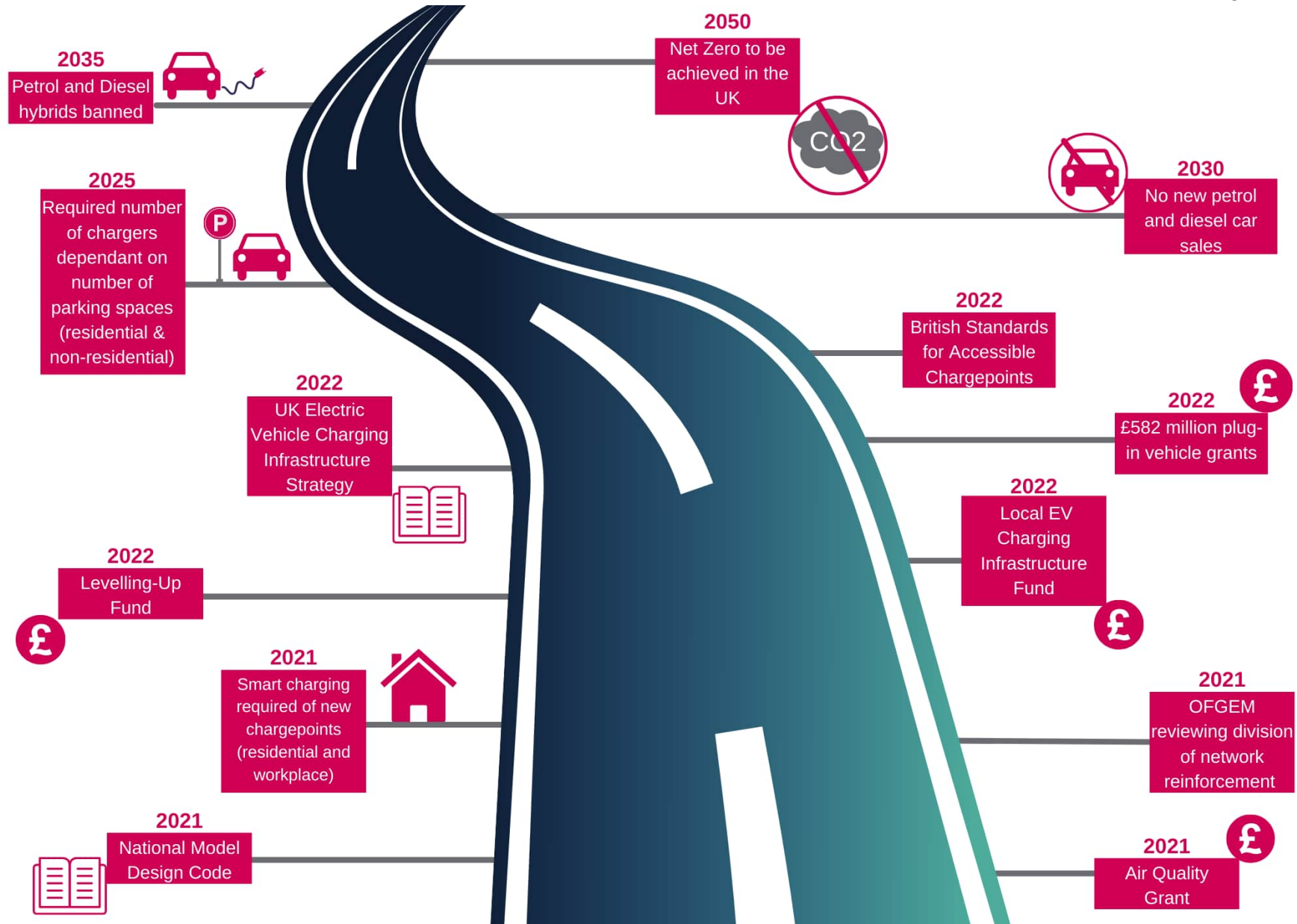


Figure 1: EV landscape roadmap

4. Policy and Funding Review

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

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

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

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

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

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

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

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

Table F: Policies review - Local Policies

5. Demand Analysis

5.1. Methodology

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

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

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

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

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

Demographic Assessment

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

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

Table G: Key demographic datasets

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

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

Journeys Assessment

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

Infrastructure Assessment

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

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

Table H: Key infrastructure datasets

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

Combined Assessment

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

Commuting

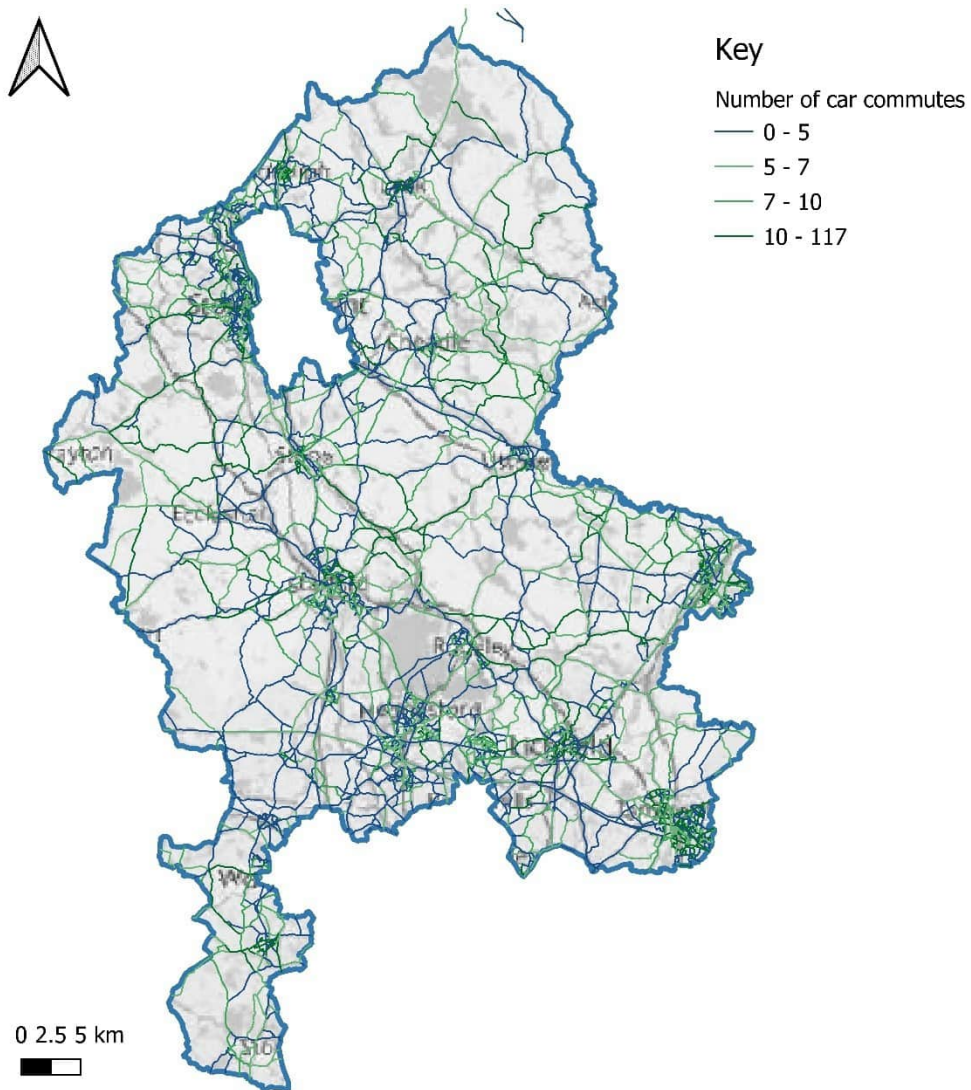


Figure 2: Staffordshire car commuting

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

Points of Interest

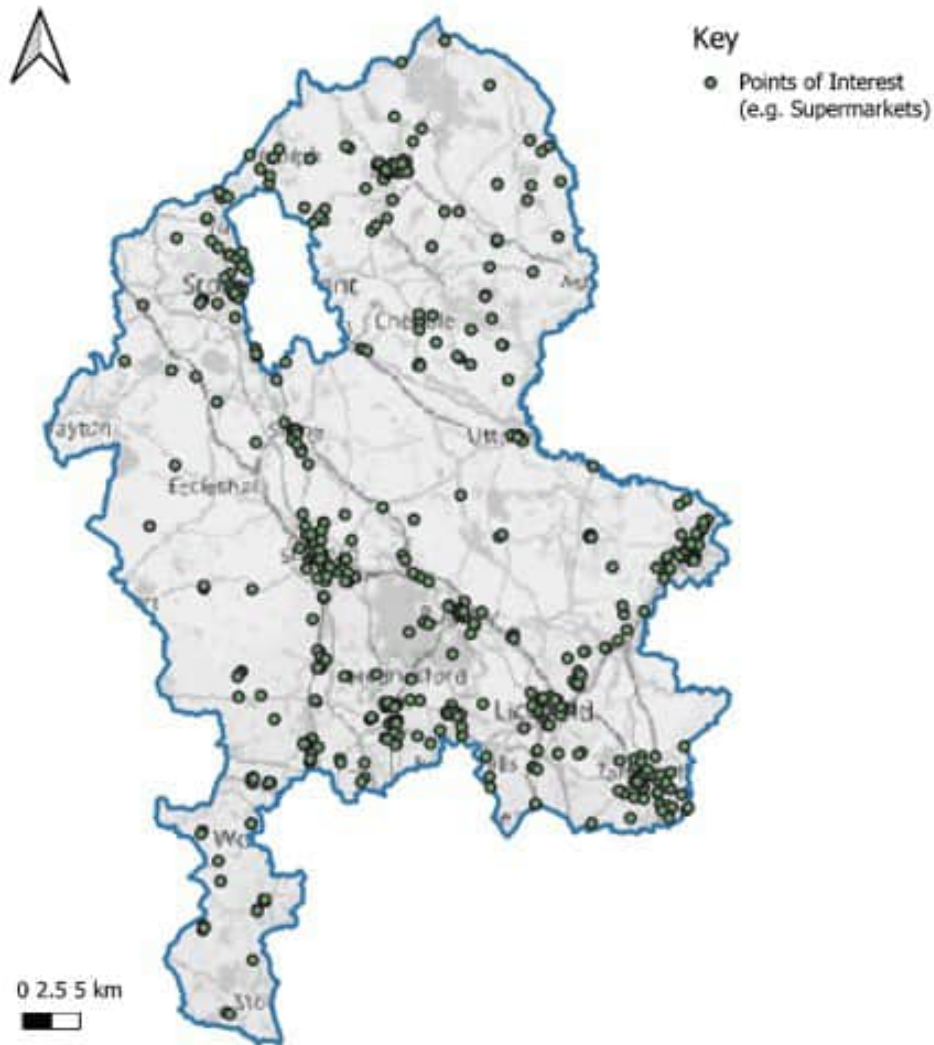


Figure 3: Staffordshire POI

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

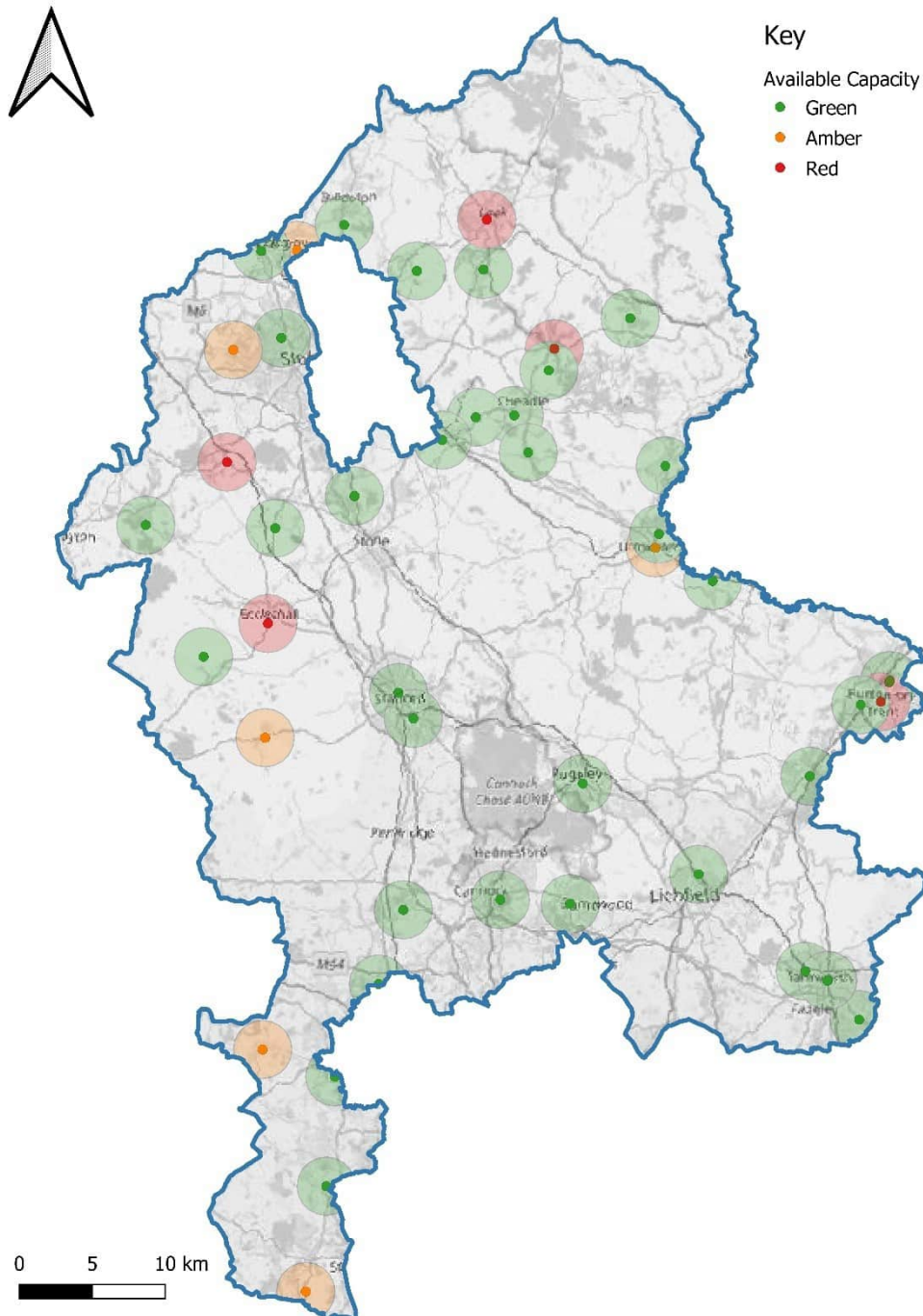


Figure 4: Sub-Station power capacity

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

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

Propensity map

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

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

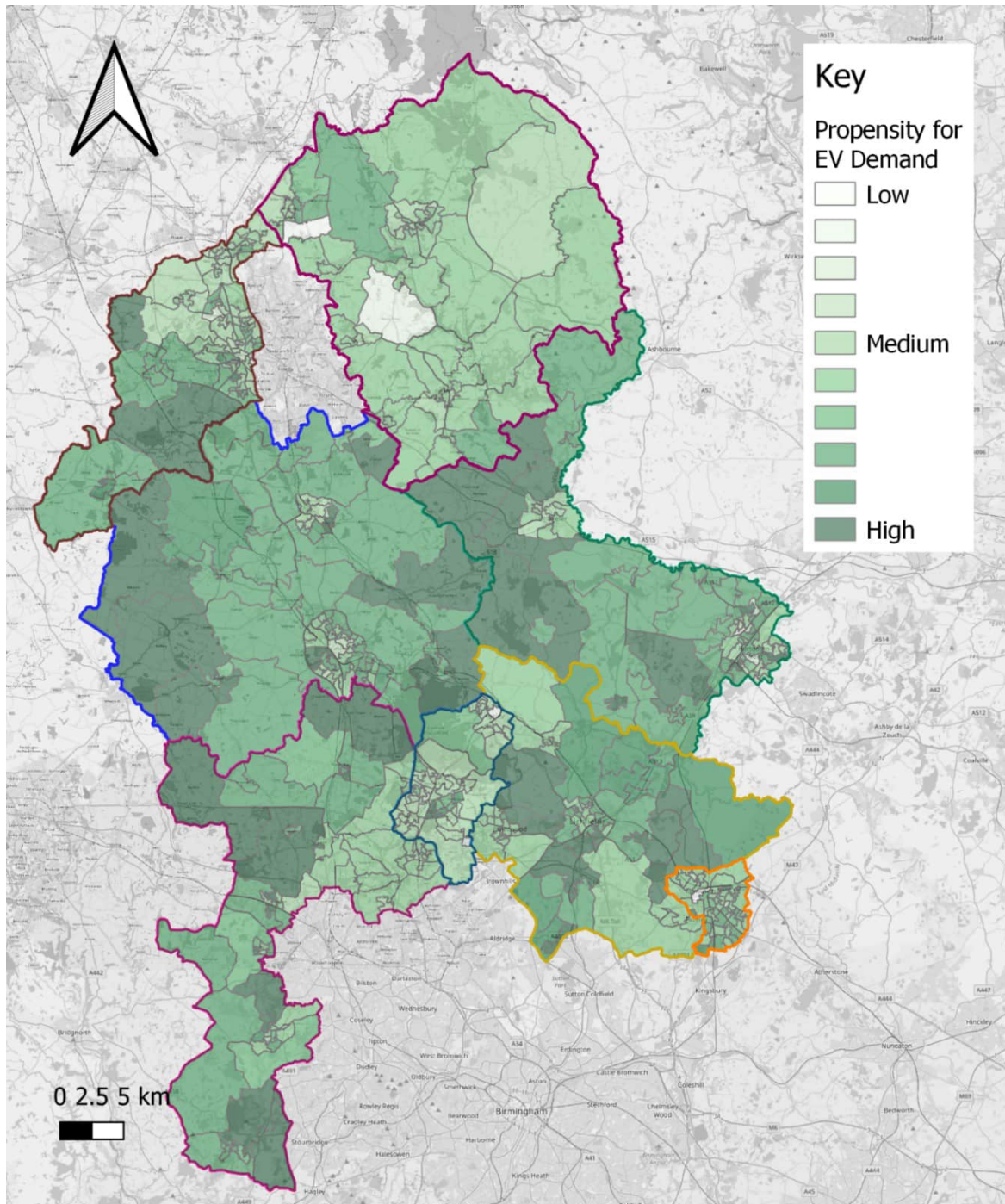


Figure 5: Staffordshire EV charging propensity

Suggested EV charging locations

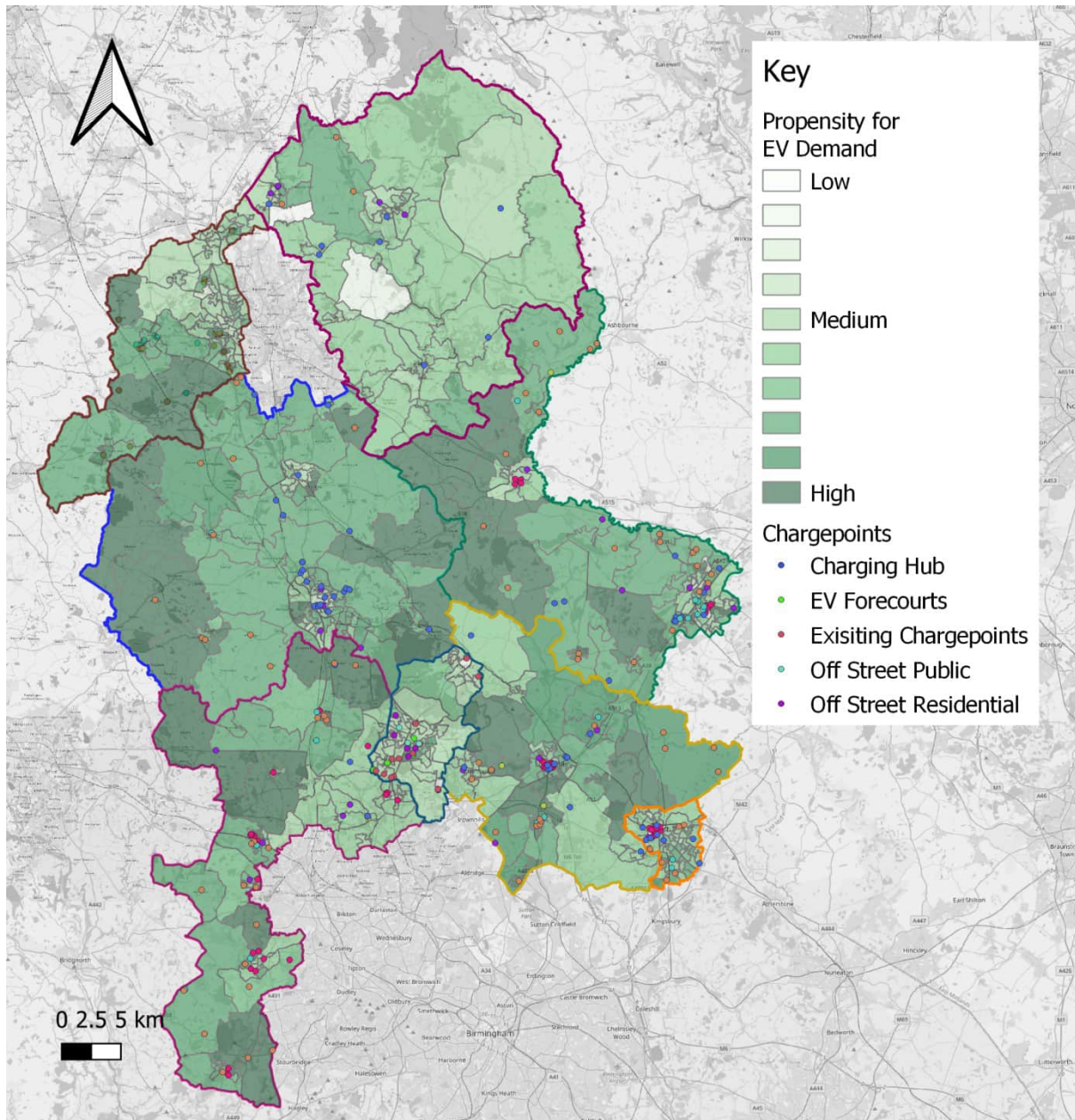


Figure 6: Staffordshire EV charging locations

Chargepoint Definitions:

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

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

5.3. Demand Analysis – the District and Boroughs

Cannock Chase Propensity and Points of Interest

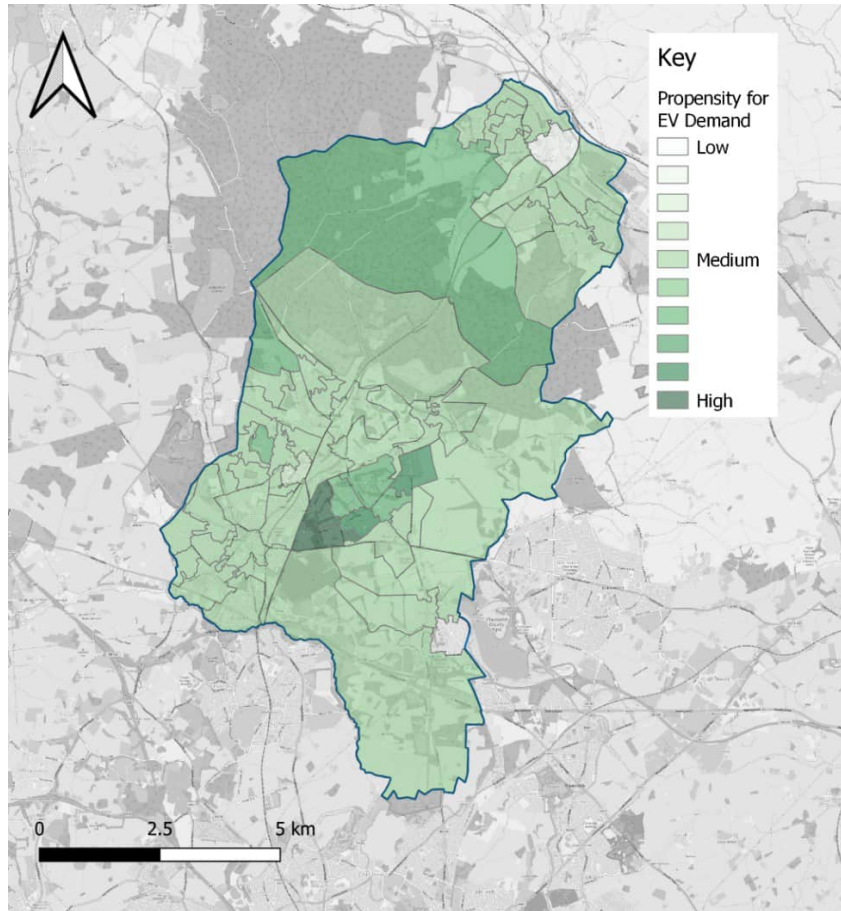


Figure 7: Cannock Chase Propensity

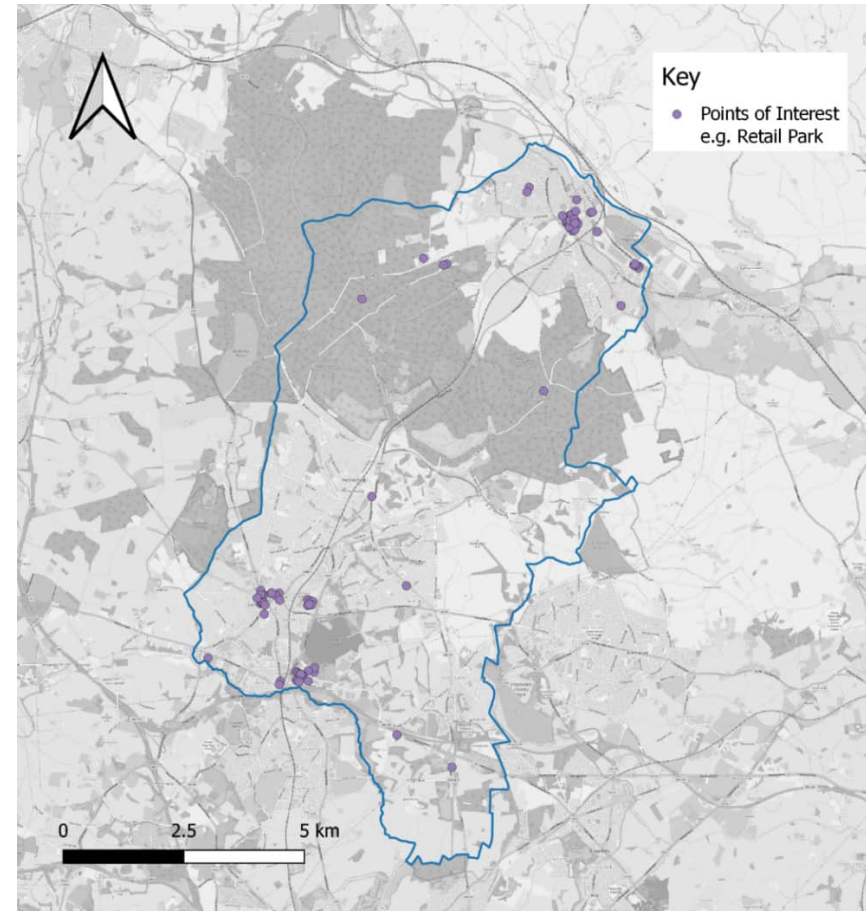


Figure 8: Cannock Chase Points of Interest

Cannock Chase – Proposed Locations

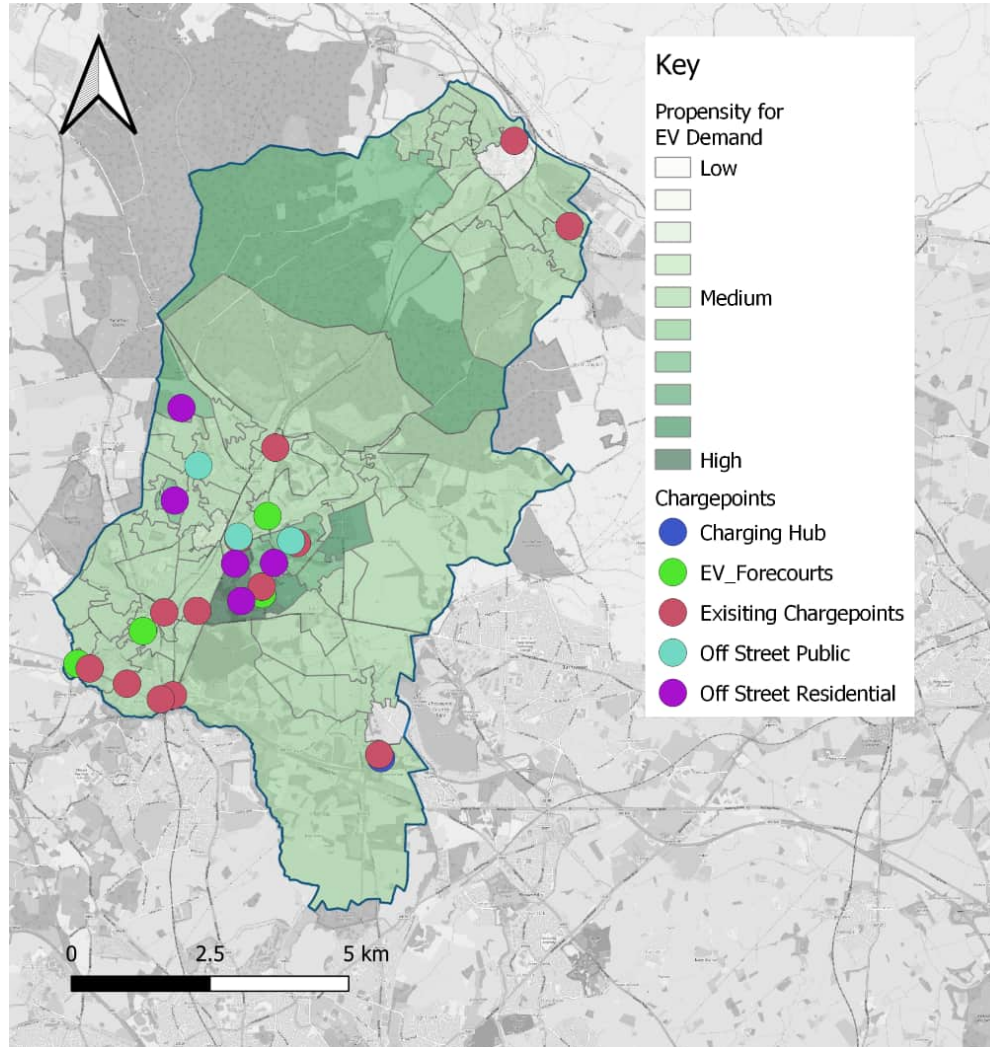


Figure 9: Cannock Chase - Proposed locations

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

East Staffordshire Propensity and Points of Interest

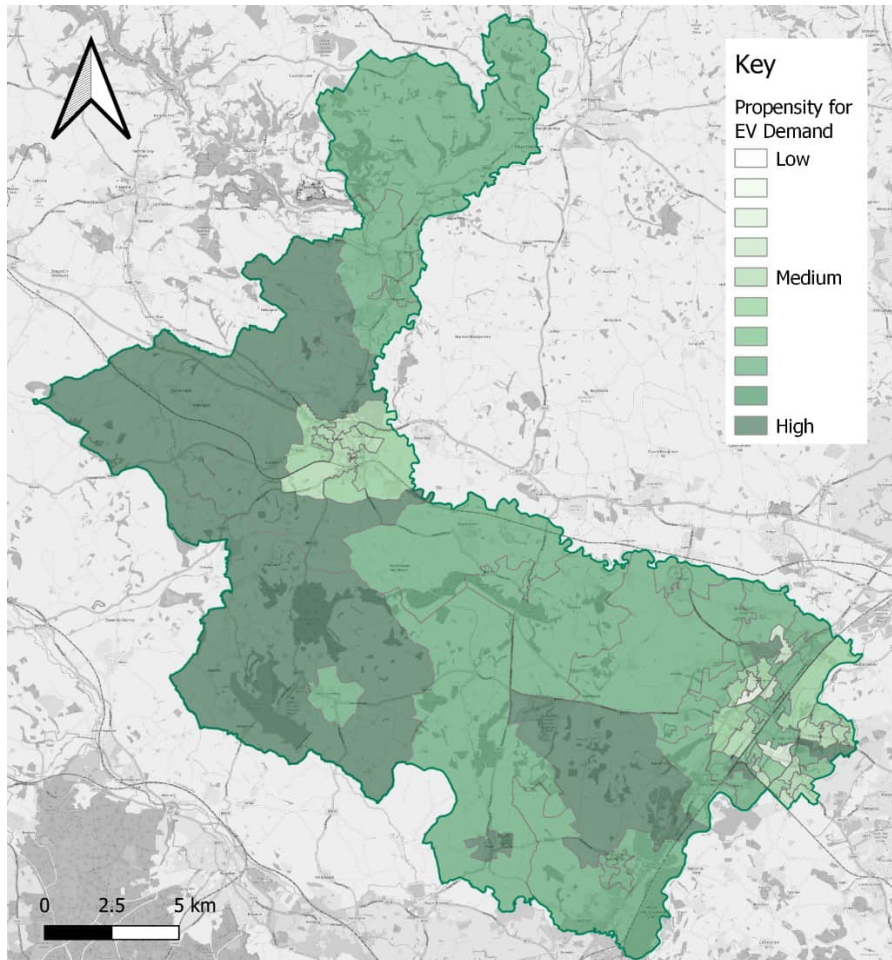


Figure 10: East Staffordshire propensity

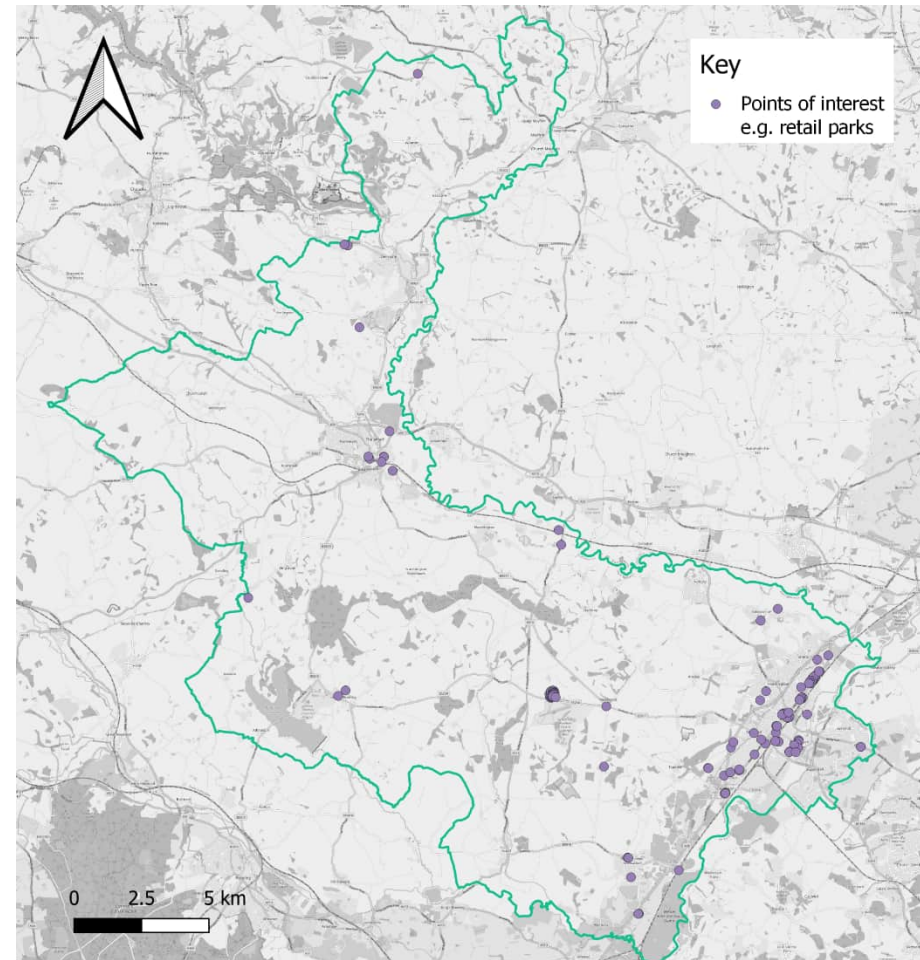


Figure 11: East Staffordshire Points of Interest

East Staffordshire – Proposed Locations

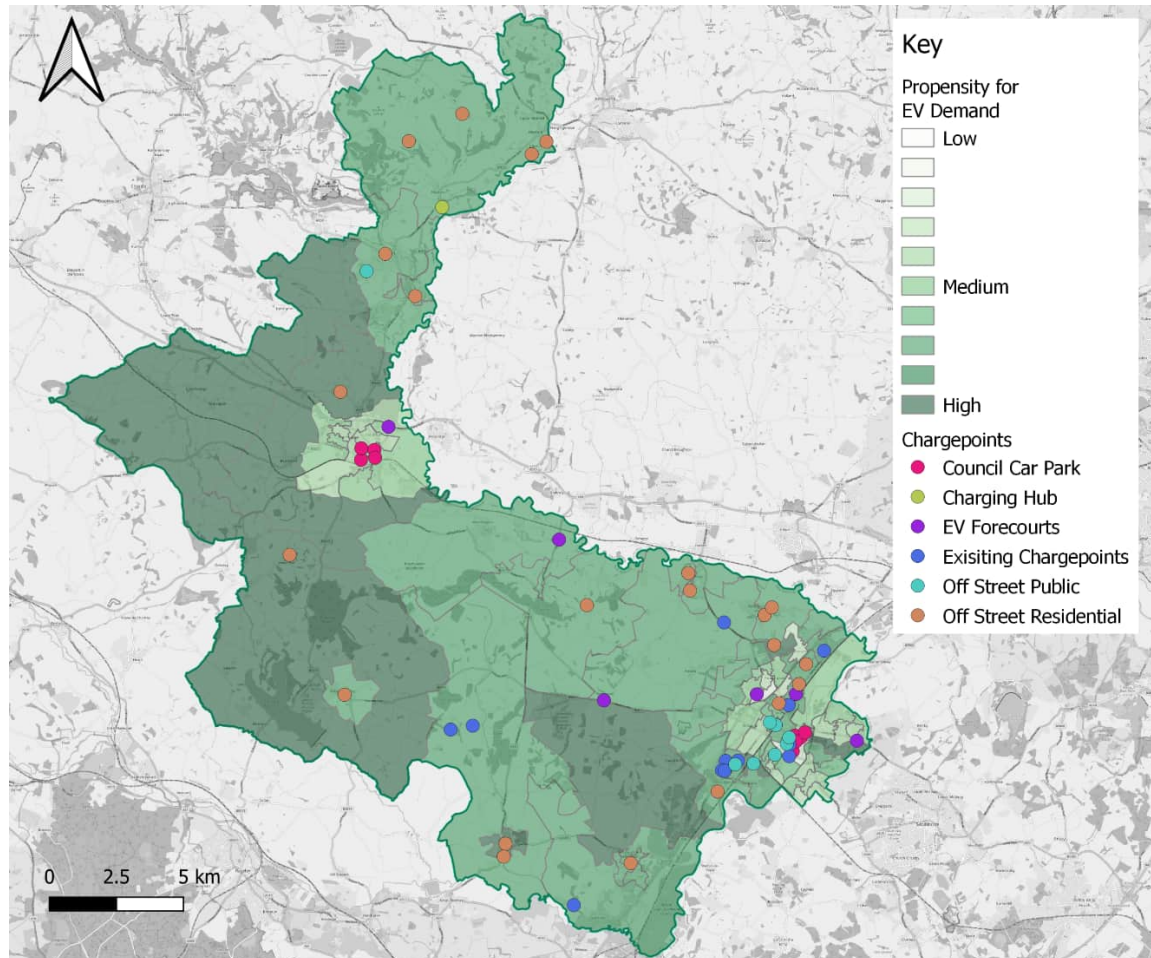


Figure 12: East Staffordshire Proposed locations

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

Lichfield Propensity and Points of Interest

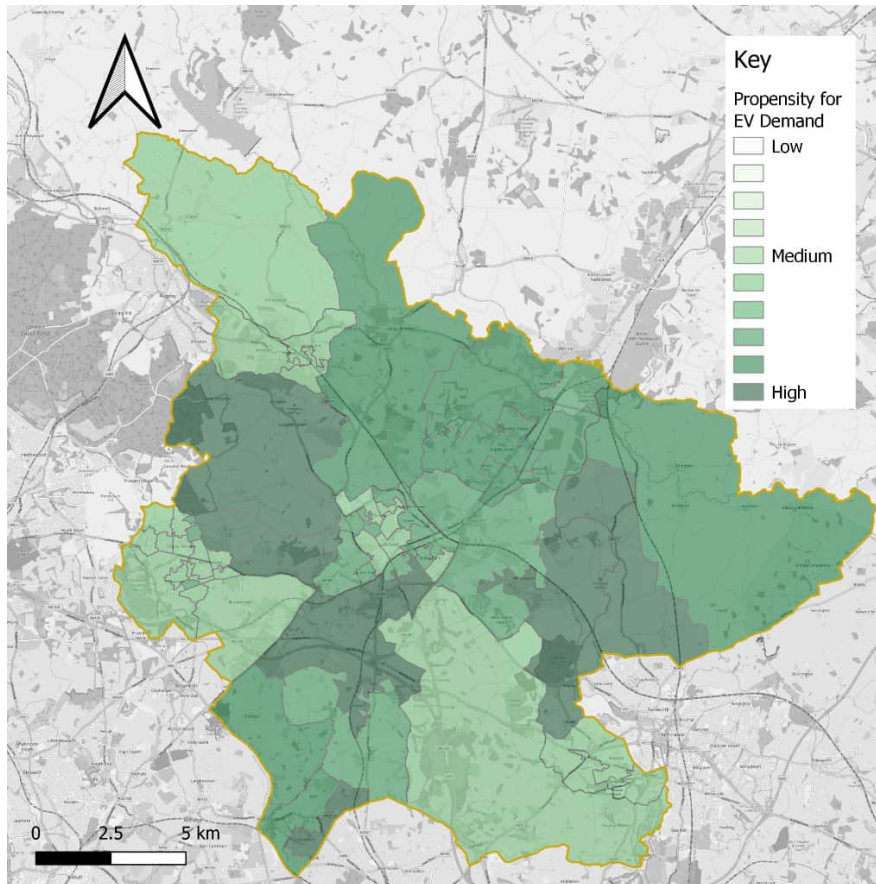


Figure 13: Lichfield Propensity

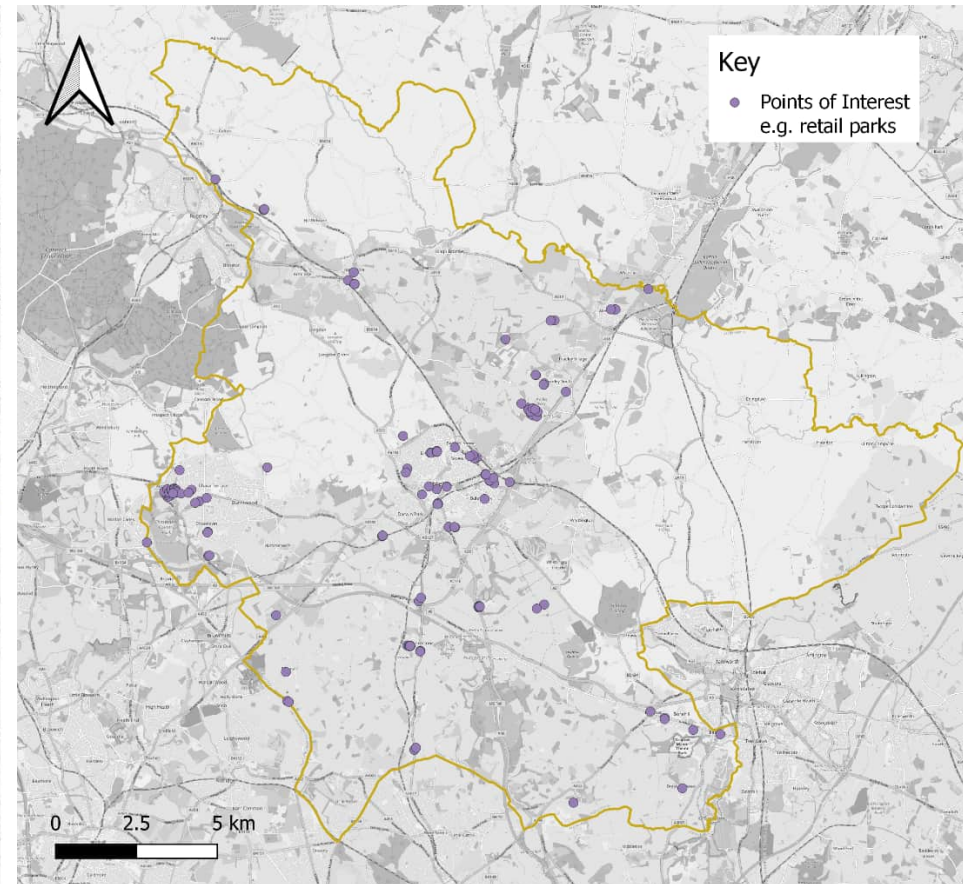


Figure 14: Lichfield Points of Interest

Lichfield – Proposed Locations

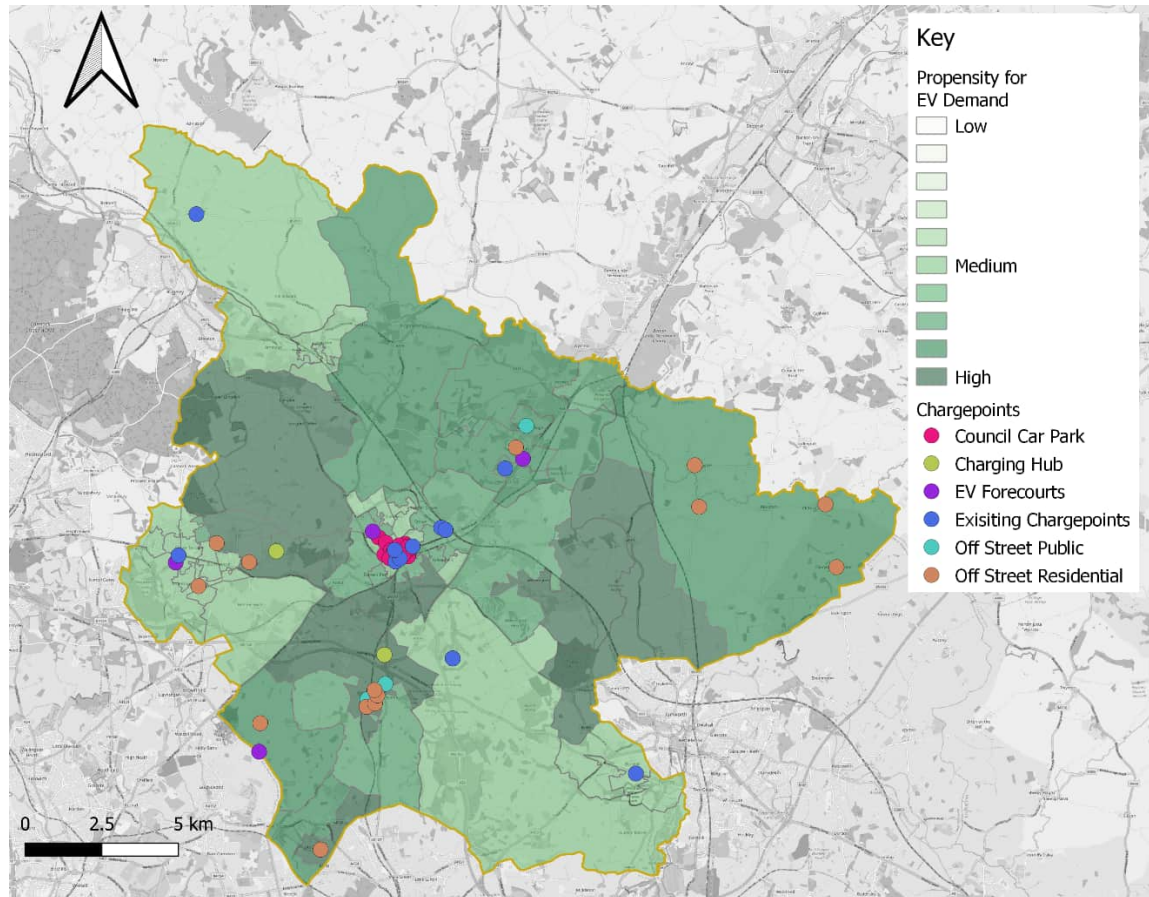


Figure 15: Lichfield - Proposed locations

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

Newcastle under Lyme Propensity and Points of Interest

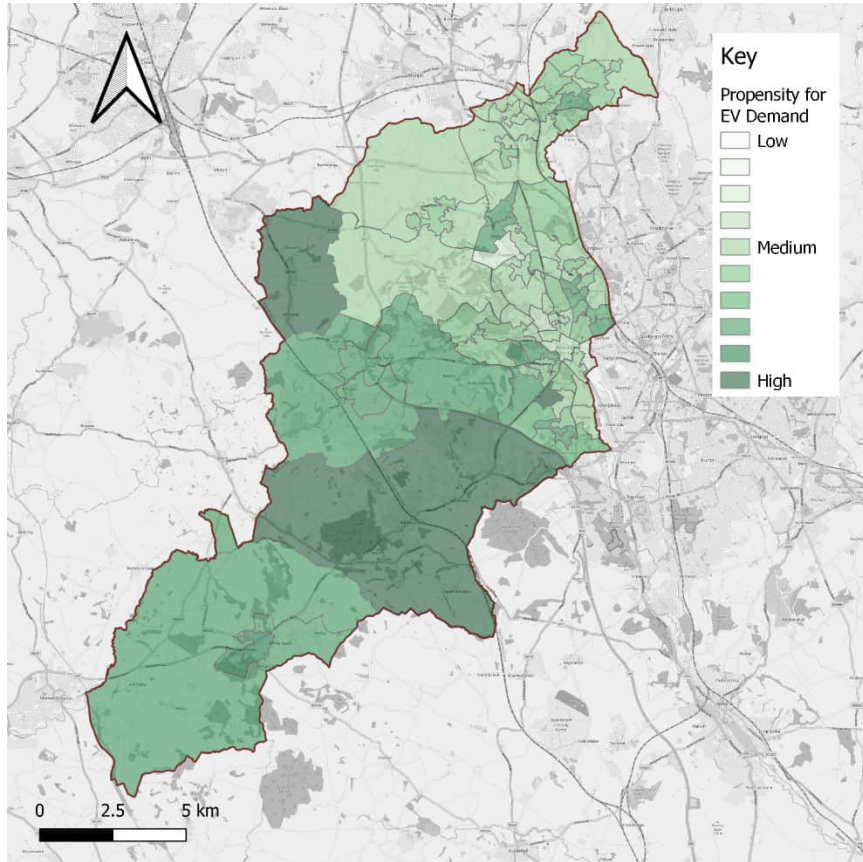


Figure 16: Newcastle under Lyme Propensity

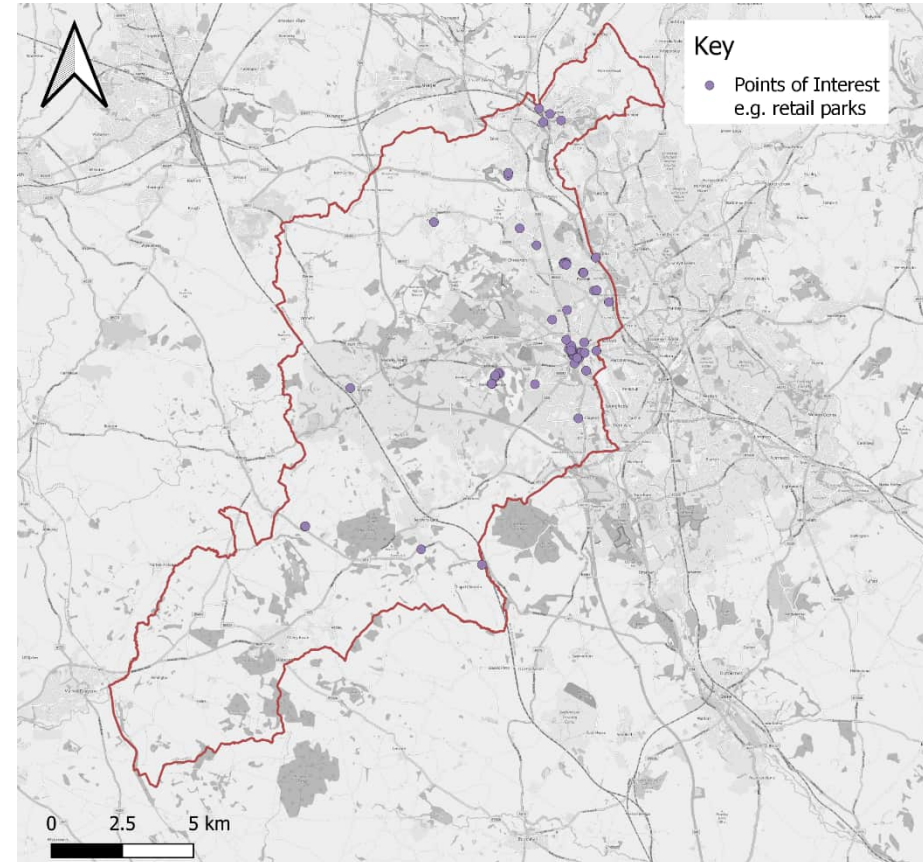


Figure 17: Newcastle under Lyme Points of Interest

Newcastle under Lyme – Proposed Locations

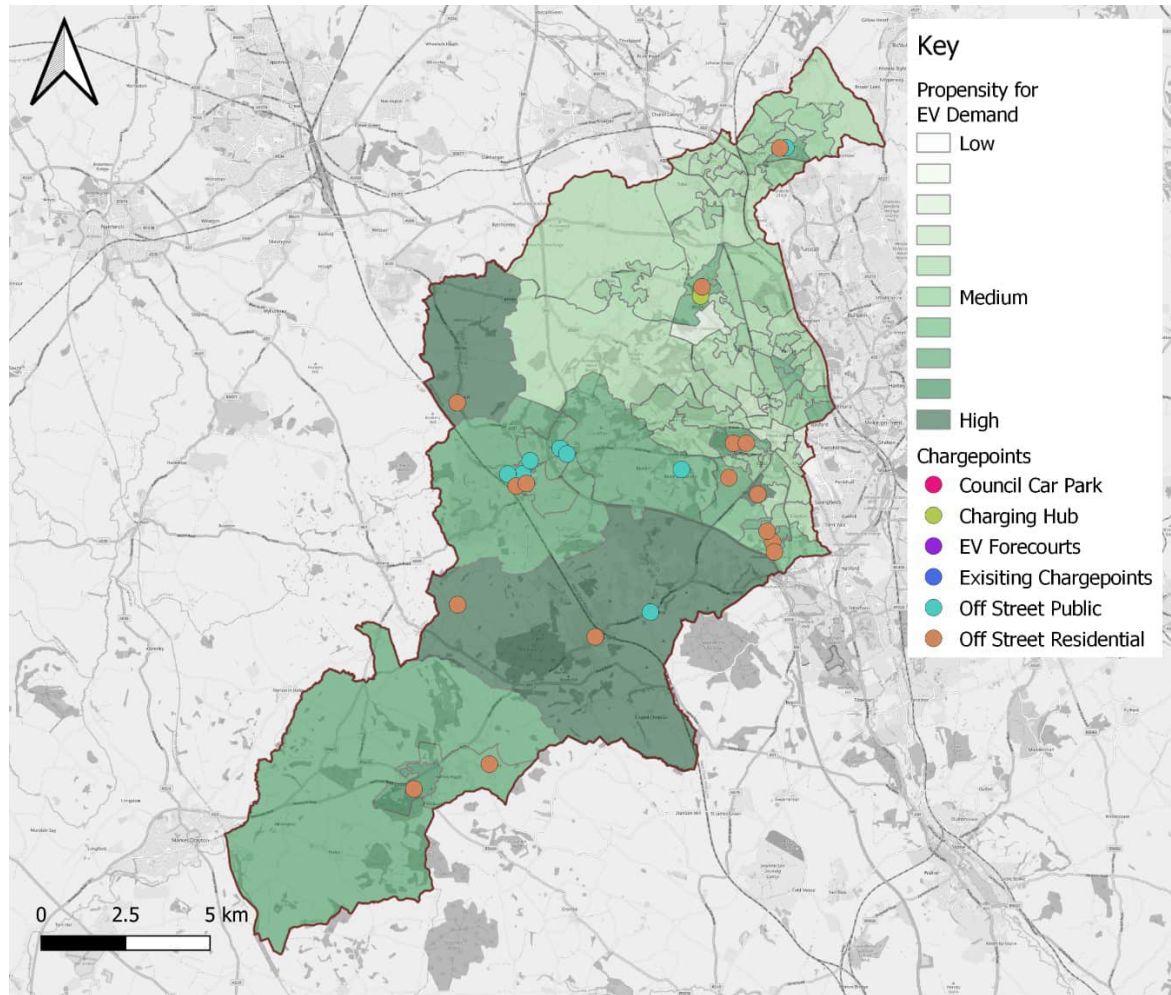


Figure 18: Newcastle under Lyme Proposed locations

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

South Staffordshire Propensity and Points of Interest

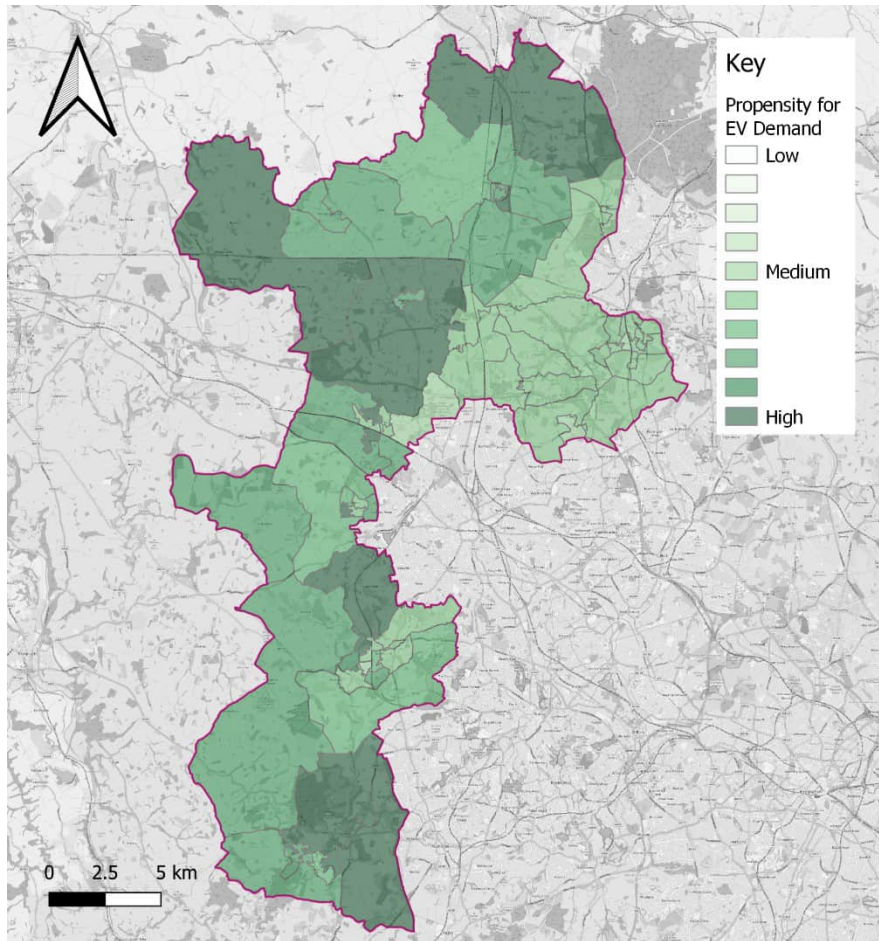


Figure 19: South Staffordshire Propensity

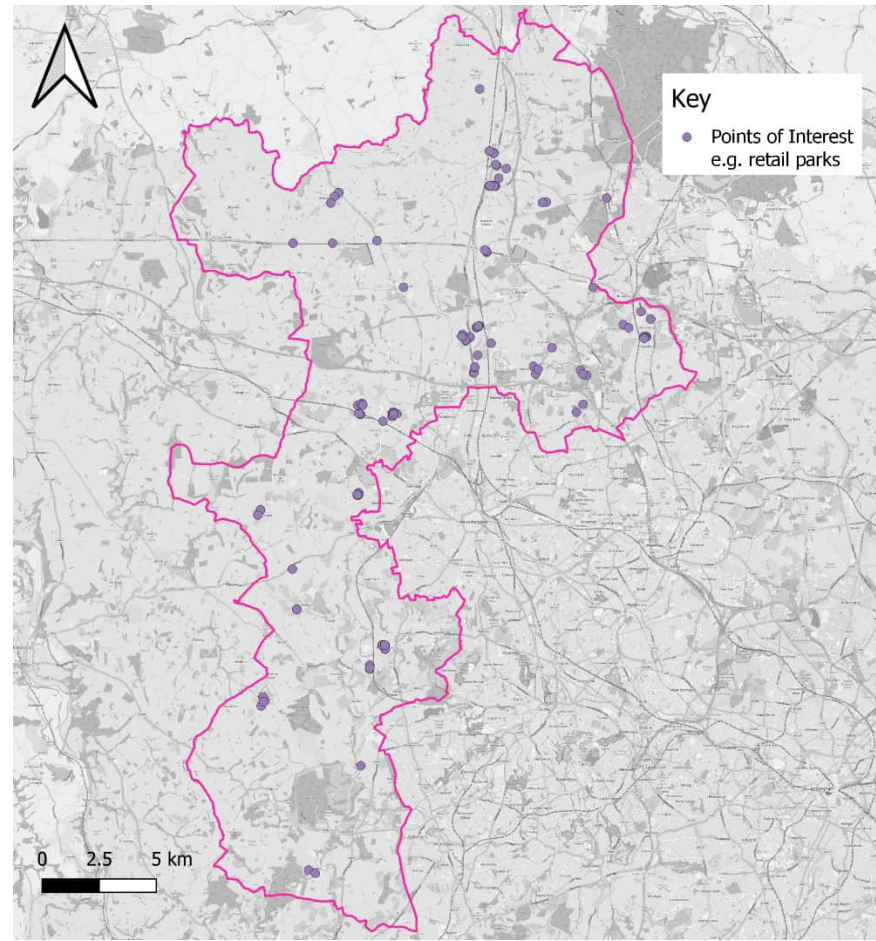


Figure 20: South Staffordshire Points of Interest

South Staffordshire – Proposed Locations

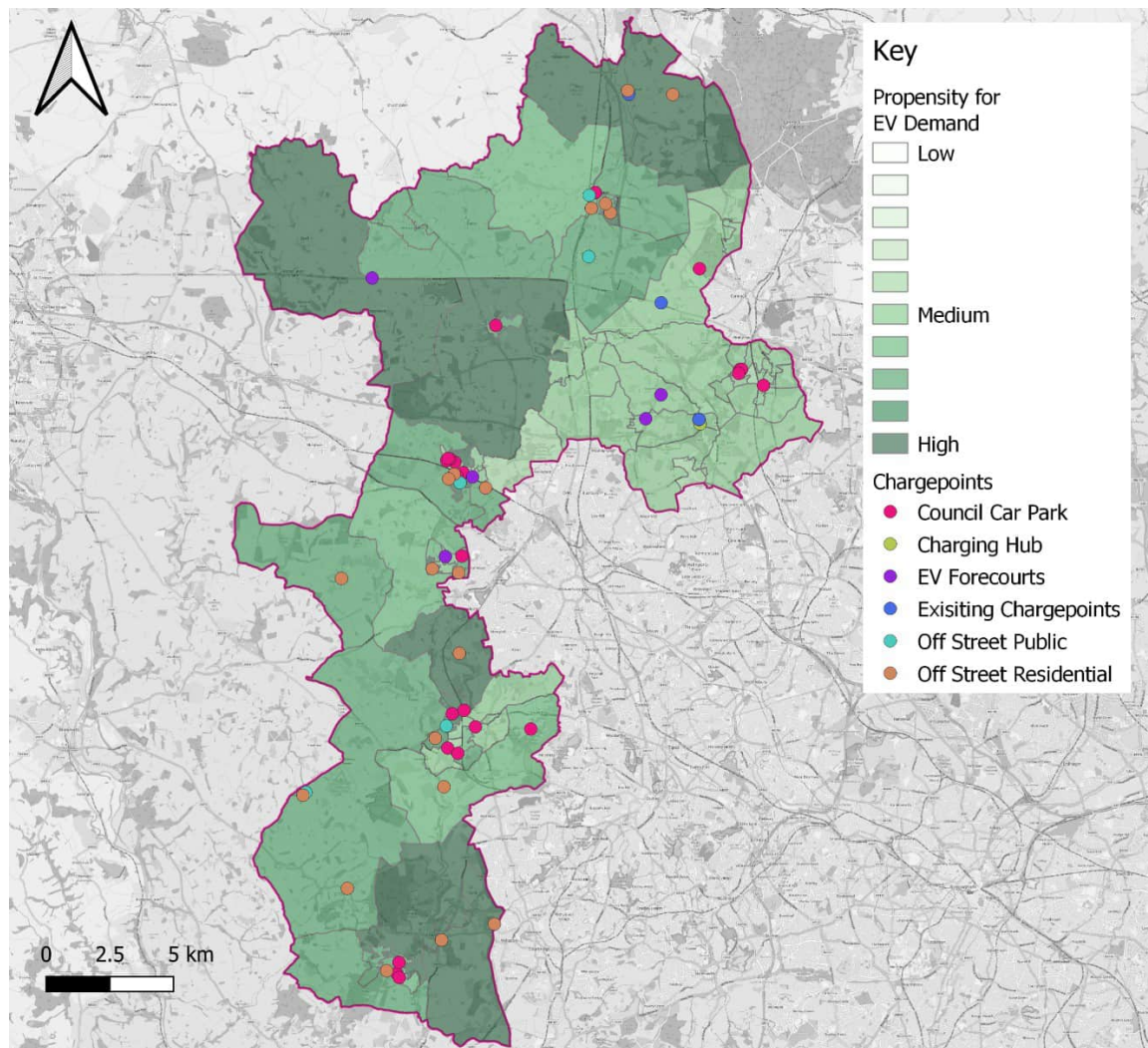


Figure 21: South Staffordshire Proposed locations

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

Stafford Propensity and Points of Interest

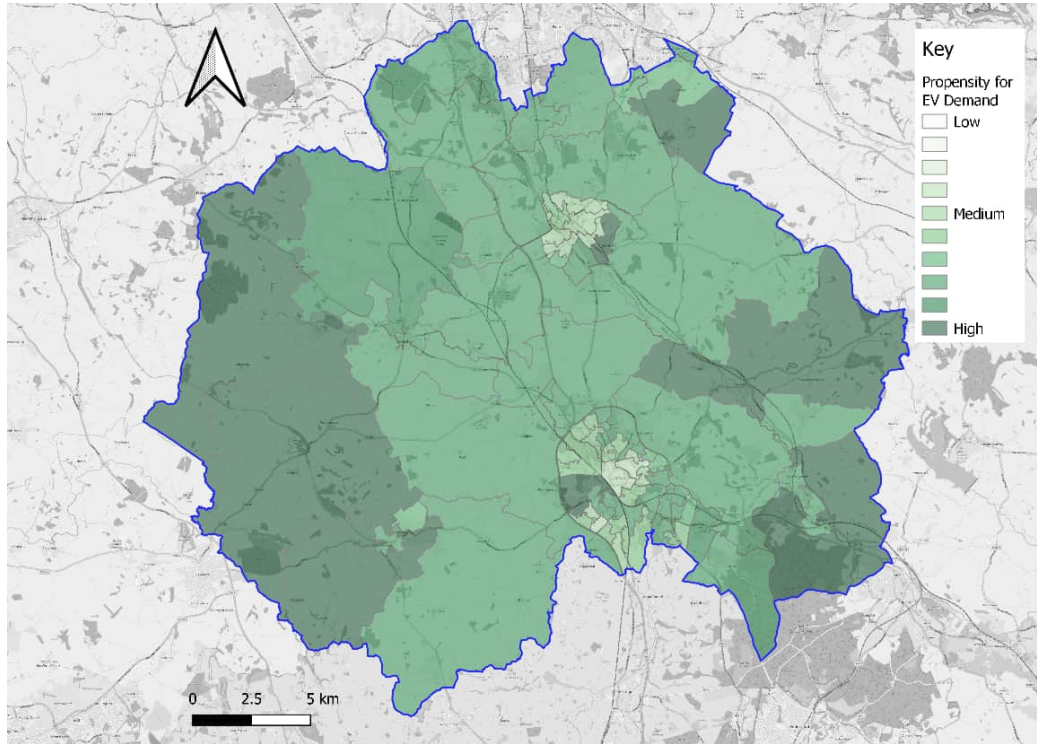


Figure 22: Stafford Propensity

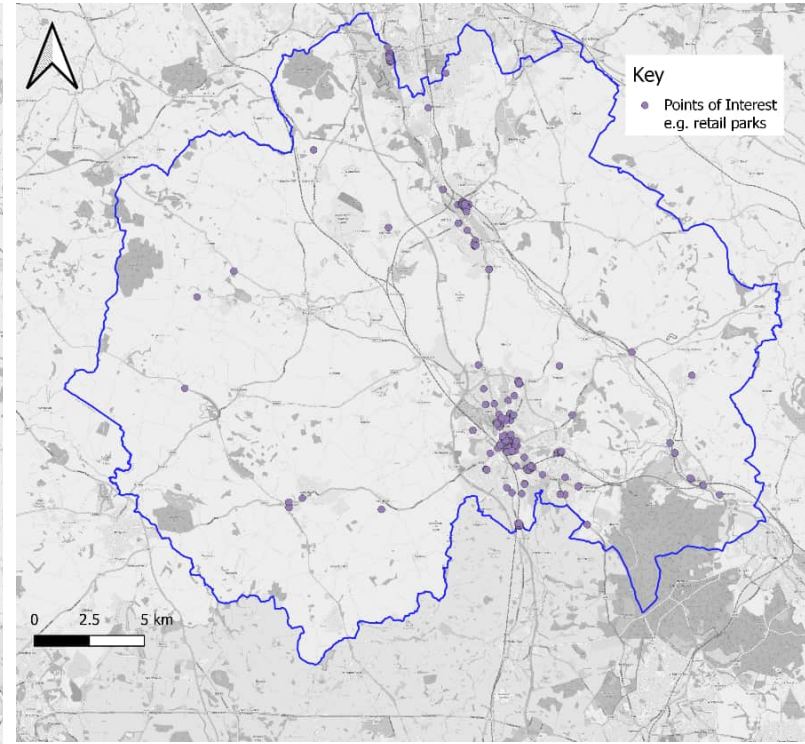


Figure 23: Stafford Points of Interest

Stafford – Proposed Locations

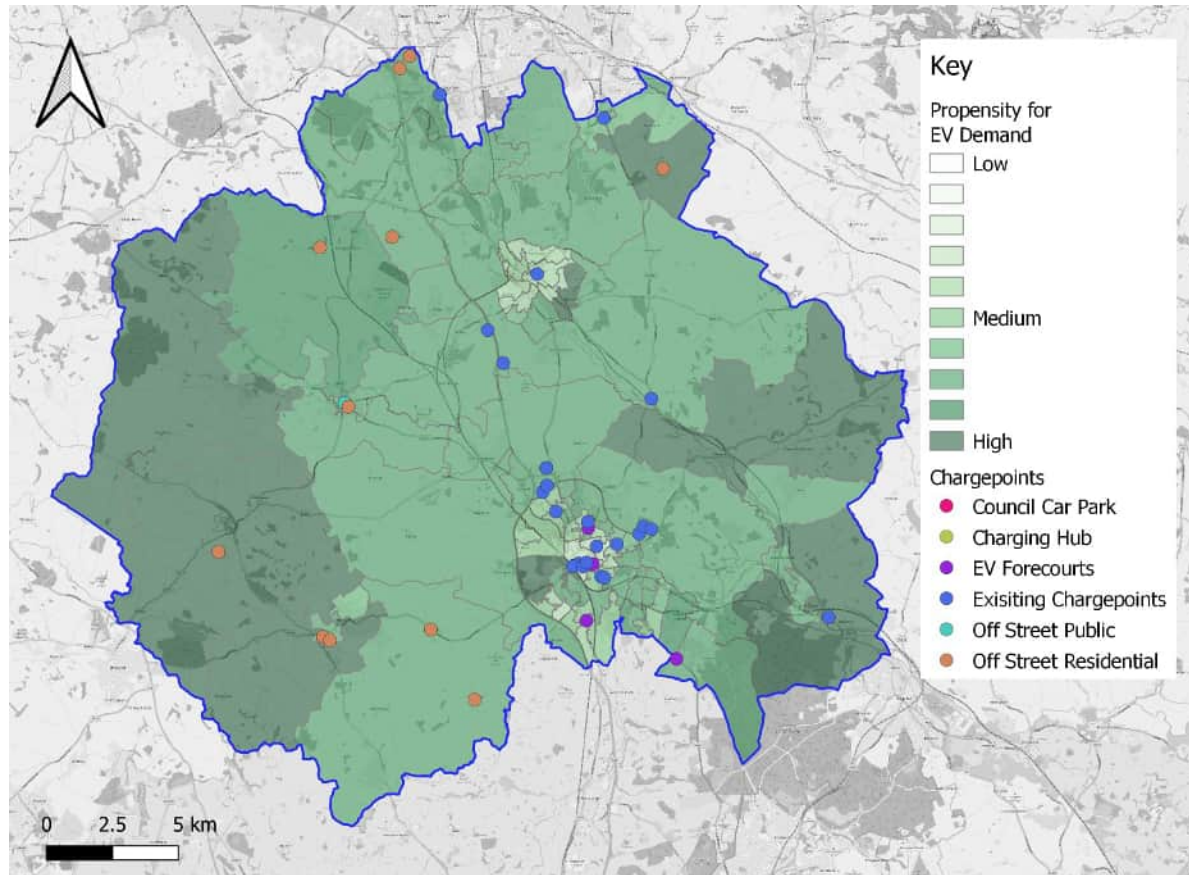


Figure 24: Stafford Proposed locations

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

Staffordshire Moorlands Propensity and Points of Interest

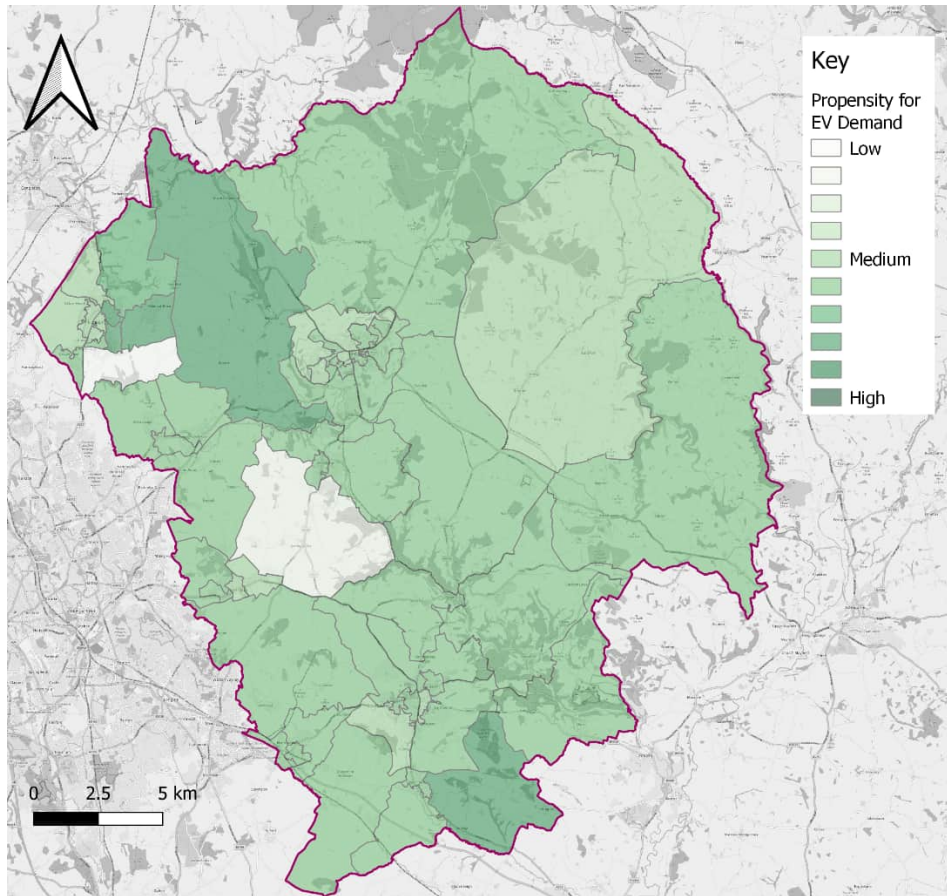


Figure 25: Staffordshire Moorlands Propensity

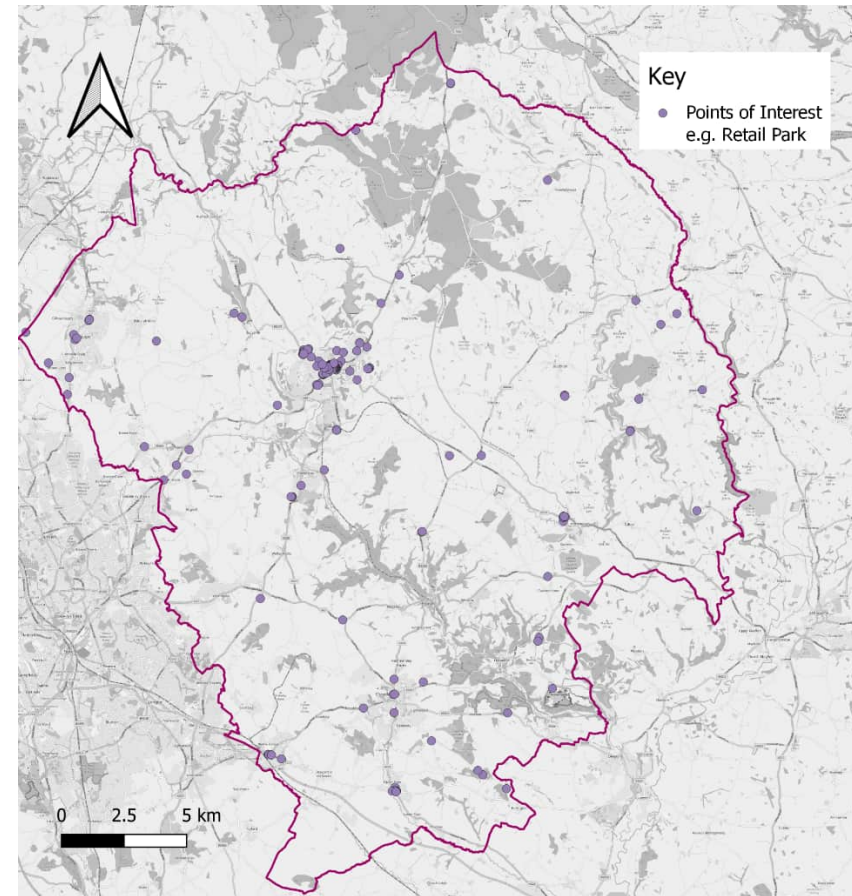


Figure 26: Staffordshire Moorlands Points of Interest

Staffordshire Moorlands – Proposed Locations

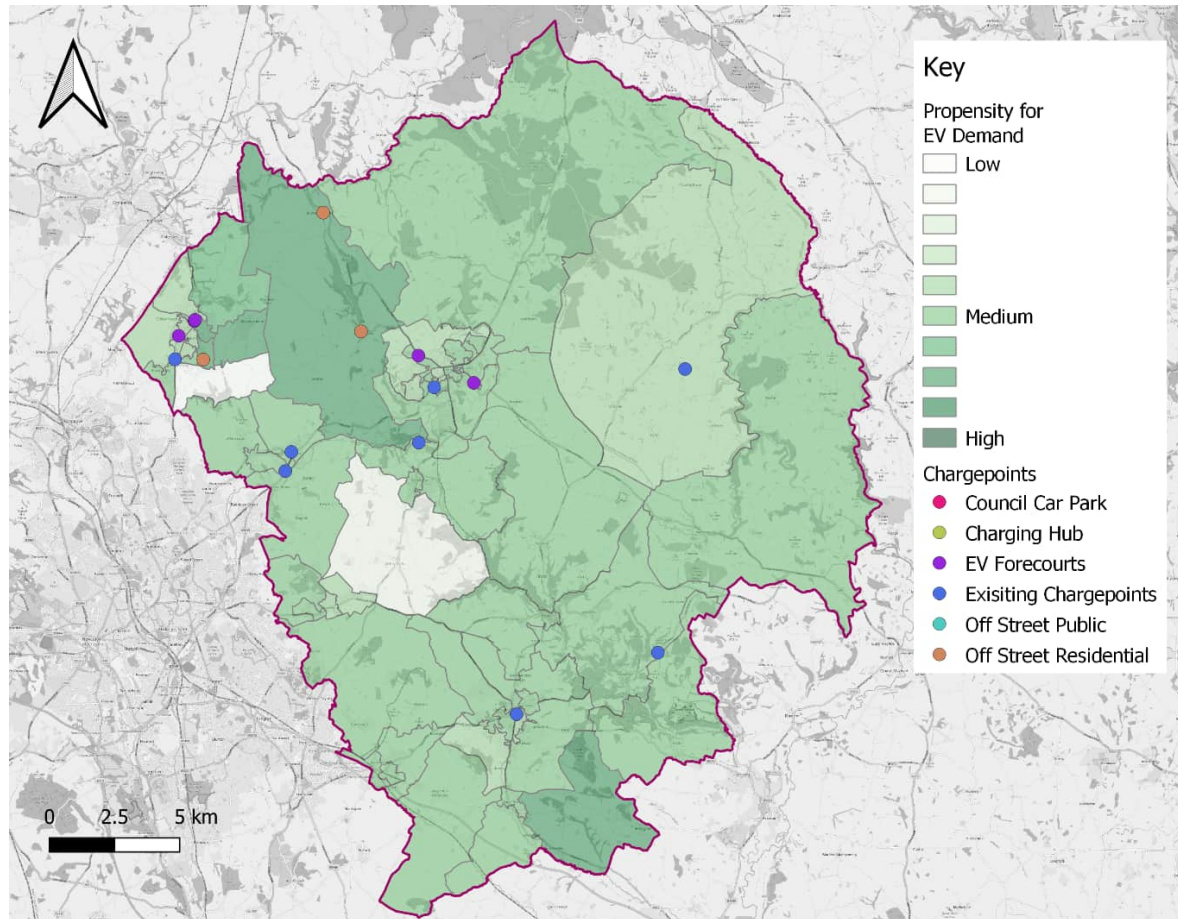


Figure 27: Staffordshire Moorlands – Proposed Locations

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

Tamworth Propensity and Points of Interest

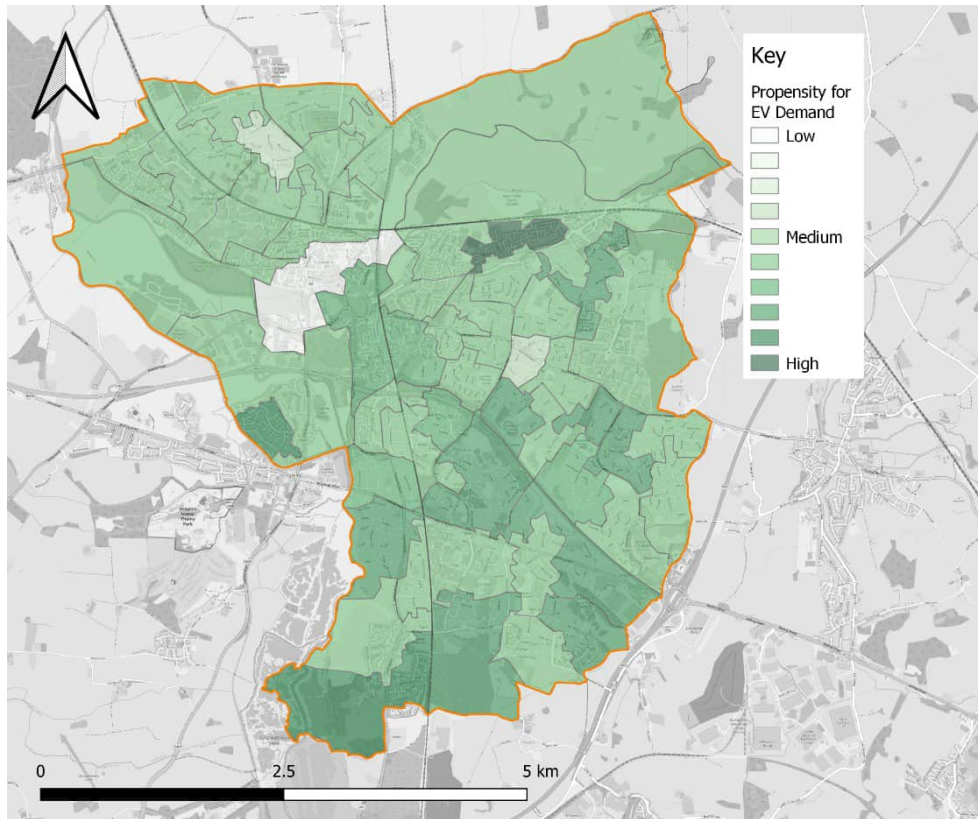


Figure 28: Tamworth Propensity

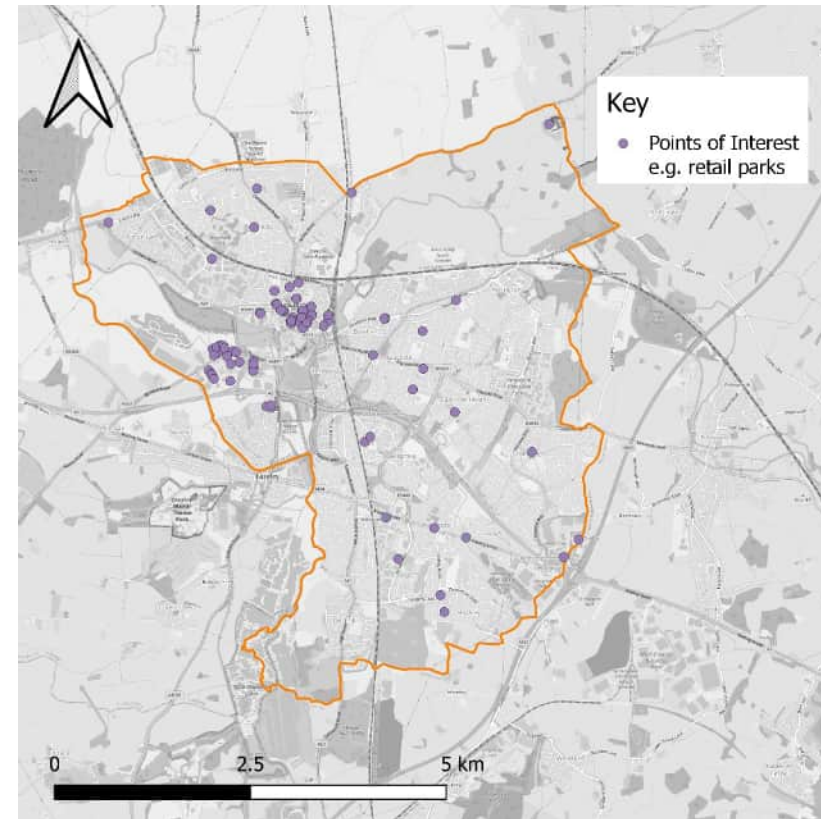


Figure 29: Tamworth Points of Interest

Tamworth – Proposed Locations

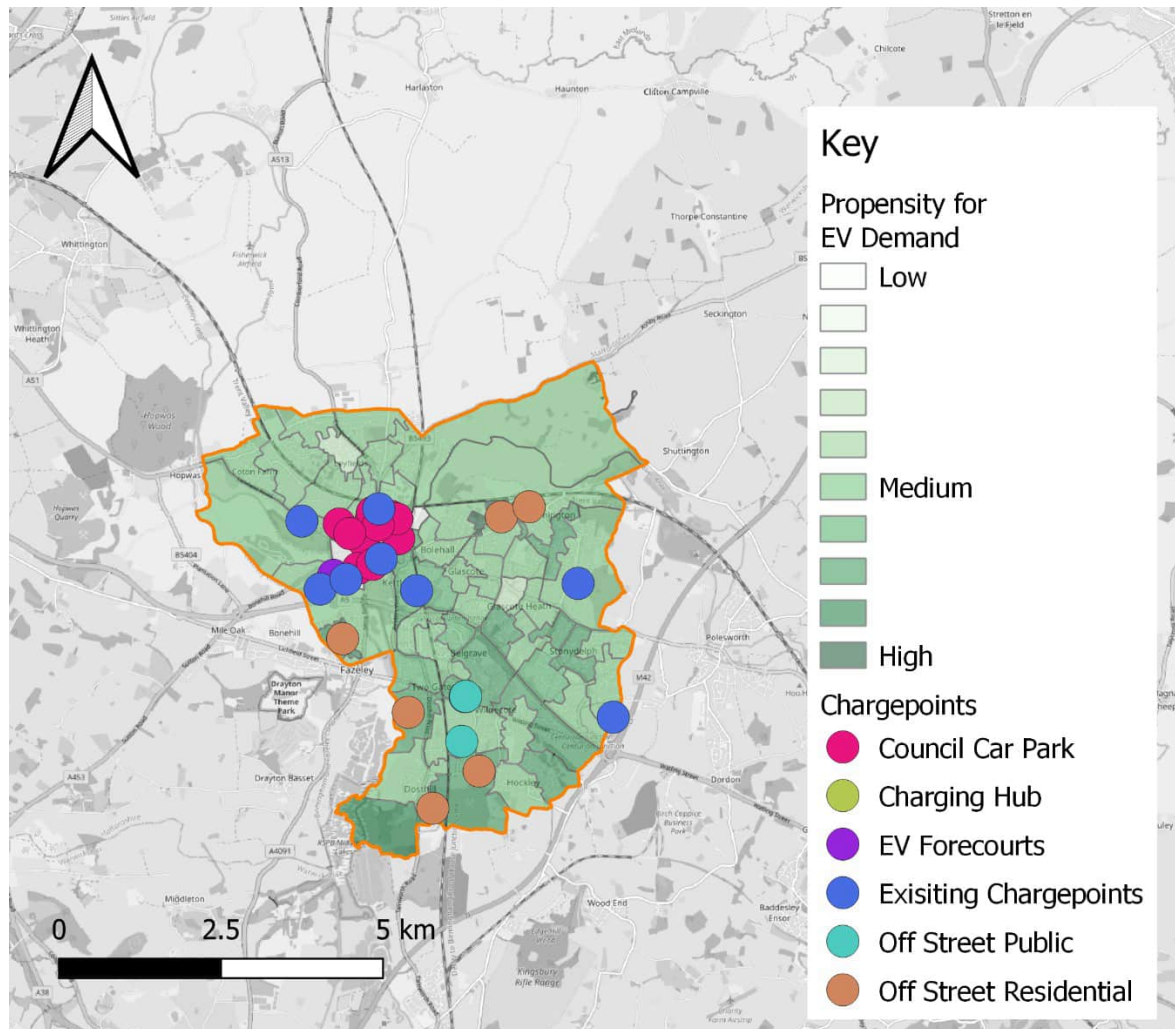


Figure 30: Tamworth - proposed locations

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

5.4. Demand Analysis – Mosaic

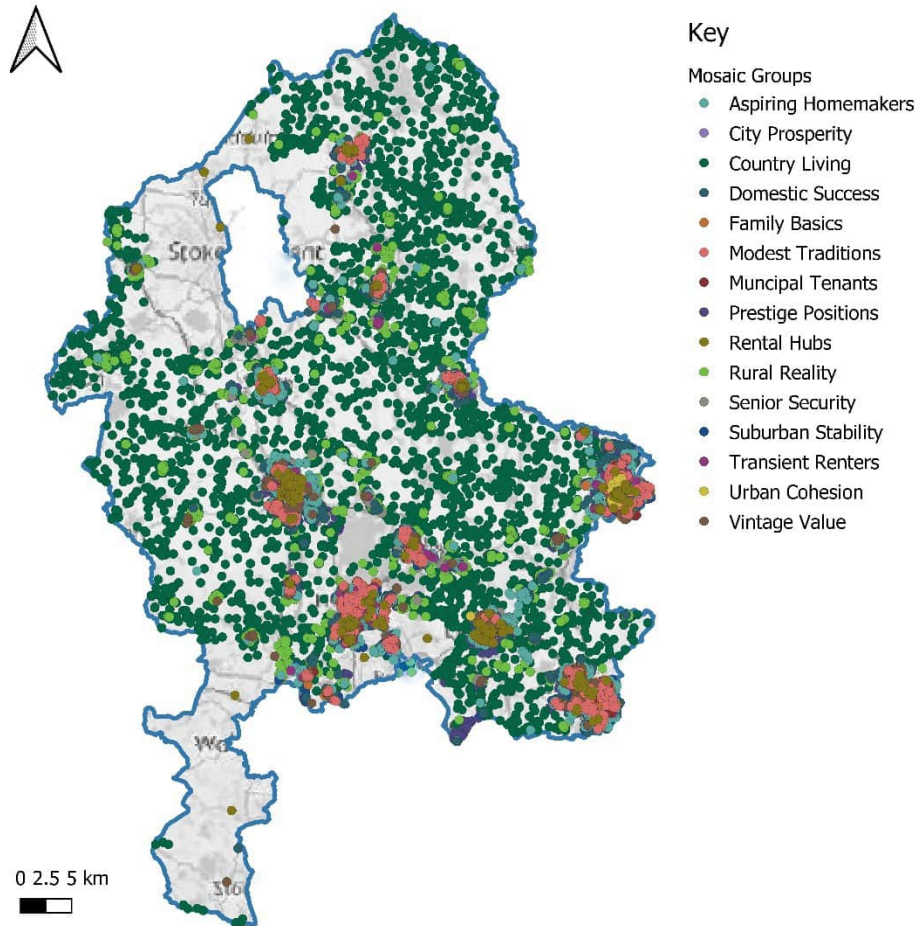


Figure 31: Staffordshire Mosaic data

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

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

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

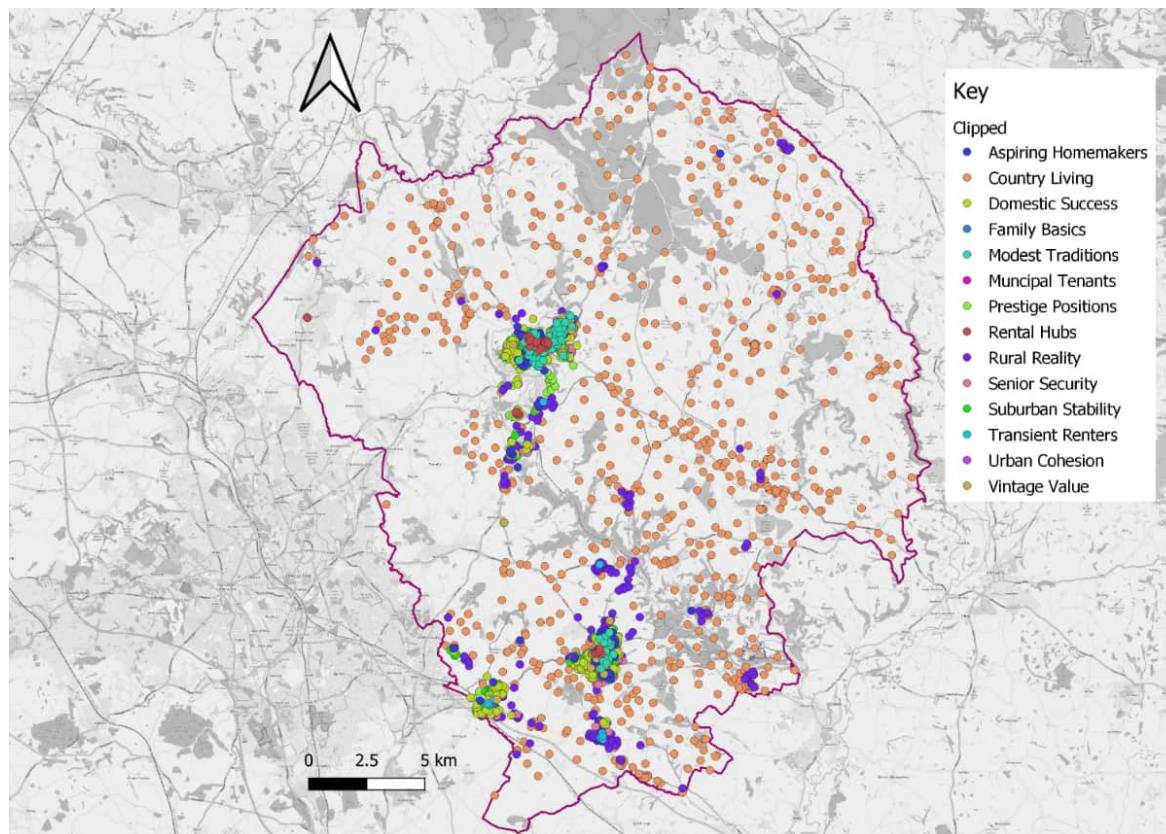


Figure 32: Example of Mosaic data applied to Staffordshire Moorland

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

5.5. Staffordshire County – Further analysis

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

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

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

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

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

5.6. Findings

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

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

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

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

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

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

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

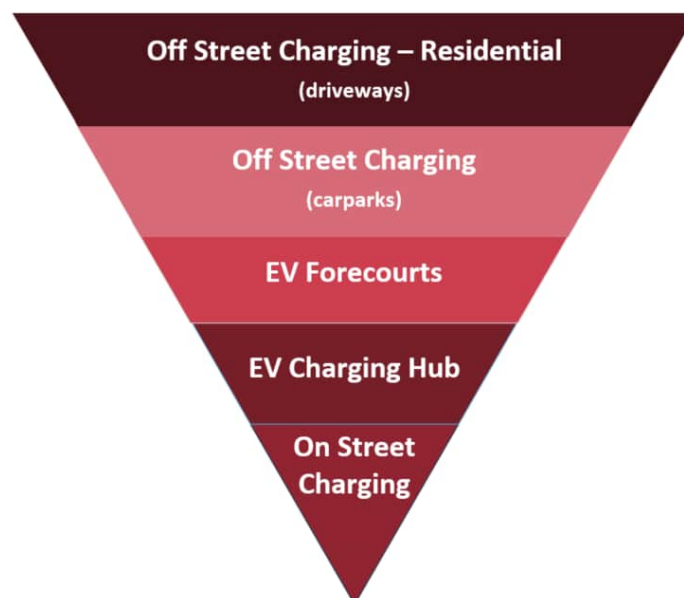


Figure 33: Hierarchy of Charging Options

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

6. Technology and Market Review

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

6.1. Technology Overview

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

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

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

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

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

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

6.2. EV Charging Modes

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

Mode 1

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



Figure 34: Mode 1 Graphic

Mode 2

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

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

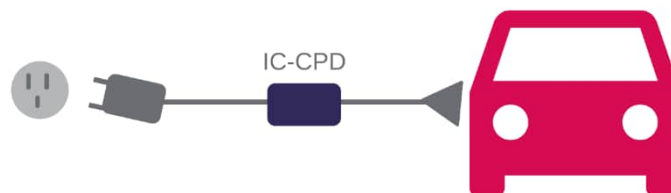


Figure 35: Mode 2 Graphic

Mode 3

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

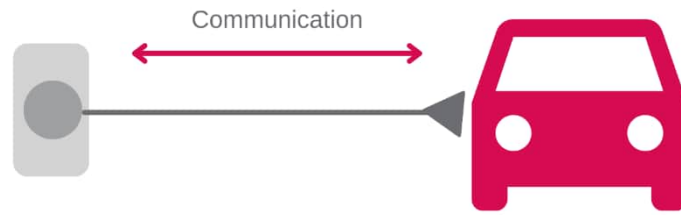


Figure 36: Mode 3 Graphic

Mode 4

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

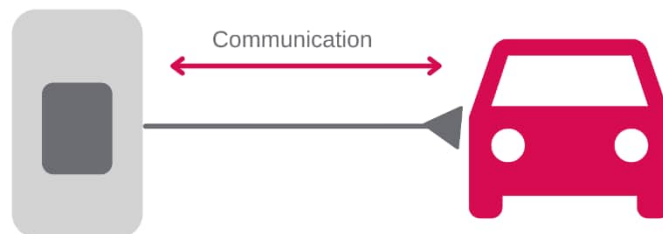












Figure 37: Mode 4 Graphic

6.3. EV Connector Type

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

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

Table J: Connector types and charge durations

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

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

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

6.4. EV Charging Solutions

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

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

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

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

Slow Charging

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

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

Fast Charging

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

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

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

Rapid/Ultra rapid

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

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

Electric Charging Hub

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

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

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



Figure 38: GRIDVOLT charging hub

Innovation

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

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

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

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



Figure 39: Wireless in road charging

7. Commercial Models

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

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

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

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

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

7.1. Model Assessment

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

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

Table K: Commercial Model Overview

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

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

Table L: Model assessment

7.2. Promoting charging infrastructure

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

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

Workplace charging points

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

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

Trial implementations

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

Development & Planning considerations

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

Vehicle trials

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

8. Recommendations & Next Steps

8.1. Engagement

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

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

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

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

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

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

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

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

8.2. Procurement

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

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

8.3. Locations and Feasibility

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

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

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

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

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

8.4. Funding

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

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

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

8.5. Operators

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

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

8.6. Monitoring

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

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

9. Conclusion

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

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

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

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

10. References

- [1] [UK Electric Vehicle Infrastructure Strategy \(GOV.UK\)](#) Accessed 13/06/2022
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- [3] [Midlands Connect | Supercharging the Midlands](#) Accessed 10/05/2022
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- [6] [Government announces tenfold expansion in charge points by 2030 - zap-map](#) Accessed 13/06/2022
- [7] [MC - STP Doc Digital \(midlandsconnect.uk\)](#) Accessed 13/06/2022
- [8] [The future of rural mobility report final \(midlandsconnect.uk\) \[pdf\]](#) Accessed 08/08/2022

Appendix A: EV Charging Action Plan

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

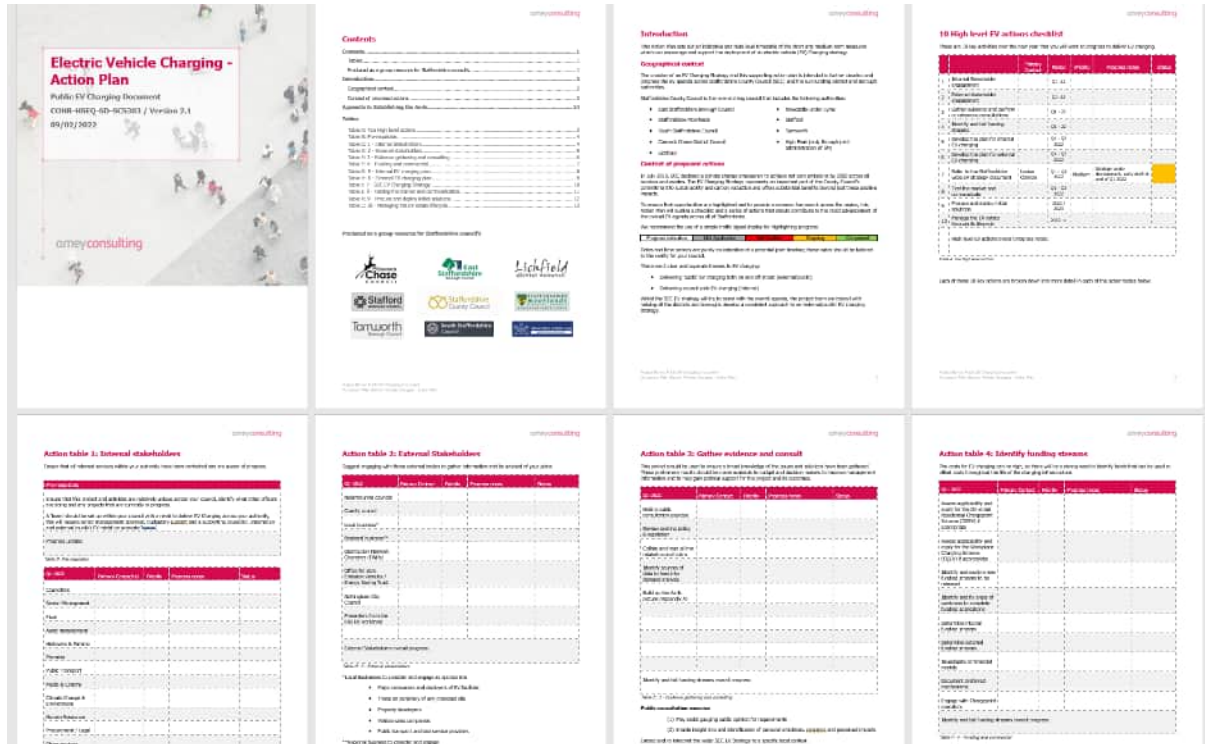


Figure 40: Electric Vehicle charging plans

Appendix B: EV Charging Public toolkit

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

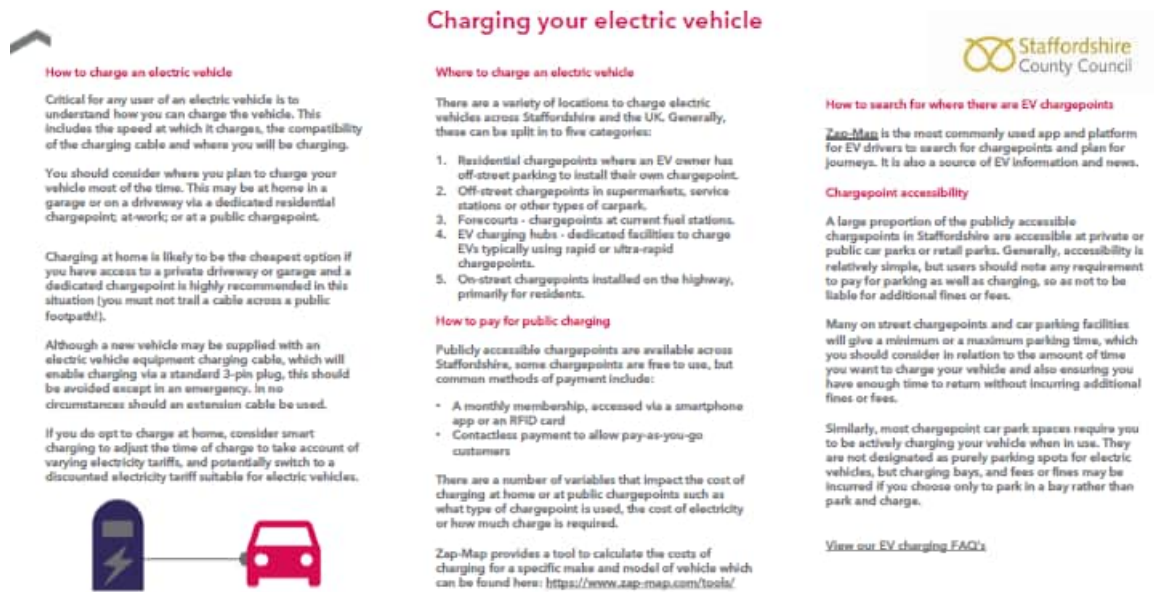


Figure 41: EV Charging - public toolkit

Appendix C: Slow Charging Review

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix D: National Policies

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

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

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

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

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

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

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

Table M: National EV policies

Cabinet Meeting on Wednesday 18 January 2023

Staffordshire Sustainability Board Communications Plan 2023



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

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

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

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

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

Report Summary:

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

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

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

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

Recommendations

I recommend that Cabinet:

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



Cabinet - Wednesday 18 January 2023

Staffordshire Sustainability Board Communications Plan 2023

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

I recommend that Cabinet:

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

Local Member Interest: N/A

Report of the Director for Economy, Infrastructure and Skills

Reasons for Recommendations:

Background

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

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

Joint Climate Change 2023 Communication Plan

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

behaviour. This information will enable us to gain insight into public views on climate change and provide an evidence bank and base line for campaign planning going forward.

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

Legal Implications

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

Resource and Value for Money Implications

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

Climate Change Implications

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

List of Background Documents/Appendices:

Appendix 1 - Staffordshire Sustainability Board – Communications Plan 2023

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

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Staffordshire Adaptation Strategy



STAFFORDSHIRE
SUSTAINABILITY BOARD



NEWCASTLE-UNDER-LYME
BOROUGH COUNCIL

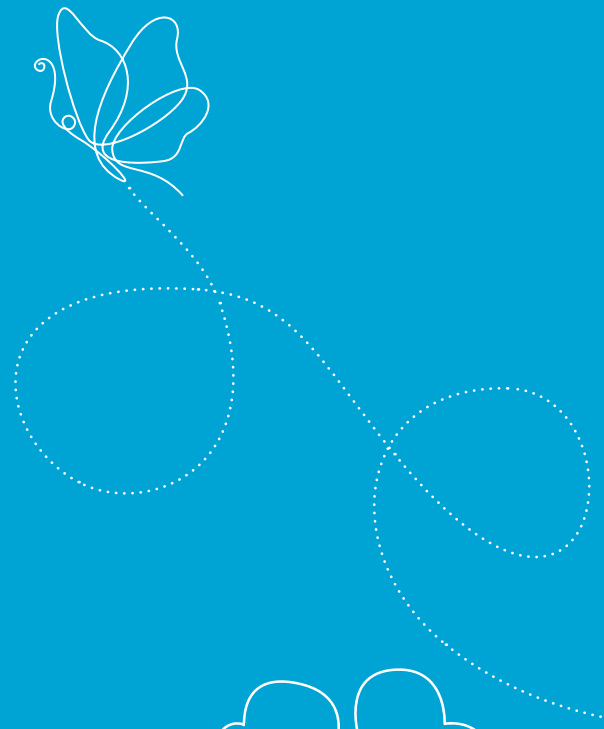


South Staffordshire Council



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Foreword



Councillor Simon Tagg Chair, Staffordshire Sustainability Board

One of the most critical challenges facing the world today is the changing climate. Locally, we can see the impacts of climate change, for example, the record-breaking heat of 2022 and the increasing number of damaging storms and floods over the past few years.

The evidence shows that as the climate continues to change, Staffordshire can expect summers to be drier, winters wetter, and more extreme weather events to become more frequent.

While it's important that councils have made commitments to reduce carbon emissions, this alone is not sufficient. Even if we could immediately reduce our emissions to zero, the climate would still change. Therefore, we must also focus on building resilience into our services and local environment, and helping communities and businesses cope with the effects of the changing climate.

I am delighted to present this Adaptation Strategy which demonstrates a commitment of Staffordshire Councils to work together to build a positive future. By identifying the risks, opportunities, and actions, we can better prepare ourselves to respond and adapt to the changing climate in the future. It's important to act now, and I'm confident that by working together through the Staffordshire Sustainability Board, we can become more resilient to the impacts of climate change.

Councillor Joe Porter Vice chair Staffordshire Sustainability Board

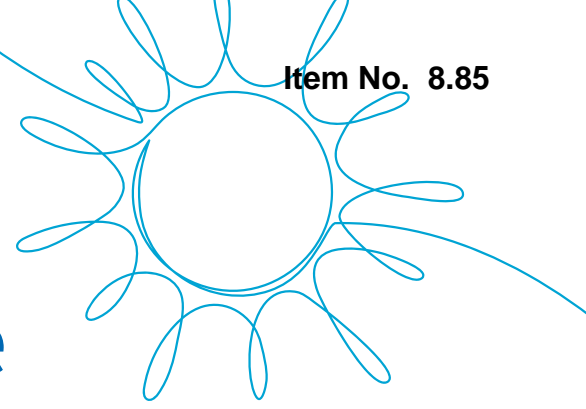
Working together the Staffordshire Sustainability Board, will allow the councils of Staffordshire to ensure that the main effects of climate change are considered in adapting to scenarios presented to us through a changing climate.

This strategy document will enable the councils at all levels in Staffordshire to go forward in a positive and structured manner so that the services we offer and the communities and businesses that we serve are supported by resilient council plans.





Staffordshire's Changing Climate










Climate change is causing a shift in our long term weather conditions and affects the whole world. One of the main reasons for this problem is that we have been using a lot of coal, oil, and gas, going back to the pre-industrial period. Burning these fossil fuels releases gases that trap heat in the atmosphere causing the earth's temperature to increase.

Over the last 150 years the average temperature across the world has warmed by 1.2°C. That might not sound like a lot, but the rate at which the Earth's temperature has been increasing has been getting faster. Since the 1980's, the rate

has almost doubled compared to 1900-1980¹. This is changing our climate putting our livelihoods and our wildlife at risk.

¹ National Centers for Environmental Information Annual Report 2021.

Historic UK Severe Weather Events

<p>2000</p>  <p>Record April rainfall Record autumn rainfall</p>	<p>2012</p>  <p>Wettest for 50 years</p>	<p>2020</p>  <p>Storm Dennis record rain and strong damaging wind</p>
<p>2002</p>  <p>Record Autumn rainfall</p>	<p>2015</p> <p>Mildest December</p>	<p>2021</p> <p>Record rainfall over 3 days (January)</p> <p>Record mild March temperature</p>
<p>2003</p> <p>Mildest January day</p>  <p>Record summer temperature</p>	<p>2018</p> <p>Mildest April day for 70 years</p>	<p>Record mild December temperature</p>
<p>2007</p> <p>Record summer rainfall</p>	<p>2019</p> <p>Record mild February temperature</p>  <p>Record summer temperature</p> <p>Record mild December temperature</p>	<p>2022</p>  <p>UK exceeds 40 degrees for the first time</p>



The climate is changing in Staffordshire. For example, in 2022 the temperature in Staffordshire went over 40 degrees centigrade, which is a new record. There have also been at least 15 significant floods in Staffordshire since 2000, with 9 of these storm events happening between 2018 and 2022.

In February 2020, during Storm Dennis, 281 properties in Staffordshire were flooded. The UK Climate Projections say that our climate will continue to get warmer in the next few decades, even if we reduce the amount of carbon emissions we produce. However, it's hard to predict what will happen later in the century because it depends on how much carbon emissions are reduced worldwide. Along with changes to the average temperature and rainfall, we will also have more extreme weather in Staffordshire. This means we'll have:



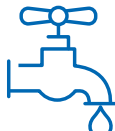
Increased chance of rivers and streams flooding



More extreme heatwaves



Flash floods at all times of the year



Drier summers and water shortages

We can help make things better by taking action now to protect our local environment and livelihoods alongside our plans to reduce carbon emissions. This will help make Staffordshire more resilient to handle future changes in the climate.

In 2022, the UK government revised the risks that climate change could cause in the UK.

They identified 61 different risks and opportunities and put them into 8 categories, including:

- › The impact on habitats and species.
- › The impact on health of the soil.
- › Risk to natural carbon stores and removal of carbon from the atmosphere, known as carbon sequestration.
- › The impact on local crops, livestock, and commercial trees.
- › The impact on getting food, goods and vital services.
- › How people and the economy will be affected.
- › The impact on people's health, wellbeing, and productivity.
- › The impact from other countries.

The West Midlands Climate Change Risk Assessment and Adaptation Plan 2021-2026 (Sustainability West Midlands) looked at these risks and opportunities that climate change could cause in the West Midlands region.

They have identified some high-level actions that can be taken to help adapt to these changes.

The information from this plan has been used to understand the risks and opportunities specific to Staffordshire.

For the West Midlands the latest projections are:

West Midlands	2050	2080
Mean annual temperature	↑ 1.2°C	↑ 1.3°C - 2.4°C
Mean winter temperature	↑ 1.1°C	↑ 1.2°C - 2.0°C
Mean winter precipitation	↑ 6%	↑ 9% - 14%
Mean summer temperature	↑ 1.7°C	↑ 1.9°C - 3.2°C
Mean summer precipitation	↓ 15%	↓ 19% - 26%



Source: UK Climate Projections (UKCP) taken from UKCP18 projections

Our Vision

A resilient Staffordshire will be an attractive, safe and healthy place to live and work offering an excellent quality of life, thriving environment and prosperous economy.



Our Ambition

We will

Recognise that adapting to climate change is a vital part of planning for the future and will consider adaptation planning across all council services.

Understand the risks and vulnerability climate change poses to Staffordshire, the places we live and work and how these can be made more resilient to climate change.

Adopt a flexible pro-active approach to adaptation to account for the dynamic and uncertain future climate change scenarios and significance of the impacts.

Taking a Joined-up Approach

Climate change has the potential to impact all council services and we need to plan for the future. This means looking at all the things we do and thinking about how to make them more resilient to climate change to protect people's lives and livelihoods.

We will collaborate as councils with the public and private sector, communities and businesses to maximise the outcomes we can achieve across the county. Through a managed approach and working together our ability to adapt and influence will be increased.

It is essential that we act now and put measures in place to allow for a good quality of life and protect Staffordshire's environment and economy now and for the future. These measures will be taken alongside our efforts to achieve net zero carbon emissions.

This Strategy includes a range of objectives across the key themes for Staffordshire Councils to reduce exposure to climate change risks and capitalise on new opportunities. The themes are:



**Critical
Infrastructure
and Buildings**



**Natural
Environment and
Green Spaces**



**Health,
Wellbeing
and Safety**



**The
Local
Economy**

How Climate Change Can Impact Our Service Delivery



Critical Infrastructure and Buildings

Extreme weather events like flooding and storms can damage a buildings integrity and infrastructure, which can affect the usability of the space and business operations.

The damage caused by extreme weather events can disrupt business and the councils' ability to provide reliable services for the local community. It is important to make sure our built environment is resilient to these climate-related hazards. This means thinking about where and how we build new structures, and how we maintain existing ones.

Green infrastructure, like parks and street trees, and blue infrastructure, like rivers, wetlands and Sustainable Drainage Systems (SuDS) can help protect and enhance our built environment against our changing climate. Incorporating these features into good building design will make our infrastructure and buildings more robust and better able to withstand climate-related hazards.

Transport and travel

Extreme weather events such as heatwaves, floods and storms can cause problems for our transportation infrastructure and access along these networks. Heatwaves increase the risk of natural fires starting on grass verges and have caused the tarmac on some roads to soften. Storms have led to landslides blocking routes and flooding roads especially in low lying areas and floodplains.

These events can cause road closures and damage to roads. How we manage the risks and hazards to services in a changing climate, especially during extreme weather events will form a key part of business continuity planning.

Buildings

Flood events can cause a lot of damage to properties causing disruption and costly repairs. Summer heat, especially that experienced in 2022 can make living and working spaces uncomfortable and can be a danger to health, especially the vulnerable.

Nature based solutions, such as green spaces and SuDs have an important role to play in creating climate change resilience providing natural cooling and helping to minimise flood risk to buildings.

CASE STUDY 1

Developing Houses Fit for the Future EXETER CITY COUNCIL

Exeter City Council has been using a planned approach to low energy housing developments, which has led to the creation of 103 certified Passivhaus homes.

These homes have been built to be low energy, climate ready and improve health through building biology. They have been tested against future climate conditions to ensure resilience to 2080, and alongside this residents have already experienced health improvements and better indoor air quality

Source: SWM (2022) Climate change adaptation: practical examples for local authorities.

CASE STUDY 2

Residential Flood Alleviation Scheme

HAMSTALL RIDWARE



Staffordshire County Council installed new oversized drainage assets to better protect 18 residential properties in Hamstall Ridware.

This Surface Water Flood Alleviation scheme combined with natural flood management works undertaken by South Staffs water.

The creation of a bund within the field near the village helps to hold back flood water and installation of leaky dams has slowed the flow of water in the ditch.

Modelling showed that in a 100-year flood event (having a 1% chance occurring in any year), the scheme would prevent 9,000 cubic metres of surface water entering the village reducing this water volume to just 33 cubic metres and in doing so significantly reducing flood risk.

Source: SWM (2022) Climate change adaptation: practical examples for local authorities.



CASE STUDY 3

Stafford Brooks Project

STAFFORD



Stafford Brooks project will restore the floodplains to help increase their ability to store water when river and waterway levels rise.

It targets 25 locations along Stafford's rivers and streams, improving habitats which will enable wildlife to thrive.

This project will reduce flood risk to nearby houses and businesses, alleviating seasonal pressures felt across the town caused by regular flooding. This project also has a particular focus on extending, restoring and creating new habitats. These restored areas will become home to a variety of wildlife including otters, wading birds and a range of amphibians.

The new developments will also use natural solutions such as wetlands and reed beds to help filter polluted run-off from roads.

Source: SWM (2022) Climate change adaptation : practical examples for local authorities.





Natural Environment and Green Spaces

The changing climate is putting our natural environment under pressure with some species struggling to adapt quickly enough to the changes.

Warmer temperatures increases the vulnerability of species to pests and diseases and increases the risk of invasion from exotic species. Hotter drier conditions increases the risk of wildfires which can cause serious damage to habitats and communities.

The timing of our seasons is changing and affecting the availability of food for many species at crucial times of the year, especially breeding and migratory species.

Habitats and species

The changing climate and extreme weather can damage vegetation, plants and our soils, causing challenges to our wildlife. To help them adapt, we need to increase our understanding of species habitat requirements to create more resilient environments.

Improving the quality, diversity and size of habitats and connectivity will help species move through the landscape as the climate changes. We will work together to share ideas and methods, and make sure that our habitats are diverse to provide the best survival chances.

The changing seasonality will impact our management of habitats due to earlier breeding seasons. This is reducing the time period when some works can be completed putting pressure on resources and will require us to adjust our management regimes.



Enjoying our open spaces

Our open spaces are not only valuable for biodiversity, they can also reduce air pollution and provide recreational space for people to enjoy.

Extreme weather conditions can erode footpaths, wash out bridges and create landslips making access to our open spaces and footpaths hazardous or impassable, increasing pressure on resources.

New ways of managing access to these open spaces needs consideration, moving away from costly hard engineering solutions to identifying how best to adapt to the changing conditions. This requires a more holistic approach to management, working with stakeholders and landowners to consider implementation of offsite positive solutions.

Natural flood risk management

Flood events are occurring more frequently, and it is predicted the intensity and duration of flood events will increase in the coming decades.

We need to better understand our flood risk so that we can plan, respond and recover from flood events to maximise the best possible outcomes for the people of Staffordshire.

There are many sources of flooding and various organisations have a duty to oversee or manage these sources to better manage risk. Improved sustainable outcomes are possible if we all work together.

Through working closely with organisations and landowners we can promote more effective management.

Engaging with our communities will be an essential part of this process to raise awareness and ensure they are well informed and resilient to future flood risk.

CASE STUDY 4

The Washlands Enhancement Project

BURTON ON TRENT



The Washlands is a functional flood plain along the River Trent through to the centre of Burton.

In 2018 East Staffordshire Borough Council, in partnership with the Environment Agency and other public and private sector partners, launched a new shared landscape vision for the Washlands.

Between June 2019 and June 2022 the Environment Agency upgraded 9km of flood defences along the river at a cost of £2.8 million to account for climate change.

To accompany the upgrade of the flood defences East Staffordshire Borough Council established the Washlands Enhancement Project.

The aim of the project is to balance regular flooding with public access and recreation alongside nature conservation and a more environmentally sensitive approach to green space management.

The project will contribute to the regeneration of the town by turning an underutilised open space into a regional tourism destination and is due for completion in 2023.

CASE STUDY 5

Creating a Cooler Greener Place to Live

KENT

Urban residential areas in particular are experiencing increasing heat stress from rising summer temperatures.

Two residential streets in Margate, Kent were selected to benefit from a tree planting programme that was specially designed to reduce heat stress during high temperatures, and surface water flooding following heavy rainfall.

Specialist SuDS 'tree pits' were retrofitted in the highway verges of the two identified streets.

This solution increases canopy cover to provide cooling during the summer months,

whilst also reducing surface water flood risk in the residential areas. These pits reduce surface water flooding by slowly infiltrating the water into the ground, reducing the volume of water flowing into the local sewage network.

The trees were selected based on their canopy size, their ability to withstand drought and heavy rainfall, and their capacity to support biodiversity.

Instead of the drainage systems only being able to cope with one in five-year rainfall events, the new drainage system can now withstand one in 30-year events, and has reduced flood risk to 30 properties.

The trees provide natural cooling by reducing the air temperature in residential areas, as the leaves reflect sunlight and provide shade during the summer.

This project has brought benefits to both residents and visitors and has demonstrated how multifunctional climate change adaptation projects can provide cross-cutting benefits to communities previously at risk.

Source: SWM (2022) Climate change adaptation : practical examples for local authorities.



Health, Wellbeing and Safety

Hotter summer days can harm people's health by causing heat stress and respiratory problems from reduced air quality.

Vulnerable and elderly people, especially those in deprived areas, are most at risk. Urban areas are particularly vulnerable due to the urban heat island effect. In 2022, extreme heat days in England and Wales led to a 10.4% increase in death rates compared to non-heat periods.

The role of good building design and blue and green infrastructure for our new and existing properties and neighbourhoods are important for providing natural cooling and access to cool spaces during extreme heat days. To help improve local air quality and provide a more comfortable space to live, work and for recreation we need to consider ways to better integrate blue and green infrastructure and better building design across Staffordshire. Conversely, extreme cold weather can lead to excess winter deaths caused by poor-quality, poorly-insulated, and inadequately heated housing.

We estimate a reduction in fuel poverty could reduce health and social care expenditure by £207.3m per year.

The Staffordshire Warmer homes Partnership was launched in May 2019. While predominantly a flagship public health programme, the scheme also supports priorities beyond health including sustainability by improving energy efficiency of housing stock. We will continue to seek funding opportunities to improve energy efficiency of residential housing stock.

People who work solely or predominantly in the outdoors are more exposed to the extreme weather conditions. These people need to be protected as much as possible to minimise any risk to health while at work. New ways of working may need to be considered to ensure appropriate protection methods are in place for all staff.

Additionally planning and responding to extreme weather events can place significant pressure on staff resources. Planning for these events by having appropriate plans, risk assessment and climate related response cover in place may need greater consideration.

CASE STUDY 6

Keep Bristol Cool Mapping Tool BRISTOL



Different people can be vulnerable to heat in different ways, depending on their sensitivity to heat, their ability to adapt to high temperatures, and their exposure to high temperatures both inside and outdoors.

A tool for policymakers and practitioners in urban design, landscape architecture and emergency planning has been designed by Bristol City Council to understand how current heat vulnerability differs across the community, and how climate change might increase temperatures in the future. The tool can provide insight into how urban heat risk varies and identifies areas that could impact people the most to help the council and other decision makers build a city resilient to extreme heat.

Source: SWM (2022) Climate change adaptation : practical examples for local authorities.





The Local Economy

The potential financial cost of climate change on the UK economy is significant. The UK Gross Domestic Product (GDP) is around £2 trillion a year and it is estimated by 2050 climate change could represent a 2% loss in GDP².

Extreme weather events and changing weather patterns can disrupt business operations due to premises overheating and flooding and can cause disruption to staff travel and the supply chain.

Climate change, and in particular extreme weather events being experienced across the world can impact the local economy through increased risk of price volatility for imported materials and commodities. Businesses should consider ways to build greater resilience into operations to remain competitive and reliable.

A recent survey found 65% of UK SMEs have been financially impacted by their lack of

response to weather information and 40% of SMEs have saved money by checking and acting on weather forecasts. Greater resilience to climate change can be achieved through an improved understanding on the importance of factoring climate change into business decisions. We can help to encourage change by finding out what type of climate related challenges businesses face and sharing good practice information.

As climate change resilience is increasingly adopted across all sectors new business opportunities will arise in the green economy and ecosystem services.

Through our work with the Skills Advisory Panel and Local Skills Improvement Plan we know the demand for green skills will grow in the coming years. There is an opportunity to consider how we can support residents in gaining appropriate skills to take advantage of these forthcoming opportunities.

² *Sustainability West Midlands (2022) - Weathering the Storm. A guide to saving and making money in a Changing Climate*



Our Approach to Adaptation

In preparing plans for a more resilient Staffordshire the County is faced with the challenge of responding to a broad range of uncertain risks. Some services may not have been impacted in the past but could be sensitive to changes in the future.

We will be pro-active in introducing positive changes through developing specific plans, policies and programmes using national policies and statutory requirements to aid change. Since we are uncertain about the long-term projections for the changing climate, we need to be flexible to cope with possible future changes to build organisational resilience.

Through identifying priorities and working together Staffordshire Councils will build a more resilient society and economy. This will provide people with a safe, comfortable place to live and work.

We will put in strong governance to:

Improve the policy and incentive framework and integrate adaptation considerations into policies, plans, strategies and programmes. Risks will be actively managed to ensure the policy framework keeps pace with the changing climate.

Ensure decision making will consider resilience to the impacts of the changing climate, particularly severe weather on service delivery.

Develop, innovate and adopt good practice.

Further details on the key risks, opportunities and outcomes for Staffordshire are outlined in Appendix 1.

Communications and awareness raising

Effective communication is essential to build a more resilient Staffordshire. Working collaboratively across the Staffordshire councils and with our partners we will:

- › Raise awareness and share information of climate change challenges, issues, threats and opportunities.
- › Seek out opportunities to work collaboratively with communities and external organisations, build resilience to climate change and achieve widespread and sustained change.

Monitoring, evaluation and improvement

This strategy is just the beginning of an ongoing process to identify the most important things we need to do to adapt to climate change. The future effects of climate change are uncertain and will depend on our actions to reduce global emissions.

By understanding the potential impacts and being prepared to change our plans as needed, we can be innovative and stay ahead of the curve. We'll constantly review the situation and use research to check if our adaptation measures are still appropriate.



Appendix 1

Climate Risks and Opportunities

The identified risks and opportunities are not exhaustive and have been listed as a guide for Adaptation Plan preparation. We will protect lives and livelihoods in Staffordshire by reviewing the risks and opportunities on a regular basis to accommodate changes in climate change projections.



Critical Infrastructure and Buildings

Risks and Opportunities	Outcomes
<p>Resources required for infrastructure maintenance and repairs due to climate change and extreme weather events:</p> <ul style="list-style-type: none"> • Milder winters may reduce building heating requirements, cold weather related damage and associated maintenance costs. • Hotter summer extremes can lead to buildings and equipment overheating and increased health risks. • Flooding (river, surface water and groundwater) and storm damage (erosion and embankment failures) can compromise buildings and infrastructure. 	<p>Facilities are robust to withstand climatic conditions such as flooding and heatwaves:</p> <ul style="list-style-type: none"> • Infrastructure most at risk from climate change are assessed to prevent the risk of damage or failure. • New developments and redevelopments consider blue and green infrastructure in combination with good building design to provide a healthier and more sustainable environment and steered away from areas of high flood risk. • Targeted flood prevention work in combination with green infrastructure and catchment management to reduce the potential of widespread flooding and damage.
<p>Service delivery impacts due to power outages or disruption to energy network during extreme heat events</p>	<p>Measures in place to minimise impacts from grid disruption during extreme weather events</p>
<p>Road closures and hazardous conditions due to extreme weather</p>	<ul style="list-style-type: none"> • Road surfaces and foundations are more resilient to extreme weather conditions • Business continuity plans are in place to allow for services to continue during road closure events.



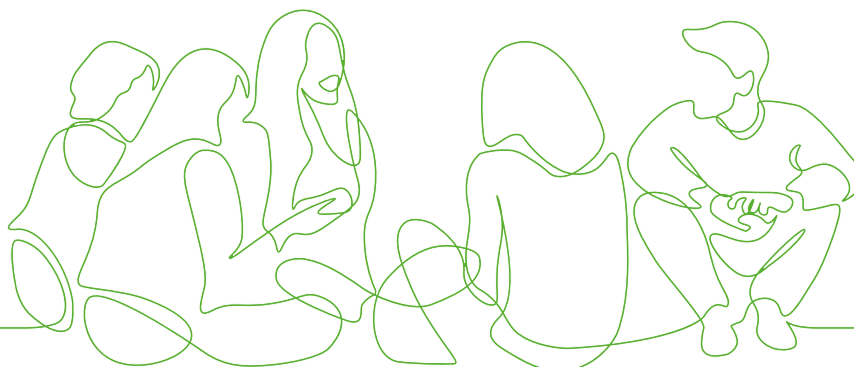
Natural Environment and Green Spaces

Risks and Opportunities	Outcomes
<p>Changes in timings of seasonal events may lead to</p> <ul style="list-style-type: none"> • Disruption in the availability of important natural food sources putting species as well as ecosystem services at risk. • Reduction in time windows for management maintenance and enhancement work putting additional pressure on resources. 	<ul style="list-style-type: none"> • Better understanding of species habitat requirements, especially those at risk to allowing for tailored diverse habitat management • Maintained and enhanced wildlife corridors and patch sizes to increase ecological resilience • Management regime adjusted to account for climate influences and budget restraints.
<p>Changing climate may allow pests, diseases and non-native species to thrive, threatening native habitats and species.</p>	<p>Habitats and species most at risk monitored and actions delivered as required.</p>
<p>Wildfires causing damage to habitats, species and peatland.</p>	<p>Sensitive areas mapped, maintenance of firebreaks and emergency fire risk action responses identified.</p>
<p>Extreme weather can compromise footpaths and associated infrastructure</p>	<p>A holistic approach to catchment management with greater consideration to soft engineering solutions.</p>
<p>Opportunities for natural carbon stores, carbon sequestration and natural cooling and flood risk management</p>	<p>The potential for biodiversity net gain maximised and blue and green infrastructure integrated through planning approvals.</p>
<p>Natural flood risk management</p>	<ul style="list-style-type: none"> • Improved understanding of flood risk management. • Partnership approach taken allowing for whole catchment management integrating blue and green infrastructure. • Communities are more informed and have resilience to flood events. • Sustainable management of drainage and flood defence systems • New planning policies, site allocations and future infrastructure needs consider flood risk. • Flood risk for new developments is considered and managed in a sustainable manner.
<p>Requirement under the Environment Act 2021 for a Local Nature Recovery Strategy to be produced</p>	<p>Local Nature Recovery Strategy considered in planning, development and land management decisions.</p>
<p>A minimum of 10% biodiversity net gain to be delivered on planning permissions.</p>	<p>Plans in place on how to deliver biodiversity net gain.</p>



Health, Wellbeing and Safety

Risks and Opportunities	Outcomes
<p>Occupational Health and Safety of the workforce</p> <ul style="list-style-type: none"> • High temperatures and more frequent exposure to heat will increase risk of heat stress, air pollution and UV exposure particularly to outdoor staff. • Staff responding to extreme weather events such as storms or wildfires are in high risk situations and add additional pressure on staff resources to manage the incident. • Extreme weather events can prevent services being delivered (road closures, extreme heat etc.). • Overheating of buildings can reduce working effectiveness or closure of services. 	<p>Health and safety effects of climate change and climate change risks are integrated into Health and Safety Plan assessments, Corporate risk assessments and associated policies.</p> <p>Business continuity plans consider how services can be maintained during extreme weather events.</p> <p>New developments and redevelopments consider blue and green infrastructure in combination with good building design to provide a healthier and more sustainable working environment.</p>
<p>Extreme weather can impact on the health and wellbeing of communities, especially the vulnerable, including older people, children and those living in area of higher deprivation.</p>	<p>New developments and redevelopments consider blue and green infrastructure in combination with good building design to provide a healthier and more sustainable indoor and outdoor environment.</p>
<p>Widening health inequalities due to more extreme weather.</p>	<p>Community resilience programmes in place, particularly for those most at risk of the changing climate.</p> <p>Community resilience programmes in place, use data and analytics to target programmes such as Warmer Homes to those who are at greatest risk.</p>
<p>Drier warmer summers provides greater opportunity to use outdoor spaces.</p>	<p>Parks and open spaces are fit for the future</p> <p>Key walking and cycling routes are resilient to climate change</p>



The Local Economy

Risks and Opportunities	Outcomes
<p>Extreme weather events lead to:</p> <ul style="list-style-type: none"> • Disruption to business operations. • Disruption to the distribution and the supply chain. • Price volatility for materials and commodities. 	<p>Councils have a good understanding of risks to businesses from the changing climate allowing for sharing of good quality information.</p> <p>Businesses have a better understanding of climate change risks, the urgency and how to integrate resilience to climate change considerations into business planning.</p>
<p>Potential skills gap as the demand for Green Economy and Ecosystem Services increases</p>	<p>Skills/knowledge gaps for the Green Economy and Ecosystem Services identified through working with partners such as the Chamber of Commerce.</p> <p>Training opportunities and programmes identified through closer communications with partners including Local Enterprise Partnerships and higher education.</p> <p>Training for the Green Economy and Ecosystem Services facilitated.</p>





Appendix 2

References and Resources

Climate Change Act 2008

www.legislation.gov.uk/ukpga/2008/27/contents

National Adaptation Programme

www.gov.uk/government/publications/climate-change-second-national-adaptation-programme-2018-to-2023

UK Climate Change Risk Assessment

www.gov.uk/government/publications/uk-climate-change-risk-assessment-2022

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UK Climate Projections

www.metoffice.gov.uk/research/approach/collaboration/ukcp/index

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www.gov.uk/guidance/building-regulations-and-approved-documents-index

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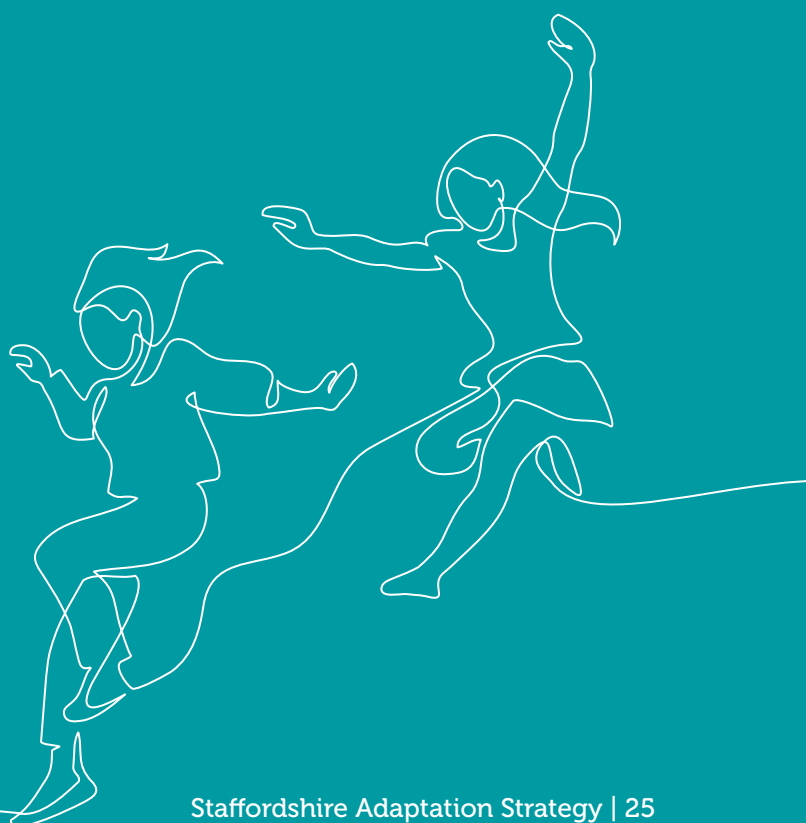
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Weathering the Storm. A guide to saving and making money in a Changing Climate.

www.sustainabilitywestmidlands.org.uk/wp-content/uploads/2022/12/SWM-Weathering-the-Storm-2022-FINAL-1.pdf



STAFF  **RD SHIRE**
S U S T A I N A B I L I T Y B O A R D

20 March 2023

Members



Background

- Created in January 2022 as a response to local authorities in Staffordshire announcing climate emergencies
- Elected Members (Sustainability/Climate Change Portfolio holders) from the councils in Staffordshire gather to allow discussion on relevant environmental sustainability issues, debate matters affecting multiple authorities and decide outcomes and objectives for collective projects.
- Facilitating a collaborative forum, to work together, to influence change and to encourage organisations and individuals to ensure Staffordshire is net carbon zero by 2050.
- January 2023 joined with the JWMB to improve effectiveness and efficiency of directing and monitoring on the sustainability agenda.
- This allowed recommendations to be made to the Staffordshire Leaders Board in a clear and concise fashion





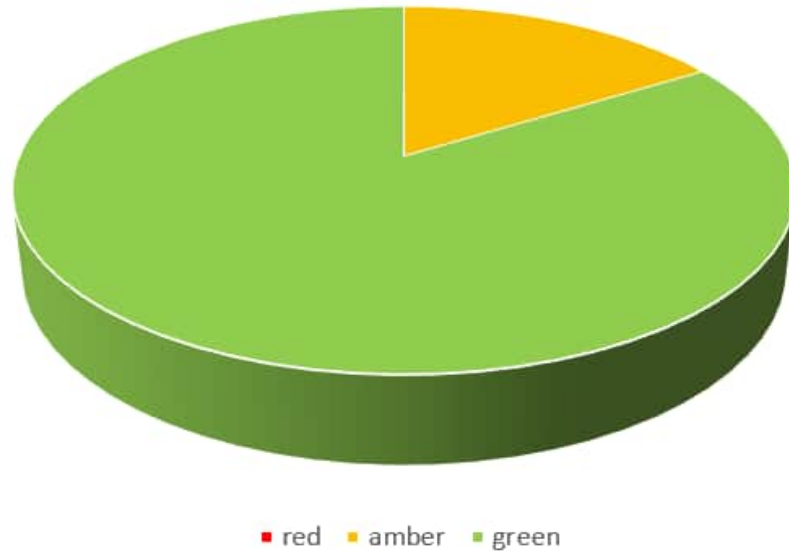
Achievements

- All Staffordshire local authorities agreed on **Base Pledges** and have taken them to their respective Cabinets for approval and to report back to SSB on a quarterly basis
- A **joint SSB Communication Plan** has been agreed/funded and taken to respective Cabinets for approval
- All local authorities are taking their **EV strategy** through their respective Cabinets for approval (ongoing)
- Actively engaged with the emerging **Staffordshire Climate Commission**
- Engagement with local businesses and community groups to work on environmental improvement and awareness
- Harmonised collection of **dry mix recycling collection** across Staffordshire
- Made representation to National Government on Waste Policy



Performance Monitoring Sustainability

Base Pledge Monitoring March 2023 update

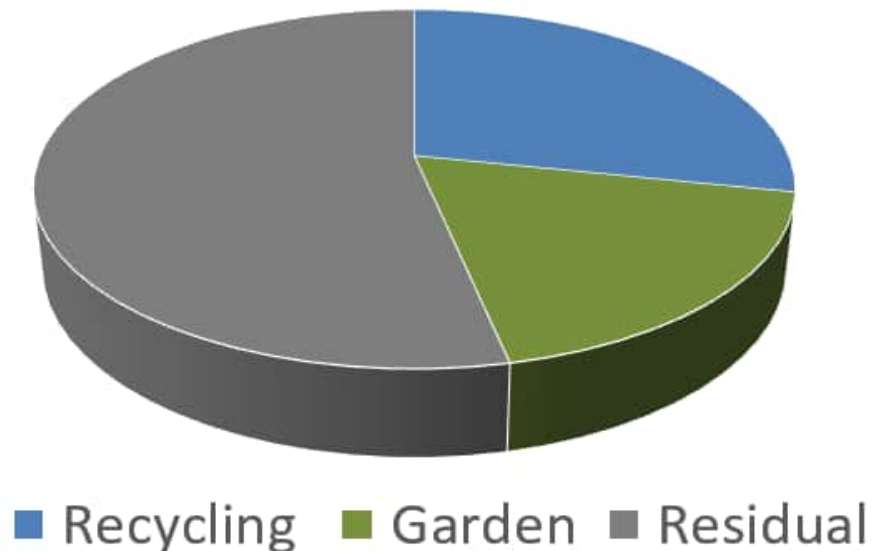


- Following commitment to the 10 Pledges 13 action points were agreed
- Performance against those action points is monitored on a quarterly basis using a RAG (Red-Amber-Green) rating
- As of March 2023 there are no red flags against any of the action points
- 84% achieved green status and all are currently on track to reach the objective of the action point



Performance Monitoring Waste

Total Waste Composition 2022-23



The aim of the Staffordshire Waste Partnership is to work together to reduce waste, and maximise reuse, recovery, and recycling. SWP is striving towards a zero waste economy, where all materials have a purpose and avoid disposal of any kind.

The 'Integrated Municipal Waste Management Strategy for Staffordshire and Stoke-on-Trent' focuses upon the following principles;

- Increased household recycling
- Zero waste to Landfill
- Achieving sustainable management of all waste
- Managing waste as a potential resource
- Developing effective co-operation and joint working between local authorities, businesses and residents





Cannock Chase Council

- Costed Action Plan Published
- Working alongside ENGIE on Zero Carbon Rugeley Project
- Hawk Green Development - Low Energy Homes
- Binworld Environmental Awareness Programme (1550 pupils / 19 schools)
- Small Change Big Difference Programme
- Established 1st Urban Forest



Cannock Chase Council

- Solar Battery Installation – 75 council houses
- Greener Travel & Environment - Commonwealth Games Legacy
- Working on EV Charging Strategy & Fleet Strategies
- Fleet and Taxi Reviews – Energy Savings Trust
- Local Area Energy Planning Project – Energy Catapult Buro Happold
- Carbon Literacy Training for Members and Officers

PAVING THE WAY TO NET ZERO...

- Declaration of a **Climate Emergency** in 2020
- **Climate Change Action Plan** published containing 57 actions.
- **Climate Change and Nature Strategy** adopted setting out 4 aims in our commitment to becoming Carbon Neutral.
- **Climate Change SPD** developed to mitigate climate change and ensure development adapts to the consequences of climate change.

EV CHARGING POINT SUCCESS:

Three dual floor-mounted EV charging points are currently being installed in Coopers Square Car Park, Burton

Five electric-powered vans have been added to our fleet, and EV charging points have been successfully installed at our waste depot and Stapenhill Cemetery.



Climate change and nature recovery are considered in all Council decisions, strategies, policies and plans.

SOME OF OUR OTHER SUCCESSES...

Item No. 8.117

- A total of 2500 native tree species were planted between 2021-22 on our green open spaces.
- Washlands Enhancement Project is underway following an upgrade to 9km of flood defenses in Burton by the EA.
- Stapenhill Gardens and Bramshall Road Park have achieved Green Flag standard.
- Reduced mowing regimes to create wildflower, bee friendly parks.
- New building in Go Garden to help us grow our own plants and trees, reducing transport emissions
- A Single Use Plastics action plan has been developed and is being implemented.



CLIMATE CHANGE & SUSTAINABILITY

Item No. 8.118



- Carbon literacy awareness training to staff and members.
- Whole council climate change workshop to raise priority.
 - X6 Tiny Forests planted around the district.
 - Cycle to work scheme re-introduced for all staff.
- Biodiversity and Greenspace mowing meeting set up.
- EV for street cleaning, Parks vehicles replaced with EV.
 - Key stakeholder in national nature recovery project.
- National lead on BNG, assisting Defra and other councils.
 - New Climate Change pages and resources online.

TAMWORTH & LICHFIELD JOINT WASTE SERVICE

- 74k properties - bag for paper & card
- 3k rural properties - bin for paper & card
- 3.5k communal properties - transferred onto dual stream collections
- Procurement of new twin pack trucks for the recycling service
- New disposal contract for dry recyclate
- Major round review and comms plan



SUCCESSES

- High resident participation.
- Improvement in quality of material.
- Reduction in rejected bins and no rejected loads.

LESSONS

- Procurement issues.
- Challenge rolling out new rounds and new service at the same time.



Newcastle under Lyme Borough Council

- Successful in gaining government Carbon Reduction Funding (CRF) for a number of projects looking at carbon reduction in community centres, with 20 facility audits completed and also a solar farm feasibility study.
- Commissioned a Road Map to Net Zero by 2030 for the Councils operations and estate.
- Introduced Hydro-treated Vegetable Oil (HVO) fuel for the Councils HGV's saving 90% Co2 emissions and other particulates.
- Rolled out mandatory Carbon Literacy and sustainability training to all Council staff and Members and 2 cohorts of Sustainability Champions completing Keele University Net Zero Skills Boot camp course.
- Targeted communications campaign to increase participation in separate food waste collections, including schools education campaign.
- Completed the first 4 phases of our Urban Tree Planting Strategy, with 12 sites being planted with around 265 specimen native species and protected as Urban Carbon Capture parks for future generations.

Newcastle under Lyme Borough Council

- Further phase of urban tree planting currently taking place including 850 native Lime trees to form the Boroughs 850th anniversary 'Lyme Forest' and further native woodlands.
- Agreed policies that put sustainability at the heart of our emerging Borough Local Plan.
- Improving energy efficiency performance within 38 domestic properties through the Social Housing and De-carbonisation Fund



Climate achievements 2022-23

- Delivery of the South Staffordshire Climate Festival 2022 to promote awareness and engagement through social media
- Distribution of £4k+ funding to 21 'climate prize' projects across our 5 localities
- Continued to build carbon friendly development measures within our emerging local plan
- Hosting climate / business networking events both through Staffordshire Business Environment Network and partnerships with local businesses and land owners
- Continuing to reduce the carbon footprint of our operations (37% decrease since reporting began in 2010) as we work up a detailed plan to achieve net zero

Waste and recycling achievements 2022-23

- Since April 2022, over 8,000 tonnes of garden waste collected in green bins from the district has been sent to a local composting facility
- Since April 2022, almost 8,000 tonnes of dry mixed recycling and paper/card have been collected from blue bins and bags, and delivered to a dedicated Materials Recycling Facility (MRF) before being separated and sent on to reprocessors to be recycled
- Since April 2022, over 20,000 tonnes of residual household waste has been collected from grey bins and delivered to a dedicated Energy Recovery Facility based in South Staffordshire
- Zero waste from householder bins and bags is delivered to landfill
- 2022/23 has seen a successful roll out and introduction of blue reusable bags for residents to recycle paper and card separately, resulting in a higher quality of material delivered to the recycling plant (less contamination/moisture)
- Dedicated communications campaigns have taken place to support Recycle Week 2022 and Love Food Hate Waste

Stafford Borough Council

- Policy background: Declared a climate emergency in 2019, adopted a Climate Change and Green Recovery Strategy in 2020, and identified achieving Climate Change and Green Recovery objectives one of four main priorities in Corporate Business Plan.
- Feasibility studies have been commissioned to explore the viability of installing renewable energy infrastructure on council owned assets, adding to the existing renewable energy infrastructure the council has already installed.
- LED lighting and movement sensors installed in council owned assets, reducing energy consumption.
- 12 electrical vehicle charging points have been installed this year.
- Worked with Cannock, and Lichfield council, Innovate UK, and Burro Happold to produce a Local Area Energy Plan, informing where renewable infrastructure could be deployed in the area.
- Switched to a renewable energy tariff.
- Annually updated carbon audit is produced, enabling the reduction of internal carbon emissions to be tracked.
- Carbon Literacy training is being rolled out to council officers and members.

Stafford Borough Council

- A community panel was set up in 2021. They are currently formulating and implementing projects relating to:
 - Plastic and Waste Reduction
 - Food and Farming
 - Biodiversity and Wellbeing
 - Raising Awareness
- The council has recently adopted its Climate Change Adaptation Strategy..
- £4.1 million has been awarded to develop the Stafford Brooks Project in partnership with Staffordshire Wildlife Trust, the Environment Agency and National Highways.
- A new Local Nature Reserve was designated by the council last year.
- Tree planting projects have been delivered across the Borough. This has included on Local Nature Reserves, and on areas of amenity grassland.
- We have been with community groups and Staffordshire Wildlife Trust to enhance areas of green space and deliver biodiversity enhancements.

Climate Change Achievements

- SCC carbon emissions reduced by 43% since 2019
- Instrumental role in the development of the SSB
- Through the Climate change action fund, members have helped 290 community groups and awarded over £200,000 over the past 3 years, to help residents tackle climate change
- Approved the Local cycling and walking infrastructure plan (LCWIP)
- Secured £2.2M investment into the environment for cycling and walking
- Given away 1000's of trees to residents, to enable planting and carbon sequestration across the County





Waste Achievements

- So far this year we have sent 156,351 tonnes of waste to Energy Recovery Facilities
- We also helped 3 local authority partners Walsall, Sandwell and Warwickshire, who sent around 160,000 tonnes to Energy Recovery Facility this year.
- This will produce 26 Mega Watts of power, powering around 66,000 homes
- Only 61 tonnes of waste have been sent directly to landfill
- Successfully insourced our Household Waste Recycling Centre network
- Reused 328 tonnes of items that would have been thrown away and Recycled 45,000 tonnes through the network
- Working with our Haulage contractor to introduce low carbon fuels for their fleet and planning to trial on our 16 JCBs



Aiming Low

Item No. 8.128



- Hydrogenated Vegetable Oil in large fleet
- Assessment of fleet by Energy Saving Trust
- Reduce emissions by 25% from buildings (compared to 2019/20)
- Sustainable Procurement Policy
- £1.9m to decarbonise leisure service
- Energy and water audits of all buildings
- Appoint a Climate Change & Biodiversity Officer
- Transfer managing country parks to Staffordshire Wildlife Trust
- Carbon Literacy Bronze (silver imminent)
- Action Plan rated second top district by Climate Emergency UK

CLIMATE
CHANGE
ACTION



Staffordshire Moorlands Aiming Low – District-wide

- Climate Fund for community groups - 14 projects supported so far
- Youth programme developed with SCYVS and Globe Foundation
- 23 community orchards
- Dedicated programme to encourage modal shift to walking
- EV strategy approved and moved to delivery
- Commissioned Staffordshire Wildlife Trust for Plan for Nature
- Set up Staffordshire Moorlands Green Network for community groups
- Created engagement videos [What we can all do](#) our [strategy](#)



Tamworth Borough Council

The Borough Council:

- ▶ adopted its first Carbon baseline position in October 2022
- ▶ approved resources to prepare an action plan for the authority
- ▶ approved resources to deliver a climate change officer for three years from April 2023 to support workload

Tamworth Borough Council

The Borough Council:

- ▶ Have ordered and are awaiting delivery of 7 EV fleet vehicles to support street scene operations
- ▶ Are in discussion with BP pulse to deliver a 12 bay EV charging hub on a council owned car park.

STAFFORDSHIRE



S U S T A I N A B I L I T Y B O A R D



CCDC Sustainability Board Presentation Notes 20.03.23

- **Costed Action Plan Published December 23**
 - Plan contains costed 119 project / areas regarding sustainability.
 - Across Six Key Themes
 - Energy; Natural capital and nature-based solutions;
 - Non-residential; Residential;
 - Transport; Cross-cutting.
 - One of the first Councils to produce a costed action plan.
 - 17 districtwide projects and 8 organisational projects have been started over the last 12 months.

- **Working alongside ENGIE on Zero Carbon Rugeley Project**
 - Council's Economic Development, Housing & Partnerships and Sustainability Officers Group working with ENGIE and Zero Carbon Rugeley Project.
 - The nationally funded project is based around the development of a plan for a Zero Carbon Community, as part of the transformation of the former Power Station Site in Rugeley.

- **Hawks Green Development - Low Energy Homes**
 - 44 new mixed tenure homes have been built on part of the Council's former Hawks Green Depot site.
 - The properties include Solar PV, Electric Vehicle Charging, Low Energy Fixtures and Fittings and High Specification Insulation.
 - Resulting in majority CPC Level of B and above.

- **Binworld Environmental Awareness Programme**
 - Environmental Protection and Street Cleansing Officers visited 19 local primary schools.
 - 33 environmental awareness sessions were undertaken.
 - Involved 1,550 pupils.
 - All pupils and staff were invited to 1 of 5 Theatre performances held at our Prince of Wales and Red Rose Theatres.
 - Where a Local high school drama group from Kingsmead High School performed a bespoke performance known as 'BINWORLD'.
 - Council officers would be more than happy to come back to a future Sustainability Board and present Binworld to its members.

- **Small Change Big Difference Programme**
 - Follow on from the Binworld Environmental Awareness Programme.
 - Council has been working with pupils from 5 secondary schools, 6 primary schools, 1 community youth group and other community partners on a project.
 - The project has five (5) environmental themes:
 - Energy Use
 - Nature & Wildlife
 - Waste Reduction
 - Cleaner Air
 - Your Environment.
 - Series of Master Classes have been held and led by an expert.
 - Young people then invited to make a short ECO film on their chosen environmental theme / issue.
 - Film Premiere to be held in May 23 as part of an ECO festival that is planned.

- **Established 1st Urban Forest**
 - Councils' 1st Urban Forest Bradbury Lane continues to establish itself well.
 - Just under 4,000 trees and bushes were planted on part of a common land site at Pye Green, Hednesford.
 - Scheme was a Finalist in the Landscape Institute award for Excellence in Community Engagement.
 - In addition, over 9,000 trees, bushes and hedgerow species have been planted as part of Capital works across the district.

- **Solar Battery Installation – 75 council houses**
 - Council's Housing Section has installed battery modules to 75 council housing properties, in association with Chase Solar, a local Community Interest Group.
 - The modules are designed to enhance the performance of existing solar arrays that have been fitted onto tenants' properties in previous years.
 - The battery systems charge up from the solar panels during the day and then discharge into the properties electrical system when the sun goes down.

- **Greener Travel & Environment - Commonwealth Games Legacy**
 - Working on a green travel strategy to sit alongside the County Councils travel strategy.
 - Working with partners, including Staffordshire Wildlife Trust on a Nature Recovery Declaration.
 - Developing Commonwealth Games legacy to encourage more cycling and green travel by starting to incorporate cycle play arenas and more wheeled sport areas into our play area / parks improvement.

- **Working on Nature Recovery, EV Charging, & Low Emission Fleet Strategies**
 - Council continues to work with partners such as, Energy Savings Trust, Staffordshire Wildlife Trust, and Sustainability West Midlands, in areas such as, Nature Recovery, Public and Organisational Electric Vehicle Charging, and Energy Network Mapping.

- **Engaged with residents on green travel and climate change.**
 - Council has surveyed its residents regarding green travel and climate change.
 - Worked in local schools and with community groups.
 - Working with alongside ENGIE and Zero Carbon Rugeley Community.
 - With much more engagement to follow in 2023.

- **Fleet and Taxi Reviews – Energy Savings Trust**
 - Energy Savings Trust have undertaken a review of the Council's internal fleet.
 - and the districts taxi fleet.
 - Engaging with taxi drivers and companies on the move to lower emission vehicles.

- **Local Area Energy Planning Project – Energy Catapult Buro Happold**
 - Council has worked with Buro Happold together with Lichfield District Council and Stafford Borough Councils on.
 - Local Area Energy Network Planning.
 - Offshoot from ZCR project - also centrally funding.

- Following on from the great work of the Zero Carbon Rugeley project.
- **Carbon Literacy Training for Members and Officers**
 - Second round of Carbon Literacy training completed by elected members and relevant officers.
 - Training was run by Manchester Metropolitan University and Great Places Housing.
 - In association with the Carbon Trust.
- **Improved quality of dry mixed recycling by moving to dual stream collection (May 22)**
 - Move to dual stream recycling significantly improved the quality of dry mixed recycling across the district.
 - Improving the overall back-end quality from our materials leaving the recycling facility.
 - Move to dual stream has also increased residents dry recycling capacity.
- **Significantly reduced contamination in recycling**
 - Contamination rates have improved significantly over the last 12 months.
 - No rejected contaminated loads over the last 12 months.

Report of:	Head of Law & Governance
Contact Officer:	Ian Curran
Telephone No:	01785 619 220
Portfolio Leader:	Leader of the Council
Key Decision:	No
Report Track:	Cabinet: 27/04/23

Cabinet
27 April 2023
GBSLEP Integration Into The West Midlands Combined Authority

1 Purpose of Report

- 1.1 To agree to the new governance arrangements of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) in preparation for its integration into West Midlands Combined Authority (WMCA).

2 Recommendations

- 2.1 That Cabinet agree that the Council stands down from membership of the Greater Birmingham and Solihull Local Enterprise Partnership and approves a special resolution approving a change to the Company's Articles of Association allowing a change to the Board structure.
- 2.2 That Cabinet authorise the Chief Executive to execute any documents necessary to implement this decision.
- 2.3 It is noted that the decision needs to be made before 3rd May and should not, therefore be subject to call-in.

3 Key Issues and Reasons for Recommendations

Key Issues

- 3.1 Cannock Chase District Council has been a member of the GBSLEP since 2011, when it was set up as a company limited by guarantee.
- 3.2 In February 2022, the Government's Levelling Up White Paper set out the requirement for LEP's to integrate into Mayoral Combined Authorities, where they existed. For GBSLEP this will mean integrating into the West Midlands Combined Authority. Furthermore, LEP's were instructed to remove all geographical overlaps, resulting in the need for any member authorities located outside of the

West Midlands Combined Authority area to exit GBSLEP and work with their local LEP.

- 3.3 The GBSLEP Board has resolved to wind down its affairs and progress towards voluntary liquidation by March 2024.

Reasons for Recommendations

- 3.4 In order to pave the way for liquidation, and integration into the Combined Authority, the GBSLEP is seeking to first reduce its membership to its two remaining local authorities, Birmingham City Council and Solihull Metropolitan Borough Council. It also wishes to reduce the size of its Board.
- 3.5 Changes to membership, and Board structure will require current members to agree a special resolution approving amendments to the Company's Articles of Association.
- 3.6 The special resolution will need to be approved by the majority of members by 3rd May 2023, otherwise it will lapse.

4 Relationship to Corporate Priorities

- 4.1 The delivery of services supports all the Council's Corporate Priorities.

5 Report Detail

- 5.1 Following the publication of the Government's Levelling Up White Paper, GBSLEP are preparing to wind up as a company, and integrate its activities into the West Midlands Combined Authority. This will mean that local authorities falling outside the Combined Authority area will not be allowed to continue having membership of GBSLEP.
- 5.2 In order to carry out the work necessary to prepare for liquidation of the Company, GBSLEP wish to simplify its existing membership and structure. It is requesting that all local authority members who sit outside the West Midlands Combined Authority stand down from membership and agree to a reduction in Board numbers.
- 5.3 Any such changes would require amendments to the Company's Articles of Association. Existing members, including Cannock Chase District Council, are therefore being asked to approve a written resolution allowing for amendments to be made.

6 Implications

6.1 Financial

None

6.2 **Legal**

None

6.3 **Human Resources**

None

6.4 **Risk Management**

None

6.5 **Equality & Diversity**

None

6.6 **Climate Change**

None

7 Appendices to the Report

None.

Previous Consideration

None.

Background Papers

None.