Borough of Tamworth

Marmion House,
Lichfield Street, Tamworth,
Staffordshire B79 7BZ.

Enquiries: 01827 709 709
Facsimile: 01827 709 271

INFRASTRUCTURE, SAFETY AND GROWTH SCRUTINY COMMITTEE

15 March 2023

Dear Councillor

A Meeting of the Infrastructure, Safety and Growth Scrutiny Committee will be held in **Town Hall, Market Street, Tamworth on Thursday, 23rd March, 2023 at 6.00 pm.** Members of the Committee are requested to attend.

Yours faithfully

Chief Executive

A G E N D A

NON CONFIDENTIAL

1   **Apologies for Absence**

2   **Minutes of the Previous Meeting** (Pages 5 - 12)

3   **Declarations of Interest**

To receive any declarations of Members' interests (personal and/or personal and prejudicial) in any matters which are to be considered at this meeting.

When Members are declaring a personal interest or personal and prejudicial interest in respect of which they have dispensation, they should specify the nature of such interest. Members should leave the room if they have a personal and prejudicial interest in respect of which they do not have a dispensation.

4 Update from the Chair

5 Responses to Reports of the Infrastructure Safety & Growth Committee

Update on responses received to Reports of the Infrastructure Safety & Growth Committee:

6 Consideration of Matters referred to the Infrastructure Safety & Growth Committee from Cabinet or Council

(Discussion item)

7 Tamworth Community Safety Partnership Plan 2023-2026 (Pages 13 - 86)

(Report of the Portfolio Holder for Voluntary Sector, Town centre, Evening Economy & Community Safety/Assistant Director, Partnerships)

8 Staffordshire Sustainability Board Update (Pages 87 - 170)

(Report of the Leader of the Council and the Portfolio Holder for Skills, Planning, Economy and Waste)

9 Forward Plan

(Discussion item – link to Forward Plan is attached)

[Browse plans - Cabinet, 2022 :: Tamworth Borough Council](#)

10 Working Group Updates

To receive updates from any Working Groups

11 Infrastructure Safety & Growth Scrutiny Committee Work Plan (Pages 171 - 172)

(Update and discussion on the Infrastructure Safety & Growth Scrutiny Work Plan)

12 Exclusion of the Press and Public

To consider excluding the Press and Public from the meeting by passing the following resolution:-

"That in accordance with the provisions of the Local Authorities (Executive Arrangements) (Meeting and Access to Information) (England) Regulations 2012, and Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting during the consideration of the following business on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 1, 2, 3 of Part 1 of Schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public"

13   Update on Town Hall Proposals (Pages 173 - 232)

(Report of the Assistant Director, Assets)

_____

To Councillors: S Goodall, P Turner, M Cook, J Harper, D Maycock, S Peaple, B Price, R Rogers and P Thompson

This page is intentionally left blank

MINUTES OF A MEETING OF THE
INFRASTRUCTURE, SAFETY AND
GROWTH SCRUTINY COMMITTEE
HELD ON 18th JANUARY 2023

PRESENT: Councillor S Goodall (Chair), Councillors M Cook, J Harper, B Price, R Rogers and A Cooper

CABINET: Councillor Jeremy Oates

The following officers were present: Andrew Barratt (Chief Executive), Anna Miller (Assistant Director – Growth & Regeneration), Alice Poulton (Future High Streets Fund Project Officer), Nigel Harris (General Manager, Joint Waste Service), Victoria Woodhouse (Customer Relations and Performance Manager, Joint Waste Service) and Jo Hutchison (Senior Scrutiny and Democratic Services Officer)

Apologies received from: Councillor(s) D Maycock, S Peaple and P Turner

76   APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors D Maycock, P Turner and S Peaple. Councillor A Cooper attended as Councillor D Maycock's substitute.

Councillor S Doyle, Portfolio Holder for Skills, Planning Economy and Waste had sent his apologies for the item on the Dual Stream (recycling service) update.

77   APPOINTMENT OF VICE-CHAIR

RESOLVED that Councillor P Turner be elected as vice-chair.

(Moved by Councillor A Cooper and seconded by Councillor R Rogers)

78   MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 22 November 2022 were approved as a correct record.

(Moved by Councillor J Harper and seconded by Councillor B Price)

79   DECLARATIONS OF INTEREST

There were no declarations of interest.

80   UPDATE FROM THE CHAIR

There was no update from the Chair.

81   RESPONSES TO REPORTS OF THE INFRASTRUCTURE SAFETY & GROWTH COMMITTEE

The Chair reported that following the meeting of this Committee on 22 November 2022, he took the Committee's recommendation on the Transport Integration Update item to Cabinet and Cabinet supported the recommendation and agreed to task relevant Officers to liaise with the partner organisations to identify any funding sources for the development of additional public transport links within the Borough. Cabinet agreed a further recommendation in respect of which the Leader of the Council confirmed he would liaise with the relevant County Councillors to progress.

82   CONSIDERATION OF MATTERS REFERRED TO THE INFRASTRUCTURE SAFETY & GROWTH COMMITTEE FROM CABINET OR COUNCIL

None.

83   RENEWAL OF PUBLIC SPACE PROTECTION ORDER ACCESS ROAD TO DOSTHILL HALL

The Assistant Director, Partnerships attended the meeting to present to the Committee a report recommending the extension of the Public Space Protection Order on the access road to Dosthill Hall and to support delegation to the Portfolio Holder for implementation.

RESOLVED that delegation to the Portfolio Holder, Voluntary Sector, Town Centre, Evening Economy and Community Safety for the extension of the of the Dosthill Park Public Space Protection Order (as attached as Appendix 1 to the Report) be approved.

(Moved by Councillor J Harper and seconded by Councillor B Price)

84   FUTURE HIGH STREET FUND QUARTERLY UPDATE

The Chair welcomed the Leader of the Council, Councillor J Oates and the Assistant Director, Growth & Regeneration, Ms A Miller and the Future High Street Funds Project Officer, Ms A Poulton to the meeting to present the quarterly progress report to the Committee.

Councillor M Cook joined the meeting at 6.12pm.

The Leader introduced the report and reminded members that work on this project had started in late 2018, and that significant work had been done. It was reported that the project had progressed well since the last quarterly update; including demolition work on old Co-op retail store site, with the tenders for the main contractor for the Flex, Middle Entry improvements, Enterprise Centre and Peel Café underway, and on the Market Street Properties and Castle Bridge designs.

It was reported that:
1. Liaison with the Council's Arts & Events team was underway to understand any interactions between any FHSF works with any planned events. The current timetable expected the works to widen the Castle Bridge to be undertaken between September and November.
2. There was careful monitoring of the budgets and timelines to deliver the project within the cost envelope.
3. There were monthly meetings of the Programme Board providing updates on progress against key milestones.
4. A preferred contractor had been identified for the tendered works to refurbish the Enterprise Centre, to demolish and rebuild the Flex space and for the renovation of the Peel café and an inception meeting was expected in January 2023. This tender provided for the potential for this contractor to deliver further works, or alternatively for there to be flexibility to procure from elsewhere.

The Committee sought and received the following clarifications:
1. The Committee sought a more detailed overview of the timelines for delivery of each area of the works, including the works related to Peel Café, the Flex space and the Castle Bridge. The Assistant Director reported that the programme was under discussion with the contractor and that a programme chart would be provided as part of the next update to the Committee expected in June 2023.
2. The use of time lapse camera footage and the sharing of this more widely, where it was reported that the cameras were in place and would be shared.
3. The Committee requested that where possible the works were programmed to avoid clashes with any key events in the town and that communications over the expected work and interactions for planned events and more generally on the town centre, be made early so that residents would be able to plan. The Leader confirmed that early communication was important as well as ensuring that key messages were repeated closer to events.
4. Whether any consideration had been given to designating any of the Market Street properties as a heritage asset to assist in any funding applications. It was reported that these three units were Grade II listed and that the project included funding works related to these relevant Market Street properties that were within the scope of the project.
5. Whether the forecasted costs associated with the project had increased since the previous quarterly update, noting that the report included

reference to a contingency fund of c£2million with construction costs forecasted to be higher by a similar figure due to inflation. It was reported that whilst the forecasted costs had not significantly changed since the previous quarter's report, this could change, however, the project continued to refine designs to deliver an affordable scheme and to mitigate these risks.

The Committee thanked the Officers for their work and for the report.

RESOLVED that the Report be endorsed

(Moved by Councillor S Goodall and seconded by Councillor B Price)

The Officers and Leader left the meeting.

85   **DUAL STREAM (RECYCLING SERVICE) UPDATE**

The Chair welcomed the Chief Executive, Mr Andrew Barratt, the General Manager of the Joint Waste Service, Mr Nigel Harris, and the Customer Relations and Performance Manager of the Joint Waste Service, Ms Victoria Woodhouse to this meeting. The Chair noted that the Portfolio Holder for Skills, Planning, Economy and Waste, Councillor Doyle had sent his apologies.

The Chief Executive provided an overview of the Implementation review report and the key learnings from the implementation phase.

The General Manager provided an overview of the quarterly performance report including the additional data previously requested by the Committee.

The Committee commented and sought clarifications in the following areas:

1. The improved data and its graphical presentation was welcomed by the Committee, which requested that data for pre-COVID years be also included in future updates to aid comparisons and trends. The General manager agreed that this could be provided going forwards.
2. Data on a route basis was also requested, where the General manager reported that it could be possible to provide further breakdowns in the data, and he agreed to bring forward some suggested breakdowns to the next meeting. He reported that the service did have the data for where bins were not presented to the kerbside for collection.
3. Whether there was data which could be presented to show climate change impacts of the service, in terms of loads rejected and more broadly. The General manager reported that currently the service did not have the data for the climate impact of the whole life cycle of waste, and was waiting to see how the national picture develops in terms of waste metrics. He reported that it could be possible to start to look at the potential decarbonisation of the trucks in future meetings.
4. How the service was communicating the availability of replacement or additional blue bags where it was reported that once replacement stock of blue bags had been sourced, it would be possible to more proactively

communicate the availability of additional blue bags. Furthermore, during the Christmas campaign there had been communication of the availability of additional blue bags, however this remained an area where there could be further communication. The importance of ensuring that there was sufficient stocks of blue bags available for residents was reinforced by the Committee and assurance was received from the Chief Executive in this regard.

5. How the service was communicating to residents that any surplus blue bins could be collected by the service, where the General manager reported that this was being communicated, but that there had not been a significant take up by residents.

The Committee thanked the Officers for the report and the data included and the performance by the service.

RESOLVED that both reports be endorsed.

(Moved by Councillor S Goodall and seconded by Councillor B Price)

The Officers left the meeting.

86   FORWARD PLAN

No further items were identified form the Forward Plan.

87   WORKING GROUP UPDATES

There were no further updates on the current working groups.

88   INFRASTRUCTURE SAFETY & GROWTH SCRUTINY COMMITTEE WORK PLAN

The Committee considered its work plan and added the following items as set out in the work plan below:
- Staffordshire Sustainability Board Update, to include an update on EV Charging in council car park
- Committee Annual Report (draft)
- Castle Grounds Festival
- Assembly Rooms

Infrastructure, Safety and Growth Scrutiny Work Plan

Work Plan	
DATE	**SUBJECT**
23 March 2023	Tamworth Community Safety Partnership Plan 2023-2026
23 March 2023	Town Hall
23 March 2023	Staffordshire Sustainability Board Update, to include an update on EV Charging in council car park
23 March 2023	Committee Annual Report (draft)
xxx	Castle Grounds Festival
X June 2023	Dual Stream (recycling service) quarterly update
August / September 2023	PSPO (Tamworth Dog Control)
Quarterly updates	Future High Street Fund
Quarterly updates	Dual Stream (recycling service) updates
Quarterly	Reset & Recovery updates
Date to be confirmed	Council Housing Repairs Policy
Date to be confirmed	Review of policy / engagement with stakeholders relating to migrant travelling community
Date to be confirmed	Fire Safety Update
Date to be confirmed	Review of Taxi Licensing Policy – Points System
Date to be confirmed	CCTV update
Date to be confirmed	Assembly Rooms

Working Groups		
Topic	**Possible WG Members**	**Target IS&G Com meeting date**
Review of policy / engagement relating to migrant travelling community		
Facilities for HGV Drivers in Tamworth	Cllrs B Price (WG chair) Cllrs S Daniels and M Cook	

Upcoming Infrastructure, Safety and Growth Scrutiny Committee Meetings
Meeting dates: 23 March 2023

Chair

This page is intentionally left blank

Agenda Item 7

Report of the Portfolio Holder for Voluntary sector, Town Centre, Evening economy & Community Safety / Assistant Director - Partnerships

Tamworth Community Safety Partnership Plan 2023-2026

Exempt Information

None

Purpose

To consider the draft 2023-26 Community Safety Partnership Plan and progress update on the 2020-23 work plans

Recommendations

It is recommended that:

1. The Committee note the content of the report in terms of progress made on the Community Safety Plan 2020-23 (2022 Update)
2. The Committee consider the draft Tamworth Community Safety Partnership Plan 2023-26 providing any feedback that will assist the Partnership to deliver on its priorities.
3. The Committee support endorsement of the 2023-2026 plan by Cabinet on 27th April 2023 for publication and return to the Staffordshire Commissioners Office

Executive Summary

A full comprehensive Community Safety Strategic Assessment is commissioned by the Staffordshire Commissioners Office for Police, Fire and Rescue and Crime for Staffordshire and Stoke-on-Trent every three years, with an annual interim update in the remaining two years. This process is also undertaken for each district / borough Authority.

The Infrastructure Safety and Growth Committee endorsed the Tamworth Community Safety Partnership (CSP) Plan 2020-2023 (2022 refresh) in March 2022. The final year of the current plan.

An update report against actions over the last year is provided on the priority areas identified for 2020-2023 at **Appendix 1**.

2023-2026 Tamworth Community Safety Partnership Plan

The full 2022 Tamworth Community Strategic Assessment has provided a review and analysis of current crime and community safety issues across the Borough to enable the production of the Tamworth Community Safety plan 2023-2026. It is attached as **Appendix 2**.

The updated three-year rolling plan (updated annually) outlines how partners are going to collectively tackle community safety issues in the Tamworth borough and outlines priorities moving forward. All the priorities require a robust multi-agency response, but because they

are important for residents and communities, achieving them will have a positive impact on people's quality of life.

The draft 2023-2026 plan is attached as **Appendix 3**.

Tamworth Borough Council is the lead partner, but the plan is agreed by all partners and Partnership continues to work together to reduce crime and ASB to improve public perception, wellbeing and community safety in Tamworth.

2023-2026 Priorities

Using partnership data and the updated full Tamworth Strategic Partnership Assessment 2022, the following key partner priorities have been identified:

Anti-Social Behaviour (ASB)

ASB is defined as:

- conduct that has caused, or is likely to cause, harassment, alarm or distress to any person,
- conduct capable of causing nuisance or annoyance to a person in relation to that person's occupation of residential premises, or
- conduct capable of causing housing-related nuisance or annoyance to any person.

Domestic Abuse (Including stalking and harassment)

Domestic abuse is defined as:

Behaviour of a person ("A") towards another person ("B") is "domestic abuse" if:

A and B are each aged 16 or over and are "personally connected" to each other **AND** the behaviour is abusive.

Behaviour is "abusive" if it consists of any of the following—

- physical or sexual abuse
- violent or threatening behaviour
- controlling or coercive behaviour
- economic abuse [1]
- psychological, emotional or other abuse
- and it does not matter whether the behaviour consists of a single incident or a course of conduct.

---

[1] "Economic abuse" means any behaviour that has a substantial adverse effect on a victims ability to (a) acquire, use or maintain money or other property, or
(b) obtain goods or services

Community Cohesion

Community cohesion describes the ability of all communities to function and grow in harmony together rather than conflict. It can therefore be used as a measure of how well different minority and majority community develop and relate to each other.

This priority will include seeking to prevent radicalisation, extremism and hate crime.

Drugs Crime and Related Harm

To seek to prevent harm from the supply and sale of illegal substances, including the criminal exploitation of young people (County Lines) and other vulnerable people at risk

Serious and Public Place Violence
(to include Violence Abuse and Intimidation of Women and Girls (VAIWG)

Vehicle Crime

The theft of and theft from vehicles

Vulnerable Persons

To seek to prevent harm to persons at risk of criminal exploitation or becoming victims due to mental health, social isolation, financial exclusion, homelessness or other external concerns and influences

Working together, the Partnership have produced a work plan (attached as **Appendix 4**) which will be reviewed on a quarterly basis with several underlying principles to ensure that we embed our approach to delivery of the plan:

- Prevention wherever possible
- Early intervention to prevent issues escalating, reducing harm to individuals and ensuring that they receive help and support as early as possible
- Targeting prolific offenders
- Targeting resources to hotspot areas
- Supporting victims
- Increasing public confidence

The workplan underpins the day-to-day activity and case management across all priorities including (but not restricted to):

- Weekly vulnerability meetings to address a multi-agency approach to complex cases.
- Weekly ASB meeting to manage and assess emerging issues, hotspots, enforcement, and reactive interventions.
- Daily update briefings of emerging issues
- Management of high risk domestic abuse cases through the MARAC (Multi Agency Risk Assessment Conference) process on a weekly basis

- Oversight of related Domestic Homicide Reviews (DHRs)
- Monitoring of and allocation of Locality Deal Fund (LDF)
- Officer attendance and contribution to Staffordshire Commissioners Office strategic and tactical meetings around community safety priority
- Attendance at the Staffordshire Multi Agency Child Exploitation (MACE) panel
- Attendance and engagement with the Staffordshire PREVENT board, Domestic Abuse Commissioning and Development Board, Violence Reduction Alliance, Safer and Stronger Committee to ensure collaborative pan-Staffordshire approach to priorities
- Regular team and partnership meetings and forums
- Voluntary Sector engagement and signposting
- Engagement events and communications

The Community Safety Plan will be overseen by the Tamworth Community Safety Partnership board.

Scrutiny will remain with the Infrastructure, Safety and Growth committee on matters of community safety.

Options Considered

The Council has a statutory obligation in partnership with identified statutory partners to produce a Community Safety plan.

Resource Implications

Funding sources are primarily through the Locality Deal Fund.

In 2021, the Staffordshire Commissioners Office committed £61,394 per year for CSP projects in 2022/23, 2023/24 and 2024/25 (the term of the Staffordshire Commissioner).

A further £10,000 was committed in 2022/23 for ASB Early Intervention. The spend and proposed spending plan is attached as **Appendix 5**. The spend is overseen by the Community Safety Partnership Group.

The CSP Plan will be delivered within existing Partnerships, Neighbourhoods and Environmental Health teams together with the statutory partners.

Legal/Risk Implications Background

All legal risks covered by legislation and agreed process.

Equalities Implications

All activities give due consideration to the Council's Equality and Diversity Policy – Making Equality Real in Tamworth (MERIT)

Environment and Sustainability Implications (including climate change)

The CSP plan will be reviewed on annual basis by annual refresh of the Community Safety Strategic assessment (refresh 2023/24).

The work plan will be reviewed on a quarterly basis or as necessary on a reactive basis.

Background Information

All information contained within the report.

Report Author

Joanne Sands – Assistant Director Partnerships

Appendices

Appendix 1 – Report against 2020-23 Priorities (2022 refresh)
Appendix 2 – Tamworth Community Strategic Assessment 2022
Appendix 3 – Draft Community Safety Plan 2023-2026
Appendix 4 – Draft workplan April – June 2023
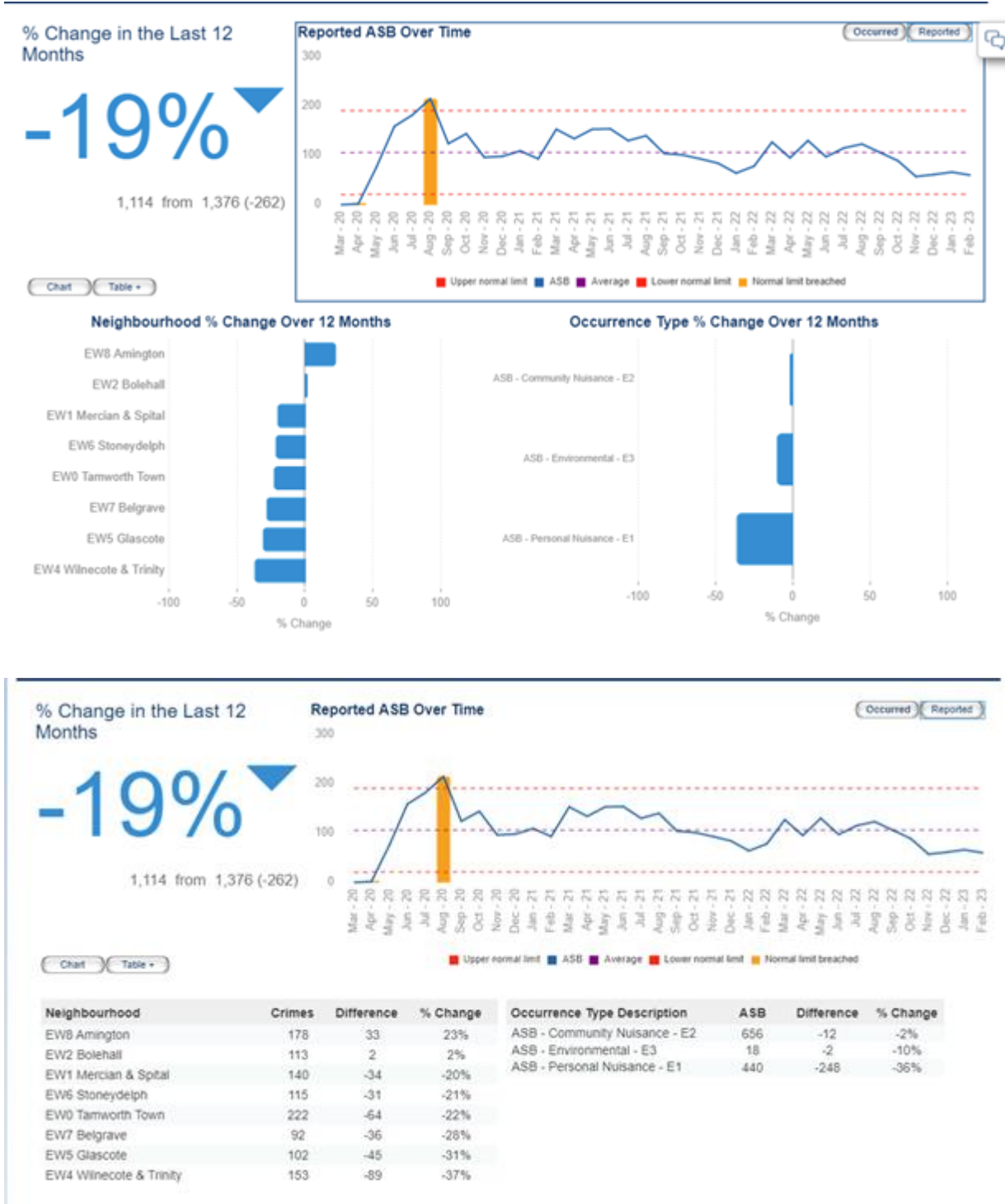Appendix 5 – Locality Deal Fund Plan

This page is intentionally left blank

Tamworth Community Safety Partnership

Community Safety Plan Progress Report (2022 Refresh)

Priority Theme 1:	Anti-Social Behaviour

Background

Neighbourhood	Crimes	Difference	% Change
EW8 Amington	178	33	23%
EW2 Bolehall	113	2	2%
EW1 Mercian & Spital	140	-34	-20%
EW6 Stoneydelph	115	-31	-21%
EW0 Tamworth Town	222	-64	-22%
EW7 Belgrave	92	-36	-28%
EW5 Glascote	102	-45	-31%
EW4 Wilnecote & Trinity	153	-89	-37%

Occurrence Type Description	ASB	Difference	% Change
ASB - Community Nuisance - E2	656	-12	-2%
ASB - Environmental - E3	18	-2	-10%
ASB - Personal Nuisance - E1	440	-248	-36%

Progress to Date

The powers within the ASB Crime and Policing Act 2014 are shared by Council and Police. Enforcement action is taken by a joint approach and recorded via the weekly ASB meeting. Community Protection Warnings and Notices are issued by PCSOs, Community Wardens, Neighbourhoods staff and Partnership Support and Enforcement officer.

Partnership ASB Interventions Year 2022

72 First stage Letters Issued
15 Community Protection Notice
39 Community Protection Warnings
6 Cannabis Letters
11 Good Neighbour Agreement
15 Multi-Agency Meetings (with parents)

Staffordshire Fire and Rescue recorded 112 Secondary Fires (small outdoor fires, not involving people or property) of which 91 were attended during the month of August due to the Hot weather and ASB.

Performance Issues

Access to relevant Services – diversionary services have been identified and individuals identified in ASB are being directed and signed up to activities such as boxing.

Recording standards around Stalking harassment and neighbour disputes has altered for Police reporting. This means that repeat calls from neighbours will no longer be recorded as ASB and will there for see a decline in these figures year on year.

Next Steps

Operation Cadence is a directed communications and engagement operation to promote the change in operating model to a local Policing Model throughout Staffordshire, this continues around community events across the Local Policing Team

Partners are working closely together to review previous incidents of Travelling encampments within the Tamworth Area and link this to Staffordshire as a whole. There will be an enhanced and focused plan and engagement strategy to inform all parties including local communities and the members of any encampment.

Staffordshire Fire and Rescue, in partnership with Staffordshire Police, have conducted School visits to talk about the dangers of Fires. This will continue prior to School holidays 2023 and using the new feature of Community News Flashes.

Recommendations

Review of Problem-solving recording and monitoring across the Local Policing Team, Tamworth Borough Council and wider Community Safety Partnership to show de-escalation of incidents and ensure best practice, this will include specific leads around problem solving and enhanced training.

Consideration of how to better overlay Tamworth Borough Council data across Local Policing data and other Community Safety Partnership members such as Harmony

Priority Theme 2:   Car Key Burglary & Vehicle Theft
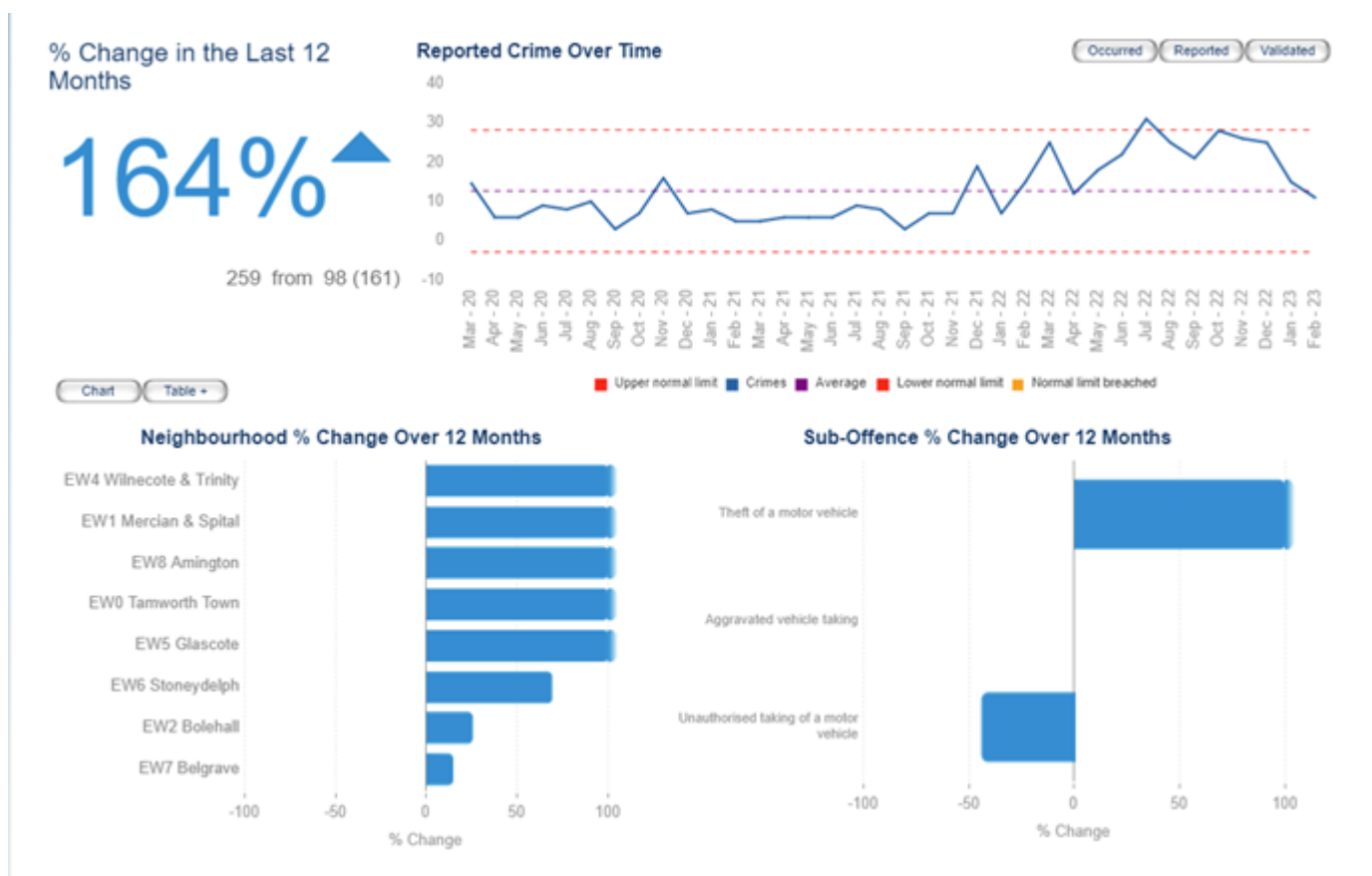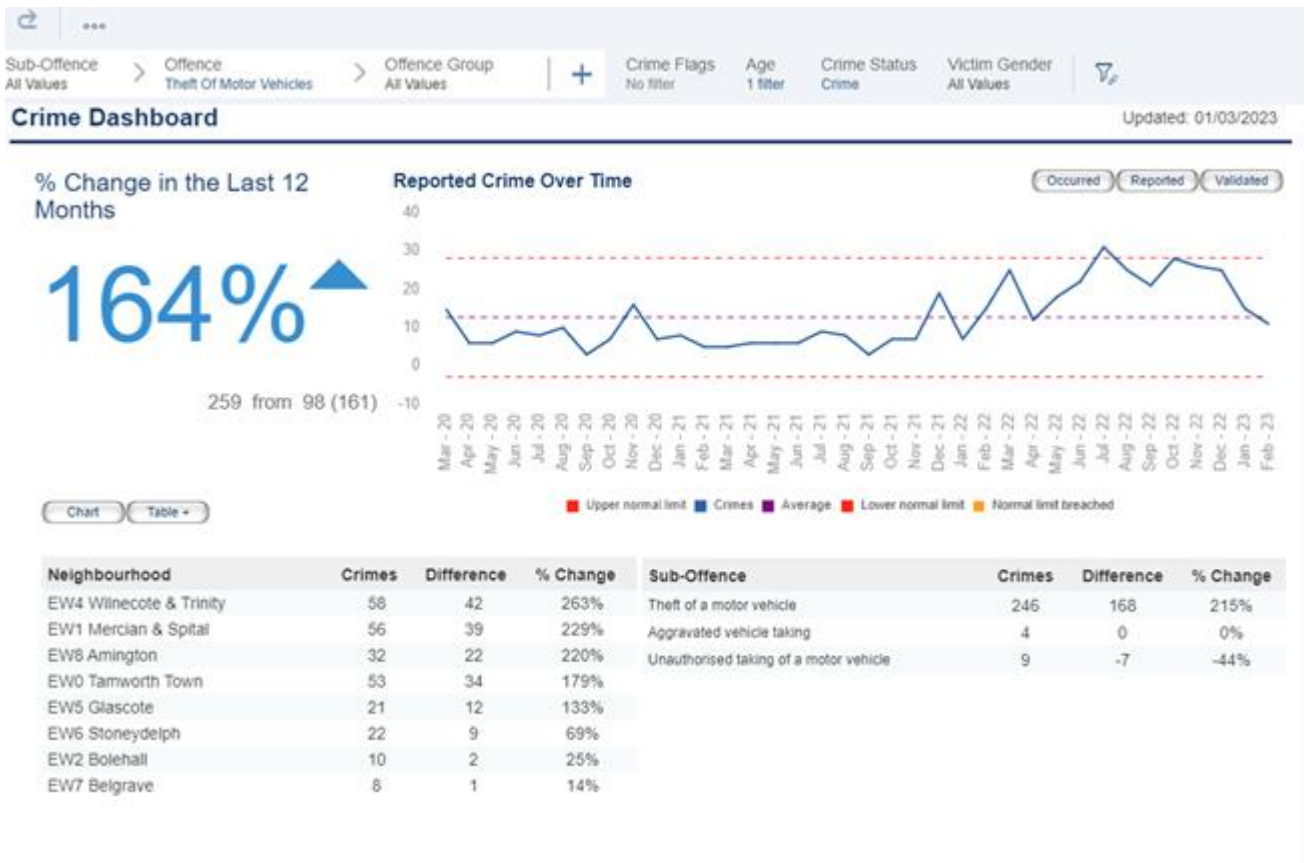
Background

Vehicle Crime (including Car Key Burglary and Keyless Thefts) has had some spikes that show a reoccurring theme in the Tamworth area. This theme is similar across the south of the county and neighbouring forces.

The majority of these thefts are keyless, otherwise known as relay theft, where criminals use two small boxes of electronics, typically working in pairs with one holding a relay amplifier by the property, and the other a relay transmitter next to the car; receiver picks up and replicates the amplified signal from the key, the car will be fooled into thinking the legitimate owner is there, allowing the vehicle to be unlocked and driven away. In Tamworth the cars that have been targeted seem to be mainly Fords and Range Rovers

Staffordshire Police have an overarching intelligence and evidence gathering process, under Operation Bormus, to target individuals believed responsible and this has seen some excellent arrests and disruption

Progress to Date

Crime Dashboard — Updated: 01/03/2023

Sub-Offence: All Values | Offence: Theft Of Motor Vehicles | Offence Group: All Values | Crime Flags: No filter | Age: 1 filter | Crime Status: Crime | Victim Gender: All Values

% Change in the Last 12 Months

164% ▲

259 from 98 (161)

Reported Crime Over Time — Occurred | Reported | Validated

Legend: Upper normal limit | Crimes | Average | Lower normal limit | Normal limit breached

Neighbourhood	Crimes	Difference	% Change
EW4 Wilnecote & Trinity	58	42	263%
EW1 Mercian & Spital	56	39	229%
EW8 Amington	32	22	220%
EW0 Tamworth Town	53	34	179%
EW5 Glascote	21	12	133%
EW6 Stoneydelph	22	9	69%
EW2 Bolehall	10	2	25%
EW7 Belgrave	8	1	14%

Sub-Offence	Crimes	Difference	% Change
Theft of a motor vehicle	246	168	215%
Aggravated vehicle taking	4	0	0%
Unauthorised taking of a motor vehicle	9	-7	-44%

Local Police have been working closely with the Staffordshire Police Priorities Team, the Roads Policing Team and CMPG (Central Motorway Police Group) to tackle these issues with Policing Operations in and around the area. These have involved conducting stopping of people/vehicles, as well as information gathering.

The operations have achieved positive results with vehicles seized and arrests made. Following intelligence gathering, cross force operations have also been conducted with some success, including the arrest of one of Tamworth's top vehicle crime offenders. After he deliberately rammed into a police car, he was remanded in police custody and charged with 10 offences.

Funding Implications

The Partnership has funded, and officers are issuing faraday bags to victims and potential victims of crime to hopefully prevent further keyless thefts from taking place. Local engagement events/leaflet drops are being carried out offering residents security/ crime prevention advice.

Media campaigns have also been carried out across the whole of the Tamworth Community Safety Partnership.

Next Steps

To continue joint operations with Warwickshire and West Midlands Police.
Continuing High visibility patrols for public reassurance and to swiftly act on opportunities to detain and prosecute offenders

Priority Theme 3:	Community Cohesion and Tackling Extremism

Background

Community Cohesion describes the ability of all communities to function and grow in harmony together rather than in conflict. It can therefore be used as a measure of how well different minority and majority communities develop and relate to each other.

The Local Government Association defines a cohesive community as one where:
- There is a common vision and a sense of belonging for all communities
- The diversity of people's backgrounds and circumstances is appreciated and positively valued
- Those from different backgrounds have similar life opportunities.

Overall measure proposed by the Community Cohesion Unit and Auditor Commission is the:
% of people surveyed feel that their local area is a place where people from different backgrounds can get on well together.

Steps to build community cohesion:

Develop proactive communication strategies, including challenging negative stereotyping within and between communities. Support the organisation of shared events, outings, and welcome events, as part of wider strategies to promote community cohesion and community engagement

Partnership Actions

Several significant community cohesion issues arose during the summer of 2022 with concerns about the impact of gypsy and traveller groups in Tamworth and the set-up of hotel for asylum seeker accommodation.

The Partnership has taken a proactive approach to manage community expectations, outline equality duties and form wider strategies moving forward within the 2023-26 CSP plan.

Progress to Date

- A minimum of 3 community engagement events have taken place at the Assembly Rooms promoting voluntary sector organisations with positive feedback
- Tamworth has retained Dementia Friendly Community Status with a number of activities arranged during Dementia Action Week
- Tamworth Borough Council has completed the PREVENT Self-Assessment Tool and all staff have training as part of the safeguarding awareness to
- Representation at the Staffordshire Prevent Board
- All front-line staff/police colleagues have information about Uniting Staffordshire Against Hate Crime (USAH) and have referred 20 residents to the service.
- USAH have supported 10 residents of Tamworth and attended Tamworth Pride
- A Community Cohesion Officer will be in post from 13th March 2023 working in the Partnership
- Fortnightly Partnership meetings with partners to discuss any community issues or wellbeing concerns around asylum seekers
- Positive work with Community Together CIC to provide diversionary activity and posting volunteering
- Proactive and positive communication on Tamworth Borough Council website allowing communities to ask questions around asylum seekers
- Creation of a Gypsy and Traveller working group to produce a partnership approach in line with the Staffordshire Commissioners Office Illegal Encampment Group
- Creation of a Community Safety Forum to include community groups giving opportunities to discuss concerns or training requirements arising from the CSP plan.
- Pilot area for a community impact assessment toolkit to understand wider asylum dispersal issues

- Proactive management of the Homes for Ukraine Scheme with Staffs County Council and anchor VCSE organisations in Tamworth
- Promotion of community and Councilor VCSE grants
- Tamworth Borough Council have given a grant to ensure sustainability of the Tamworth Pride Event
- Positive communication plans coordinated with partners

[The Safest Places for Over 60s | SunLife](#) has named Tamworth as ranked 4th in the top 20 safest towns in England and Wales for people over 60 with Staffordshire being the Safest County in England and Wales.

Funding Implications

Contribution to USAH Is top sliced from the Locality Deal Fund to ensure that Tamworth Communities can access the service

Community events have been included in the Locality Deal Funding

Next Steps

- Further Community Safety Partnership events planned at the Assembly Rooms to ensure the community continues to be updated and informed on community groups and support in Tamworth.
- Tamworth Borough Council is an active member of the Staffordshire Strategic Migration Partnership working to understand the wider community cohesion issues in respect of Asylum Seeker Dispersed accommodation

Priority Theme 4:	County Lines (Criminal Exploitation of Young People)

Background:

Tamworth, due to numerous factors, continues to be especially vulnerable to 'County Line' drug dealers, predominantly from the West Midlands urban conurbations.

These lines often pray on the disadvantaged and take advantage of some of the most vulnerable residents in the town.

The targeting of these comes under the force umbrella of Operation Engaged, bringing together intelligence, local policing and specialist resources.

Tamworth Local Policing Team (TLPT), Tamworth Borough Council (TBC), and Staffordshire Social Services have a longstanding relationship which sees the facets of these coming together with a joint aim of disrupting, detecting and protecting the public of Tamworth

Progress to Date:

Staffordshire Community Safety Partnership have continued to target those involved and have built up a strong working relationship which has seen considerable success and safeguarding take place and a marked decrease in the ability and willingness of 'out of town' drug dealers to enter the Town (confirmed by recent intelligence reporting).

2022 has been a successful year in terms of arrests and convictions arrests specifically around class 'A' drug dealing, which is achieved with the support of force wide resources including a disruption team and intelligence officers.

Through multi-agency work of the Community Safety Partnership, we have successfully protected vulnerable people from organised crime groups taking advantage of them and using their properties (known as Cuckooing) through using eviction powers. Protecting children where parents have been involved in drug criminality.

Recent Court cases have seen considerable sentences handed out as those arrested in the previous quarter having now reached both trial and sentencing dates.

Performance Issues:

Successful results are being achieved with arrests, convictions and safeguarding, despite competing resource demands but ideally this would be a daily focus.
In this reporting period the lower level of County Lines activity has continued, with only a handful of non-Tamworth lines identified into the Borough[1].

There have been eight arrests specifically around class 'A' drug dealing, which have been achieved with the support of the Disrupt Team South and Force Intelligence.

Within this reporting period the Secondary School drug prevention scheme continues, seeing officers and third sector organisations (Betterway), attending schools delivering inputs and support.

Multi agency work continues with all parties, in particular TBC, Tamworth Social Services and Stars ('Human Kind' Drink & Drug Service), around supporting those who have been previously targeted or involved in the use of Class A drugs.

Whilst this period has seen considerable successes against County Lines and those involved in Class A drug dealing, this continues to be against a backdrop of competing demands for specialist resources

Funding Implications:

Whilst the targeting of those committing criminality will continue and funding remains the remit of Staffordshire Police, the specific and targeted disruption of younger children and the involvement of third sector organisations should be considered in more depth.

Next Steps

To continue creating avenues of communication to gain a better understanding and new ideas for pathways available to disrupt youths and the specific roles and opportunities (tactics) available within the Tamworth Community Safety Partnership.

Recommendations:

Opening the avenues for education around this area to other groups within the Community Safety Partnership and to find new agencies and groups to enhance this education.

Priority Theme 5:	Domestic Abuse Stalking & Harassment

Background

In this Domestic abuse priority theme, we have several members from the Community Safety Partnership engaged to support, support for refuge is from the Pathway project and base support is from New Era.

Progress to Date

MARAC (Multi Agency Risk Assessment Conference)

In the last year there have been 110 cases (17 were repeats) heard at the MARAC meetings that are now held on Teams ensure a good presence of the Tamworth Community Safety Partnership members.

There were 6 Domestic Violence Protection Notices (DVPNs) issued across the year followed by an application to the magistrates' court for a Domestic Violence Protection Order (DVPO).
*A DVPN is an emergency non-molestation and eviction notice which can be issued by the police, when attending to a domestic abuse incident, to a perpetrator. Because the DVPN is a police-issued notice, it is effective from the time of issue, thereby giving the victim the immediate support, they require in such a situation. Within 48 hours of the DVPN being served on the perpetrator, an application by police to a magistrates' court for a DVPO must be heard. A DVPO can prevent the perpetrator from returning to a residence and from having contact with the victim for up to 28 days. This allows the victim a degree of breathing space to consider their options with the help of a support agency. Both the DVPN and DVPO contain a condition prohibiting the perpetrator from molesting the victim.

Refuge Accommodation

There has been a total of 155 adults who have used the refuge in Tamworth over the last year, most being in the age group of 21 – 50.

Age

Disability Details
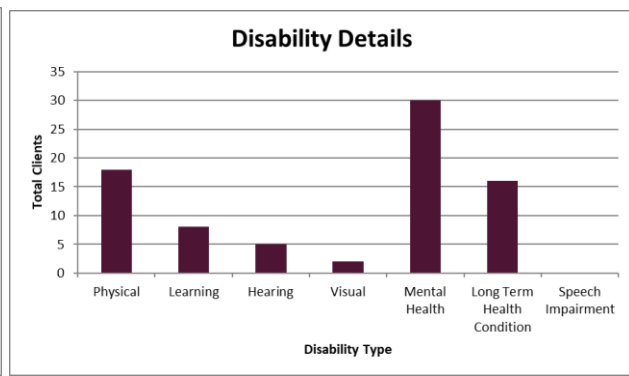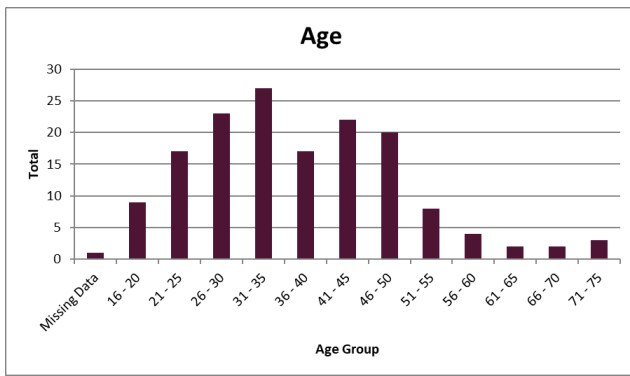
95% of these were women, 92% identified as British, 34% reported having a disability. The spectrum of backgrounds these adults come from is vast and identifies the issue is not contained to one area of society.

Employment Status
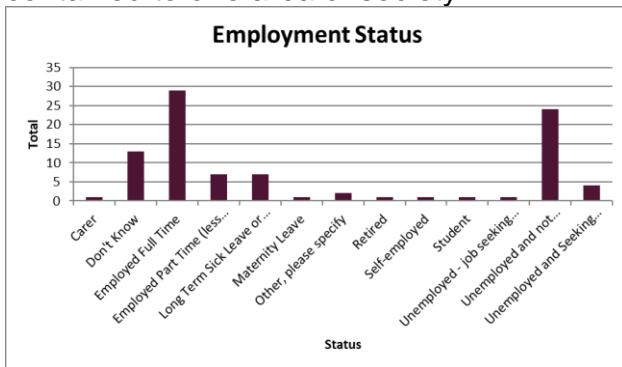
Over 66% reported vulnerabilities with 20% having more than one and 5% had a dual diagnosis ie mental health plus alcohol or drug abuse.

Of the service users through refuge 81 had children with them meaning 159 children passed through refuge too.

The average length of abuse was 109 months of those currently experiencing abuse:
90% experienced emotional abuse
34% financial
63% jealous/controlling behaviour
51% physical
21% sexual
33% surveillance/harassment/stalking

Of historical disclosures, 45% were sexual

49% felt depressed of had suicidal thoughts, 12% had received threats to kill, 11% had self-harmed to cope

38% disclosed that this wasn't their first adult domestic abuse relationship and 17% disclosed that they had witnessed abuse as a child

Sexual Abuse Support Statistics have been supplied by SARAC have shown a significant rise in the number of people seeking support from professionals regarding sexual abuse in the Tamworth area.

	Adults	YP's	Total
Jan-March 2020	10	6	16
April 2020 - March 2021	29	12	41
April 2021-March 2022	42	27	69

April 2022-December 2022 NOTE 8 MONTHS	31	15	46
Total Tamworth Referrals	**112**	**60**	**172**

New Era had 120 referrals from the Tamworth area between April- June 2022. All were offered support, 87 agreed the service.

Performance Issues

Both the baseline Domestic abuse support service and refuge are due for recommissioning this year, the tender is looking to provide a longer-term contract to provide some security to the providers and a dispel the postcode lottery attached to these services.

Sarac are finding locations in Tamworth difficult to find they pay for premises currently to support some young people one day a week. There is outreach work in schools, but a location elsewhere is essential especially during school holidays. Adult Clients attend the main base in Burton-Upon-Trent.

Recommendations

A need to secure suitable premises for both SARAC and New Era for workers to meet clients in the Tamworth area securely

Tamworth Community Safety Partnership is made up of several organisations who campaign and educate the community independently of each other. Therefore, a review of domestic abuse messages and educational campaigning is underway to join resources to create more impactive messages for the community.

Priority Theme 6:   Serious Violence / Knife Crime

Background

Within Tamworth there has been an increase in reports of knife related violence both in and out of school premises. The perception of reports around children / youths carrying knives has increased following engagement sessions with the community and reported incidents.

A structured plan has been put in place to attend all the high schools within the Tamworth area, to conduct interventions around county lines, knife crime and drugs.

This will be a 4-step approach consisting of the following actions:

1. Notifying parents – letter sent out to all parents (usually via the school) informing of the operation. This letter will provide dates of police attendance for educational sessions and provides links to key websites around session topics.
2. Engagement – presentations are conducted by Police around county lines, exploitation, knife crime and drugs. There is also an input by Peter Griffith CEO/Founder of Better Way Recovery which provides students with a hard-hitting, lived experience around these topics.
3. Further localised engagement within the school whereby officers will be present for two days to work with pupils that are believed, by the school, to be at risk.
4. Enforcement – 2 days of action within and around the school. This will include weapon sweeps, support from a drugs dog and officer activity at key locations / times.

Progress to Date

Serious violence

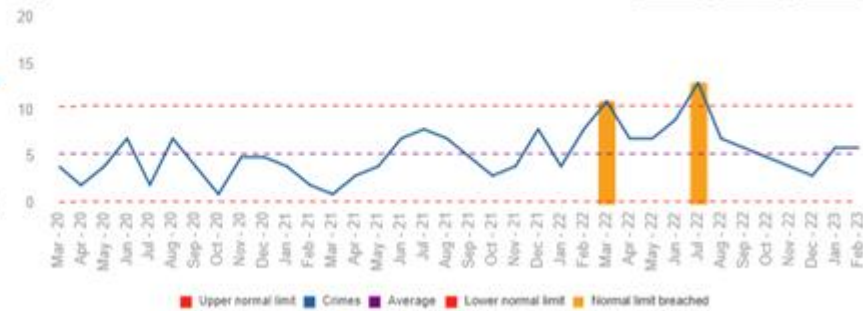**% Change in the Last 12 Months**

35% ▲

84 from 62 (22)

Reported Crime Over Time   Occurred | Reported | Validated

Chart | Table ▾

Legend: ■ Upper normal limit ■ Crimes ■ Average ■ Lower normal limit ■ Normal limit breached

Neighbourhood	Crimes	Difference	% Change
EW8 Amington	18	15	500%
EW0 Tamworth Town	23	8	53%
EW2 Bolehall	6	2	50%
EW7 Belgrave	9	3	50%
EW1 Mercian & Spital	9	1	13%
EW4 Wilnecote & Trinity	10	-1	-9%
EW5 Glascote	5	-1	-17%
EW6 Stoneydelph	6	-2	-25%
		-1	-100%

Sub-Offence	Crimes	Difference	% Change
Other Violence against the person offences	22	22	
Endangering Life	2	1	100%
Sec 20 Malicious wounding	29	14	93%
Sec 18 GBH	31	-12	-28%
Attempt Murder		-2	-100%

Knife related crime

% Change in the Last 12 Months

-31% ▼

41 from 59 (-18)

Reported Crime Over Time   Occurred | Reported | Validated
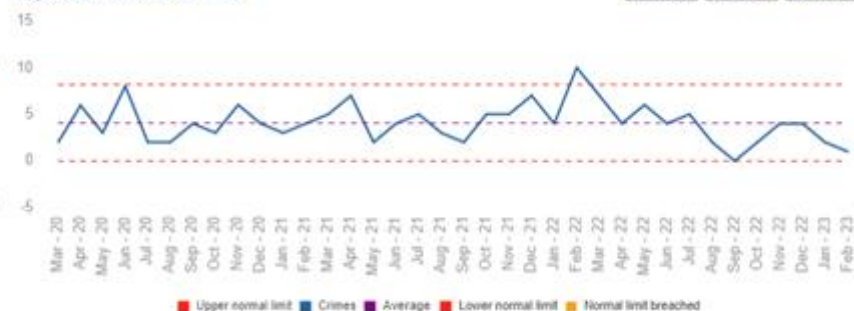
Chart | Table ▾

Legend: ■ Upper normal limit ■ Crimes ■ Average ■ Lower normal limit ■ Normal limit breached

Neighbourhood	Crimes	Difference	% Change
EW4 Wilnecote & Trinity	9	1	13%
EW0 Tamworth Town	12	1	9%
EW2 Bolehall	5	0	0%
EW8 Amington	4	-2	-33%
EW1 Mercian & Spital	5	-3	-38%
EW7 Belgrave	4	-3	-43%
EW5 Glascote	1	-6	-86%
EW6 Stoneydelph	1	-6	-86%

Offence	Crimes	Difference	% Change
Business Robbery	3	3	
Other Violence against the person	3	0	0%
Personal Robbery	13	-1	-7%
More Serious Violent Crime with Injury	15	-8	-35%
Less Serious Violent Crime with Injury	7	-11	-61%
Other Serious Sexual Offences		-1	-100%

Performance Issues

Resourcing and timing is an issue in relation to timings is an issue due to this operation having to be balanced with day-to-day policing and a full education criteria for schools

Funding Implications

Applications are being made for funding to continue this project which includes a donation for the charity Better Way Recovery for Peter Griffith CEO/Founder of Better Way Recovery to provide students with a hard-hitting, lived experience to support the ongoing work within the schools and for a drugs dog / handler.

Page 29

Next Steps

Continue to roll out the project across all Tamworth schools.
Knife bins have been purchased by the Tamworth Community Safety Partnership for allocation around the Tamworth area for public reassurance

Recommendations

Education is key for this complex national issue. This element of work should be treated as a foundation for further work and not treated in isolation.

This programme should be repeated every 3 years to ensure that all students are provided with the inputs.

Priority Theme 7:	**Vulnerable Persons and Contextual Safeguarding** (including drugs, alcohol, and mental health)

Background

TVP Figures Jan- March 2023	57 cases referred to TVP in 2022
Youth ASB	3
Repeats	7
Community Triggers	1

Progress to Date

The daily briefings on Monday and Thursday mornings continue to take place with still a good response from agency involvement.

The Tamworth Vulnerability Partnership (TVP) continues to meet weekly with the role of chair being shared between Sergeant Lauren Buckle and the Community Partnerships Manager Karen Clancy.
We have seen an increase with professionals meeting being held due to the nature of concerns and needing to put more time into discussions and support to be offered.

Performance Issues

Further information required from referrers regarding what outcomes they want to achieve. Information follow up sometimes needed.

Funding Implications

N/A

Next Steps

To continue the daily briefings on a Monday and Thursday as theses provide to be useful for all agencies to seek information about vulnerabilities in the borough and offer the right support were needed. We also continue to welcome new professionals to this information sharing process such as other housing landlords and a mental health contact for housing support.

Recommendations

N/A

Additional Information:

In addition to TVP and Daily briefings the partnership team attends several meetings to support this priority some being:

•   Mental Health Network Forum
•   Tamworth Community Wellbeing Partnership
•   Covid19 Partnership
•   Ukraine Meetings
•   Modern Slavery/Human Trafficking Meeting
•   Domestic Abuse Safer Accommodation Meeting
•   Anti-Social Behaviour Meeting
•   Dementia Friendly Communities Meeting
•   Corporate Social Responsibility meetings with the Councils Contracted Housing Repair providers (Waites and Engie)
•   Multi Agency Child Exploitation (MACE) Panel Meetings
•   Community Safety District Leads Meeting
•   Housing Allocations Meetings
•   Harassment and Threat (HAT) Meeting
•   Safeguarding Children's Board Training Group Meeting

The Community Partnerships Officer has regular update Meetings with New Era, The Pathway Project, Harmony, and Victims Gateway.

The Partnerships Vulnerability Officer completes annual section 11 audits in line with working together and Annual Adult Safeguarding Audits.

Tamworth Borough Council have commissioned several organisations to offer support to vulnerable people:
the **Citizens Advice** to deliver the Tamworth Advice Centre Service for financial wellbeing, debt, and generalist advise.
Tamworth Samaritans provide Outreach services to reach some of our most vulnerable
Better Way Recovery has been funded to offer support for drugs and alcohol addiction starting on 2 days per week from CTCIC Offices.
Fun Club who provides outreach work and group work for young people causing perceived Antisocial behaviour issues in the area

Tamworth Borough Council offers grants to support local voluntary and community groups to provide services. The following grants are available:

•   Community Grants (Up to £1000)
•   Councillor Grants (Each Councillor has £300 to spend in their ward, total £9000 allocation)
•   Festive Grants (£3000 allocation for Festive Grants to support social isolation during the festive period)

The Community Partnerships Officer has developed a Campaigns Calendar to support and promote various campaigns throughout the year.

Community Safety Strategic Assessment
Full Assessment Report

Tamworth

2022

Produced on behalf of

STAFFORDSHIRE COMMISSIONER
Police | Fire and Rescue | Crime

and

Tamworth
Borough Council

Working in partnership with

The Knowledge Hub

Staffordshire County Council

STAFFORDSHIRE POLICE

Staffordshire Fire and Rescue Service
preventing · protecting · responding

Title	Tamworth Community Safety Partnership: Community Safety Strategic Assessment Full Assessment Report (2022)
Description	This Community Safety Strategic Assessment provides evidence and intelligence to inform the strategic decision-making process - helping commissioners and partners to determine the priorities that require particular attention in their local area.
Date created	January 2023
Produced by	Strategy Team, Staffordshire County Council
Contact	Stuart Nicholls (Research Lead) Strategy Team, Staffordshire County Council
	Email: insight.team@staffordshire.gov.uk
Usage statement	If you wish to reproduce this document either in whole, or in part, please acknowledge the source and the author(s).
Copyright and disclaimer	Staffordshire County Council and Staffordshire Police, while believing the information in this publication to be correct, does not guarantee its accuracy nor does the County Council accept any liability for any direct or indirect loss or damage or other consequences, however arising from the use of such information supplied.
	Mapping (C) Crown Copyright and database rights 2022. Ordnance Survey 100019422.

Contents

Introduction and Context

Under the Police and Justice Act 2006 (England & Wales) local authorities are duty-bound to 'provide evidence-based data to support Community Safety Partnerships (CSPs) in their planning and duties'.

Evidence-based data is required to relate to crime and disorder taking place within the local area, which includes Recorded crime, Anti-Social Behaviour (ASB), Alcohol, Drug and Substance misuse.

It is a statutory obligation for Community Safety Partnerships to produce or procure an annual localised Strategic Assessment (SA), providing a strategic evidence base that identifies future priorities for the partnership and evaluates year on year activity. The approach and format of these is not prescribed by legislation.

SAs should be used to underpin a local area Community Safety Plan which is made publicly available through the partnership's and Commissioner's Office websites by 1st April each year. In Staffordshire agreement has been reached that Community Safety Plans will be produced three yearly and refreshed annually in line with the SA.

This SA (2022) is being produced as a full assessment, with refresh reports to follow in 2023 and 2024. The previous full assessment was undertaken and published in 2019.

Coronavirus (Covid-19) pandemic and the Cost of Living

Over the last two years the coronavirus (Covid-19) pandemic has had an unprecedented global and local impact. While restrictions have been lifted for some time now, a vaccine has been deployed, and both transmission and severity of Covid have reduced, the country is in a stage of recovery and the impact of the pandemic is still being felt.

The pandemic and periods of lockdown also had a considerable impact on crime and disorder. With people instructed to stay at home and out of public spaces, levels of public space ASB (such as Rowdy & Inconsiderate behaviour) and Public Order offences fell, as did traditional crime such as Theft and Burglary. However, with more people spending time online and using online shopping and marketplaces, levels of Fraud (and particularly cyber-enabled Fraud) increased considerably. Additionally, there have been increases in reports of Domestic Abuse during the pandemic, with practitioners providing support stating that cases have become increasingly complex and high-risk.

Locally the pandemic has had a negative impact on mental health and well-being for many – with increases in GP diagnoses of depression and anxiety and increases in crimes where mental health was considered to be a factor.

With significant disruption to the global supply chain during the pandemic, and the impact of sanctions placed against Russia as a result of the war in Ukraine, many of the costs of living in the UK (particularly energy and gas, food, and vehicle fuel) have increased considerably over the past 12 months – with Consumer Price Index inflation peaking at 11% in October 2022[1] having increased sharply from June 2022 onwards. (ONS, 2022).

Similarly to the impact of the pandemic, while everyone has been effected by increases to the cost of living, the level of impact is unlikely to be felt equally across all communities, locally or nationally.

While there is speculation from the Bank of England that the UK is likely to enter a period of recession, at this time it is not possible to know how Government actions and intervention may affect the impact of cost of living challenges on individuals, families, and communities – therefore is it presently too difficult to make reliable predictions about how cost of living may impact Community Safety over the coming year.

Impact of the pandemic on Strategic Assessments

The accurate identification and assessment of Community Safety challenges and risks relies heavily on the analysis and interpretation of a considerable amount of data, which usually (as a minimum) covers the previous financial year.

In the 2020 refresh of CSSAs, the latest financial year (2019-20) included one week which was spent under full nationwide lockdown restrictions, affecting approximately 2% of all data for the year.

This was significantly different for the 2020-21 financial year; by comparison, around 75% of the financial year was spent with some degree of Covid-related measures in place. These measures had an easily observed impact on several types of crime and disorder, which saw drastic reductions in 2020-21.

In practice, this means that comparison of the current year (2021-22) to the previous year (2020-21) is not always reliable – due to the impact of Covid-related measures. As a result, where comparison is made within this report – it will attempt to look at the period pre-Covid (2019-20) as well as at the last financial year.

---

[1]ONS – Consumer Price Inflation - https://www.ons.gov.uk/economy/inflationandpriceindices/bulletins/consumerpriceinflation/november2022

# Key findings and comparison to previous (2021) refresh

Significant overall changes and findings

Restrictions imposed as part of the government approach to controlling the Coronavirus pandemic resulted in significant reductions in recorded crime and disorder at the time of the first UK Lockdown in March 2020. Many reductions which were becoming initially evident in the previous (2020) refresh, continued during much of 2021-22.

While data for 2021-22 shows that as restrictions on society have been removed, recorded crime has increased compared to the period of the pandemic, the scale of increase has been quite different at different geographies. Nationally overall recorded crime had returned to pre-pandemic levels, while across the West Midlands region crime has increased considerably – and is now well above pre-pandemic rates.

In Tamworth and wider Staffordshire force area, slower-than-national increase in recorded crime, observed at the time of the previous (2021) assessment, continued throughout the remainder of the 2021-22 financial year; the result is that overall recorded crime for the area, while increasing slightly post-pandemic, sits well below pre-pandemic levels – with a considerable gap between rates of recorded crime in Tamworth and England & Wales.

Figure 11: Rates of Police Recorded Crime (excl. fraud) per 1,000 population (Home Office, 2022)
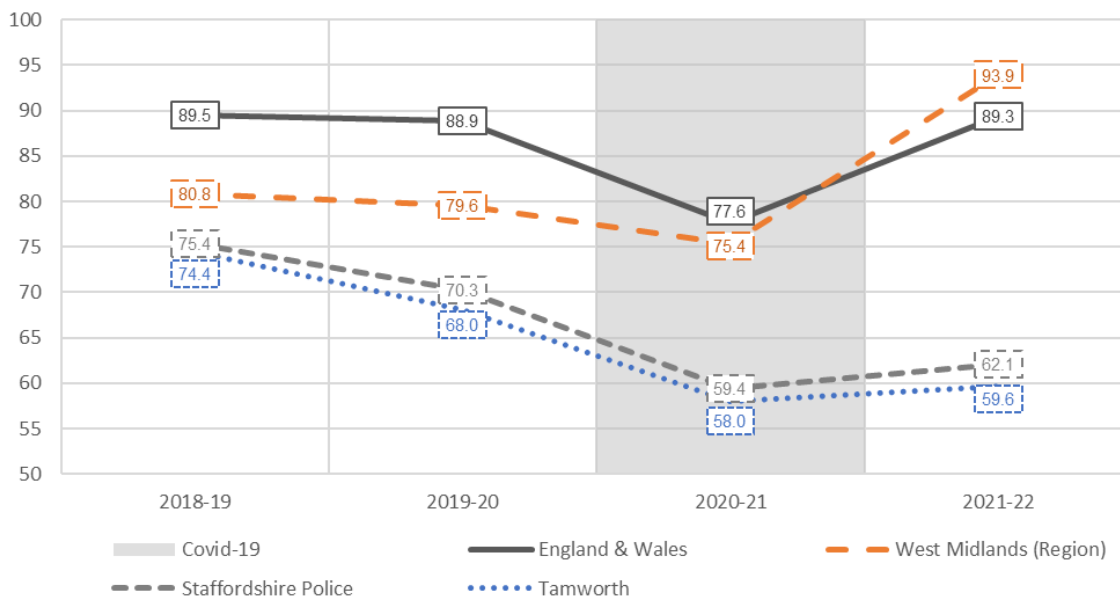
Similarly to the previous year, in 2021-22 all Safety Partnership areas in Staffordshire and Stoke-on-Trent recorded overall levels of crime which were either statistically similar to, or lower than, the levels seen across England & Wales.

Although rates of recorded crime are significantly lower than national levels, rates of recorded Anti-Social Behaviour (ASB) are high in Tamworth – with a rate of 35.0 per 1,000 residents, compared 21.2 at a national level and a rate of 22.7 per 1,000 population across Staffordshire and Stoke-on-Trent.

Year-to-date recorded crime

While the increases in crime in the 2021-22 financial year were slower than those seen at a national level, the following six months of local data (April 2022 to end of October 2022) shows that levels of reported crime have continued to steadily increase towards levels seen prior to the pandemic.

By the end of October 2022, monthly reported crime has risen in line with the upper limit of 'normal' monthly levels; showing a 16% increase on the previous 12 months in Tamworth.

It should be noted that this is the smallest increase amongst the Community Safety Partnership areas within the Staffordshire Police force area and is below the increase seen across the force (+22%) and the County (+25%).

Staffordshire Commissioner's Office Priorities

It is recommended Safety Partnerships consider their approach to community safety challenges in the context of the priorities identified in the Staffordshire Police, Fire and Crime Commissioner's 2021-24 Police and Crime Plan;

A Local and Responsive Service: Understand and deal with what matters to communities, respond promptly to incidents and work with partners to solve problems and prevent them from getting worse. This will mean that crime and ASB reduces, our roads are safer and confidence in Staffordshire Police increases.

Prevent Harm and Protect People: Prevent harm and protect people (particularly children and those that are vulnerable) by ensuring they are appropriately safeguarded and receive the help and support they need.

Support Victims and Witnesses: Ensure victims and witnesses are provided with exceptional specialist support services so they feel able to cope and recover from the impact of crime and ASB.

Reduce Offending and Re-offending: Ensure people are challenged and supported to make life choices that will prevent them from offending and perpetrators don't reoffend. Doing so will mean fewer victims of crime.

A More Effective Criminal Justice System: Ensure Staffordshire Police, the Crown Prosecution Service, Courts, the National Probation Service and HM Prison Service all work seamlessly so that effective justice is delivered quickly.

The Staffordshire Commissioner's Office recommends that the approach to tackling priorities should be; *Community Focussed*, consider *Prevention and Early Intervention*, use partnership to *Solve Problems Together*, provide *Value for Money* and be *Open and Transparent*.

Summary of Local Community Safety Priorities

A review of the priorities identified and confirmed in the three-yearly full CSA has taken place, in order to identify any changing or emerging key strategic priorities and risks for the local area. These have been be cross referenced against known existing local priorities and findings for the locality. The identified priorities are as follows;

- Anti-Social Behaviour (ASB)
- Domestic Abuse and Stalking & Harassment
- Community Cohesion & Tackling Extremism
- Drugs & County Lines
- Serious Violence & Violence Against Women and Girls (VAWG)
- Vehicle Crime
- Vulnerable Persons

The following are not considered a main priority for Tamworth, but they are recommended for additional consideration due to their volume, impact on communities and level of public expectation;

- Repeat and Persistent Offending
- Fraud

In addition, there are some challenges which, while not necessarily overly present in the partnership area, require the work of the whole partnership to address. It is important for each partnership to consider how they can contribute to the force-wide approach and strategy. These challenges are highlighted as;

- Fire and Rescue
- Safer Roads
- Business Crime
- Modern Slavery

People and Communities at Greatest Risk

Vulnerability is cross-cutting; many of those considered vulnerable for a range of concerns (including general safeguarding, social isolation, economic stress, and health and mental health concerns) are also additionally vulnerable to criminal exploitation and victimisation through crime and ASB.

It is considered, based on existing UK research (IFS and ONS), that the wider impact of the Coronavirus pandemic will be an increase in the numbers of vulnerable persons in the UK, rather than a dramatic shift in reasons for vulnerability. However, anecdotally, it is considered that pressures as a result of the pandemic are already being observed by front-line services, and that the needs of those who are vulnerable are becoming increasingly complex.

Those considered to be particularly vulnerable to experiencing crime, safeguarding concerns or being criminally exploited tend to be consistent over time. There is no change to these groups from the 2019 Strategic Assessment, and in high-risk groups remain as;

- Socially isolated individuals with mental health needs and learning difficulties
- Socially isolated adults with alcohol and/or drug dependencies
- Offenders with known drug dependencies or previous drug-related offending
- Children (under 10s) in areas with high levels of Domestic Abuse and/or drug-related offending
- Children and young people (aged 10-19) in areas of high deprivation

Those who belong to the 'Family Basics' demographic Mosaic group tend to be the most disproportionately affected by almost all aspects of crime and anti-social behaviour in Tamworth (17% of population, 30% of all victims).

These are primarily younger families (aged 25-40) with infant or primary school-aged children, living in lower-cost housing, in areas with higher levels of deprivation. Adults in these communities tend to have limited qualifications; many are employed in lower-paid and lower-skilled jobs resulting in limited financial resources and high levels of economic stress, with many requiring an element of state support, particularly through access to social housing and through universal credit.

Places at Greatest Risk

It should be noted that there has been no reassessment of high-risk localities and wards using data from the 2020-21 period, as reductions in recorded crime and disorder as a result of the Coronavirus pandemic may potentially distract from areas with long-standing challenges. Locality data will be fully re-assessed in the 2022 full Strategic Assessment.
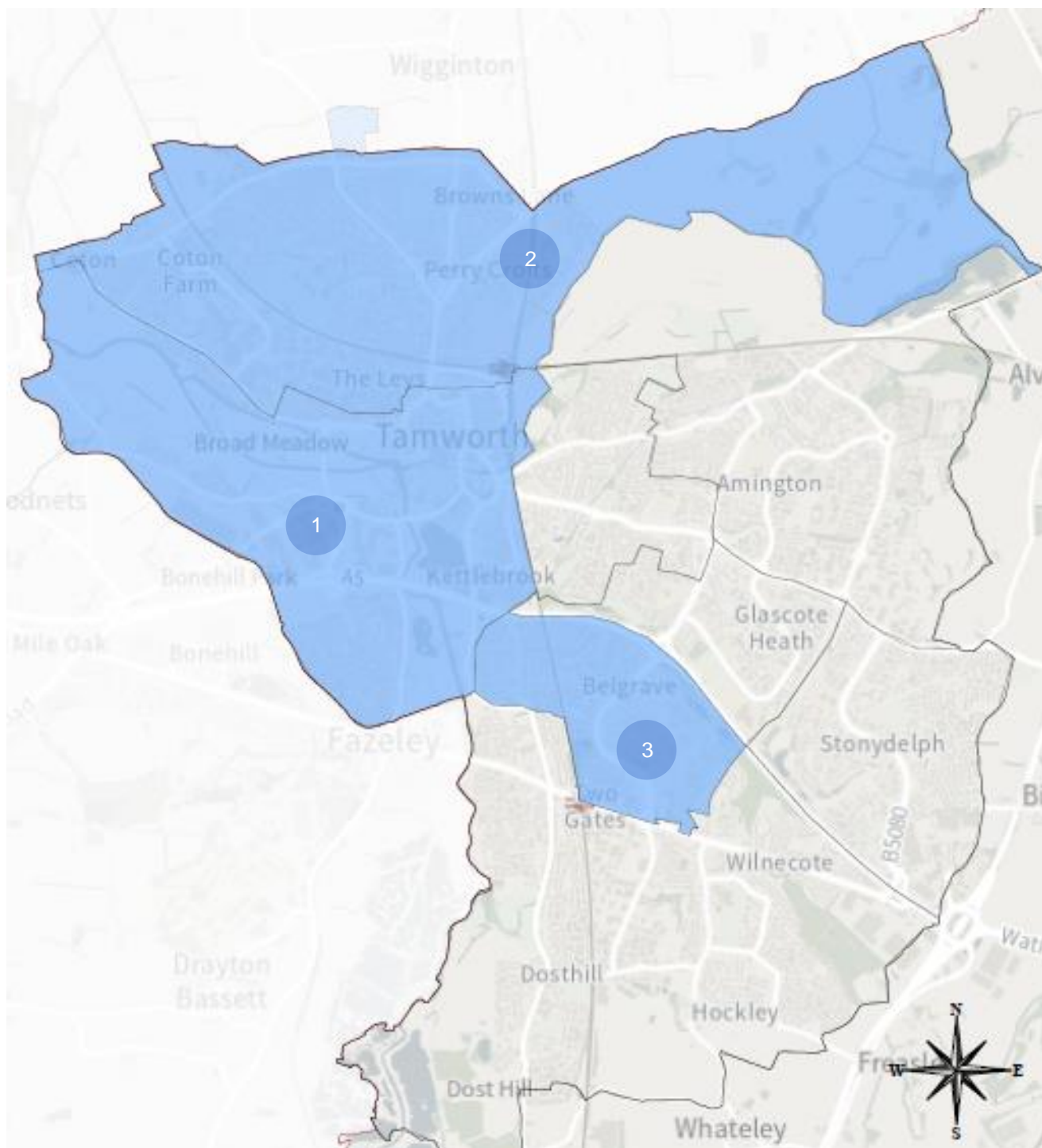
1. Tamworth Town
High volumes of crime overall combined with a small local population means that rates per 1,000 residents are significantly high compared to the force-average.

2. Mercian & Spital
Overall vulnerability and risk are high compared to the rest of the partnership area – with the area also affected by cross-border acquisitive crime and vehicle thefts.

3. Belgrave
A smaller population combined with moderate volumes of crime results in rates which are above the partnership area average.

Overview of Crime and Anti-Social Behaviour (ASB)

Overall rates of recorded Crime and ASB in Tamworth are the second-highest in the force-area, but are in line with the overall force-wide rate, and below the rates for the West Midlands region and England & Wales.

Rates of Vehicle Offences in Tamworth have been a local concern but are not above rates for England & Wales or the West Midlands region. Theft offences in the CSP area have previously been above force-wide levels, but are now in line with these, as well as being well below regional and national comparators.

Levels of offending in all neighbourhoods in Tamworth are in line with force-wide averages, with the exception of Tamworth Town – where high volumes of crime (typical of town centres and public spaces) combined with a relatively small residential population, result in significantly high rates of offences per 1,000 residents. This is consistent across town centre areas across Staffordshire, and is not unique to Tamworth.

Rates of Recorded Crime – Staffordshire Police (April 2021- March 2022)

	Tamworth	Staffordshire (Force Area)	Most Similar Forces (Avg)	West Midlands Region	ENGLAND AND WALES
Total recorded crime (excl. fraud)	59.6	62.1	81.0	93.9	89.3
Criminal damage and arson	6.1	6.8	7.9	8.4	8.9
Robbery	0.9	0.6	0.7	1.6	1.1
Sexual offences	2.7	2.8	3.3	3.4	3.3
Theft offences	16.0	16.4	20.1	25.1	25.1
Burglary	1.8	2.9	3.5	5.0	4.5
Residential burglary	1.3	2.0	2.6	3.7	3.2
Non-residential burglary	0.5	0.9	1.0	1.3	1.2
Vehicle offences	3.9	3.5	4.8	7.5	6.0
Theft from the person	0.4	0.4	0.6	0.8	1.5
Bicycle theft	0.6	0.7	1.0	0.7	1.3
Shoplifting	4.1	3.9	4.4	4.5	4.6
All other theft offences	5.1	5.2	5.9	6.5	7.2
Violence against the person	27.6	28.5	34.6	41.6	35.2
Homicide[1]	…	0.008	0.010	0.016	0.012
Death or serious injury - unlawful driving[1]	…	0.001	0.008	0.012	0.012
Violence with injury	7.4	7.6	9.0	10.8	9.5
Violence without injury	9.6	9.3	13.5	15.4	13.6
Stalking and harassment	10.6	11.6	12.1	15.3	12.1
Drug offences	0.9	1.2	2.3	2.0	3.0
Possession of weapons offences	0.4	0.5	0.7	1.3	0.8
Public order offences	4.2	4.5	9.8	8.8	10.0
Misc. crimes against society	0.9	1.0	1.6	1.7	1.9
ASB Incidents (excl. Covid breaches)	35.0	22.7	19.6	17.4	21.2
Fraud offences (experimental)[2]	…	4.0	N/A	4.4	5.3

[1] *Due to low volume no statistical comparison is given for 'Homicide' or 'Death or Serious Injury - Unlawful driving'*

[2] *Fraud offences reported to Action Fraud (October 2021 to September 2022)*

Key

Statistically lower than national CPS average	
Similar to national CSP average	
Statistically higher than national CSP average	

Community Safety Strategic Priorities
Anti-social Behaviour (ASB)

Volume and potential harm:
High volume / Substantial individual harm / Severe community harm

CSPs with priority: All Safety Partnership Areas

Summary:
From April 2020 onwards, instances where Covid-related legislation was breached were recorded locally and nationally as a category of ASB. As a result, rates of total ASB recorded in 2020-21 were considerably higher than those seen in other years. In data for 2021-22 these breaches have been removed. As a result, latest ASB data is more comparable with pre-pandemic.

In Tamworth in 2021-22 there were 1,280 incidents of traditional[2] ASB – which is just over 400 fewer incidents than in the previous year (1,685). This is equivalent to a rate of 16.7 incidents per 1,000 population, which is below the 21.0 seen across the Staffordshire Police force area.

ASB in Tamworth remains dominated by reports of incidents of 'Rowdy and Inconsiderate Behaviour' (69% of ASB) and to a lesser-extent 'Neighbour Disputes' (17% of ASB). Tamworth tends to experience slightly more ASB as a result of nuisance vehicles, compared to the force-area overall; accounting for 7% of local ASB (6% force-wide).

While it is not possible to say with certainty the factors behind the significant reduction in ASB compared to the previous year, it is possible and probable that this is in part due to changes home working habits and the lifting of lock down restrictions. Compared to the previous year (2020-21) the proportion of ASB which related to neighbour disputes has reduced from 21% down to 17% - with the proportion of total ASB which related to neighbour disputes falling below the average seen across Staffordshire and Stoke-on-Trent (20%).

Similarly to crime overall, ASB tends to disproportionately affect the most deprived and disadvantaged communities, and town and city centres. The highest rates seen across Tamworth fall into the Tamworth Town neighbourhood (largely comprising of Rowdy and Inconsiderate behaviour) and the Glascote area. This is consistent with assessments made in previous years.

Previous risk assessment concludes that repeat victims of ASB tend to experience the same levels of psychological harm as victims of less-serious violent crime.

Comparison to Force: Overall rate similar / Some neighbourhood rates high

Local rate (per 1,000 people): 16.7 (excl. Covid)   **Force rate (per 1,000 people):** 21.0 (excl. Covid)

Direction of travel: Some shift seen post-Covid; with a fall in neighbour disputes and increase in Rowdy and Inconsiderate behaviour (often in public places).

Public expectation: Substantial (previously moderate)

Local hotspot wards:
Tamworth Town: primarily Rowdy and Inconsiderate Behaviour in town centre spaces.
Glascote: average levels of ASB overall. High levels of Neighbour Disputes.

At risk groups: Deprived and disadvantaged communities – particularly those in high housing density areas and with high proportions of social housing. Town centre areas are also high risk, particularly from alcohol-related and drug-related ASB. Castle ward and Stonydelph see additional issues with ASB from Nuisance Vehicles.

---

[2] ASB of all types recorded pre-pandemic and excluding any recording of Covid-19 legislation breaches.

Community Cohesion[3] & Tackling Extremism

Community Cohesion (including Hate Crime)

Volume and harm: Moderate volume / Substantial individual harm / Moderate community harm

CSPs with priority: (Cannock Chase), East Staffordshire, (Lichfield), Newcastle-under-Lyme, (South Staffordshire), (Stafford), (Staffordshire Moorlands), Stoke-on-Trent, (Tamworth)

Summary:
Nationally, levels of Hate Crime have been increasing steadily since the year of the EU referendum/Brexit (2016-17) and this has also been observed to some extent locally.

In 2021-22 there were 117 incidents of Hate Crime which took place in Tamworth, equivalent to a rate of 1.5 per 1,000 population – which is in line with the rate seen across the force area (1.6).

A little over 2% of recorded crime in Tamworth is flagged for Hate being a factor, which is equivalent to around 1-in-50 crimes being hate-related. This is similar to the proportion seen across the force area and is around the average seen across other local CSP areas.

Local Hate Crime remains dominated by offences relating to race (58% of all Hate Crime) although this proportion is lower than that seen across Staffordshire and Stoke-on-Trent (67%). Local LGBTQ+ Hate offences accounted for 22% of Hate Crime in 2021-22 which is similar to the force area. However, offences on the grounds of disability accounted for a significantly greater proportion in Tamworth than in other local CSP areas – making up 18% of Hate Crime locally, compared 9% of Hate offences across the force area.

Hate offences on the grounds of disability, offences based on sexual orientation, and those against transgender persons have continued to steadily increase – although it is not possible to state whether this is the result of an increase in the volume of incidents, through increased levels of reporting to police when incidents occur – or a combination of the two.

In Staffordshire & Stoke-on-Trent, the areas which tend to experience the highest levels of Hate Crime tend to be those with the highest levels of diversity within communities (notably Stoke-on-Trent and East Staffordshire). However, all local Safety Partnership areas experienced over 100 incidents of Hate Crime each in 2021-22.

The Covid-19 pandemic also had an effect on Community Cohesion; while the pandemic strengthened many communities within Staffordshire and Stoke-on-Trent, with people providing support to those in their local area, it has also exacerbated and highlighted issues within a small number of more fragmented communities – with local outbreaks and compliance with government guidance proving to be a source of friction for some.

The cost of Covid-19 to society and state has been significant. Opportunities for social mixing, one of the most powerful forms of reducing prejudice and promoting empathy, were severely limited throughout 2020 and 2021.

As the full impact of the pandemic has continued to unfold, and the current 'Cost of Living' and inflation challenges have emerged, government decision-making has the potential to affect social and political trust, which can be exploited by extremist groups.

Direction of travel: Ongoing concern   **Public interest:** Very high

At risk groups: Hate Crime offenders are predominantly young men and more likely to be under 18 than offenders overall. Female Hate Crimes offenders tend to be in the 30-39 age group. Victims are predominantly males aged over 18, and particularly those aged 30-39. Although most victims are male, there are more female victims than female offenders. Those with Asian or Black ethnicity are disproportionately likely to be victims of Hate Crime.

---

[3] As per the Local Government Association (LGA) definition of cohesive community as one where; There is common vision and a sense of belonging for all communities; The diversity of people's different backgrounds and circumstances are appreciated and positively valued; Those from different backgrounds have similar life opportunities; and, Strong and positive relationships are being developed between people from different backgrounds in the workplace, in schools and within neighbourhoods.

Community Cohesion & Tackling Extremism
Extremism and Radicalisation

Volume and harm: Very small volume / Catastrophic individual harm / Catastrophic community harm

CSPs with priority: All Safety Partnership Areas

Summary:
The current (November 2022) threat to the UK from terrorism is **Substantial**, which means that Counter Terrorism and Security Services consider that an attack in the UK is **likely**.

While the current threat level is lower than that reported at the same time last year (Severe, November 2021), threat levels can change at any time as different information becomes available.

There have been several Terror Acts carried out in the UK in recent years, including the attack at Fishmonger's Hall / London Bridge in 2019, and in 2021 the murder of MP Sir David Amess, as well as the bombing at Liverpool Women's Hospital. Additionally, there have been a considerable number of high-risk terror plots which have been foiled by Security Services and Police; including planned attacks on LGBTQ+ parades and an attempt to kill (then Prime Minister) Theresa May.

While many high-profile terror incidents, arrests, and cases have been linked to Islamist Extremism, there have also been notable incidents linked with Right Wing Extremism and Extreme Right-Wing Terrorism; including an attack on worshippers outside Finsbury Park Mosque in 2017 and multiple individuals being sentenced between 2017 and 2021 for membership of proscribed terrorist neo-Nazi groups – including a number residing in the West Midlands.

Both Islamist Extremism and Right-Wing Extremism are a risk in Staffordshire and Stoke-on-Trent, and as a result, although very low in number, there are genuine risks around individuals becoming radicalised to these ideologies.

However, there are also protective factors which can reduce divert persons vulnerable to radicalisation away from extremist groups and terrorist activity, most notably:

- Understanding and realising the negative connotations of being part of certain groups.
- Good and effective networks of support.
- Effective support and treatment for mental and physical health needs.
- Good and effective support and interest from parents/guardians.

Notably, these potential protective factors frequently apply to anyone who is vulnerable to radicalisations, regardless of the specific ideologies they may be radicalised towards.

Comparison to previous assessment:

- Increasing evidence of Extreme Right-Wing radicalisation.
- Risk and concerns around Al-Qaeda/Islamic State (ISIL) inspired extremism remain high.
- Some increases in overt presence of white nationalist groups locally and regionally (via graffiti and stickering).
- Some increases in community tensions in the wider West Midlands region.

Local hotspots: (Further information available as appropriate via Staffordshire Police and West Midlands CTU)

Direction of travel: Long-term concern   **Public expectation:** Critical / National expectations

At risk groups: Based on recent Prevent referrals, those at greatest risk of being radicalised remain younger males (aged under 18 years) although a growing number are slightly older age groups, including those aged 30 and over. Around 3 in 50 of those referred through Prevent in Staffordshire and Stoke-on-Trent were female.

Online radicalisation of younger people (particularly young men) remains a credible risk, with groups both inside and outside the UK able to place extremist materials and propaganda online, and able to make contact with and connect vulnerable individuals who may be at risk of being radicalised – however once radicalised, many individuals display extremist behaviour in physical spaces, and not solely online.

Domestic Abuse (DA)

Volume and potential harm: Moderate volume / Severe individual harm / Substantial community harm

CSPs with priority: All Safety Partnership Areas

Summary:
DA is any incident or pattern of incidents of controlling, coercive, threatening behaviour, violence, or abuse between those aged 16 or over who are, or have been, intimate partners or family members regardless of gender or sexuality.
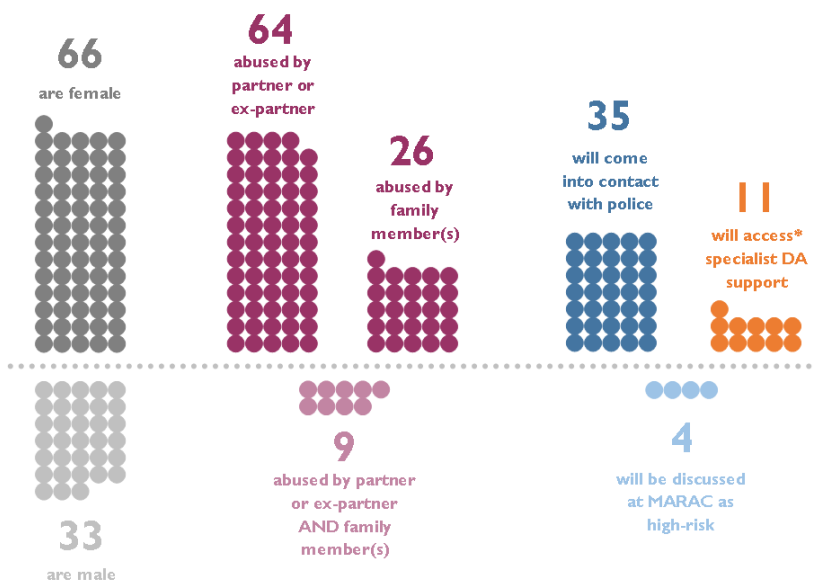
Domestic Abuse affects all communities to some extent and is not unique to any one part of Staffordshire or Stoke-on-Trent. DA presents a significant risk to victims, but also has a wider impact where children are present. With the passing of the DA Act (2021) there is now a clear legal definition of DA and the recognition of children who witness or experience such abuse as victims of DA in their own right.

In 2021-22 there were 1,300 DA-related crimes in Tamworth; equivalent to a rate of 16.9 per 1,000 population and accounting for 25% of recorded crime in the CSP area. This represents a fall of 70 incidents compared to the previous year (2020-21) and has seen the rate of DA in Tamworth fall in line with the force average, having previously been the second highest amongst local CSP areas.

Domestic offences in Tamworth are consistently dominated by Violent offences (80% of local DA); comprising of a large proportion of violence without injury offences (62% of local DA) which includes offences such as Common Assault, Stalking & Harassment offences, Malicious Communications, and Coercive Control. Around 16% of all DA offences are less-serious violence with injury, and around 1% more serious violence with injury.

Not all DA offences are violent crime; around 6% are incidents of Criminal Damage, 2% are Acquisitive crimes (such as Theft) and around 2% are Sexual Offences (half of which are incidents of Rape).

Of every 100 domestic abuse victims in Staffordshire and Stoke-on-Trent (as at 2021)

66 are female

64 abused by partner or ex-partner

26 abused by family member(s)

35 will come into contact with police

11 will access* specialist DA support

33 are male

9 abused by partner or ex-partner AND family member(s)

4 will be discussed at MARAC as high-risk

Comparison to Force: Overall rate similar / One ward above average

Local rate (per 1,000 people): 16.9   **Force rate (per 1,000 people):** 17.4

Direction of travel: Long-term challenge despite some reductions.

Public expectation: Moderate to Very High

Local hotspot wards: Rates in Amington (21.7) are significantly above the rate for the County (although in line with the force average). Rates in Stoneydelph (19.5) and Glascote (17.3) are consistently high.

At risk groups: Disproportionately younger women (aged under 30), and those who live in already disadvantaged communities. However, anyone can become a victim of DA, and there are male victims in the area, and victims who are older adults. Households where there are high levels of economic stress and alcohol/drug use and dependency are at particularly high risk. Offenders are also disproportionately younger (aged under 40) and male, although there are also female offenders.

Page 45

Domestic Abuse (DA)

Stalking & Harassment

Volume and potential harm:
Moderate volume / Substantial psychological harm

CSPs with priority: Cannock Chase, Stoke-on-Trent, Tamworth

Summary:
In 2021-22 there were a total of 243 incidents of Domestic Stalking & Harassment which took place in Tamworth; equivalent to a rate of 3.2 per 1,000 population – which is slightly below the rate seen force-wide (3.6 per 1,000).

There are genuine concerns around risks attached to Stalking and fixated behaviours in particular as an element of wider DA. Research conducted on behalf of the Suzy Lamplugh Trust (Exploring the Relationship Between Stalking and Homicide, 2017) which reviewed three years of domestic homicides found that:

- Stalking behaviours were present in 94% of the reviewed homicides.
- Stalking is a key indicator of potential future serious harm.
- Stalking should be identified through intentions, as well as actions.
- More actions should be recognised as part of stalking behaviour (e.g. vexatious or baseless allegations or court action.)

While the proportion of all Harassment offences which are DA-related is a little lower than crime overall (22% DA-related, compared to 25% of all crime in Tamworth) there are strong links between Domestic Abuse and Malicious Communications (37% DA-related) and most notably Stalking (96% DA-related).

Since the time of the last assessment, the most notable change has been in the proportion of Harassment which is linked to DA – with 50% of Harassment offences in 2020-21 being DA-related, compared to 22% in 2021-22. This is largely, however, due to an increase in the overall volume of Harassment offences being recorded – including many which are not DA, rather than a decrease in levels of DA-related Harassment offences.

Domestic-related Stalking & Harassment, 2021-22, Tamworth Policing Neighbourhoods
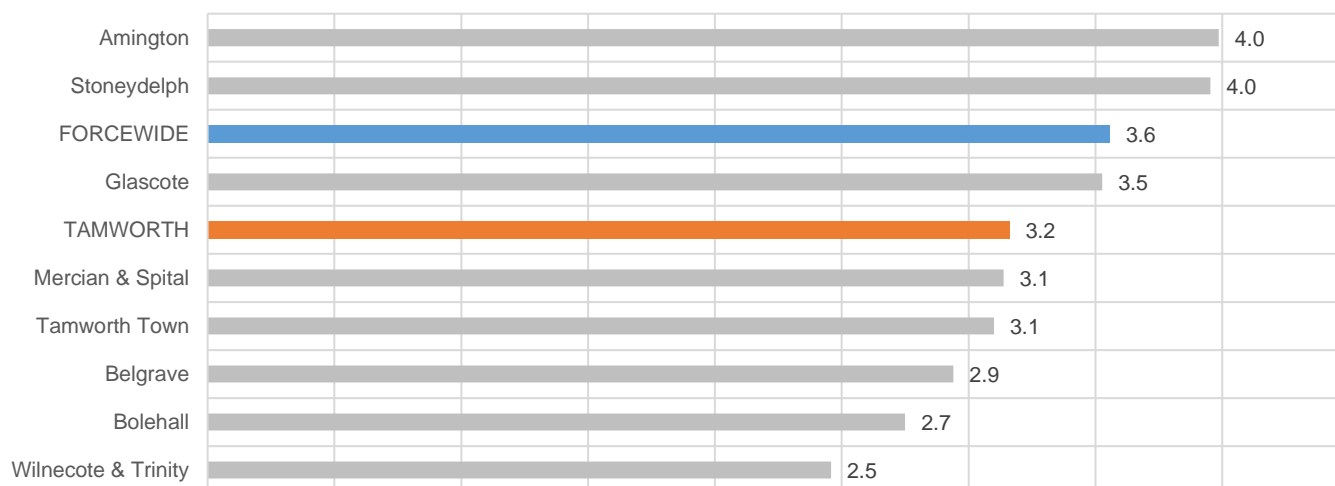
Comparison to Force: Overall rate similar / Two neighbourhoods high (but not statistically above average)

Local rate (per 1,000 people): 3.2   **Force rate (per 1,000 people):** 3.6

Direction of travel: Considerable increases in visibility of Stalking offences

Public expectation: Increasing

Local hotspot wards: None significantly above force average (*threshold for significantly above=5.4 per 1,000*). Areas with the highest rates of DA Stalking & Harassment are also flagged for high rates of overall DA.

At risk groups: Victims are disproportionately younger women (aged 20-34) who account for 34% of S&H victims, and particularly those within the 'Family Basics' Mosaic group – living in less-advantaged areas with younger children. Around 70% of S&H victims are female, and 30% male, however, victims do span all age ranges from 10 years up to 75+ and there is some disproportionality of victims amongst males aged 25-30 (7% of all S&H victims).

Drugs & County Lines
County Lines

Volume and potential harm: Small volume / Substantial individual harm / Severe community harm

CSPs with priority: All Safety Partnership Areas

Summary:
The use of County Lines to traffic drugs from urban areas into rural areas, causes significant issues for communities; particularly though the degradation of local areas through use of properties for drug use, drug supply and other criminal activity, and as a result of violent disorder and disputes between Organised Crime Groups (OCGs) and Urban Street Gangs (USGs) over control of particular County Lines and Drug Supply in specific areas.

The use of County Lines by OCGs is not limited to the supply and movement of drugs; the same criminal infrastructure is linked to Modern Slavery and People Trafficking, Child Sexual Exploitation (CSE) and Child Criminal Exploitation (CCE), Serious Violence, Money Laundering, and the supply of illegal weapons.

County Lines activity often relies heavily on the Criminal Exploitation of vulnerable persons. The practice of 'cuckooing' is commonplace; where criminals take over a vulnerable person's home (while the vulnerable person remains living there) and use that property for criminality. Victims are often people who misuse substances such as drugs or alcohol, but there are cases of victims with learning difficulties, mental health challenges, physical disabilities or who are socially isolated. Criminals who choose to exploit will often target the most vulnerable in society and will establish a relationship with the vulnerable person to gain access to their home. Cuckooed addresses are commonly used to store or distribute drugs - but can also be used in people trafficking and modern slavery, supply or storage of illegal weapons, sex work, or as 'safe houses' for criminals themselves who are trying to avoid detection by the Police.

In addition to cuckooing, OCGs involved in County Lines also exploit vulnerable young people (frequently young men and boys) by "recruiting" them into County Lines activity, often with promises of fraternity and protection from others (including locally active USGs) as well as offering opportunities to make money. These exploited individuals are often used by criminals for very high-risk activity: such as street dealing of drugs, forceful recovery of debts from drug users, and disrupting the activity of competing OCGs and USGs.

Those involved in drug supply offences in Staffordshire and Stoke-on-Trent are disproportionately young and male compared to offenders overall; 9-out-of-10 of those suspected or charged with drugs supply offences are men; 6-out-of-10 are 20 to 40 years old, and 2-in-10 are male and under 20 years old. Females are statistically less likely to be involved in drug supply offences than in crime overall.

While policing operations have closed many County Lines within Staffordshire in recent years, a level of County Lines risk continues to exist in all Safety Partnership areas in Staffordshire & Stoke-on-Trent. There are known on going risks around organised drug supply through County Lines as well as people trafficking and modern slavery offences, in addition to the wider threats around Criminal Exploitation of vulnerable persons.

At this point in time (October 2022) while there has been an impact on drugs offending locally, as the result of significant long-term targeted operations conducted by Staffordshire Police in partnership with neighbouring police forces, it is still considered that County Lines pose a substantial risk to individuals and a severe risk to communities.

Direction of travel: Long-term challenge with some increase   **Public expectation**: Critical / National expectations

Local hotspots: (To be discussed with relevant Policing leads as required for Community Safety Planning)

At risk groups:
Criminal exploitation:
Young males (aged 10-19) in disadvantaged communities are at particularly high risk of being criminally exploited through organised crime and gang membership, and account for 2 in every 10 individuals suspected of or charged with drug supply offences. These young men are disproportionately likely to be linked to supply offences relating to Class B drugs (such as cannabis) and less likely to be linked to importation and cultivation offences.

'Cuckooing' risk:
Adults with existing drug or alcohol dependency, and adults and young adults with learning difficulties and/or mental health needs – particularly those who are living independently but who are socially isolated. There are significant levels of repeat drug possession offences in a number of wards across the force-area, and it is likely that many of the vulnerable individuals known to services in these areas for Class A drug use are at increased risk of cuckooing.

Drugs & County Lines
Drug-related crime and harm

Volume and potential harm: Small volume / Substantial individual harm / Severe community harm

CSPs with priority: All Safety Partnership Areas

Summary: In addition to specific County Lines concerns, there are concerns about the wider impact of drugs and drug use in Staffordshire & Stoke-on-Trent. This is an issue which particularly affects the largest metropolitan/urban parts of the force-area; such as the city of Stoke-on-Trent, as well as Burton-upon-Trent in East Staffordshire, but is a challenge which is by no means limited to just these two areas – with a footprint in all local Safety Partnership areas.

In recent years issues have emerged around the use of synthetic Class B drugs (previously commonly known as 'Legal Highs' – although now controlled drugs) and in particular 'Monkey Dust' - which is having some impact on Stoke-on-Trent, Newcastle-under-Lyme and to a lesser extent Stafford – but does not appear to be an issue in Tamworth or the south of the County.

The current (2021-22) local rate of all drugs-specific offences (possession and trafficking; 0.9 per 1,000 population) in Tamworth has fallen over the last two years and is significantly below national rates (3.0). Rates of Drugs Possession (excl. supply) in Tamworth (0.6 per 1,000 population) are in line with the rate for Staffordshire County (0.7) and slightly below the force-wide rate (0.8).

The case is similar amongst supply offences, where the rate locally (0.3) is the same as that seen across the County, and slightly below the force area rate (0.4) as well as being significantly the national rate (0.7).

There are well evidenced links between drug use and offending. As at 2021 around 38% of offenders within the probation service in Staffordshire & Stoke-on-Trent had needs relating to drug use – increasing to 65% of those who had committed acquisitive offences (such as Burglary and Theft) and 85% of those convicted of Robbery offences.

In local police recording, around 1-in-50 crimes in Tamworth (2% of all) are flagged as being drug-related. This is lower than the force-wide proportion (3%) and the third-lowest proportion amongst local CSP areas.

Recent research[4] including interviews with those in prison custody in Staffordshire, saw individuals commenting on how adverse experiences in childhood and adolescence had often lead to use of drugs and alcohol, which in turn resulted in criminality (often Theft), followed by contact with the criminal justice system, and later, periods of custody.

Although slightly dated (2016-17) latest data suggests that while cannabis is the most prevalent drug in the force-area, there are just over 6,200 opiate and crack cocaine users in Staffordshire and Stoke-on-Trent – with the highest concentration in the more densely populated area of Stoke-on-Trent.

As at 2021-22 there were over 5,300 adults in drug and alcohol treatment programmes locally, with around half (2,600) receiving treatment for opiate use. Around half of those in treatment programmes engage with treatment and leave in a planned way.

In Tamworth levels of drug related mortality (deaths from drug misuse or poisoning) are particularly low compared to the rest of the force area – with numbers of deaths being so low that the ONS are unable to make statistical comparison between Tamworth and other local areas.

Direction of travel: Long-term challenge   **Public expectation**: Critical / National expectations

Local hotspots: (To be discussed with relevant Policing leads as required for Community Safety Planning)

At risk groups:
Research with some of the prison population in Staffordshire suggests that young people who have experienced particularly traumatic experiences in childhood or adolescence, but received limited or no support from agencies or known trusted adults, are vulnerable to using drugs and alcohol to attempt to address their mental health needs.

---

[4] Offending and Offender Needs 2021 – Office of the Staffordshire Commissioner for Police, Fire & Rescue, Crime

Serious Violence (SV) & Violence Against Women and Girls (VAWG)
Violence Against Women and Girls

Volume and potential harm: Large volume / Severe individual harm / Substantial community harm

CSPs with priority: All Safety Partnership Areas

Summary:
Evidence shows that many women in the UK do not feel safe in public or online: recent (2021) government research evidenced that girls do not feel safe at school or in other educational establishments, and many women and girls in the UK have experienced verbal abuse, intimidation, and sexual harassment in public spaces.

In late 2020 a call for evidence was made by the UK Government, to inform a revised VAWG strategy, which was published in July 2021. The new VAWG strategy sets out some key objectives for the Government, primarily to:

- Increase support for victims and survivors.
- Increase in reporting to the police, in addition to;
- Increased victim engagement with police, leading to;
- Increases in the number of perpetrators brought to justice, and;
- Reduce the prevalence of Violence Against Women and Girls overall.

The intent of the VAWG Strategy (2021) is to achieve these through improved earlier intervention and prevention and improving and strengthening existing systems – rather than introduction new systems or extensive duties.

While nationally domestic-related crime and incidents are often included within VAWG, in this needs assessment, as DA is covered in its own right, the focus on Violence Against Women and Girls looks in particular at offences which are not believed to be related to DA. This means that the focus in this section is largely on VAWG which is not part of a pattern of abusive behaviour and does not focus on offences which are committed by current or former intimate partners or family members of the victim.

In 2021-22 in Tamworth crime which was flagged by Staffordshire Police as being a VAWG incident accounted for around 1-in-8 (12.5% of) non-domestic related crimes. Amongst violent offences (which were not DA-related) approaching a quarter (23%) were instances of Violence Against Women and Girls. These proportions where the same across the force area overall.

Overall in 2021-22 in Tamworth, excluding domestic-related offences, there were a total of 539 recorded crimes which were flagged by police as being incidents of VAWG.

While the majority of offences flagged as being VAWG incidents are offences which are classified as violent crime, VAWG offences do fall into a wider range of offence types. Of the 539 instances of non-DA-related Violence Against Women and Girls recorded in Tamworth in 2021-22:

- **69% were violent crimes, comprising of;**
  - Malicious Communications (22% of all non-domestic VAWG)
  - Harassment (20% of all non-domestic VAWG)
  - Assault occasioning Actual Bodily Harm (ABH; 19% of all non-domestic VAWG)
  - Stalking (2% of all non-domestic VAWG) and;
  - More serious violence with injury (1% of all non-domestic VAWG)
- **20% were sexual offences, comprising of;**
  - Serious sexual offences (excl. Rape) (11% of all non-domestic VAWG)
  - Rape (6% of all non-domestic VAWG)
  - Other sexual offences (2% of all non-domestic VAWG)
- **12% were Public Order offences**
  - Primarily offences of causing Public Fear, Alarm, or Distress (10% of all non-domestic VAWG)

These proportions are entirely reflective of what is seen across the wider force area, with the types of offences recorded in Tamworth being in line with what is seen elsewhere across Staffordshire & Stoke-on-Trent, with no major outliers or significant differences.

There is a clear focus locally on improving the reporting and recording of VAWG offences. While flags have only recently been added to Police record management systems, these will start to allow comparisons over time.

Direction of travel: Increases in recording and visibility   **Public expectation:** Critical

Page 49

Serious Violence (SV) & Violence Against Women and Girls (VAWG)
Public Place and Serious Violence

Volume and potential harm:
Moderate volume / Moderate to substantial individual harm / Moderate to severe community harm

CSPs with priority:
Cannock Chase, East Staffordshire, Newcastle-under-Lyme, (Stafford), Stoke-on-Trent, Tamworth

Summary:
While levels of Public Place violence fell during the pandemic, while social and public space restrictions were in place, volumes have started to return towards pre-pandemic levels.

In 2021-22 there were 582 incidents of Public Place violence (PPV) which took place in Tamworth – equivalent to a rate of 7.6 per 1,000 population. This is the second highest rate in the force area, behind Stoke-on-Trent (10.3) but above the next highest (Cannock Chase, 5.3) and above the force-wide rate (5.5).

The current level of PPV represents a 55% increase locally, compared to the previous year (2020-21, 375 incidents) although remains slightly lower than the volume seen in the year pre-pandemic (2019-20, 650 incidents). However, by comparison, while locally PPV sits around a tenth (-10%) below pre-pandemic levels, for the force area overall, levels of PPV sit over a third (-37%) below pre-pandemic volumes.

There are evidenced links between alcohol and violent offences, and particularly those in public spaces; while around 8% of all crime in Tamworth in 2021-22 was alcohol-related, this increases to 15% amongst PPV offences. However pre-pandemic (2019-20) closer to a fifth (19%) of all PPV featured alcohol as a factor.

In several parts of the force-area concerns remain with regards to links between Urban Street Gang (USG) activity, Organised Crime Group (OCG) activity, Drug Supply/County Lines and Serious Violence. Particular issues centre on feuds between rival USGs and rival OCGs and an increased use of violence to 'recover' drug debts from users. Over recent years, levels of serious violence locally have increased - with much of this linked to USGs, OCGs and drugs.

Although a smaller proportion of total violent crime, the level of Serious Violence in Tamworth also shows a notable increase from the previous year, with 156 incidents in 2021-22, equivalent to a rate of 2.0 per 1,000 population (compared to 1.7 across the force area). Similarly to PPV this is the second highest rate amongst local CSP areas.

While force-wide, alcohol is less prevalent in Serious Violence incidents (factor in around 10%) in Tamworth, it is just as present as it is in PPV, with around 15% of Serious Violence incidents being flagged as alcohol related.

Additionally, while drugs are a factor in a small proportion of violent offences (1.6%) in Tamworth, this increases amongst Serious Violence (2.5%) – although this indicates that drugs are very rarely a factor.

Nationally and regionally Knife Crime has been of growing concern, particularly in urban areas. Although Knife Crimes are low in volume in Staffordshire and Stoke-on-Trent (768 incidents in 2021-22, a rate of 0.7 per 1,000 population) there has been some increase in 2021-22. Similarly to PPV, Tamworth sees the second highest rate of Knife Crime in the force area (0.8) behind Stoke-on-Trent (1.3) and above Newcastle-under-Lyme (0.7). In the last year (2021-22) there were 61 recorded Knife Crimes in the local area.

While generally low in number, overall there was little impact on Knife Crime as a result of the pandemic. Across the force-area there were only ten fewer incidents in 2020-21 compared to pre-pandemic – and in Tamworth, volumes of Knife Crime have remained fairly consistent over the past few years.

Comparison to Force: Rates high compared to the force. Issues polarised towards the town centre.

Direction of travel: Consistent and now similar to pre-pandemic   **Public expectation:** High

At risk groups:
Public Place Violence offenders are predominantly young men (aged 18-29), although there are some female offenders, mainly aged under 40 years. Knife Crime offenders are also mainly young men (aged under 30 years) with a particularly high proportion of Under 18s (mostly aged 14+).

With both PPV and Knife Crimes – both offender and victim are mainly young men, in particular those aged under 30 years. In many instances, the offender and the victim are of the same age group.

Public place violence is polarised towards town centres and commercial areas, and poses the greatest risk to the public between 21:00-04:00hrs, particularly where alcohol is a factor.

Vehicle Crime

Volume and potential harm: Low volume / Moderate individual harm / Low community harm

CSPs with priority: Cannock Chase, Lichfield, South Staffordshire, Tamworth

Summary:
In Tamworth in 2021-22 there were 338 Vehicle Offences recorded – equivalent to a rate of 4.4 per 1,000 population. This is slightly above the force-wide rate (3.8) but lower than pre-pandemic. Just over a third (37%) of all Vehicle Crime in Tamworth related to Thefts of Vehicles and just under half (48%) to Thefts from Vehicles.

There were 124 Vehicle Thefts in the same period – comprising of 100 Thefts, 19 Taking without the owner's consent, and 5 aggravated vehicle taking offences. The rate of Vehicle Theft for Tamworth (1.6) is considerably lower than the rate seen pre-pandemic (2.4) but also a slight increase on the rate seen mid-pandemic (1.3 in 2020-21). This averages out to around two vehicle thefts per week in Tamworth.

As anti-theft technology in vehicles has improved, approaches to vehicle theft have changed. With many modern vehicles unable to be driven without their keys, criminals are increasingly using burglary to facilitate vehicle theft; entering properties purely to steal vehicle keys and key fobs - driving the stolen vehicle away from the scene. These offences are often referred to as 'Car Key Burglaries' (CKB).

Where in the past there have been issues with keyless thefts or 'relay attacks' (where criminals use a device to amplify the signal from a car key inside someone's home in order open and start a vehicle without needing the key in hand) these types of thefts have fallen. It is likely that this is the result of both greater awareness of this type of theft amongst the public (and vehicle owners taking relevant measures) and criminals moving away from this approach.

Although less common, and lower volume, changes in anti-theft technology have also resulted in some national and regional increases in aggravated vehicle-taking or 'car-jacking' – where a vehicle is stolen whilst in use, usually on the road, and sometimes while the victim is still on their own property. While very low volumes (five local incidents in 2021-22) these can be highly traumatic offences for victims and communities.

Historically, Tamworth has experienced particularly high proportions of burglaries which have resulted in vehicle theft. These offences have typically been focussed in the south-east of the force-area, with Tamworth and Lichfield particularly affected compared to other CSP areas, although recently these have started to impact Cannock Chase.

During the pandemic there has been a considerable local reduction in Vehicle Thefts. While Vehicle Theft across the force area reduced by a reasonable amount (-8%) in 2021-22 compared to before the pandemic (2019-20) the reduction in Tamworth has been far more significant (-33%).

However, while levels of Vehicle Theft remain well below rates seen in 2019-20 they have been slowly increasing since Coronavirus restrictions ended, even though they have not yet returned to pre-pandemic levels. Equally, while Vehicle Thefts have fallen, the number of Thefts from Motor Vehicles have remained largely consistent.

Offences appear to be particularly targeted and have often affected areas and communities across the force area which typically do not experience high levels of overall crime. However, while some Vehicle Theft in the force area (particularly Lichfield and South Staffordshire) appears to be mostly targeted towards higher value vehicles, those seen in Tamworth often target mid-value vehicles which can stripped down for parts or used in other criminality.

Comparison to Force:
Pre-pandemic highest rate in the force area. As at 2021-22 in line with force average

Rate of Vehicle Thefts
Local rate: 1.6 per 1,000 pop.   **Force rate:** 1.6 per 1,000 pop.

Direction of travel: Persistent challenge   **Public expectation:** Moderate

At risk groups: Communities in higher-value suburban areas with detached homes and lower-levels of overall housing density. Analysis across the force-area suggests that households in the most affluent parts of affected CSP areas have been disproportionately affected by car key burglaries.

However in some CSP areas such as Tamworth and Cannock Chase, vehicles targeted are frequently more common mid-value vehicles rather than luxury manufacturers. It should be considered that there is a degree of risk to car owners in general within priority localities.

Vulnerable Persons
Mental Health

Volume and potential harm: Small volume / Moderate to severe individual harm / Low community harm

CSPs with priority: All Safety Partnership Areas

Summary: Mental Health (MH) is a cross-cutting theme, with links to a range of other vulnerabilities. Many with MH needs appear in other high-risk cohorts; including those with drug and/or alcohol challenges, those socially isolated and living in poor quality housing, as well as young people and adults who are at risk of criminal exploitation.

Vulnerable people, including those experiencing MH challenges, are often at greater risk of being a victim of crime - targeted by criminals who exploit vulnerabilities and take advantage through financial or criminal exploitation.

Around 3% of all crime in Tamworth was flagged as featuring Mental Health as a factor, comparable to the 4% observed force-wide. While the rate of MH related crime increased from being one of the lowest in the force-area pre-pandemic (2.5 per 1,000 population in 2019-20) to the highest (4.6) in 2020-21 these have reduced considerably to a rate of 1.8 MH flagged crimes in 2021-22 (below the force-wide rate, 2.5).

There is reliable evidence that economic recessions and factors such as unemployment, income decline, and unmanageable debts are connected with poor mental wellbeing, increased rates of common mental disorders, substance-related disorders, and suicidal behaviours. It should be anticipated that, should the Bank of England's recession predictions be correct, such challenges are highly likely to increase locally over the coming 12-24 months.

In Staffordshire & Stoke-on-Trent (the smallest geography with available data) the rate of detentions under the Mental Health Act[5] (MHA) had increased in 2020-21 from 81.3 (pre-pandemic) to 88.0 per 100,000 population; an increase of around 8%. While the rate has fallen slightly in 2021-22 (to 85.5) this is still above pre-pandemic rates. Those detained under the MHA tend to be disproportionately from deprived communities and of Black and Other Ethnicities, as well as often being middle aged (35-49) or younger adults (18-34). There is no disproportionality by gender.

Local[6] and national[7] COVID surveys have highlighted that more than two-thirds of people felt that the pandemic had a negative impact on their life, with many feeling stressed and anxious. Further analysis[8] found that, taking account of pre-pandemic trajectories, mental health has worsened substantially (by 8.1% on average) as a result of the pandemic. Young adults and women – groups with worse mental health pre-pandemic – have been hit hardest.

Levels of GP depression diagnoses in 2020-21 for Tamworth residents were higher than national levels, with 14.6% of the adult population having a diagnosis of depression, compared to 12.3% across England.

Public Health England (PHE) estimates for Tamworth suggest that around 9.8% of children aged 5 to 16 years (approximately 1,100 children) in the area are likely to have a mental health disorder. This is the 2nd highest proportion in the force area and falls within the top 20% of highest rates in Local Authorities in England.

Estimated prevalence of common mental disorders (Public Health England):

		% of population
Children (age 5-16)	England	9.2
	Force-wide	**9.5**
	Tamworth	9.8
Adults (age 16+)	England	16.9
	Force-wide	**16.4**
	Tamworth	16.6
Older adults (age 65+)	England	10.2
	Force-wide	**10.2**
	Tamworth	10.5

Comparison to Force: Rates of recorded crime where Mental Health is considered to be a factor have increased significantly in 2020-21 and are currently the highest in force. However, rates of Mental Health diagnoses are largely similar to force-wide and national levels.

---

[5] NHS Digital - Recorded uses of the Mental Health Act: crude rates per 100,000 population

[6] Staffordshire County Council – Residents Survey

[7] Office of National Statistics (ONS) - Coronavirus and the social impacts on Great Britain

[8] Institute of Fiscal Studies (IFS) - The mental health effects of the [first] lockdown and social distancing during the Covid-19 pandemic in the UK

Vulnerable Persons
Contextual Safeguarding

Volume and potential harm: Moderate volumes / Moderate to Severe individual and community harm

CSPs with priority: Cannock Chase, East Staffordshire, Lichfield, Newcastle-under-Lyme, (South Staffordshire), (Staffordshire Moorlands), (Stafford), Stoke-on-Trent, Tamworth

Summary:
The 'toxic trio' of risks that are most likely to result in home or family safeguarding concerns – parental mental ill-health, drug and alcohol misuse, and domestic abuse are particularly present in parts of Tamworth, resulting in an elevated level of need for safeguarding of young children (under 11 years of age).

The large majority (63%) of children in Staffordshire and Stoke-on-Trent who are subject to a Child Protection Plan are primarily being safeguarded as a result of neglect, followed by just under a third (31%) who have experienced emotional abuse. Compared to England, the force-area sees a greater proportion of children subject to a plan as a result of neglect, with lower proportions experiencing emotional, physical or sexual abuse.

While it is important to consider the safeguarding of young children and risk of harm within the family environment, as young people move from childhood and into adolescence, they spend increasing amounts of time socialising independently of their families. During this time the nature of young people's schools and neighbourhoods, and the relationships that they form in these settings, inform the extent to which they encounter safeguarding risks in settings outside their families.

In the past 12 months (to October 2022) across Staffordshire & Stoke-on-Trent there were over 3,080 missing person episodes involving under 18 year olds. This was an increase of a fifth (+21%) over the previous 12 months with 3-in-5 (60%) flagged as high risk. Missing person episodes have seen an increase in almost all Safety Partnership areas, although increases in Tamworth have been similar to the force average.

There are some concerns in Tamworth relating to the safeguarding of young people outside of their family contexts – particularly the risk of criminal exploitation by Urban Street Gangs (USGs) and organised criminals of vulnerable young people, who can be lured into criminality with the promise of financial gain, and perhaps the appeal of fraternity.

Young people who are Looked After Children (LAC) and who have been placed in care, or who attend pupil referral units (PRUs) are at particularly increased risk due to their level of vulnerability and often unstable social networks and networks of support. Once groomed, these young people are then often used for high-risk activities, increasingly linked to County Lines drug supply activity, such as street dealing and transporting drugs and recovering drug debts.

Rates of Children's Safeguarding referrals and Looked After Children in Tamworth have been a historical concern, and have been a particular issue in Glascote ward.

Although the topic of safeguarding is often raised in relation to vulnerable children and young people, it is important to remember that there are vulnerable adults who are also in need of safeguarding and support.

There are criminal exploitation risks amongst vulnerable adults, particularly relating to the practice of cuckooing. Adults who are vulnerable as a result of alcohol and substance misuse challenges, social isolation, disability and learning difficulties, should be considered to be particularly vulnerable.

Direction of travel: Ongoing concern

Local hotspots: Glascote (Rates of Child Protection and Looked After Children)

At risk groups:
Criminal exploitation:
Males aged 10 to 19 in disadvantaged communities (particularly including LAC and those in PRUs)

Children's safeguarding:
Children (birth to 17) living in communities with high levels of deprivation, domestic abuse, drug and alcohol use.

Additional Challenges for Consideration

Repeat and Persistent Offending

Volume and potential harm: High volume / Moderate individual harm / Substantial community harm

CSPs with consideration: All Partnership Areas

Summary:
Repeat and persistent offenders are consistently disproportionately responsible for crime in Staffordshire and Stoke-on-Trent, with the minority of offenders responsible for the majority of offences.

Previous local research has shown that 45% of the 22,490 offenders living in Staffordshire and Stoke-on-Trent were considered repeat or persistent – and were responsible for 71% of all recorded crime where an offender was identified. Young offenders (those under the age of 18) were not more likely to be repeat offenders and did not commit significantly more offences than known offenders who were aged 18 and over.

Prior to the pandemic, all major types of crime saw 50% of incidents or more committed by repeat and persistent offenders – and six[9] out of eleven major crime types saw three-quarters (75%) or more committed by repeat offenders – including Weapons Offences. Sexual offences, however, were significantly less likely to be committed by repeat or persistent offenders compared to other major types of crime.

Offenders with known drug offences or offences where drugs were considered a factor in their recent offending history, are substantially more likely to be repeat and persistent offenders. Around 2-out-of-3 (66%) of those flagged for drug-related offending in the area were repeat and persistent offenders, compared to 43% of those with no recent drug-related offending.

Local assessment of Offender Needs (2022) found that many of those with repeat periods in custody have drug and alcohol challenges. Many of these had histories of adverse childhood experiences and trauma but no networks of support when these occurred – and later found themselves using drugs or alcohol to attempt to address mental health needs – which later resulted in acquisitive crime (and custodies) in order to sustain addiction and dependency.

Research has found that offenders with unmet rehabilitation needs and unmet needs around accommodation on release from custody are highly likely to reoffend.

Reoffending by previous custodial sentences (Ministry of Justice, 2019-20)

Category	Percentage
11 or more previous custodial sentences	65%
6 to 10 previous custodial sentences	50%
5 previous custodial sentences	45%
4 previous custodial sentences	42%
3 previous custodial sentences	39%
2 previous custodial sentences	34%
1 previous custodial sentence	28%
No previous custodial sentences	14%
All Offenders	25%
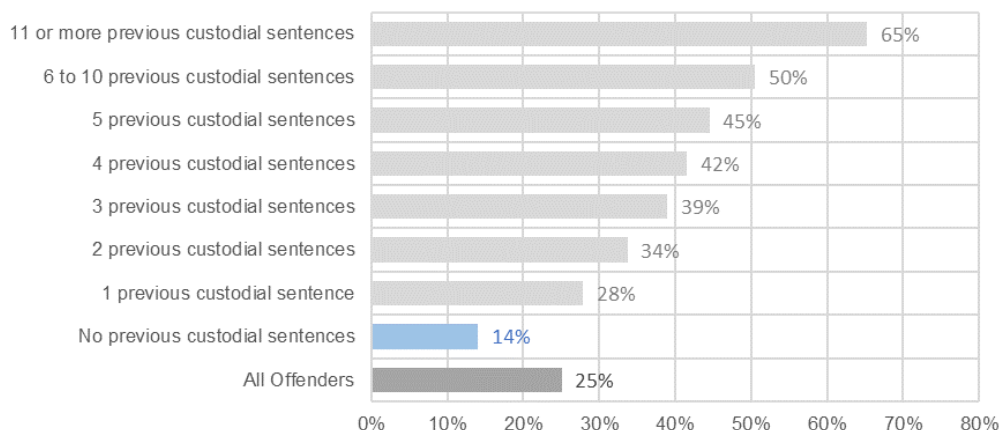
Offenders who have served two or more custodial sentences are also highly likely to repeatedly reoffend and re-enter custody. Generally, the more often an offender enters and leaves custody, the more likely they are to reoffend and receive further custodial sentences – and with each further custody, the risk of reoffending increases.

Force proportion: 45% of repeat offenders commit 71% of recorded crime

Public expectation: Substantial

At risk groups: Offenders with previous drug-related offending are particularly likely to repeatedly offend – primarily committing acquisitive offences such as Shoplifting and Burglary.

---

[9] Arson & Criminal Damage, Burglary, Possession of a Weapon, Robbery, Theft, Vehicle Offences.

Fraud

Volume and potential harm: Moderate volume / Severe individual financial harm / Moderate community harm

CSPs with priority: (Cannock Chase), (East Staffordshire), Lichfield, (Newcastle-under-Lyme), South Staffordshire, Stafford, Staffordshire Moorlands, (Tamworth), (Stoke-on-Trent)

Summary: In the 12 months to September 2022 the National Fraud Intelligence Bureau (NFIB) recorded 4,946 Fraud instances against individuals and businesses in Staffordshire & Stoke-on-Trent – with total losses of £17million.

While this represents a decrease in volume on the previous year (1,000 less incidents) it represents an *increase* in losses – with around £0.7million more lost to Fraud than in the previous year. This suggests that while incidents have fallen, the level of loss per Fraud instance has increased. The split between businesses and individuals remains consistent with previous years, with 92% of incidents committed against individuals and 8% against businesses.

The rate of NFIB recorded *personal* fraud in Staffordshire and Stoke-on-Trent is 4.0 incidents per 1,000 population, which is slightly lower than the rate seen across England & Wales (5.3) and similar to that for the West Midlands region (4.4). Both locally and nationally Fraud remains more prevalent than residential Burglary.

NFIB reporting[10] shows that average monthly Fraud reports have fallen below pre-pandemic levels, after seeing a spike during periods of lockdown – with an average of 378 reports per month (Oct '21 to Sept '22) compared to around 460 per month during the pandemic. There is concern that due to the present cost of living challenges and high levels of inflation, criminals will continue to target individuals using promises of rebates and refunds to encourage victims to part with personal and financial information, and Fraud levels will begin to increase further.

Fraud is often sophisticated, organised and technologically advanced. In Staffordshire and Stoke-on-Trent, figures show that year-on-year around 70% of personal fraud has an online element. Fraud scams using internet banking and remote computer access, mean that criminals can defraud individuals and businesses of large sums of money very rapidly and from anywhere in the world with an internet connection. This is often also the case in incidents of 'Romance Fraud' – with criminals using chat functions in online games and social media to groom their victims online.

Consumer Fraud (including online shopping/auctions and dating/romance scams) is the most prevalent, accounting for 39% of all fraud offences with average losses of around £1,620 per incident – the greatest proportion of which are online shopping/auction fraud. However, within Consumer Fraud, locally dating scams and 'romance fraud' continue to present a significant risk; while volumes remain low (around 1-in-50 fraud cases) average levels of losses are amongst the highest of any type of fraud at around £10,100 per incident.

Those vulnerable to Fraud are also often vulnerable to 'door-step' crime, which may involve intimidating and aggressive behaviour or an element of befriending or grooming of the victim to facilitate offending or repeat victimisation. The average victim of doorstep crime is over 80 years old and lives alone. Locally, over the past 12 months, on average, one doorstep crime per week (including bogus traders) has been reported to Action Fraud.

NFIB: Demography and losses through personal fraud (12 months to Sept 2022)

| | Count | Losses | | Proportion | |
		Total	Per case	of cohort	of all losses
Cyber-enabled	*3,171*	£ 8,500,000	£ 2,681	70%	59%
Non-cyber	*1,372*	£ 5,900,000	£ 4,300	30%	41%
Male	*1,890*	£ 7,000,000	£ 3,704	42%	49%
Female	*2,101*	£ 6,600,000	£ 3,141	46%	46%
Over 60s	*1,224*	£ 6,433,600	£ 5,256	27%	45%
Under 60s	*3,256*	£ 7,777,800	£ 2,389	73%	54%

Direction of travel: Reduction in volume. Increase in loss per incident.   **Public expectation:** Critical

At risk groups:
While older adults and those who are less skilled with technology are particularly vulnerable to Fraud and doorstep crime, Fraud can affect anyone. Increasingly young people are being targeted through social media for investment scams – usually relating to Cryptocurrencies.

---

[10] NFIB – Fraud dashboard - https://colp.maps.arcgis.com/apps/dashboards/0334150e430449cf8ac917e347897d46

Fire and Rescue

Volume and potential harm: High volume / Varied levels of individual and community harm

**CSPs with consideration:** All Partnership Areas

Summary:
Nationally, Fire and Rescue Service's (FARS) incidents in 2021-22 (577,104) have increased from 2020-21 (518,270) as well as being the highest since 2011-12 (606,941).

This increase can be attributed to non-fire emergencies, with more requests to assist other agencies. Incident numbers during 2020-21, effected by lockdowns during the pandemic, showed a decrease, particularly in the level of false alarms and non-fire emergencies of which road traffic collisions had a significant decrease.

The national increase in 2021-22 compared to 2011-12, is mainly due increase in Non-fire emergencies, such as assisting other agencies, although, incident numbers are much lower than 20 years ago (2001-02; 990,793). While incident demand has decreased over time, Fire and Rescue Service's continued focus on prevention work has been sustained. During 2021-22, 698,648 home fire safety visits were conducted across England.

In 2020-21, Staffordshire had followed the national trend with a lower-level demand again effected by fewer non-fire emergencies. Overall demand in 2021-22 has remained consistent with previous years, with no significant increase in non-emergency incidents as seen nationally. Both nationally and locally, climate change continues to be a significant risk, with likely increases in wildfire and flood-related incidents.

Fire and Rescue Incidents (Staffordshire & Stoke-on-Trent, 2015-16 to 2021-22)
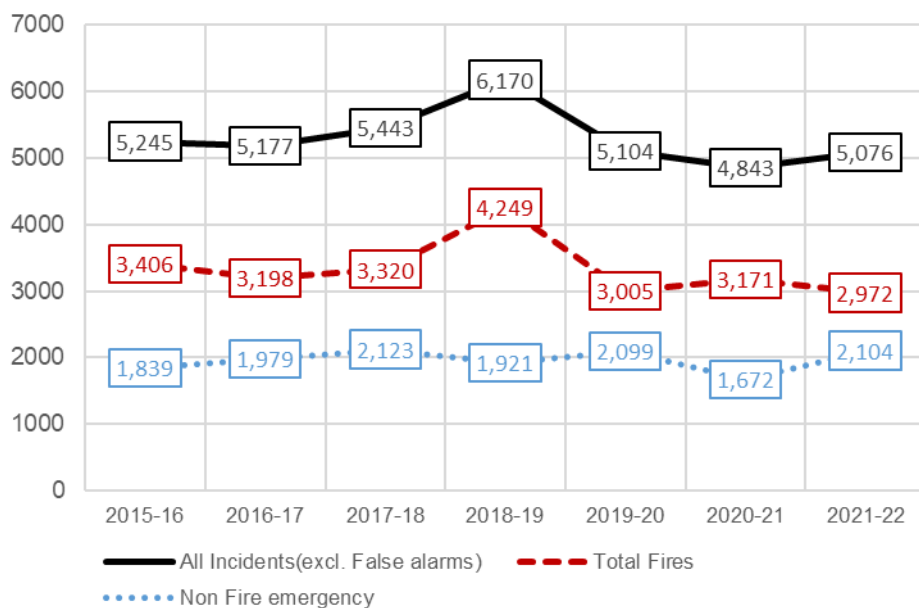
To reduce the risk of fire, the service has continued to target older persons and people living alone through its prevention activities. Both groups are more likely to be injured or killed in a fire if it were to occur. Other significant causes of fire continue to be cooking and faulty electrical appliances which drive are large proportion of incidents, however smoking materials cause fewer fires, but have disproportionly higher numbers of casualties. Mental and physical health also have an impact on an individual's ability to escape from a fire.

With the impacts of the Cost-of-Living Crisis, the risk of fire to individuals and households is likely to increase, particularly in areas with higher deprivation. National research and modelling, through the National Fire Chief's Council (NFCC), has identified which factors are most closely linked to the likelihood and consequence of a fire. Factors include, poor health, unemployment, overcrowded households, social renters, households with poor energy ratings, and English, not the first language.

The service continues to have a strong focus on the safety and operational response to tall buildings following the Grenfell Tower fire. As well as the service's continued emphasis on fire safety audits, building safety compliance and the promotion and fitting of sprinkler systems, from January 2023, new regulations make it a requirement in law for responsible persons of high-rise blocks of flats to provide information to Fire and Rescue Services to assist them to plan and, if needed, provide an effective operational response.

Page 56

Safer Roads

Volume and potential harm: Moderate volume / Moderate to substantial individual harm / Moderate community harm

CSPs with consideration: All Partnership Areas

Summary: There have been reductions in overall casualties on roads in Staffordshire & Stoke-on-Trent over the past five years. While there were a total of 2,474 casualties on local roads in 2017 - these have fallen consistently year on year (including pre-Covid) with 1,118 casualties recorded in 2021 – equivalent to a 55% reduction.

However, while casualties have reduced overall – the number of people killed or seriously injured (KSI) has remained fairly constant and has seen more modest reductions (-18%). The result is that while the overall number of casualties have reduced, the proportion which are KSI has increased – from 13% of casualties in 2017 to 21% in 2021.

Over the past five years, on average, five people per week were killed or seriously injured on local roads.

Figure 22: Number of road user casualties, Staffordshire & Stoke-on-Trent (2017 to 2021)

Legend: ■ Killed or Seriously Injured ■ Injured; non-serious / not fatal
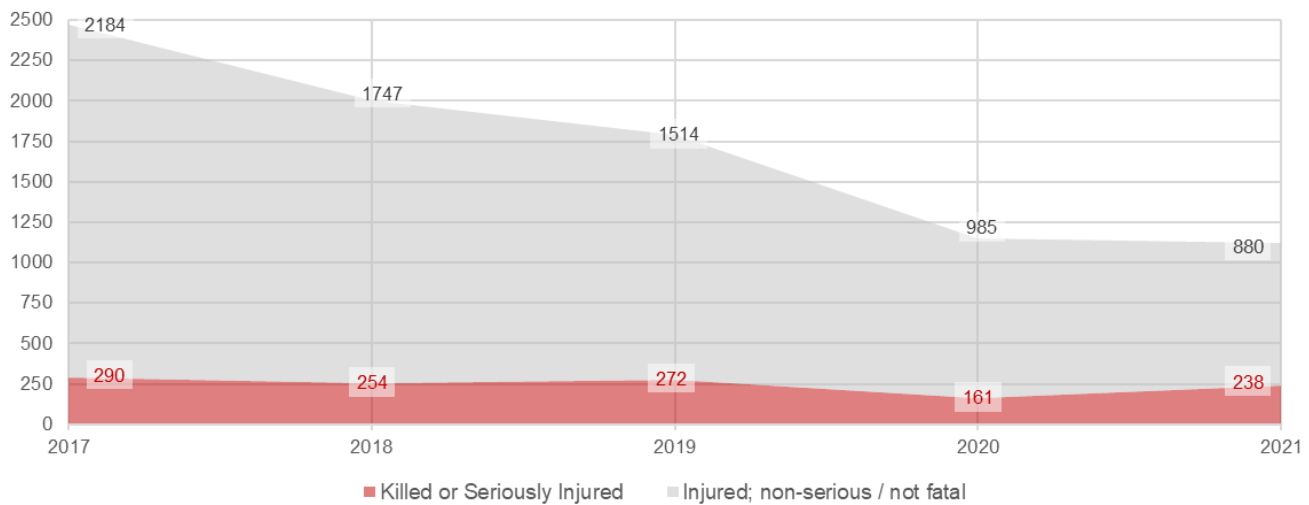
While most casualties on local roads are not serious or fatal (79%) there are some road users which are at far greater risk than others of being KSI in a collision than others.

Between 2017 and 2021, for every 10 people who were KSI on roads in Staffordshire & Stoke-on-Trent:

- 4 were in cars (including taxis and minibuses)
- 2 were on motorcycles
- 2 were pedestrians
- 1 was on a pedal cycle
- 1 was in a van / HGV / bus or other vehicle

Motorcyclists are by far the highest risk road user group in terms of the proportion of injuries which are serious or fatal, followed by pedestrians. Between 2017 and 2021 on average one motorcyclist and one pedestrian per week were killed or serious injured in the local area. Although this rate (1 per week) is the same for both road users, while 35% of pedestrians who are injured in collisions are KSI - this increases to 48% amongst motorcyclists.

Road Safety also remains a considerable public concern. While evidence is only anecdotal at this time, there are many comments nationally and from local communities that since the periods of limited road use during lockdowns, post-lockdown driving has become more dangerous, as a result of speeding and more erratic driving habits.

Direction of travel: Reduction in overall casualties. Limited change in KSI (with exception of lockdown periods).

Public expectation: Substantial

At risk groups: Motorcyclists, pedestrians, and those on pedal cycles are particularly vulnerable road users and the most likely to be seriously injured or killed when road collisions take place.

While in the past rural roads have seen a greater proportion of road casualties result in persons being killed or serious injured, in recent data the proportion of casualties KSI on rural roads (21%) has been consistent with the proportion seen on urban roads (also 21%) and the overall rate for the area (21%).

Page 57

Modern Slavery

Volume and potential harm:
Small volume / Severe individual harm / Substantial community harm

CSPs with priority:
East Staffordshire, (Newcastle-under-Lyme), Stafford, Stoke-on-Trent

CSPs with consideration: All remaining CSP areas

Summary:
Modern Slavery refers to the offences of human trafficking, slavery, servitude, and forced or compulsory labour. This can then be considered as five sub-threats: sexual exploitation of adults; trafficking of adults into conditions of labour exploitation; trafficking of adults into conditions of criminal exploitation; trafficking of minors into conditions of sexual, criminal or labour exploitation; and other forms of exploitation[11].

The scale and visibility of Modern Slavery and Human Trafficking in Staffordshire and Stoke-on-Trent has continued to increase in recent years. In the last year (2021-22) there were just over 100 recorded Modern Slavery offences in the local area – compared to an average of 78 per year in the years pre-pandemic. Offences have been recorded in every local Safety Partnership area. As Modern Slavery offences are largely hidden, it is still considered that recorded increases represent improved detection of offences, rather than an increase in the number of offences taking place.

Local Modern Slavery concerns continue to comprise of offences relating to Forced or Compulsory Labour and Holding Persons in Slavery or Servitude, and to a lesser extent Human Trafficking and Facilitation of Travel with a view to Exploitation. In addition to recorded and prosecuted criminal offences, there have been a number of incidents which have been flagged for potential Modern Slavery concerns and remain under further investigation.

Known victims and perpetrators of Modern Slavery offences in Staffordshire and Stoke-on-Trent are predominantly White British, although there have been increases in cases with victims who are Albanian. There remain small numbers of Romanian, Slovakian and Vietnamese victims and perpetrators. Perpetrators often target those with the same geographic origin – and as such the ethnicity of both victim and perpetrator are usually the same.

British victims tend to be those who have fallen on difficult times, often with alcohol or substance misuse challenges, making them vulnerable to promises of well-paid work complete with accommodation. Non-British victims are often brought into the UK from areas of conflict and/or economic hardship, with the promise of a new life, usually paying significant sums of money for transportation.

Frequently traffickers will add debt on to the money already paid and expect those being illegally trafficked to either pay additional money or work for the traffickers until the additional 'debt' has been paid off – in some instances this is linked to County Lines drug supply, with victims expected to manage cannabis farms/cultivations.

While the number of offences recorded in Tamworth recently does not make Modern Slavery a key priority for the local area, it is a challenge which is present locally, and still requires a degree of consideration.

Although numbers are low, the level of OCG activity related to Human Trafficking (related to Modern Slavery and Exploitation) and Organised Immigration Offending is of some concern in limited parts of the force-area – with criminals involved in these offences also often involved in the smuggling of other commodities and money laundering.

Direction of travel: Visibility and detection of offences improving

Public expectation: Substantial

Local hotspots and at risk groups:
To be discussed with relevant leads at Staffordshire Police as required for Community Safety Planning

---

[11] NCA – National Strategic Assessment of Serious and Organised Crime 2018

Quality of Life and Wider Determinants

Across Staffordshire & Stoke-on-Trent, not everyone experiences the same quality of life; there are several communities which face considerable disadvantage and deprivation, as well as pockets of affluence and advantage. There are a range of factors which affect individual quality of life, future life chances, and overall vulnerability.

Factors of most concern are deprivation, economic inactivity and financial stress, crime and ill-health related to alcohol and substance dependence/misuse, social isolation, as well as children and young people and vulnerable adults in need of safeguarding against abuse and criminal exploitation.

It is clear that the recovery from the Covid-19 pandemic (including its impact on global supply chains) and the growing impact of the war in Ukraine are creating challenges in the UK – both in terms of inflation in the cost of everyday essentials (such as food, energy, and fuel) and pressures on government finances and fiscal decision-making.

At the time of this report (November 2022) analysts at the Bank of England consider the UK to be at the start of a long period of economic recession. Experience from the deep period of global recession from 2007 to 2009 suggests that many more people are likely to become vulnerable during the coming 12-24 months, and many of those already considered vulnerable are likely to become even more so.

Tamworth, and particularly the Glascote area of the CSP area, has historically experienced challenges around children's safeguarding demand – particularly relating to high rates of children and young people subject to Children's Social Care interventions such as Child Protection Plans and levels of children in care (Looked After Children).

While rates of conceptions amongst under 16 year olds in Tamworth have previously been significantly higher than national levels they have showed very little significant change over the last two years (2019 and 2020) and are statistically similar to national levels at present.

School attainment at KeyStage 4 (previously GCSE now Attainment 8) is below the national level, and has been for a period of time, which may have links to slightly higher local levels of universal credit claims amongst younger people. Latest attainment data (2020-21) shows that average Attainment 8 scores in Tamworth (47.1) have not improved significantly since 2019-20 (46.1) are well below national levels (50.9) and amongst the lowest five scoring Local Authority areas in the West Midlands.

Missing the national standard for KS4 can be particularly problematic, as it can act as a barrier to accessing college and sixth form learning and as a barrier to securing apprenticeships. There are risks that this might result in limited employment opportunities and make some young people more vulnerable to being criminally exploited.

The pandemic and lockdowns have had a considerable impact on Universal Credit claims both nationally and locally. In Tamworth, during the first lockdown the Claimant Count (percentage of working age adults claiming universal credit) doubled within two months between February 2020 (3.2%) and May 2020 (6.4%). This is in line with rates seen nationally. As at the end of September 2021 this rate had reduced (4.8%) but remains higher than pre-pandemic.

A good proportion of adults are in work in Tamworth – with a claimant count of 3.5% of working adults – which is similar to the national level and a notable reduction from the 6.2% seen at the peak of the pandemic (March 2021).

Earnings in Tamworth have managed to catch up with the national average (an increase of 14% locally). However with considerable inflation levels observed in 2021 and 2022 there are still many who are likely to be in full time work, but still experiencing economic hardship. Affordability of housing is a considerable challenge, although in line with the national and regional pictures, with the average home in Tamworth costing 7.9 times the average local salary.

Healthy lifestyles are a significant concern for Tamworth; particularly healthy weights for adults. Latest data (2020-21) shows that 75% of adults in Tamworth have a BMI score which sits in the Overweight or Obese range. This is significantly higher than the national level (64%) and shows a local increase from the previous year (71%, 2019-20).

While alcohol-dependency and related concerns have reduced in Tamworth in recent years, latest Public Health data (2020-21) shows that hospital admissions for alcohol related conditions have not increased since the previous Strategic Assessment, but still remain significantly above the national level. While hospital admissions for alcohol-related conditions are high, alcohol-specific deaths in Tamworth are in line with national levels.

There are some concerns around older adults in Tamworth; in previous years, rates of hospital admissions due to falls in both over 65s and over 80s were significantly above national levels. Although these rates are now (2020-21) in line with levels seen across England, fall-related admissions amongst the over 80s in Tamworth are still very close to being significantly above the national level.

Public Confidence & Feeling the Difference

It should be noted, that in 2019, the decision was made to redevelop the approach to a Staffordshire and Stoke-on-Trent public confidence residents' survey. As such the Feeling the Difference survey ceased.

The final wave of the Feeling the Difference surveys were completed in late 2018 with a new approach to surveys in development. However, at this present time a longitudinal replacement for Feeling the Difference has not been implemented.

The previous survey was conducted on a 'doorstep' basis and face-to-face, something which was not possible during the pandemic. This is not solely a local challenge; surveys nationally were affected by the pandemic, including those conducted by the Office for National Statistics such as the Crime Survey for England & Wales.

Findings from relevant public perception surveys will be added into future refreshes as relevant.

Appendices

Appendix A: Overall recommendations

Ensure that partnerships maintain links with Staffordshire Police, through the Knowledge Hub and local Policing Commanders, in order to identify emerging risks and priorities in 'real time' as they occur throughout the year – including making use of available Business Intelligence resources such as the Staffordshire Police Knowledge Hub BRAIN Gateway – as well as making use of relevant emerging risk assessment and strategic documents.

Partnerships should engage with Police Thematic Leads for each of their identified areas of priority in order to engage with and influence the Police response to priority challenges.

Ensure that partnerships remain engaged with relevant Needs and Risk Assessments developed through the Staffordshire Commissioner's Office, through Local Authorities, and in other Safety Partnership areas, so that emerging learning and recommendations can be reflected in ongoing partnership strategy and delivery.

Where services have been commissioned centrally, Safety Partnership areas and services should engage with one-another in order to share knowledge and expertise, to ensure that delivery is appropriately meeting local demand, and compliments any existing delivery and services.

Safety Partnerships should continue to share best practice with one another and explore and develop opportunities for joint working – particularly where challenges exist in multiple partnership areas or cross borders.

The full partnership should explore approaches which will allow young people to anonymously report concerns around crime, radicalisation or extremist behaviour, and criminal exploitation - which can then be escalated through mechanisms such as Multi-Agency Risk Assessment Conferences (MARAC) or similar. In particular, but not limited to, giving young people an opportunity to communicate concerns that they may have about;

- Potential criminal exploitation of themselves or others (incl. gang-related activity/recruitment)
- Knowledge of weapons possession or 'stashing[12] amongst their peers
- Drug or alcohol misuse (their own, or that of others)
- Potential radicalisation or extremism, or other concerning hate-related behaviour
- Knowledge of other criminal behaviour in the community which is a cause for concern

Following the discontinuation of the 'Feeling the Difference' survey which measured public confidence and perceptions, there is a need for partnerships, and possibly the wider pan-Staffordshire partnership to explore the most effective way that this can be replaced – so that Safety Partnerships have a consistent method of gauging what is most important to their communities and individual's perceptions and experiences of community safety in their area.

While budget constraints have made the commissioning and delivery of primary research within communities more challenging, there remains a need to be able to hear and consider the public voice in a broad sense.

---

[12] Stashing refers to the practice of hiding knives and other weapons in public places, such as parks or undergrowth, so that they are available for individuals to use in violent offences – without the additional risk of being in possession of the weapon.

Appendix B: Specific recommendations for key priorities

While the analysis behind report has considered all potential priorities from a 'blank page' perspective – where priorities have remained from the previous full assessment, there has been consideration for whether recommendations have needed to change or remain consistent with those already in place.

As a result, many recommendations will be a continuation of those deemed relevant and pertinent from the previous assessment.

Anti-Social Behaviour (ASB)

There should be consideration for how partnerships can support and develop a coordinated response to ASB across agencies. This should include work to develop the understanding and use of available tools and powers as part of a joint response to ASB.

Work is needed to better understand where Hate is a factor in ASB and identify if there are communities where Hate-related ASB is of particular concern. Where there are concerns that ASB is hate-related, Partnerships should consider whether circumstances are such at the perpetrator may be vulnerable to radicalisation, and require referral into Prevent.

The pan-Staffordshire ASB Strategy group should continue to engage with Safety Partnerships and vice versa to help improve our knowledge and understanding of ASB in the force-area There is a need to continue to develop understanding around risk and protective factors affecting young people and their involvement in ASB.

Partnerships should continue to share information on perpetrators and particularly repeat and younger perpetrators (of both public place ASB and Neighbour Disputes) to ensure that individuals receive multi-agency support where appropriate in order to reduce re-offending. [Cross-cutting to Repeat & Persistent Offending recommendations]

As much ASB is public-place Rowdy & Inconsiderate Behaviour, Partnership areas should continue to consider options to limit ASB in hot-spot areas, including the use of provisions such as Public Space Protection Orders.

Domestic Abuse (DA)

Safety Partnerships should consider the implications of the Domestic Abuse Act (2021) which notably has defined children who witness or experience DA as victims in their own right.

The Act further adds statutory duties around the provision of support within DA-related Safe Accommodation and a requirement for responsible authorities to form DA Local Partnership Boards, which include oversight over support delivered within Safe Accommodation: CSPs should ensure that they engage with these accordingly.

It is essential that Safety Partnerships remain engaged with relevant pan-Staffordshire DA boards and commissioners, in order to shape how the changes introduced within the act will support local residents and their children.

There is a continued need for collaborative working across the whole force-area to support the DA agenda, led by established pan-Staffordshire governance arrangements and delivered through the DA Strategy and Action Plan.

There is a continuing need for partners in front-line service to have a strong awareness and understanding of signs of non-physical types of domestic abuse, (e.g. coercive control, financial abuse, psychological abuse including stalking). There is a need to continue to raise public awareness around these types of domestic abuse.

Reaching out to hard to engage cohorts; including men, BME, LGBTQ+, those with Learning Difficulties, Mental Health needs, those in rural areas, as well as those from isolated or marginalised communities is vital in order to give individuals the confidence to come forward and seek support. This should remain linked to other services such as mental health, drug and alcohol misuse and homelessness, as well as education providers from age 14 and up.

Safety Partnerships should engage with partners to develop and improve understanding of Stalking and Harassment offences, and continue to improve awareness and understanding of the Stalking Protection Act (2019) and how the Police can apply for Stalking Protection Orders (SPOs) to address offending and protect victims.

Community Cohesion & Tackling Extremism

Safety Partnerships should engage with the development of Community Cohesion partnership work through the Safer & Stronger Communities Strategic Group, which will link in to existing strategic Hate Crime work and the Prevent board. Partnerships should also strongly consider whether there is a need to work with local partners and stakeholders (such as voluntary sector partners) to develop local Community Cohesion strategy for their local area.

As people spend more time online it should be considered that there is increased risk around online radicalisation. Partnerships should continue to raise awareness of extremism and potential signs of radicalisation within communities, and particularly in those communities at risk of emerging extreme right-wing and far-right extremism. Young people, parents/guardians and community members should have an awareness of prevalent extremist groups and those on the periphery of extremist views.

There should be additional consideration for children who receive home education, including those who started to be home educated during the COVID-19 pandemic, to ensure that they are receiving a well-rounded education in order to prevent any extremist teachings.

All Safety Partnership areas must continue with Prevent activity and the work of the Prevent Board; maintaining and building further positive engagement between communities, police and partners; to enable identification of key individuals who may be radicalising others, and to safeguard any vulnerable persons.

There should be central consideration about whether there may be a need for enhanced mechanisms to allow young people to raise concerns if they feel they or their peers are becoming radicalised or showing extremist behaviour.

There remains a need for the Prevent Board and Safety Partnership areas to support partner agencies with low Prevent referral rates, including supporting their understanding of the referral mechanism to improve referral quality.

Safety Partnerships and Prevent partners should continue raising partner and community awareness of existing and emerging far-right and extreme right-wing groups – as well as right-wing nationalist groups which operate on the periphery of extremism. Partnerships should encourage reporting of any associated concerns through usual channels such as Prevent.

Safety Partnerships should engage with other partners to improve knowledge and understanding of hate crime amongst groups who are less present in recorded incidents, in particular; the LGBTQ+ community, those with disabilities and/or learning difficulties, and those with mental health needs.

Drugs and County Lines

Given the impact of the Coronavirus pandemic on physical health, mental health and well-being, employment, and education – in addition to the emerging Cost of Living Crisis and recession – it should be considered that there are likely to be sharp increases in numbers of people and families considered to be vulnerable over the coming 12-24 months. Partnerships must consider that this will not only increase demand on support services and partners, but also increase numbers of individuals who may be at increased risk of criminal exploitation. It is important that mechanisms to document, share, and escalate concerns around exploitation and vulnerability can cope with increased pressure. [Duplicated within Vulnerable Persons recommendations]

Safety Partnerships should continue to develop and enhance partner and community awareness and sharing of concerns linked to County Lines; primarily the signs of criminal exploitation of young people through organised crime and gang activity, and the signs of criminal exploitation of vulnerable adults through cuckooing activity. Partnerships should continue to promote and encourage community use of Crime Stoppers to allow anonymous reporting.

Safety Partnerships should continue to develop and embed an approach which primarily treats vulnerable individuals who have been criminally exploited as victims in need of support, and ensure that there are targeted early intervention and prevention opportunities in place for individuals who are being or who have been criminally exploited.

There is an ongoing need to continue education in secondary schools and pupil referral units (PRUs) around risks attached to gang membership and organised crime, including ensuring that the mechanisms exist to allow young people to appropriately and anonymously raise concerns about the criminal exploitation of themselves or their peers. Centrally there is a need to ensure that those working with children in care (LAC) such as Care Homes and Foster Carers are aware of signs of criminal exploitation and feel confident in reporting concerns as appropriate.

Serious Violence (including Public Place Violence)

While activity in public places (including activity linked to the night-time economy) has increased post-pandemic, this has not to the extent which was initially anticipated. Although levels are not quite at pre-pandemic levels, it is highly recommended that Safety Partnerships continue to anticipate that violent incidents in public places and attached to the night-time economy will increase in line with increases in footfall.

All Safety Partnerships should remain engaged with the development and delivery of the Staffordshire and Stoke-on-Trent Serious Violence Reduction Strategy.

Partnerships should continue work with licensing authorities to identify and tackle heavy drinking in areas with high levels of alcohol-related disorder and public place violence. Authorities should work with licenced premises to support staff in recognising signs of potential violence amongst individuals/groups and take appropriate preventative action.

There remains a need for pubs, clubs and bars to have mechanisms whereby those who feel at risk of harm for any reason, can covertly raise concerns and be supported to safely leave the premises to a place of safety. It is important that mechanisms are well-publicised and available to anyone who feels concerned for their safety for any reason.

There are a number of areas which see repeat instances of public place violence, there may be value in exploring options for expanding the 'Safer Places' scheme to allow younger people who feel at risk of violence or harm to use the scheme to find a place of safety while Police are contacted.

To reduce re-offending, joined-up multi-agency support should exist for first-time violent offenders (including those who do not progress through the criminal justice system) in order to support and address relevant behavioural needs, any needs relating to mental health, and any relevant needs relating to alcohol or substance misuse.

Partnerships should continue to focus on early intervention for young people at risk of gang involvement and should continue to engage in the delivery and development of gang prevention and disruption strategy as appropriate.

There is ongoing need to work with education settings, pupil referral units, care homes, prisons, youth groups, other youth services, and housing associations to raise awareness of the dangers, risks and legal repercussions associated with carrying knives and other weapons. Local evidence suggests a need to focus on those aged 11-18 years.

Violence Against Women and Girls

Recently published strategies from both the UK Government and Staffordshire Police have a renewed focus on tackling and ending Violence Against Women and Girls. Given the role of the wider partnership in achieving this, Safety Partnerships should remain engaged with developments in VAWG strategy, and where appropriate and relevant, should contribute to the development of any related delivery plans.

Vehicle Crime

There is a need to raise awareness of measures that individuals can take to reduce the risk of becoming victims of such types of crime, particularly in high risk and hot-spot areas, and amongst high-risk groups. This is equally the case for business and small business owners who rely on vehicles as a business asset.

Safety Partnerships should continue to engage with Staffordshire Police to identify emerging hot-spot areas and vehicle makes/models which are at particular risk, in order to direct relevant preventative activity as appropriate.

Vulnerable Persons (incl. Safeguarding and Mental Health)

Given the impact of the Coronavirus pandemic on physical health, mental health and well-being, employment, and education – in addition to the emerging Cost of Living Crisis and recession – it should be considered that there are likely to be sharp increases in numbers of people and families considered to be vulnerable over the coming 12-24 months. Partnerships must consider that this will not only increase demand on support services and partners, but also increase numbers of individuals who may be at increased risk of criminal exploitation. It is important that mechanisms to document, share, and escalate concerns around exploitation and vulnerability can cope with increased pressure. [Duplicated within Drug Supply and County Lines recommendations]

Alcohol is a cross-cutting theme across a range of priorities – partners should continue to consider where alcohol may be a factor in offending behaviour or in levels of vulnerability, ensuring support and intervention includes alcohol-related support. Support should be particularly intensive for young people with identified emerging alcohol concerns.

Being under the influence of alcohol remains a factor that disproportionally leads to casualties in dwelling fires, it is vital that those delivering support to individuals around alcohol also assess their residences for fire-related risks.

Centrally there is a need to continue to promote activity to raise awareness of the significant risks attached to drug and substance misuse, including the significant health and psychological risks attached to psychoactive substances previously referred to as 'legal highs'. There is a need to ensure that there is appropriate multi-agency support for young people with drug-related and suspected drug-related offending, in order to deter drug use and provide early treatment where addiction or dependency may be a concern. This should include work with schools, education providers, children's homes and foster carers where appropriate, to ensure that there is a sound understanding of the early signs of substance misuse, so that young people can be supported at the earliest possible opportunity.

There is a need to continue work with appropriate partners, so that workers are able to identify those with drug and substance misuse needs who are at risk of, or may be the victims of, criminal exploitation through activities such as cuckooing or through gang or organised crime activity, and appropriately document, share and escalate concerns.

Stronger knowledge of contextual safeguarding is essential in protecting vulnerable people. Partnerships should help lead the way in moving thinking around safeguarding forwards to address extra-familial risk; including supporting businesses in developing awareness of risks to young people and developing confidence in reporting any concerns.

It is essential that young people are aware of signs of potential criminal exploitation, and that mechanisms exist to allow young people to safely communicate concerns about criminal exploitation of themselves or their peers.

There is an ongoing need to keep prevention and early intervention work at the heart of community safety strategy, particularly focussing on young people who are at risk of either offending or becoming victims of crime. This must include work with looked-after-children (LAC) who are a particularly at-risk group and children in Pupil Referral Units (PRUs) who are greater risk of coming into contact with the criminal justice system and increased risk of exploitation.

Mental health is a cross-cutting area of need, with many of the most vulnerable victims and offenders (including those under 18) experiencing mental health challenges. It is recommended that partners continue to consider the impact of mental health on individual's levels of vulnerability and on their behaviour, ensuring that there are packages of appropriate multi-agency support for those with appropriate levels of need.

Repeat and Persistent Offending:

Continue to engage with partners and Offender Management (as appropriate) to ensure that are appropriate packages of multi-agency support for offenders, particularly those with drug and substance misuse and dependency. Support should be particularly intensive for younger offenders (under 21) who have drug dependencies or drug and substance misuse challenges.

Partnerships should consider that those who commit repeat acquisitive offences in order to sustain drug or alcohol misuse or dependency are at high risk of criminal exploitation and may need additional support and consideration at multi-agency risk assessment meetings.

Partnerships should continue to share information on perpetrators and particularly repeat perpetrators (of both public place ASB and Neighbour Disputes) to ensure that individuals receive multi-agency support where appropriate. It is particularly important that young people who are repeat perpetrators of ASB are identified and supported appropriately to prevent further patterns of offending. [Duplicated within ASB recommendations]

Continue activity with domestic abuse perpetrator programme providers. Approaches should consider additional support needs for offenders around alcohol and drug/substance misuse, mental health, and behavioural and emotional needs and challenges. Support should be particularly intensive for those who are first-time domestic offenders, and domestic offenders who are under 21 years old.

Fraud

In addition to door-step crime and bogus traders, telephone and courier fraud still present a risk to particularly vulnerable and socially isolated groups. As victims are often not connected digitally, it is essential that awareness raising activity includes a focussed element for identified high-risk groups who might be missed by online and digital campaigns.

With growth in online auction/marketplace fraud and crypto-currency/investment scams carried out through social media, those who are connected digitally are also at increasing risk – awareness raising should consider younger age groups who carry out much of their non-essential shopping online, as well as older age groups who are new to using online services for essential shopping, and younger people active on social media.

Safety Partnerships should support local services and communities in recognising signs of potential fraud and raising awareness of different types of fraud tactics. It is critical that carers, relatives, friends or neighbours of someone who is vulnerable know how to spot signs of fraud.

It remains beneficial to centrally develop and implement a pan-Staffordshire Fraud strategy; to provide knowledge and tools directed towards residents and businesses, and to create a force-wide structured approach to fraud prevention.

Preventative activity remains essential; it is important to raise awareness of types of fraud, and the action that individuals can take in order to verify legitimacy if they are unsure of whether activity is fraudulent or not.

Awareness raising activity must involve mechanisms for reaching those who live in isolation, those with additional needs and especially those who are not digitally, socially or geographically well-connected.

There is a need to develop a co-ordinated approach to doorstep crime across the range of agencies. There remains a need to raise awareness of the signs of doorstep crime, as well as provide advice and support to carers, relatives, friends or neighbours of those identified as vulnerable. At a central level there is a need to consider how doorstep crime can be addressed with existing and emerging strategy, with CSPs contributing towards ongoing development.

Businesses should be kept aware of links between cyber-security and Fraud risks attached to 'ransom-ware' cyber-attacks, and how to protect themselves.

Fire and Rescue

Safety Partnerships need to remain closely engaged with Staffordshire Fire & Rescue Service (SFRS) and consider where the Partnership's activity and planning can support and compliment the Staffordshire Fire & Rescue Safety Plan, and draw on knowledge and insight held by SFRS.

There is a need for Safety Partnerships to consider how information is shared with SFRS in order to share key information, in order to help build a more detailed understanding of risks to communities, and to identify those who may be at greatest risk.

There is a need for partnerships to consider how they can support engagement and awareness-raising and activity and campaigns led by SFRS. There is considerable evidence held by the Fire Service around risk-factors associated with serious harm through fire; it is important that Safety Partnerships access this and factor this knowledge into their own local planning where relevant.

Safer Roads

The proportion of road user casualties which result in serious or fatal injury has risen in the past 12 months. Continuation of proactive preventative work remains key – particularly with identified vulnerable road users; Safety Partnerships should continue to engage with the Staffordshire Safer Roads Partnership (SSRP) around community engagement and prevention/education activity and ongoing risk assessment activity.

Partnership areas with rural road networks should consider whether there are specific communities which may benefit from being supported to engage with and volunteer as part of the Community Speed Watch scheme.

Where Safety Partnerships have concerns about road use in specific locations within their partnership area, they should engage with the SSRP to discuss whether there is a need and opportunity for targeted enforcement activity.

Business Crime

Findings from Staffordshire Commissioner's Office report on Business Crime suggests that there may be a need for greater engagement with smaller businesses in partnership areas, in order to better understand their needs and how they are impacted by crime and disorder.

Although instances of Fraud committed against businesses in Staffordshire & Stoke-on-Trent have reduced slightly there are concerns that (similarly to individuals) businesses do not always report Fraud and Cybercrime offences (such as ransomware attacks). There may be a need to ensure that local businesses are connected with appropriate expertise in order to mitigate the risk of such offences.

Continue to engage with Business Crime Advisors at the Staffordshire Chambers of Commerce as appropriate. Engage with the development and delivery of pan-Staffordshire Business Crime strategy.

Modern Slavery

Safety Partnerships should continue with co-ordinated partnership activity to tackle modern slavery, including the implementation of consistent training packages to improve awareness and knowledge of the factors which may highlight victims and perpetrators and to increase our understanding of the scale and scope of this threat.

Safety Partnerships should contribute to the multi-agency Anti-Slavery Partnership Tactical Group; to assist with early intervention for victims, disruption of offender networks and support a co-ordinated approach to enforcement activity. It is important for partners to remain engaged and in tune with national discussion around Modern Slavery, and developments to make the National Referral Mechanism better tailored for victimised children and young people.

It is important for partners and front-line services to have strong awareness of the range of offending included under Modern Slavery including that many victims and perpetrators of Domestic Servitude and Forced Labour offences in Staffordshire & Stoke-on-Trent are British. Safety Partnerships should remain engaged with Staffordshire Police and the Police Knowledge Hub in order to become aware of any shifts or emerging changes in Modern Slavery.

Appendix C: Methodology

This current Strategic Assessment is the first (main) assessment in a new three-year cycle; with refresh reports due in 2023 and 2024. As such, the risk assessment process this year has largely been completed from the ground up – rather than refreshing the position against existing priorities.

Although restrictions relating to the Coronavirus pandemic have been removed for some time at the time of this report (November 2022) there is still evidence that locally, not all types of crime and risks to community safety have returned to pre-pandemic levels. However, equally, there have been some community safety risks which were either unchanged or exacerbated because of the pandemic, periods of lockdown, and social restrictions.

The prioritisation setting process for 2021-22 has included a refreshed assessment of risk, volume, frequency, and harm associated with a broad range of types of crime and community safety challenges. This has been completed using the Management of Risk in Law Enforcement (MoRiLE) approach - with harm scoring and intelligence work led by the Staffordshire Police Knowledge Hub.

To identify potential priorities, analysis has looked at each potential priority, considering:

- Levels of physical / psychological / financial harm caused to individuals.
- Levels of harm caused to communities.
- Levels of harm caused to the environment.
- Frequency and volume at which each potential priority occurs.
- Direction of travel in frequency and volume (current trend and forecast).
- Levels of public expectation.

Priority identification and setting has also taken account of existing priorities, analysis, reporting and intelligence, as well as strategic priorities identified by key stakeholders. It has also considered nationally emerging challenges, including those which are likely to be considered a high priority to members of the public. Final priorities set in this report have been validated through discussion with individual CSP leads and relevant stakeholders.

35

Appendix D: Data tables

Local areas (small geography) recommended for priority focus:

NB: Areas have been identified through a combination of different elements of local area data (including crime data and police intelligence and insight) covering multiple years, including pre-pandemic. Assessment of areas has considered levels of crime and disorder over time and the overall levels of vulnerability and risk in each area.

Due to levels of crime, disorder, vulnerability, and risk some areas are considered a high priority at a force-wide level, while some areas experience challenges which are a priority for their local Safety Partnership area, but which are not likely to require the same intensity of resource as those which are a force-wide priority.

Identified as a force-wide priority (presented in alphabetical order of Safety Partnership)			
Neighbourhood	**Partnership Area**	**Current Crime (2021-22) Per 1,000 population**	**Current ASB (2021-22) Per 1,000 population**
Cannock South & West	Cannock Chase	112.5	24.3
Cannock East & North	Cannock Chase	60.6	16.8
Burton Urban	East Staffordshire	63.5	17.0
Burton Town & Uxbridge	East Staffordshire	143.4	41.2
Winshill & Stapenhill	East Staffordshire	56.9	21.7
Newcastle Town	Newcastle-under-Lyme	159.0	55.1
Stafford Town	Stafford	132.3	41.8
Stafford South	Stafford	63.5	25.3
Etruria & Hanley	Stoke-on-Trent	307.8	85.1
Hanley Park & Shelton	Stoke-on-Trent	306.8	93.9
Blurton & Longton West	Stoke-on-Trent	106.5	33.7
Fenton West & Mount Pleasant	Stoke-on-Trent	130.5	38.8
Bentilee & Ubberley	Stoke-on-Trent	123.1	41.7
Identified as a local priority (presented in alphabetical order of Safety Partnership)			
Neighbourhood	**Partnership Area**	**Current Crime (2021-22) Per 1,000 population**	**Current ASB (2021-22) Per 1,000 population**
Brereton, Ravenhill & Hagley	Cannock Chase	58.4	16.9
Hednesford	Cannock Chase	59.5	17.5
North Lichfield	Lichfield	81.3	26.6
Burntwood	Lichfield	46.3	11.7
Chasetown	Lichfield	99.9	45.3
Kidsgrove Parish	Newcastle-under-Lyme	54.7	16.0
Newcastle West	Newcastle-under-Lyme	73.7	29.7
Newcastle North	Newcastle-under-Lyme	57.0	21.1
Wombourne	South Staffordshire	48.6	10.7
Cheslyn Hay & Saredon	South Staffordshire	38.8	10.6
Trysull & Seisdon	South Staffordshire	55.4	9.8
Leek Town	Staffordshire Moorlands	70.4	19.7
Cheadle Town	Staffordshire Moorlands	65.7	20.8
Tamworth Town	Tamworth	196.6	36.1
Mercian & Spital	Tamworth	54.4	11.3
Belgrave	Tamworth	65.9	17.8

Appendix E: Mosaic Groups - Source: Experian Mosaic 7 (2022)

Group/Type	Group/Type Name	One-Line Description
A	Country Living	Well-off owners in rural locations enjoying the benefits of country life
B	Prestige Positions	Established families in large detached homes living upmarket lifestyles
C	City Prosperity	High status city dwellers in central locations pursuing careers with high rewards
D	Domestic Success	Thriving families who are busy bringing up children and following careers
E	Suburban Stability	Mature suburban owners living settled lives in mid-range housing
F	Senior Security	Elderly people with assets who are enjoying a comfortable retirement
G	Rural Reality	Householders living in less expensive homes in village communities
H	Aspiring Homemakers	Younger households settling down in housing priced within their means
I	Urban Cohesion	Residents of settled urban communities with a strong sense of identity
J	Rental Hubs	Educated young people privately renting in urban neighbourhoods
K	Modest Traditions	Mature homeowners of value homes enjoying stable lifestyles
L	Transient Renters	Single people renting low cost homes for the short term
M	Family Basics	Families with limited resources who budget to make ends meet
N	Vintage Value	Elderly people with limited pension income, mostly living alone
O	Municipal Tenants	Urban residents renting high density housing from social landlords

This page is intentionally left blank

TAMWORTH COMMUNITY SAFETY PARTNERSHIP PLAN

2023-2026

Introduction by Chair of the Community Safety Partnership

By working together to reduce crime and ASB, our vision is to improve public perception, wellbeing and community safety in Tamworth.

All partners are very much aware of the stark links between the impact of criminal activity and a whole range of socio-economic factors. We are wholeheartedly committed to doing everything we can to tackle these issues to ensure that all people living in, working in or visiting Tamworth live good lives and meet their aspirations.

The Partnership will take a strategic approach to ensuring that our crime reduction and community safety work supports our priorities.

We will connect our approach with other areas of work to tackle the causes of crime and the factors which enable crime to flourish.

This includes:

- Prevention of crime wherever possible
- Early intervention and supporting those most vulnerable
- Targeting prolific offenders
- Targeting resources to hotspot areas
- Supporting victims
- Increasing public confidence and perception

Andrew Barratt, Chief Executive, Tamworth Borough Council

What is Tamworth Community Safety Partnership?

Tamworth Community Safety Partnership is a collection of statutory agencies working together to reduce crime and antisocial behaviour across the town.

The partnership goes further than this and includes a wide range of committed organisations, local charities, businesses, residents and community groups who work independently and together to make Tamworth a safer and stronger place.

This partnership is overseen by the Community Safety Partnership Board which is made up of the statutory partners:
- Tamworth Borough Council
- Tamworth Local Policing Team
- Staffordshire Fire & Rescue,
- Staffordshire County Council
- Staffordshire and Stoke on Trent Integrated Care Board
- Midland's Partnership Foundation Trust
- National Probation Service.

The Partnership is also supported through the collaborative work with commissioned and voluntary services including:

- Support Staffordshire
- Staffordshire Council for Voluntary Youth Services (SCVYS)
- New Era Domestic Abuse service
- Harmony ASB
- Uniting Staffordshire Against Crimes of Hate (USAH)
- Community Together CIC
- Heart of Tamworth
- Better Way Recovery
- Fun Club
- Beat the Cold
- Citizens Advice Mid Mercia
- Tamworth Street Angels
- Pathway

The wider role that the community and voluntary sector groups in Tamworth play in the delivery community safety outcomes is extremely important.

The main role of the partnership is to actively lead on the development and delivery of strategic approaches to a range of priority crime and community safety issues. The priorities for 2023-2026 are set out on the next page of this plan.

Delivery

The Community Safety Partnership Board will appoint theme leads from the partnership who will oversee delivery of work within that work area. Real-time data will be used to re-assess the proposed actions and report on the measures of success and ensure we can set achievable targets that make the required impact.

Theme leads will lead the collaboration and delivery of work in these areas and will report back to the Board on outcomes and performance.

An annual review and refresh will take place by the Tamworth Borough Council Infrastructure Safety and Growth Scrutiny Committee who will independently scrutinise the work of the partnership.

The Partnership continues to be funded through the Staffordshire Commisioner's Office (Police, Fire and Rescue, Crime) Locality Deal Fund. Commitment for 2023/24 and 2024/25 is £61, 394 per year.

OUR PRIORITIES 2023-2026

The 2022 Tamworth Community Safety Strategic Assessment has identified the following areas as priority work areas for 2023-2026

Anti-Social Behaviour (ASB)

Community Cohesion[1]
(including preventing radicalisation, exploitation and hate crime)

Domestic Abuse
(Including stalking and harassment)

Drug Related Crime and Harm
(including the prevention of exploitation of young people – County Lines)

Public Place and Serious Violence
(including Violence, Abuse and Intimidation Of Women and Girls – VAIWG)

Vehicle Crime

Vulnerable Persons
(the prevention of harm to persons at risk of criminal exploitation or becoming victims of crime)

Our priorities are linked to:

Police and Crime Plan 2021-2024

Fire and Rescue Plan 2021-2024

Staffordshire Domestic Abuse Strategy 2021-2024

Staffordshire and Stoke on Trent Serious Violence Strategy

Staffordshire Safeguarding Board

Staffordshire Police Violence Abuse and Intimidation Against Women and Girls Strategy

---

[1] There is common vision and a sense of belonging for all communities; The diversity of people's different backgrounds and circumstances are appreciated and positively valued; Those from different backgrounds have similar life opportunities; and, Strong and positive relationships are being developed between people from different backgrounds in the workplace, in schools and within neighbourhoods

OUR KEY TARGETS

- **More positive outcomes for victims**
- **Increased positive promotion of actions and communications across all areas**
- **Reduction of repeat callers across all agencies**
- **Improvement of identification, monitoring and resolution of problems**
- **Increased use of proportionate intervention powers**
- **Improved perception and feelings of safety**

ACHIEVEMENTS 2020-23

ASB Community Safety Partnership

Working Group established

- 72 First stage Letters Issued
- 15 Community Protection Notice
- 39 Community Protection Warnings
- 6 Cannabis Letters
- 11 Good Neighbour Agreement contracts
- 15 Multi-Agency Meetings (with parents)

Delivery of positive diversionary activity

Tamworth Nightlife

Safer Nights Operation

PCC Ben Adams trying out the equipment for the SPACE Scheme

Mental Health Support

Samaritans Outreach Work

You are not alone, even on the darkest day

Changes
(Mental Health Support)
awarded the Queen's Voluntary
Service Award

Community Together
Telephone Befriending Lines

Community Safety Partnership Campaigns

Homes for Ukraine Scheme

209 Local people offered a room in their home.

Integration of asylum seekers

We're dementia friendly in Tamworth

The Alzheimer's Society has once again congratulated Tamworth for maintaining its Dementia Friendly Community status for the fourth year running

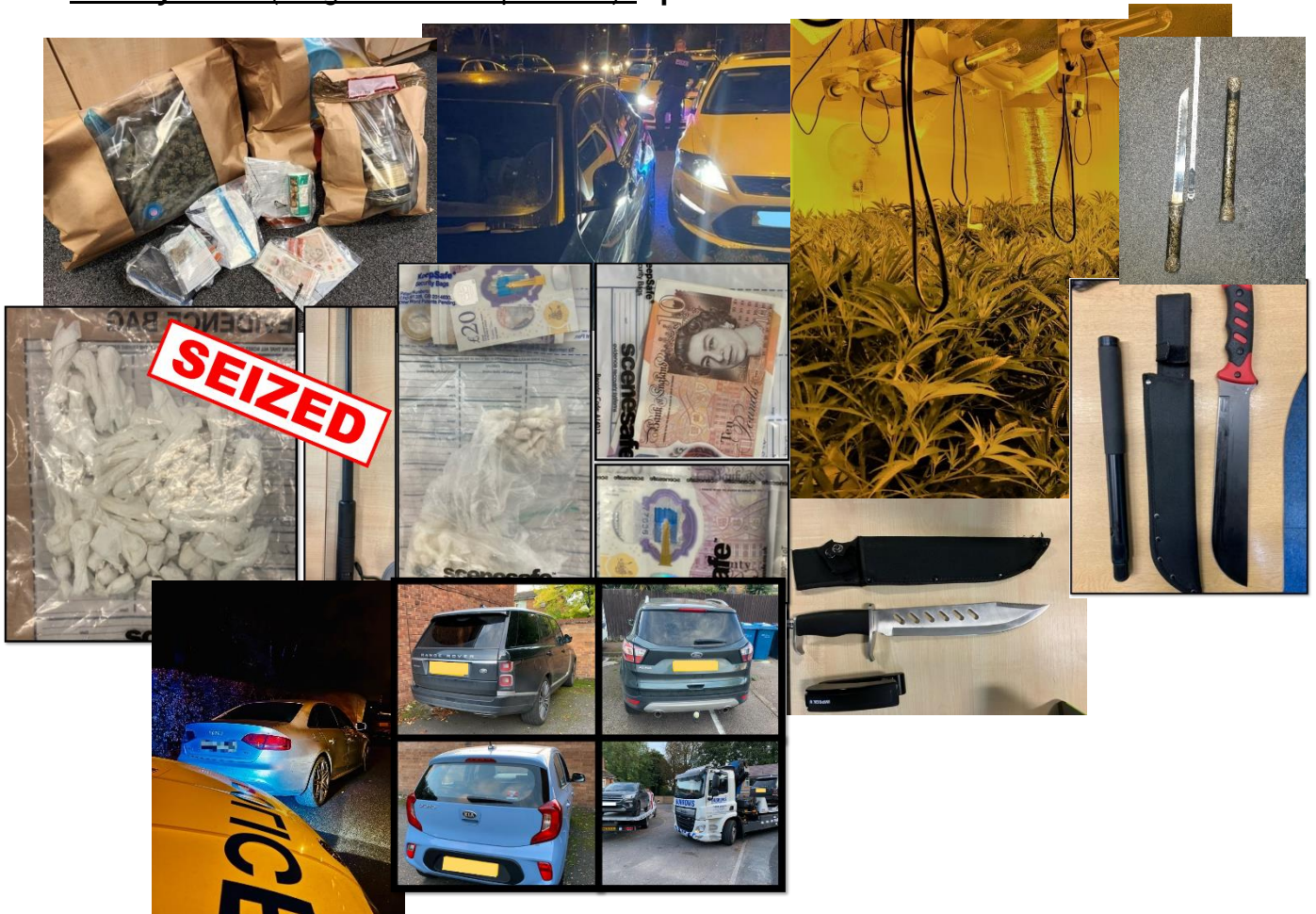### Water Safety Campaign

White Ribbon Campaign &

United Nations Orange The World

DRAFT 2023

County Lines / Criminal Exploitation / Drug Education

County Lines (Drugs/Criminal Exploitation)/ Operation Bormus

**Cleaner Tamworth
Litter pickers**

Winter Relief project
(Homelessness at Heart of
Tamworth)

HOW TO REPORT

Tamworth Borough Council 01827 709709 (Homelessness Option 9)

999 Emergency

101

Report on line Staffordshire Police www.staffordshire.police.uk

Hate Crime – Uniting Staffordshire Against Crimes of Hate (USAH) – 0330 0881 339

Harmony ASB Support Service – 0808 1689 111

Domestic Abuse – New Era 0300 303 3778

Community Together CIC Befriending Line – 0808 175 4041

Mental Health Crisis Line 0808 196 3002

Tamworth Advice Centre 0808 278 7972

Home Energy Advice Tamworth (HEAT) 0800 043 2815

Staffordshire Connects (a directory of all the Help and support in your community)

Safeguarding: report it - Don't wait until you are certain. Concerns of immediate harm must be reported to the police on 999 or 101.

Once you have reported to the police contact Staffordshire County Council's First Response Service. Tel: 0300 111 8007 opt 1.

Child; If you have welfare concerns about a child or young person but believe them not to be at immediate harm, contact Staffordshire County Council's First Response Service. Tel: 0300 111 8007 opt 1 or complete the Report a concern online form - Staffordshire County Council. Staffordshire Police. Tel: 101. Ask for M.A.S.H. (Multi Agency Safeguarding Hub)

Adult; If you have concerns for an adult. Tel 0345 604 2719. Email: VAStaffordshire@staffordshire.gov.uk

A trained member of staff will be available to help you between 8:30am - 5:00pm, Monday-Thursday (excluding Bank Holidays) and 8:30am - 4:30pm Fridays.

To report a concern outside of these hours, please contact the Emergency Duty Service. Tel: 0845 6042886. Text: 0845 6042886

TAMWORTH COMMUNITY SAFETY PARTNERSHIP PLAN 2023-2026				OUTLINE WORKPLAN APRIL – JUNE 2023	
	Key Actions/Projects	Priority	Leads	Linked documents	Actions and Progress	RAG
1	Review of ASB Strategic position and policies	ASB	Staffs Police/TBC	TBC ASB Policy Staffs Police ASB	TBC ASB policy due for review and linked to Service Review of Neighbourhoods Staffs Police to update ASB policy to be discussed through SCO ASB Group	
2	Re-commission of County Domestic Abuse Services and Safe Accommodation	DA	Staffs Commissioner/Domestic Abuse Commissioning Board	County Domestic Abuse Strategy	Ensure New Era are represented at local groups Representation at County meetings and actions reflected in operational work Education for front line staff	
3	Implementation of Serious Violence Duty as responsible authorities	SV	Asst Director Partnerships	Serious Violence Strategy	Attendance at Serious Violence Forum and Delivery groups and plan to be produce in line with County plan Updates to Scrutiny Summer 2023 and inclusion in workplan	
4	Deliver a range of local campaigns and seminars around Community Safety priorities	ALL	Partnership team		Campaign calendar in place Consider World café approach to problem solving hotspot and emerging issues in localities	
	Ensure Tamworth BC, relevant businesses/licenced premises have relevant processes and policies for the introduction of the PROTECT duty (Martyns Law and PALS (publicly accessible locations)	SV/TE	Asst Director Partnerships	PROTECT Duty	Working group in place – initial meeting March 2023 Attendance at County Protect and Prepare Board Development of training plans for events/venue staff	
6	Develop the Environmental Crime working group	ASB	Safer Homes and Communities Manager/Partnership SUpport		Successful award of grant for £25,000 for deployable cameras, trial of Littercam and environmental improvements where identified Planning under review List of fly tip hotspots to be produced	
7	Ensure a programme of Safer Nights events and operations are in place	SV	Senior Licencing Officer/Partnerships Officer	Serious Violence Strategy	Monthly licence premise inspections in place with EH and Police Quarterly Super Safer Nights in diary - all relevant partner engaged including FARS and Street Angels	

8	Develop robust partnership response to illegal encampments	CC/ASB	Asst Director Partnerships/Chief Inspector		Attendance at SCO meeting Member seminar completed County protocol and TBC process in place Work with Warwickshire Police ongoing Local communications at planning stage	🟩
9	Review PREVENT duty and actions	V/TE	Partnerships Vulnerability Officer	CONTEST	Member of SCC group Prevent toolkit to be reviewed and actions reported	🟧
10	Deliver diversionary activities and communications plan • SPACE • Fun Club	ASB/V	Staffordshire Commissioners Office/Partnerships Officer/Sports Development		Space planning in place for Summer 2022 Fun Club Commissioned for 2 years to deliver youth activities in town centre and engagement around the Borough	🟩
11	Renew Dog Control PSPO by 31 October 2023	ASB	Lisa Hall/Alan Freeman		Plans in development for work at Wigginton Cemetery Develop survey for dog walkers Consider current legislations and report to Scrutiny in September 2023	🟩
12	Identify ASB hotspot areas through intelligence led reporting	ASB	Police/Partnership Support		ASB weekly meeting in place - Process to be reviewed and intelligence led	🟧
13	Appointment of ASB Youth Engagement Worker	ASB	Safer Homes and Communities Manager/Inspector		Worker in place by April 2023 Development of plans for targeted hotspot engagement with young people	🟧
14	Develop approach to Asylum Seeker dispersed accommodation	CC	Asst Director Partnerships/Community Cohesion Officer		Attendance at West Midlands and Staffs Strategic Migration Partnership meetings CIA toolkit to be piloted to understand impact	🟩
15	Develop Town Centre VAIWG charter and understanding of VAIWG	SV	Partnerships Officer/Police/Senior Licencing Officer	Serious Violence Strategy	Attendance at Serious Violence Reduction Alliance meetings Develop plan with Responsible Bodies Group and with PABCIS to promote to licenced businesses Coordination with Tamworth Street Angels School Assembly visits	🟥
16	Branding and introduction of world café engagement events	ASB	Police		School based café meetings for community resolutions and engagement on identified community issues	🟧

17	Develop robust partnership approach to Council ASB reporting processes and actions	ASB	Safer Communities and Homes Manager		Recovery and Reset project actions	
18	Vehicle crime operations	VC	Police		Operation BORMUS - County wide operation for vehicle crime and outcomes – targeted approach to offending and disruption	
19	Drugs and young people	D	Police		Drug dogs in school programme development Concentration on intelligence led approach to County Lines exploitation	
20	Ensure joined up approach with MPFT services	V	MPFT		MH tenancy sustainment officer in place Develop Crisis café and accommodation (to be determined)	
21	Obtain White Ribbon campaign accreditation	DA	Partnerships Officer		Develop a working group and baseline information	
22	Develop baseline information and report for Purple Flag town centre status	SV	AD Growth & Regen/AD Partnerships		Report on baseline data and ability to apply for Purple Flag Status for town centre Consultants to be appointed	

This page is intentionally left blank

Staffordshire Commissioner's Funding Streams

Interim Tamworth CSP Report on spending plans

Locality Deal Fund 2022-2025 (please mark 'c' by any providers who are commissioned.

	Formal spend commitments made for 2022/23	CSP Grant Award pa £61,394	
	Priority	£ Commitment	Provider
1	Anti-Social Behaviour	£30000	Youth Offending Service
2	Public Place and Serious Violence (including Knife Crime)	£8500	Black Country Ironworks Street Angels Target Hardening Contribution to Senior
		£5000	Licencing Officer - VAIWG
3	Vulnerable Persons and Contextual Safeguarding (including Drugs, Alcohol and Mental Health)	£10000	Better way recovery
4	All Priorities – community safety	£7000	
5	Community Cohesion	£550.00	Jake Bowers
	TOTAL Committed	£61,050	
		Uncommitted funds £344	

	Formal spend commitments made for 2023/24	CSP Grant Award pa £61,394	
	Priority	£ Commitment	Provider
1	Anti-Social Behaviour	£30000 £10000	Youth Offending Service Fun Club
2	Public Place and Serious Violence (including Knife Crime)	£1000 £1500 £1000 £5000	Street Angels Target Hardening VAIWG Contribution to Senior Licencing Officer - VAIWG
3	Vulnerable Persons and Contextual Safeguarding (including Drugs, Alcohol and Mental Health)	£10000	Better way recovery
4	All Priorities – community safety	£1800	
5	Community Cohesion – development of awareness session	£1000.00	
	TOTAL Committed	£61,300	
		Uncommitted funds £94	

	Formal spend commitments made for 2024/25	CSP Grant Award pa £61,394	
	Priority	£ Commitment	Provider
1	Anti-Social Behaviour	£30000 £10000	Youth Offending Service Fun Club
2	Public Place and Serious Violence (including Knife Crime)	£1000 £1500	Street Angels Target Hardening

		£1000 £5000	VAIWG Contribution to Senior Licencing Officer - VAIWG
3	Vulnerable Persons and Contextual Safeguarding (including Drugs, Alcohol and Mental Health)	£10000	Better way recovery
4	All Priorities – community safety	£1800	
5	Community Cohesion	£1000.00	
	TOTAL Committed	£61,300	
		Uncommitted funds £94	

POCA Fund, 2022/23 focussing on ASB

£10,000 per CSP (City £20,000; £10,000 for City North, £10,000 for City South)
Activity Proposed/Planned/Underway, including geographical location(s)
Fun Club providing youth provision in Tamworth town centre including outreach work to encourage young people into the location of the provision. Here they provide a warm space, food, discussion and safety. Organisations can pop into the venue for discussion too. **Proposed spend pending SCO approval £   Agreed spend by SCO £10,000   2022/23**

Community Change Project 2022/23 focussing on Crime and Community Safety

£5,000 per CSP (City £10,000; £5,000 for City North, £5,000 for City South)
Activity Proposed/Planned/Underway, including geographical location(s)
Proposal declined.   **Proposed spend pending SCO approval £   Agreed spend by SCO £**

Thursday, 23 March 2023

**Report of the Leader of the Council and the
Portfolio Holder for Skills, Planning, Economy & Waste**

Staffordshire Sustainability Board Update

Exempt Information
Not exempt.

Purpose

To adopt the joint Staffordshire Sustainability Board Communications Plan 2023 which has been developed with the Staffordshire Sustainability Board in conjunction with all district and borough councils to help residents to reduce their carbon emissions.

To adopt the Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy which has been developed in conjunction with all district and borough councils to help residents to transition to electric vehicles.

Recommendations

It is recommended:

1. That the Staffordshire Sustainability Board joint communications plan (attached as Appendix 1 to the report), which sets out the 12-month programme of climate change awareness-raising and behaviour change activity, be adopted.
2. That the Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy (as attached in Appendix 2 to the report), be adopted.
3. That the Borough Council commissions a borough-wide bespoke strategy to provide a framework for making decisions around EV charging in Tamworth, is endorsed.
4. That the EV Charging update on the installation of 4 fast charging points is endorsed.

Executive Summary

The Staffordshire Sustainability Board was established in January 2022 with the aim of encouraging and supporting partnership working between Staffordshire District/Borough and County Council's in their efforts to tackle climate change and reduce carbon emissions towards a net zero target. In March 2022 the Board adopted a vision together with ten commitments for action during 2022/23..

Communications Plan

On 10 October 2022 the Staffordshire Sustainability Board (SSB) provisionally agreed a Joint Climate Change Communication Plan for 2023. Whilst Partner Authorities are responsible for communicating their climate change responsibilities and actions, it was recognised that by working together, they could have a greater reach and impact. Therefore, the Plan set out a co-ordinated calendar of unified and consistent communications activity to be delivered

throughout the year to raise awareness, deepen understanding and inspire action on climate change.

During 2023, several joint activities have been planned across the county to promote national awareness days, increase residents carbon literacy, run local events and launch a consultation to hear residents' thoughts on climate change and the barriers they face to be greener.

Of particular note is the Carbon Bubble roadshow, the aim of which is to engage with residents on the ground, seeking their feedback and views. A pilot took place in April 2022 in Stafford Town Centre where a balloon was present representing one tonne of carbon. The events are very low-carbon to run, recycled materials are used for the bubble, an electric van is used to transport and there will be a generator running on hydrogenated vegetables.

The intention is to run the bubble events in each location across the County, during the summer. Suggested dates for the events are shown in Appendix 1, which start in May and continue running until the end of August 2023. The AD G&R has confirmed that *Wednesday 9th August* is suitable for the roadshow attending the Castle Grounds and has been in discussion with the events team over arrangements. Formal consultation is proposed with residents, running at the same time as the carbon bubble events which will then help plan ongoing communications activity.

Each Partner Authority has been asked to make arrangements to formally adopt the Plan which is set out in Appendix 1.

Staffordshire EV Charging Strategy

In 2020 the government announced its intention to end the sale of new cars powered by petrol and diesel combustion engines by 2030 and plug in cars by 2036. The biggest annual increase in the number of electric vehicle (EV) registrations was witnessed in 2021, with more than 740,000 plug-in hybrid and battery-electric cars registered, showing a growth of 70% on 2020. Charging infrastructure will need to grow accordingly to ensure an unhindered transition to EVs.

Early adopters of EVs have generally had provision to charge whilst parked off-street at home. Additionally, the private sector are delivering many charge points which provide mainly top up charging at destinations such as supermarkets and a number of rapid charging hubs for in-journey charging, for example at service stations.

Research conducted by Ordnance Survey, Zap-Map and Field Dynamics has identified that across Staffordshire, on average 75% of households have access to off-street parking and of those households that do not have off-street parking, on average only 3% of households are within a 5-minute walk from a public charge point. The figures on page 9 of the strategy demonstrate that Tamworth is below the Staffordshire average with 71% of households that have access to off-street parking and only 0.1% of those households who do not have access, are within a 5-minute walk from a public charge point.

A public charging network is therefore essential to provide practical alternatives to home charging to ensure that those without access to off-street parking are not disadvantaged. Failure to provide alternatives could delay the transition to EVs for many residents.

The Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy has been developed in conjunction with all district and borough councils. In addition the strategy has been discussed by the Staffordshire Sustainability Board and its supporting senior officer group. As a result of those discussions, districts and boroughs have been asked to adopt the strategy through their own individual governance procedures.

The Strategy outlines how Staffordshire authorities should support and coordinate the installation of charge points at workplaces or retail parks, improving EV facilities at off-street

parking locations and especially installing charge points in local authority owned and managed car parks.

The Strategy sets out the priorities for the installation of EV charge points across the county through analysing various areas including policy, funding and technology that will impact the charging infrastructure network. 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. Analysis of Tamworth Borough begins on page 35 of the Strategy.

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

The Strategy is a useful document that starts to support EV charging decision making with data that identifies priorities across the County. Whilst this is good starting point and will allow for funding bids to be made, it does not set out in enough detail a decision making framework for the Borough Council. Where do we want to deliver EV infrastructure? Do we focus on the town centre or do we want to prioritise our residential areas and if so which ones? Which business model do we want to adopt? Do we rely on an EV charging supplier to fund the infrastructure or do we deliver it ourselves and generate a revenue? What type of chargers are suitable for the various options that we have available?

Recommendation 3 seeks to utilise climate change reserves money to commission a document that focuses on the decision making for the Borough Council. This will not be a large or extensive report but will focus on what's important to the Borough Council, particularly if funding became available which allowed to deliver at pace.

Tamworth EV Charging Update

On the 17th of December 2020 a paper was taken to Cabinet with the following recommendations, which were approved.

1. That EV Charging Operating Model 2 is chosen as the primary delivery route subject to the results of a detailed options appraisal.

2. That a further marketing exercise using the ESPO Procurement Framework to secure a supplier / operator is carried out,

3. Produce a detailed options appraisal following further market feedback including costs/income/risks.

4. That a private sector location for EV charging on the wider Ventura retail park is investigated and promoted with relevant landowners

5. That an EV Action Plan is developed for adoption by the Council.

6. That, in principle, subject to the results of a detailed options appraisal, EV vehicle fast-charging infrastructure is installed in at least one of the Borough-owned car parks.

Since then Officers have procured and appointed BP Pulse through a direct call-off contract on the ESPO Framework to provide the council with a multi-disciplinary solution that encompasses the design, manufacture, installation and operation of charging units. A hosting

Agreement with BP Pulse was signed on the 23rd of December 2021. The costs and commercial risks are borne by BP Pulse. The term of the Agreement is 7 Years at zero cost to the Council (including survey, installation, unit cost, operation, maintenance etc). It is hoped that the market for providing locations for EV charging will have matured in seven years and future tendering of EV charging locations will result in an income stream to the Council.

After research, appraisal of options and discussions at the Regeneration Board, it was initially agreed to pilot the installation of 4 EV Chargers by BP Pulse. The proposed public car park station locations were Riverside Car Park and Bolebridge Car Park.

BP Pulse carried out desk top studies at the beginning of 2022 to review, infrastructure costs, deliverability, and their return on investment. Further investment surveys were required on site prior to their internal investment sign off. Officers requested updates on these surveys and a timeframe for project delivery but unfortunately the project lead had left theirorganisation and all communication had stopped between June and October 2022. It is understood that BP Pulse have undergone large organisational changes which impacted on staffing resource, and they were unable to provide the team with updates on these surveys.

BP Pulse now has a Commercial Development Manager committed to working with the Council to deliver EV Charging in Tamworth. Due to the time that had passed since the surveys were first undertaken the surveys needed to be revaluated to ensure that current costs were accurate. BP Pulse have now come forward with a new proposal as outlined below.

Riverdrive Car Park

It was initially intended for Riverdrive Car Park to have two "F7" models of Fast charge floor mounted charging units installed. This is no longer BP pulses model and have now proposed an Ultra-Fast Charging Hub for this site. This would consist of either x6 150 kW Ultrafast units (= 12 charging bays) or possibly even x6 300 kW Ultrafast units (= 12 charging bays). The model would be dependant entirely on the new power connection which needs to be secured by Western Power for the site (now National Grid).

If the new connection is achievable, Ultra-Fast Charging like the above mentioned could deliver speeds of 20-80% charge in 15 minutes (subject to vehicle specification and battery state). This car park has the vital requirements and criteria needed for a Hub location to meet the investment from BP Pulse, as it is adjacent to leisure facilities, retail and is just half a mile away from the A5 bypass. The Council still has 9 years on the Host contract term remaining (7 year initial + 3 year renewal) and the site licence is already agreed . Therefore, they are more favourable in securing a great investment for Tamworth which would be deemed as a superior offer.

Bolebridge Car Park

Again, the intention was to install two "F7" models of fast charging at this site. Following the additional surveys Bolebridge Car Park no longer meets their investment criteria due to the substantial proposed investment on the Riverdrive Car Park site.

Next Steps

BP Pulse need to get this investment proposal approved. The Commercial Development Manager is confident that Riverdrive is a good location for the Ultra-Fast Hub installation. An updated turnkey quote is required from their sub-contractor and financial approval.

Options Considered

Communications Plan –

No other options were considered.

Staffordshire EV Strategy -

In developing this Strategy, the option of allowing the emerging EV charging industry to take the lead was considered. However, this is likely to lead to an ineffective EV charge point network across the county focussed on commercially viable locations only. This would likely result in a reduction in people choosing to switch to EV and the diminished opportunity to benefit from reduced air and noise pollution. The Strategy provides the foundation to co-ordinate delivery of EV infrastructure across the county.

The UK government has made it clear that local authorities have a significant role to play in delivering EV charge points due to their understanding of the transport needs of their local population, their responsibility for planning policy, ownership of car parks, and management of the public highway.

Resource Implications

Most of the EV funding opportunities are aligned with transport authorities which will reside with the upper tier authority. SCC with their new Strategy, and the subject of this report, will bid on behalf of the entire County. They are now keen to see all districts/boroughs to have their own strategies in place so that when the money becomes available, we have a strategy that we can confidently deliver.

Communications Plan – no financial resource required. The cost of delivering the Plan has been supported by underspend relating to the SSB officer post for the current financial year.

Minimal resource will be required for the roadshow event to be held in the castle grounds. An event management company will be blowing up and deflating the balloon. Borough Council staff will need to be available to talk to residents about 'small things they can do to be greener' and answer questions from the general public about climate change and our net zero ambitions.

Staffordshire EV Strategy -

The County Council will utilise the Strategy to bid for funding for example from the Department for Transport (DfT), the Office for Zero Emission Vehicles (OZEV) and explore

commercial partnership opportunities. This funding will support the strategy which identifies the need for EV charges points in Tamworth.

To commission consultants to deliver a Tamworth Borough Council EV Strategy it is proposed that the climate change reserve budget (PM1579) is used. It is anticipated that a bespoke Tamworth strategy should cost in the region of £10K.

Legal/Risk Implications Background

The Staffordshire Sustainability Board is not a formal decision-making body. As such, any significant decisions (determined by financial or service impact) need to be referred back to the Partner Authorities. Where a decision requires approval through the Partner Authorities governance processes, the decision is referred to another Board meeting to allow each Partner Authority to seek said approval.

Equalities Implications
None.

Environment and Sustainability Implications (including climate change)

Through failing to adopt the recommendations of this report, the Council will not be able to support residents in reducing their carbon emissions or the transition to electric vehicles.

Background Information

The Staffordshire Leaders Board has committed to work collaboratively across Staffordshire to successfully achieve net carbon zero in line with each local authority's climate change declarations. The purpose of working collaboratively is in recognition that across Staffordshire the influence of individual local authorities will be limited, however jointly, with other Councils and organisations across the public and private sectors, notable impacts will be achievable. A Staffordshire Sustainability Board (SSB) takes the lead on coordinating activity that will enable, influence and facilitate economic sectors across Staffordshire to start the journey to Net Zero. An officers group comprising senior officers from each Staffordshire authority support the Board.

Report Author
Anna Miller – Assistant Director Growth & Regeneration
Laura Patrick – Regeneration Officer

List of Background Papers

Appendices

1: Communications Plan
2: Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy

Staffordshire's Sustainability Board

Draft County-wide Communications Plan

1. Introduction

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

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

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

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

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

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

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

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

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

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

2.4. Over the last four years, the population in Staffordshire has increased by 6%. The number of new homes has increased by 6% and there is a 13% increase in car use nationally.

2.5. The Staffordshire Leaders and Chief Executives Group has committed to work collaboratively to successfully achieve net carbon zero to reach net zero, we need to encourage residents to do their bit and help them to understand how they can reduce their carbon footprint.

3. Objective of communications activity

3.1. The objectives of our communication

    3.1.1. Engage with residents to increase understanding of climate change issues.

    3.1.2. Motivate residents to take practical steps to reduce their carbon emissions.

4. Audience

4.1. **The Staffordshire Landscape**

    4.1.1. Staffordshire has a resident population of 867,100 and covers a large geographical area of over 1,010 square miles.

    4.1.2. Like many other County areas, a major characteristic of Staffordshire is its growing, ageing population.

    4.1.3. Tamworth and East Staffordshire are the only districts in Staffordshire that have a significantly younger population than the national average.

    4.1.4. Around a quarter of residents live in rural areas. South Staffordshire (40%), Stafford (33%), Staffordshire Moorlands (31%) and Lichfield (31%) are particularly rural whilst Tamworth's population is classified as entirely urban.

    4.1.5. Staffordshire is a relatively affluent area but has notable pockets of high deprivation in some urban areas.

    4.1.6. Staffordshire has two well-renowned universities educating around 20,000 higher education students. Keele University is currently Global Sustainability Institution of the Year (International Green Gown Awards, 2021)

    4.1.7. We have a number of active climate change groups across the county including Climate Matters, The Globe Foundation, Staffordshire Moorlands Climate Action Group, Zero Carbon Rugeley, Sustainability Matters and No Planet B.

4.2. Social Attitudes to Climate Change – Audience Insight

4.2.1. Research from the National Centre for Social Research 'British Social Attitudes' report has found that overall, Britain is relatively relaxed about climate change, and not strongly divided over it. There are more worried than there are sceptical individuals, but the majority in Britain appears to have middling attitudes towards climate change. They know about it, and acknowledge a human component, but are overall relatively indifferent and apathetic about climate change.

4.2.2. Differences by age and education are reasonably strong and consistent when it comes to beliefs and concerns about climate change and what the government should do about it. Other socio-demographic variables, such as sex, ethnicity, and income, are typically weak and sporadic.

4.2.3. On average, people in Britain are only "somewhat worried" about climate change, and do not feel a strong sense of personal responsibility to try to reduce it. Those who think climate change is mainly or entirely caused by humans feel more personally responsible for trying to mitigate it. However, most people do not think that climate change is mainly caused by humans or that the consequences will be very bad.

4.2.4. As well as differing in how worried they are about climate change, people may also feel different levels of personal responsibility to try to reduce climate change. Residents were asked on a scale of personal responsibility for helping with climate change, where 0 means no responsibility and 10 means feeling a great deal of responsibility, Responses were quite spread out across the scale, with scores from 5 to 8 being the most popular, showing that the majority feel a moderate personal responsibility to help reduce climate change. The 35 - 64 year-old age group felt the highest level of personal responsibility.

4.3. Audience conclusion

4.3.1. Given the objectives we want to achieve with our communication, and the above audience insight, keeping our audience group as wide as possible will help us to get the most reach and engagement.

4.3.2. A future communications plan would benefit greatly from more Staffordshire specific audience research about climate change and sustainability.

4.3.3. We will utilise our local advocates and influencers through our universities and climate action groups to share our messages.

5. Strategy

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

5.1. Carbon Bubble Roadshow

5.1.1. To increase resident engagement, throughout Spring/ Summer 2023 we will run a Carbon Bubble Roadshow. The 10m x10m orange inflatable bubble with the words 'One Tonne of Carbon' has been used nationwide by PWC as a successful climate change engagement tool and was trailed by Staffordshire County Council in 2022. The trial that took place on 'Earth Day' saw engagement both face to face in the town centre and on social media, as well as making regional news. Lessons learnt from the trial and feedback have allowed us to develop a clear plan for how we would run a road show of the bubble across the county to engage with as many residents as possible.

5.1.2. Most of the events will be held mid-week on a Wednesday during the working day. At the event we will have staff members from the district and borough councils educating people about their carbon footprint and what they can do to be greener.

5.1.3. We will collectively promote the events and invite along local schools and education settings.

5.1.4. We will ask residents to make a pledge on a community pledge board to say what they will do to reduce their carbon footprint. This information will then be saved and displayed in the local library.

5.1.5. On the stand we will help people to understand their carbon footprint by working them through a simple 'calculator' and give them a score between 'small footprint', 'medium footprint', 'large footprint. We will then give them tips on how they can reduce their personal footprint.
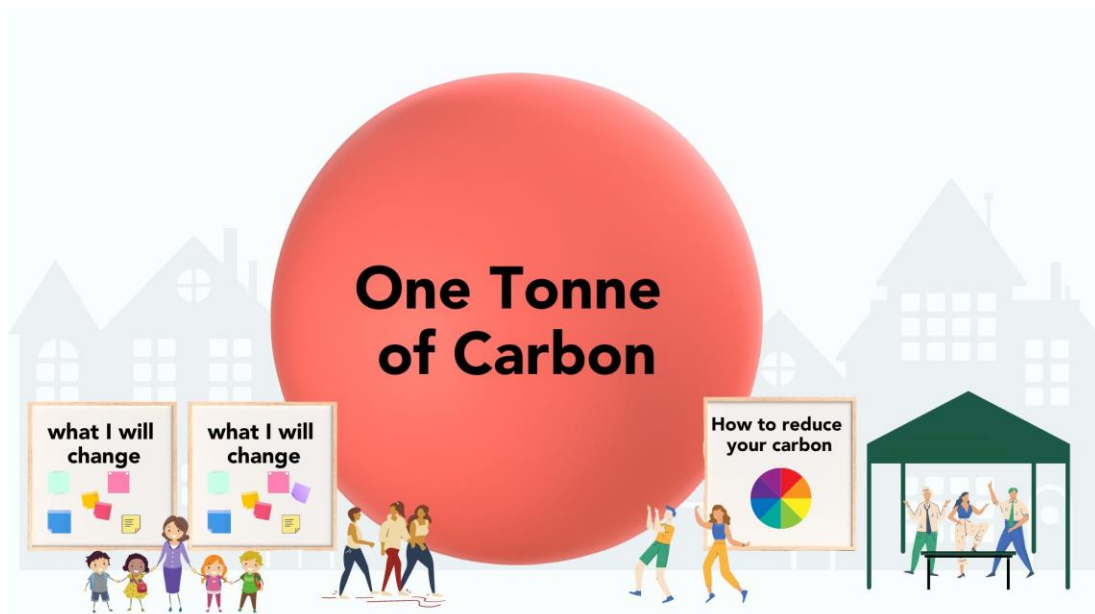
5.1.6. The below timetable sets out when and where the bubble roadshow will take place:

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

5.2. Joined up communications calendar

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

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

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

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

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

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

5.3. **Consultation**

5.3.1. At the present time, we have limited knowledge of our residents' thoughts and feelings about climate change. A public consultation around climate change would be beneficial when planning activity in the future.

5.3.2. The consultation will ask the members of the public key questions around their understanding of climate change, how much they care, what kind of personal responsibility they feel and any barriers they face to being greener.

5.3.3. The consultation results will give us a good baseline to be able to monitor and measure and changes in attitudes and behaviour.

5.3.4. The consultation will capture both quantitative and qualitative responses so we can get a deep understanding of our residents. To do this, we will launch an online digital questionnaire, run a handful of in-person engagement sessions in each area, as well as using the carbon bubble road show events to really listen

to residents and capture their feedback.

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

5.4. **Summary of activity**

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

JANUARY	FEBRUARY	MARCH	APRIL
	VALENTINES DAY - 14TH FEBRUARY		EASTER 9-10TH APRIL EARTH DAY -22ND APRIL

MAY	JUNE	JULY	AUGUST
CONSULTATION BEGINS ONE TONNE OF CARBON BUBBLE EVENTS START	WORLD ENVIRONMENT DAY – 5TH JUNE	NET ZERO WEEK – 1ST – 7TH JULY going ZERO	

SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
BIG GREEN WEEK 24TH SEPTEMBER – 2ND OCTOBER	HALLOWEEN - 31ST OCTOBER	BLACK FRIDAY - 26TH NOVEMBER	12 DAYS OF CHRISTMAS TREECYCLE

Page 99

6. Budget

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

7. Scoring and evaluation

7.1. The Communications representatives will meet monthly to discuss the ongoing work, and upcoming plans.

7.2. Each quarter Communications will report back to the Sustainability Board on the below:

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

Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy

Staffordshire County Council EV Charging Strategy

18/01/2023

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   1

Page 102

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.

Contents

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

Page 104

3

Tables

Figures

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   4

Page 105

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   8

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

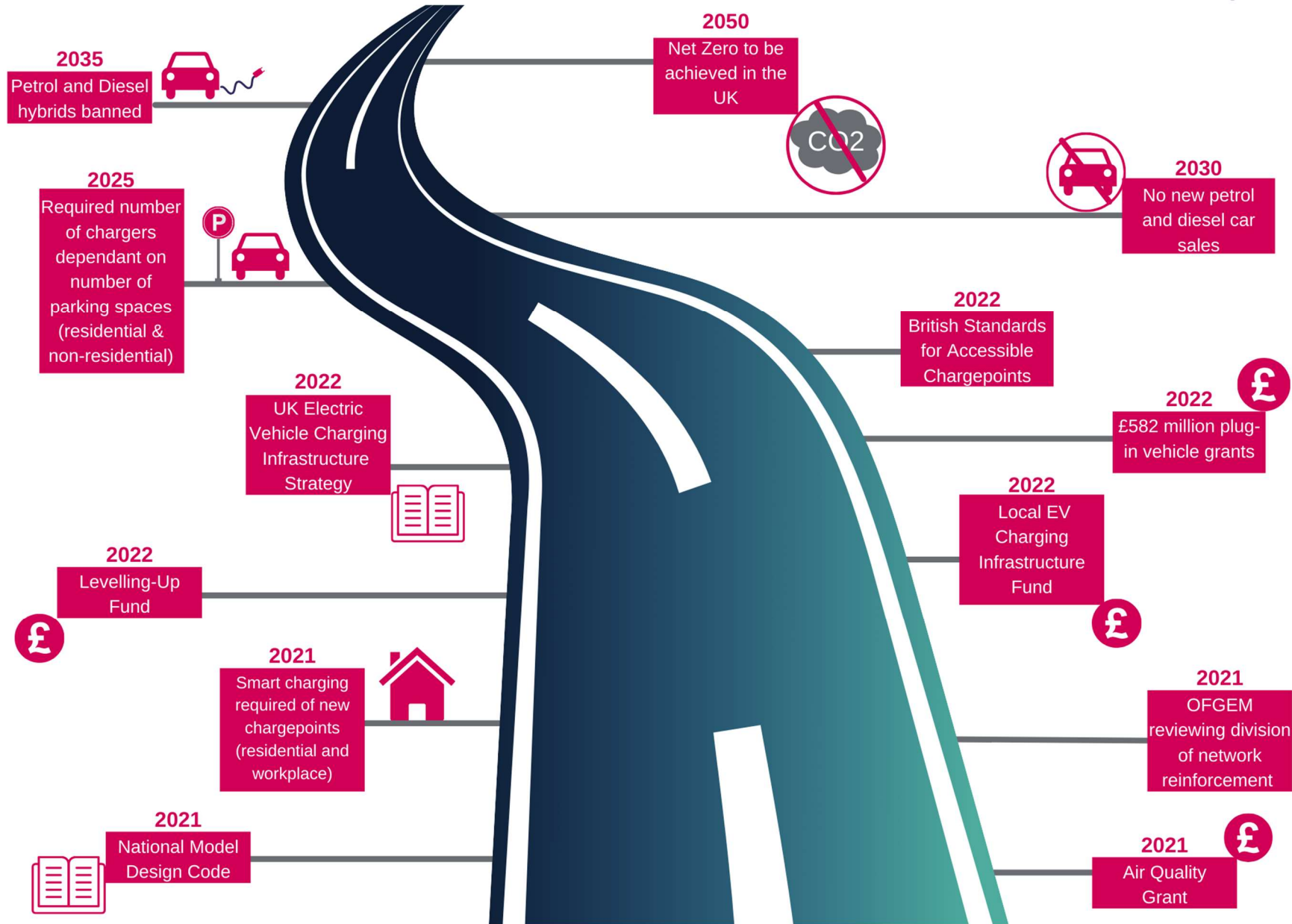*Table E: Midlands Connect MC region forecasts*

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	• 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.	• 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.	• Off-street • On-street • EV Forecourts • EV Charging Hubs	• On-Street Residential Chargepoint Scheme	Medium – 2 - 5 years +
Staffordshire Climate Change Action Plan 2021-2025	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. 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.	2021	• 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.	• 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.		• 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	• reduce vehicle emissions • reduce our overall carbon impact	• 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.	• Off-street • On-street • EV Forecourts • EV Charging Hubs	• On-Street Residential Chargepoint Scheme	Long - 5 years +

Table F: Policies review - Local Policies

Page 114

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council Public Electric Vehicle Charging Infrastructure Strategy

13

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   14

Page 115

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.
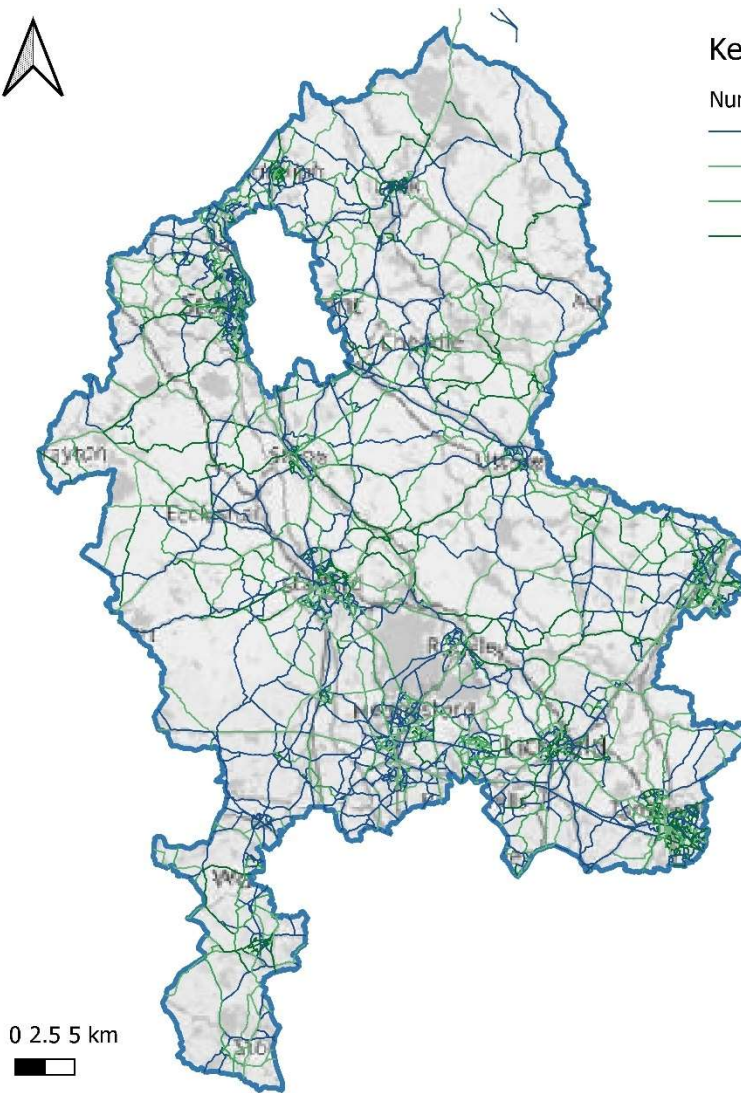
Commuting

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.
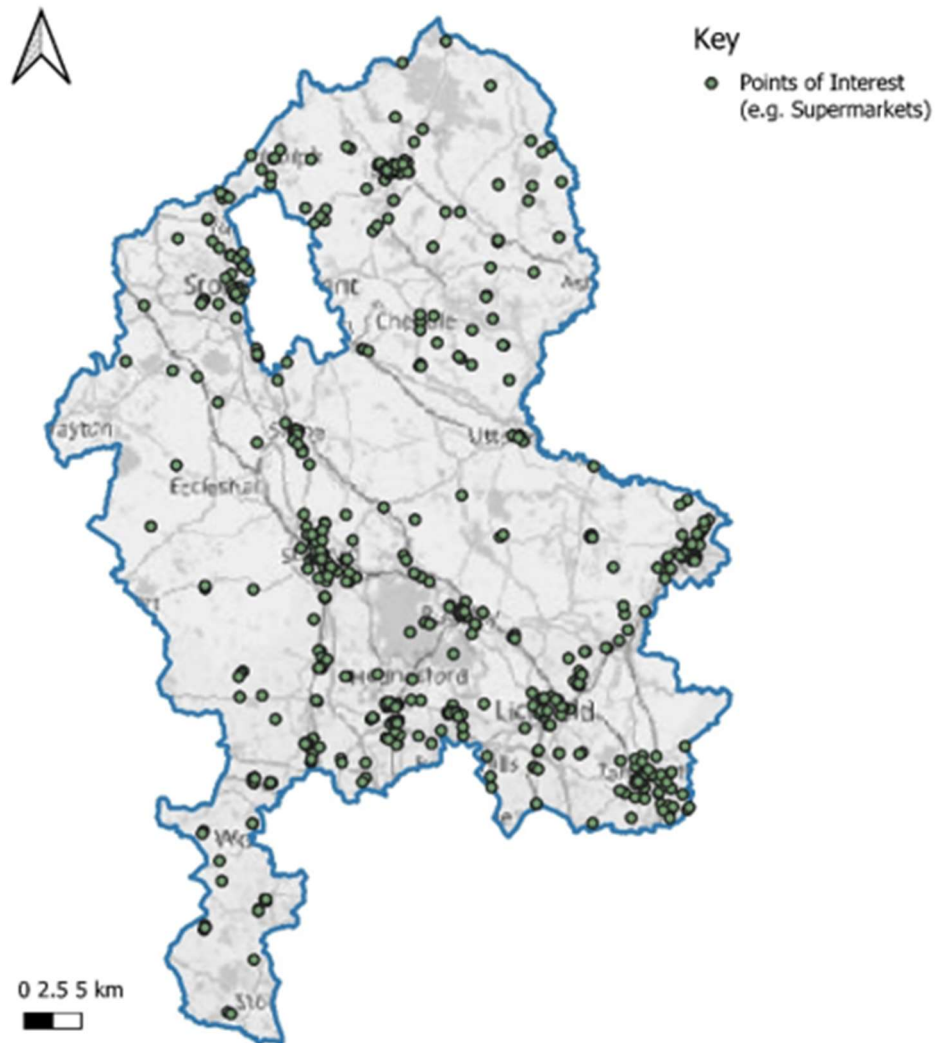
Points of Interest

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 attaractions. 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.
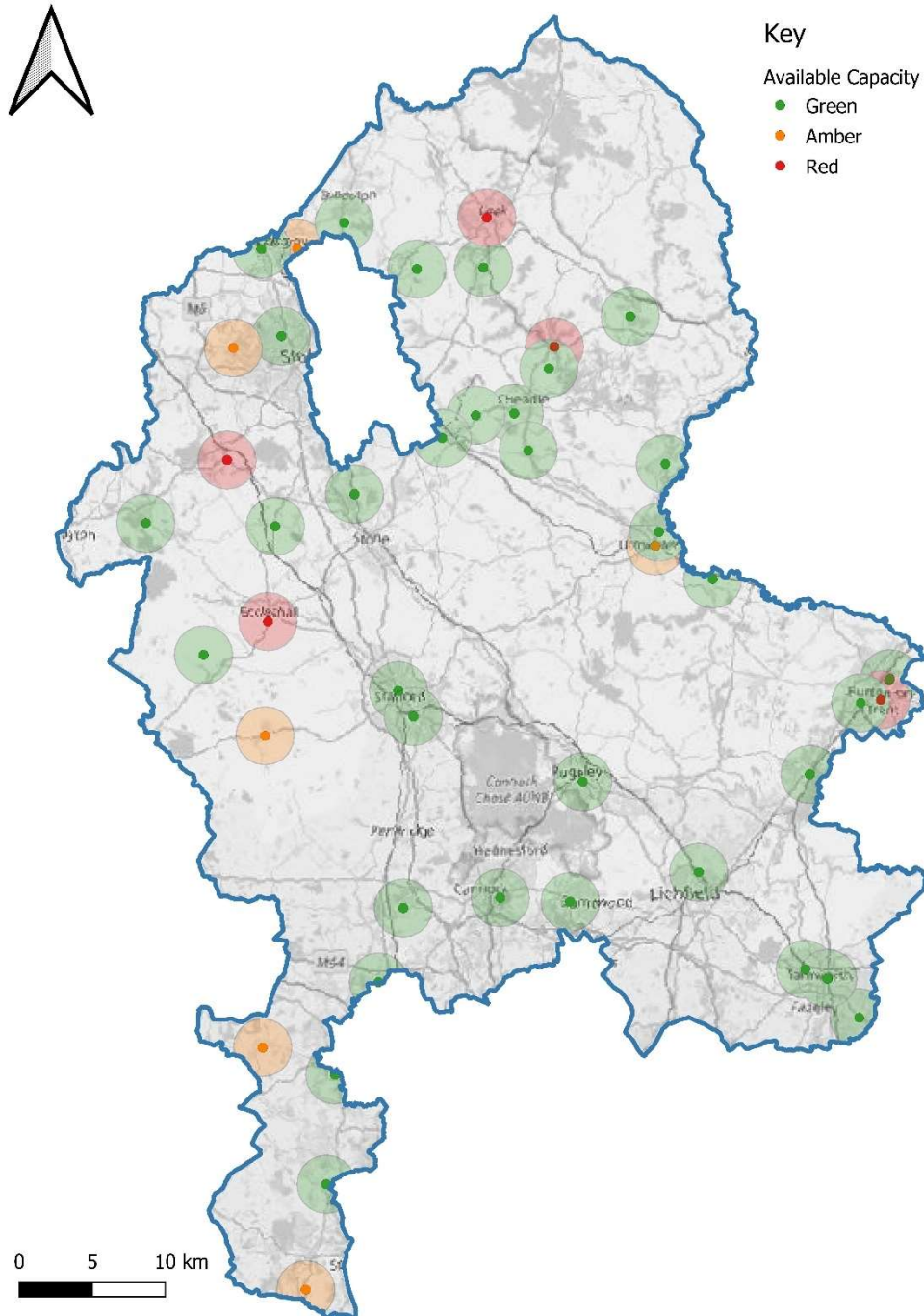
Figure 4: Sub-Station power capacity

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.
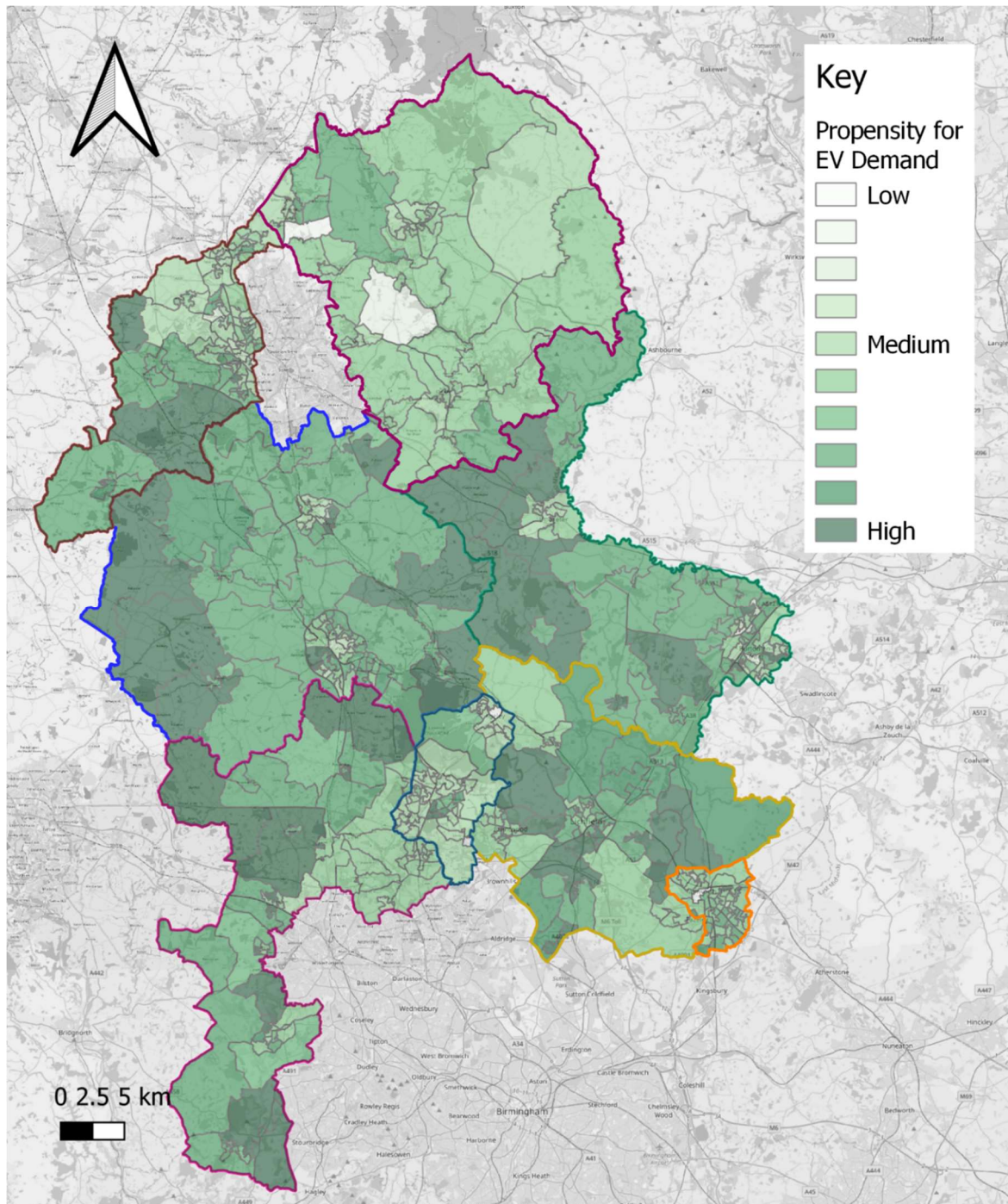

Figure 5: Staffordshire EV charging propensity

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   19

Page 120

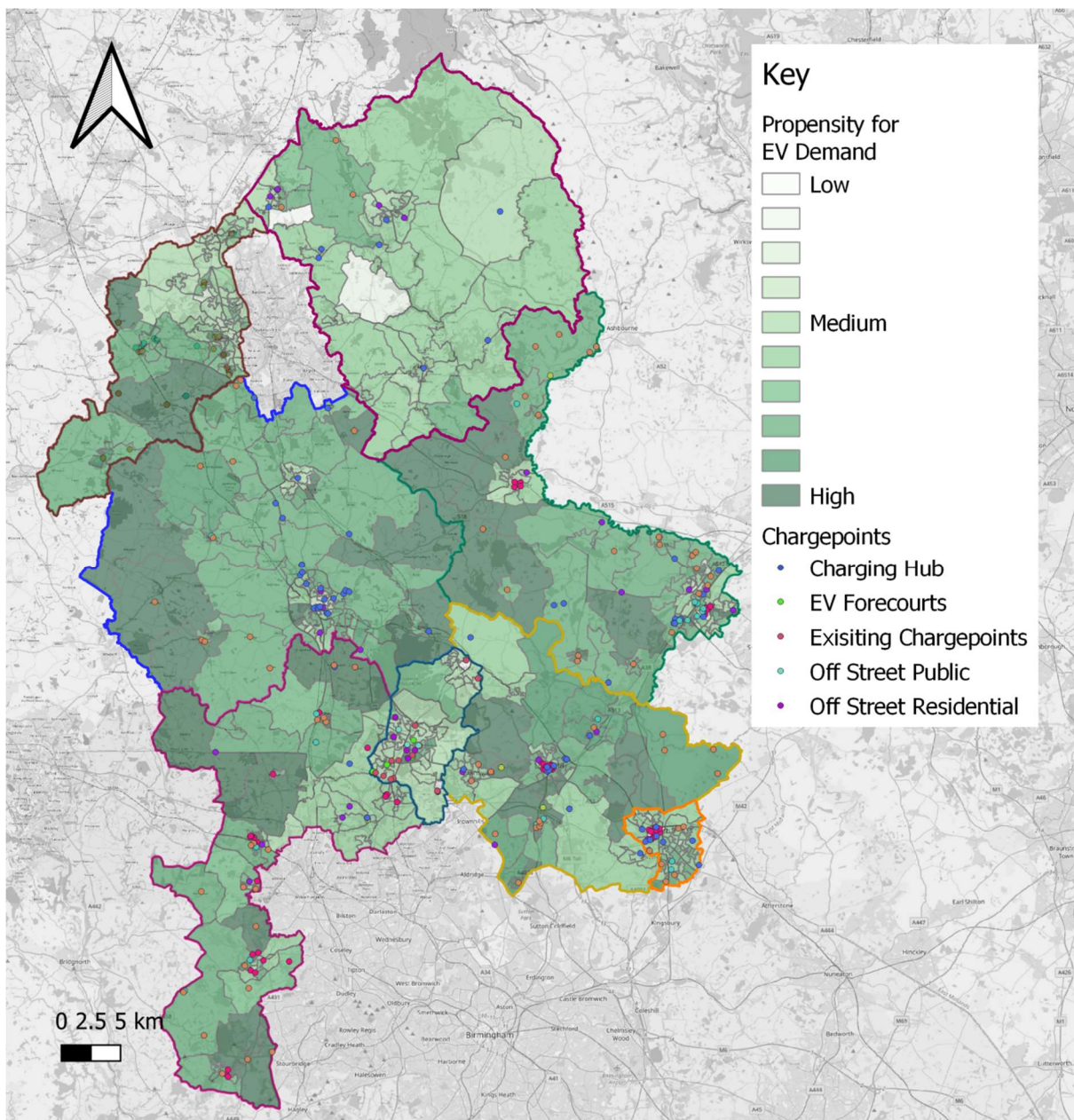**Suggested EV charging locations**

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   20

Page 121

5.3. Demand Analysis – the District and Boroughs

Cannock Chase Propensity and Points of Interest
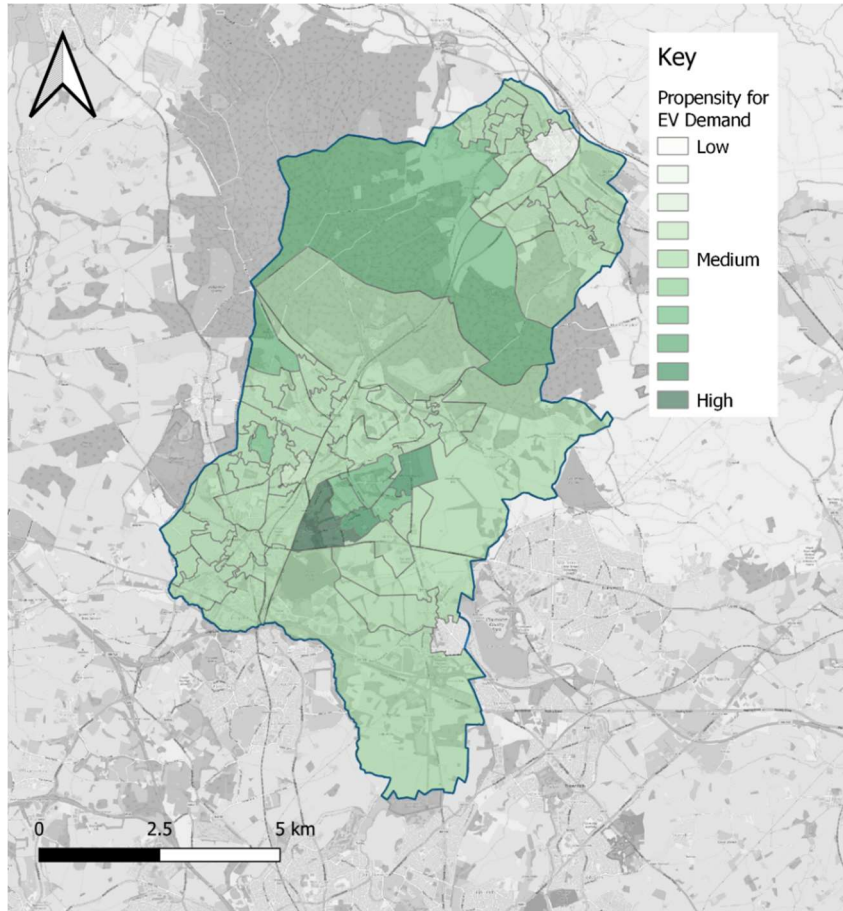
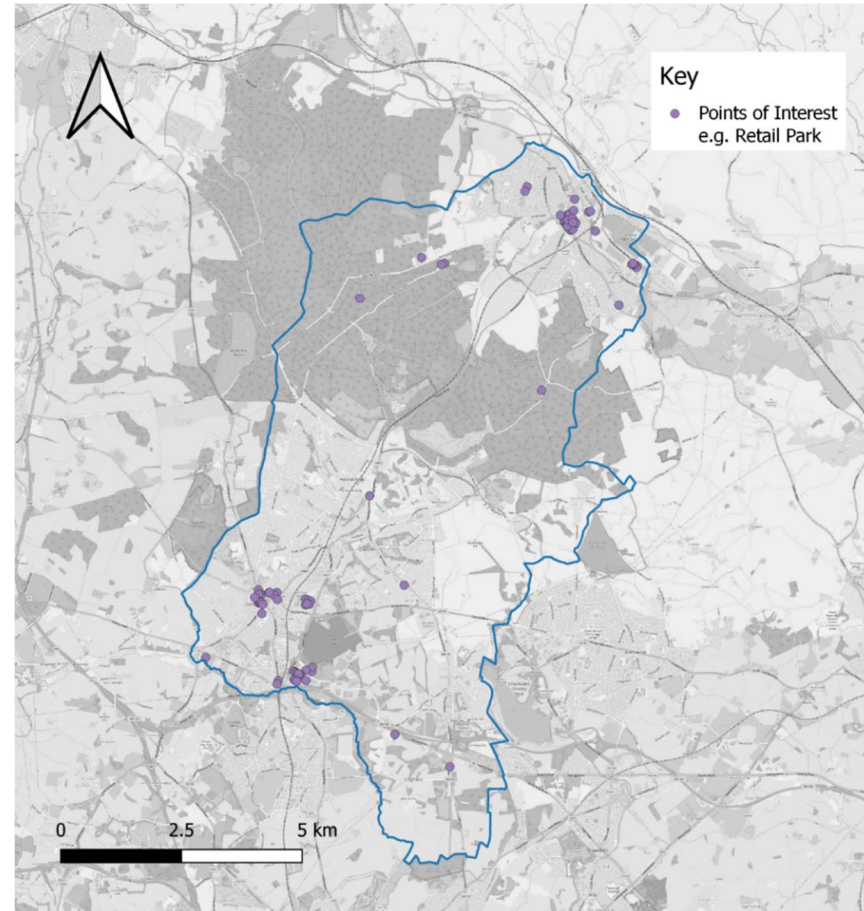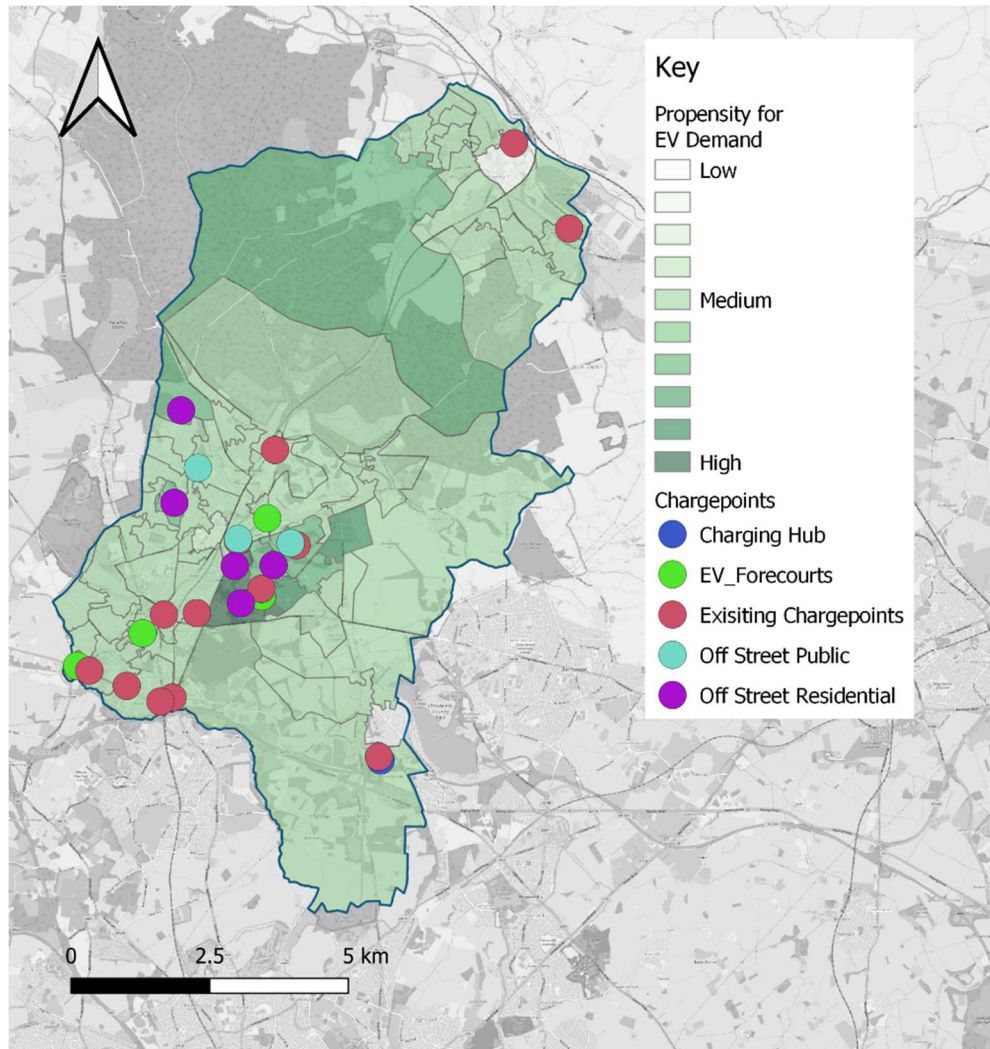*Figure 7: Cannock Chase Propensity*

Figure 8: Cannock Chase Points of Interest

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

21

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.			

Page 123

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

22

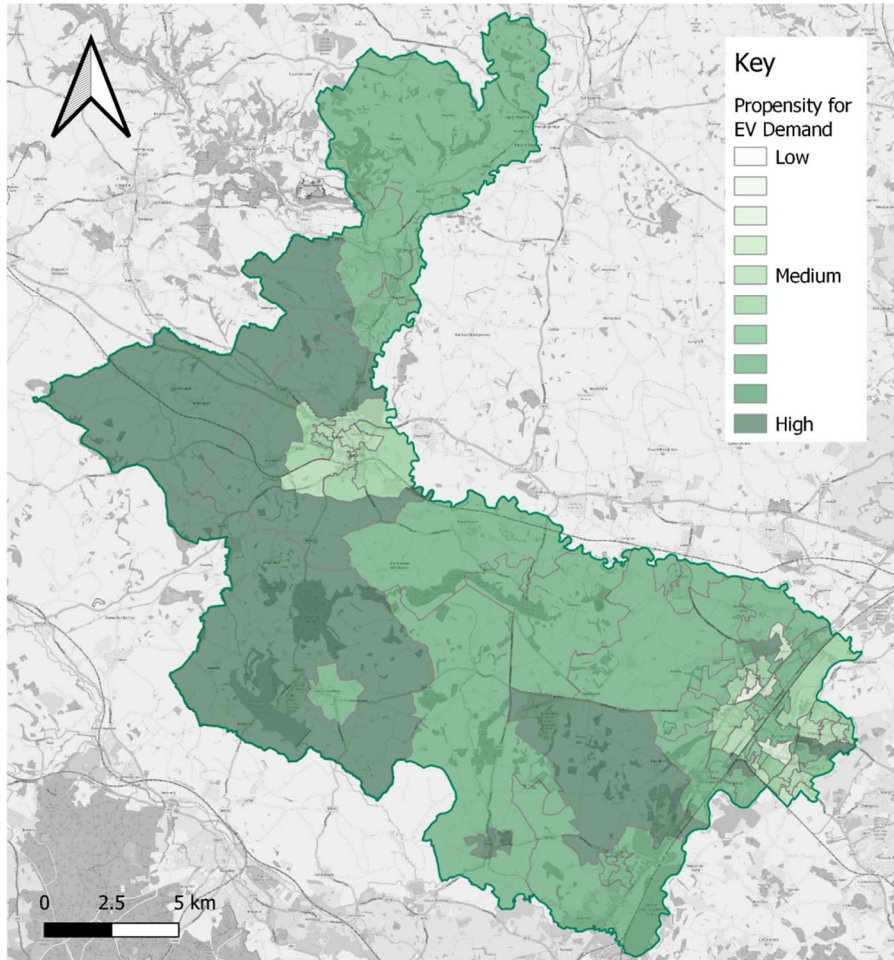**East Staffordshire Propensity and Points of Interest**

Page 124

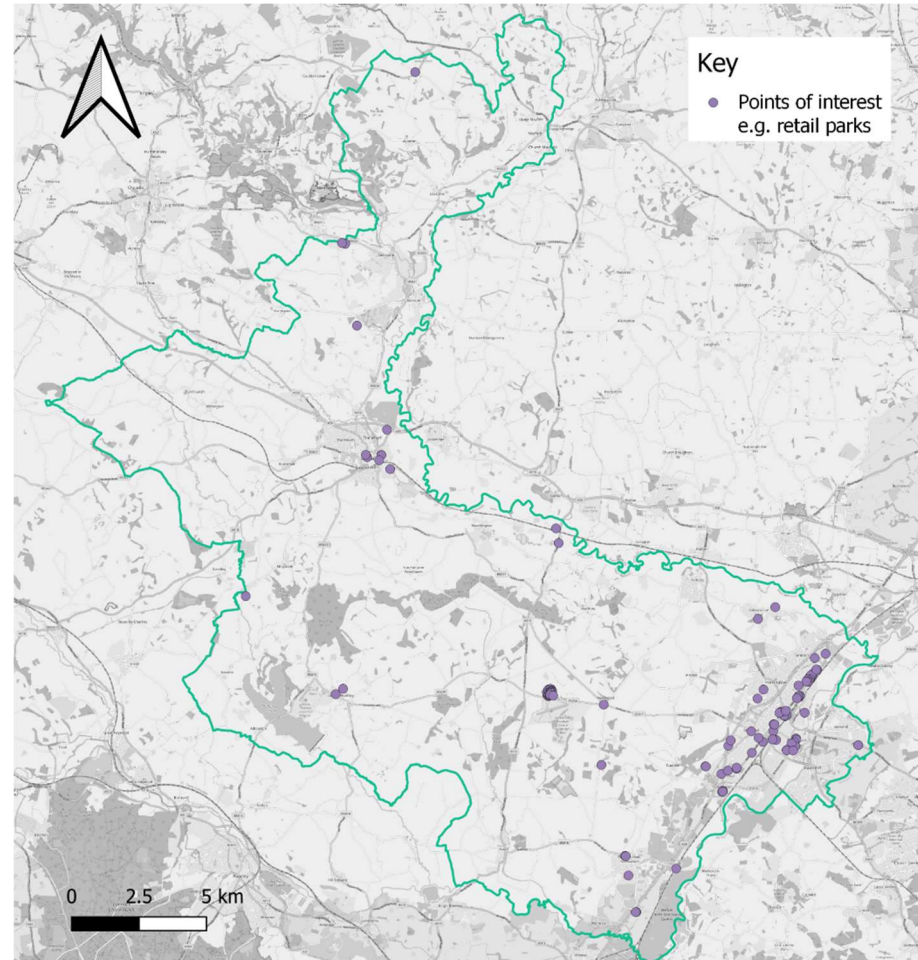Figure 10: East Staffordshire propensity

Figure 11: East Staffordshire Points of Interest
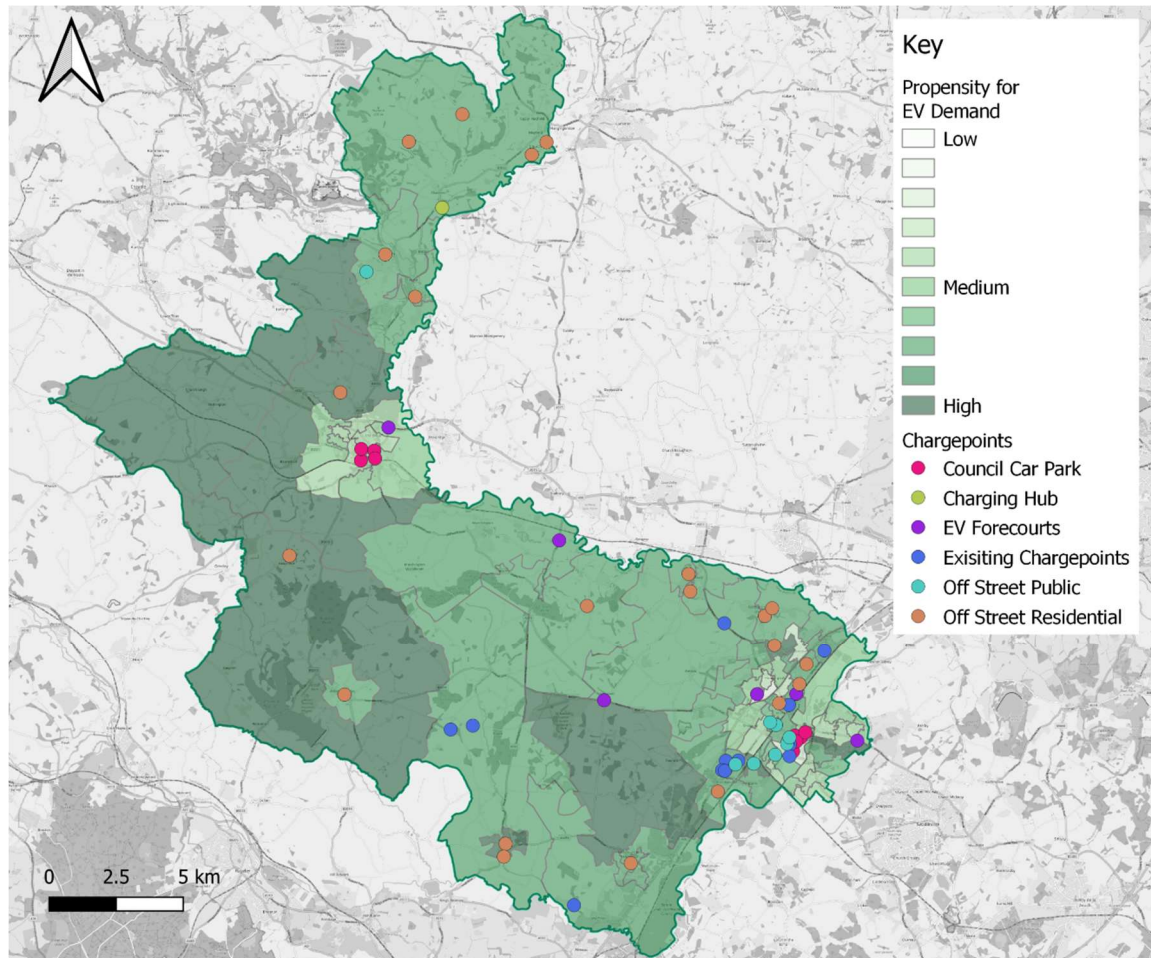
East Staffordshire – Proposed Locations

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)
Action: Investigate private operators to build and run an EV charging location / hub	**Action**: Engage with fuel stations to confirm their plans; avoid coordinating EV charging in close proximity	**Action**: Engage with the borough council to ensure ownership and facilitate EV charging installation	**Action**: The borough council should engage residents and support where possible

Council Car Park - Action: Engage with the borough council to ensure ownership and provide support to facilitate EV charging installation.

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

24

Lichfield Propensity and Points of Interest

Figure 13: Lichfield Propensity
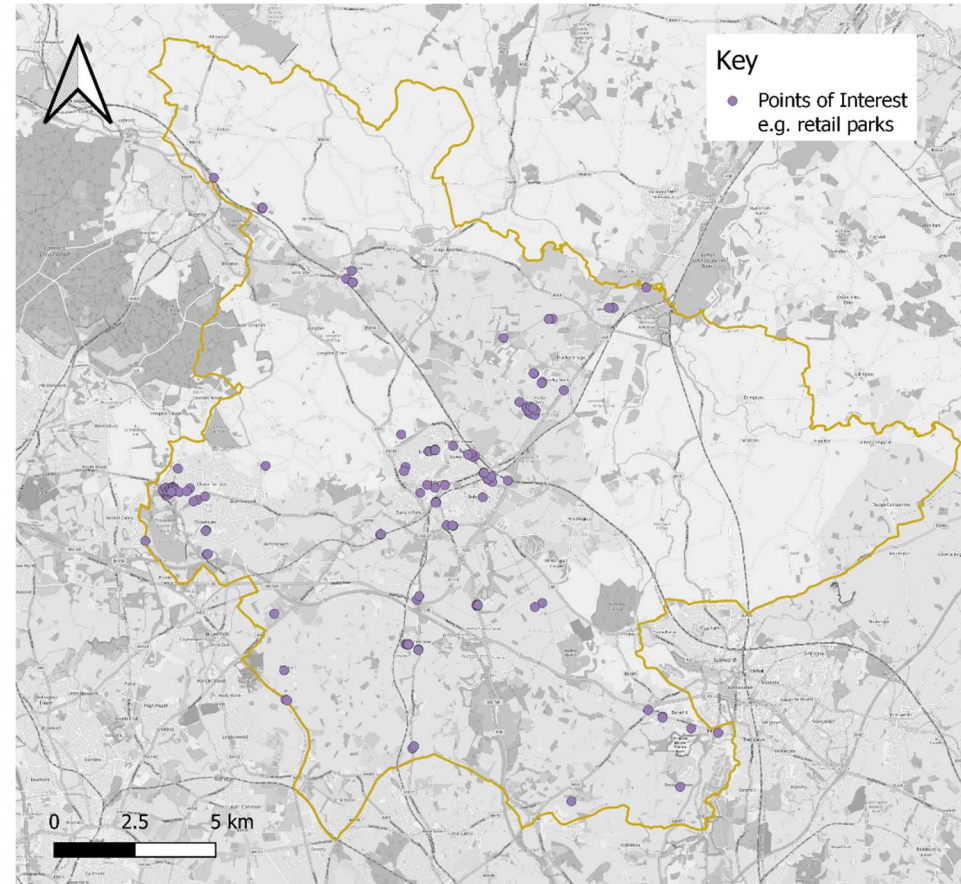
Figure 14: Lichfield Points of Interest

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy
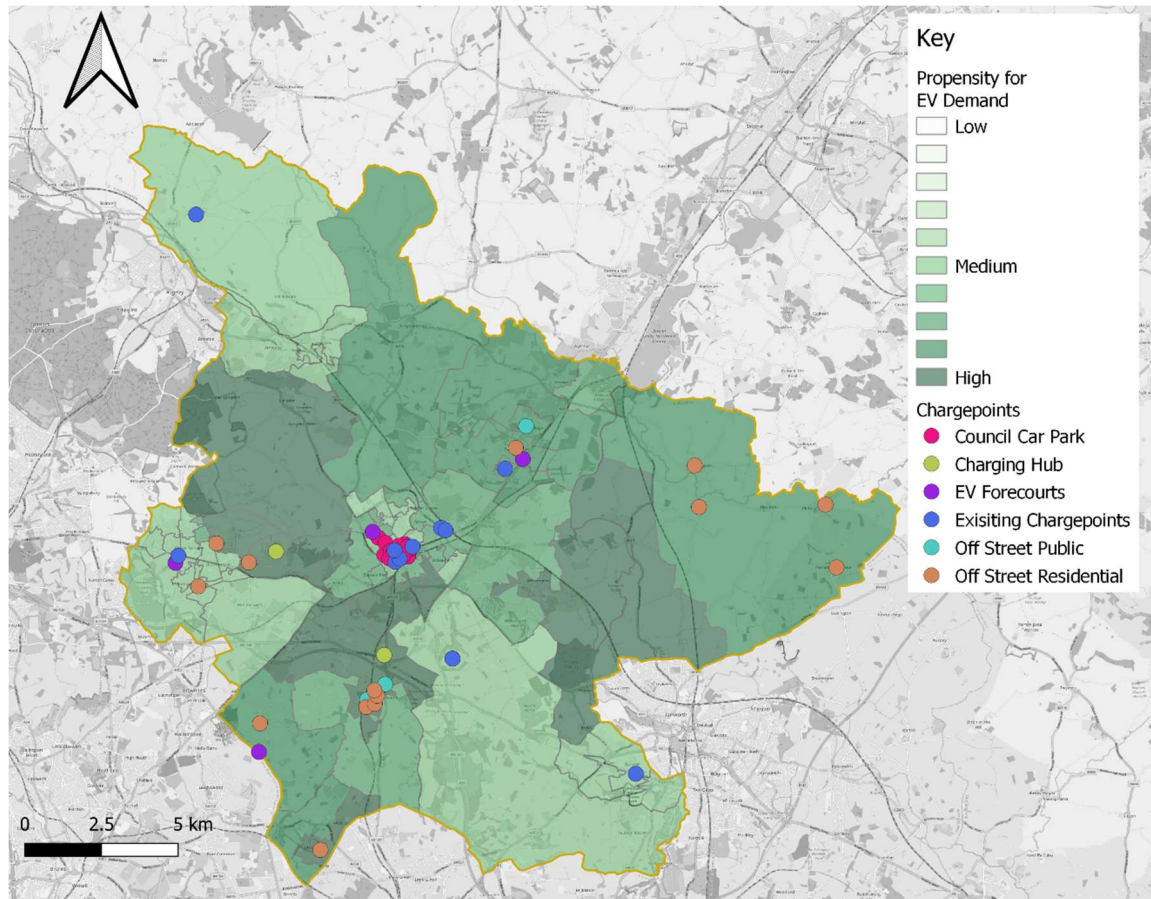
25

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)
Action: Investigate private operators to build and run an EV charging location / hub	**Action**: Engage with fuel stations to confirm their plans; avoid coordinating EV charging in close proximity	**Action**: Engage with the district council to ensure ownership and facilitate EV charging installation	**Action**: The district council should engage residents and support where possible

Council Car Park - Action: Engage with the district council to ensure ownership and   provide support to facilitate EV charging installation.

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

26

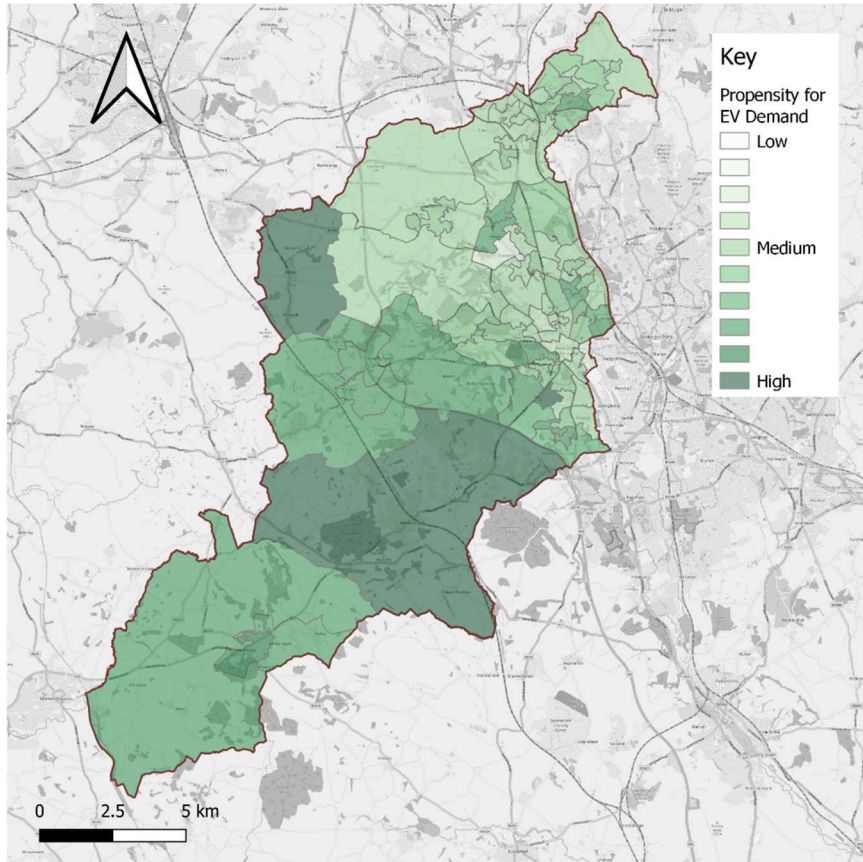**Newcastle under Lyme Propensity and Points of Interest**

Figure 16: Newcastle under Lyme Propensity
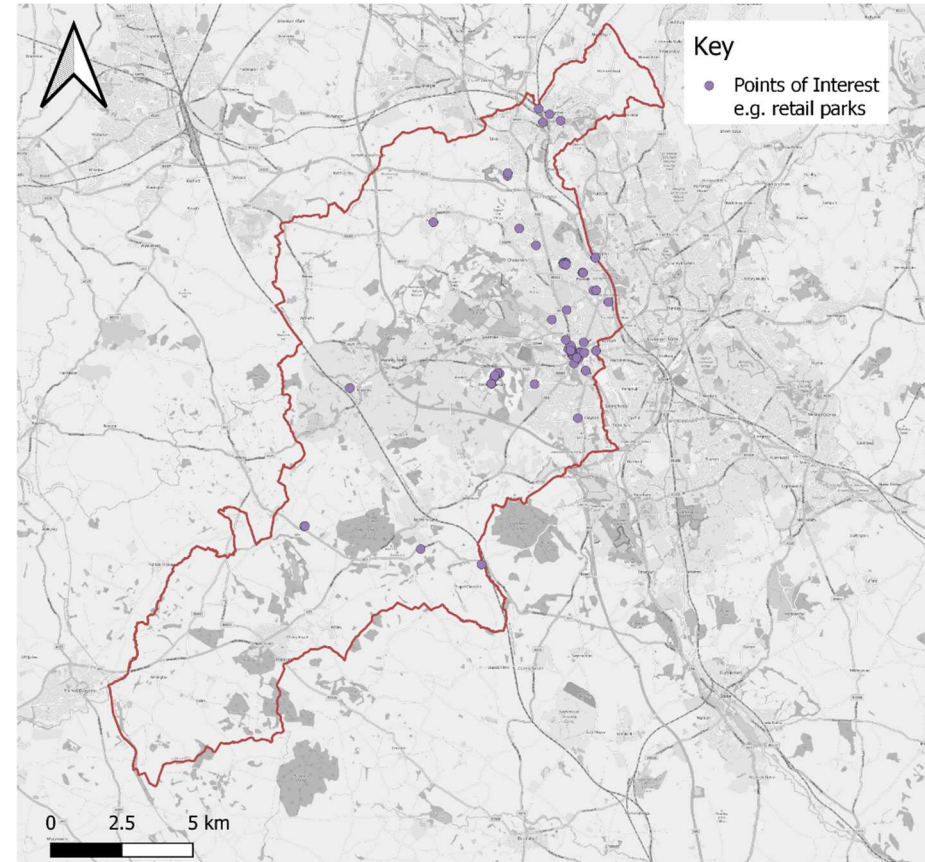
Figure 17: Newcastle under Lyme Points of Interest

Page 128

Newcastle under Lyme – Proposed Locations

Page 129

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)
Action: Investigate private operators to build and run an EV charging location / hub	**Action**: Engage with fuel stations to confirm their plans; avoid coordinating EV charging in close proximity	**Action**: Engage with the borough council to ensure ownership and facilitate EV charging installation	**Action**: The borough council should engage residents and support where possible

Council Car Park - Action: Engage with the borough council to ensure ownership and provide support to facilitate EV charging installation.

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

28

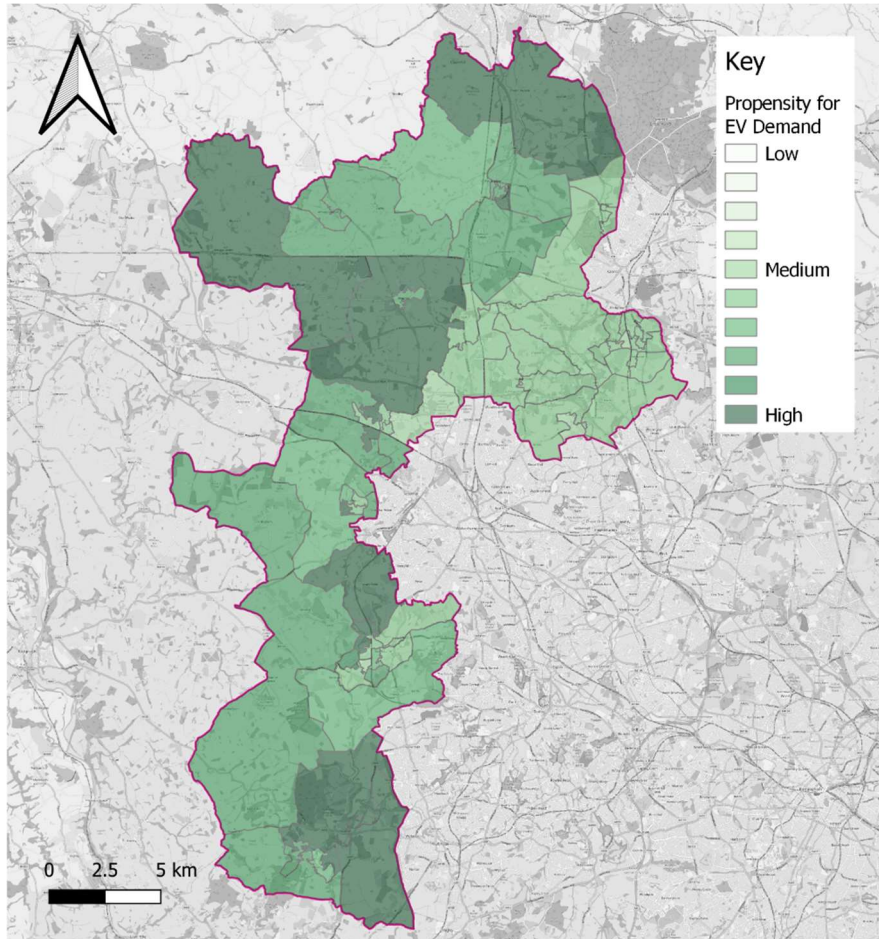**South Staffordshire Propensity and Points of Interest**
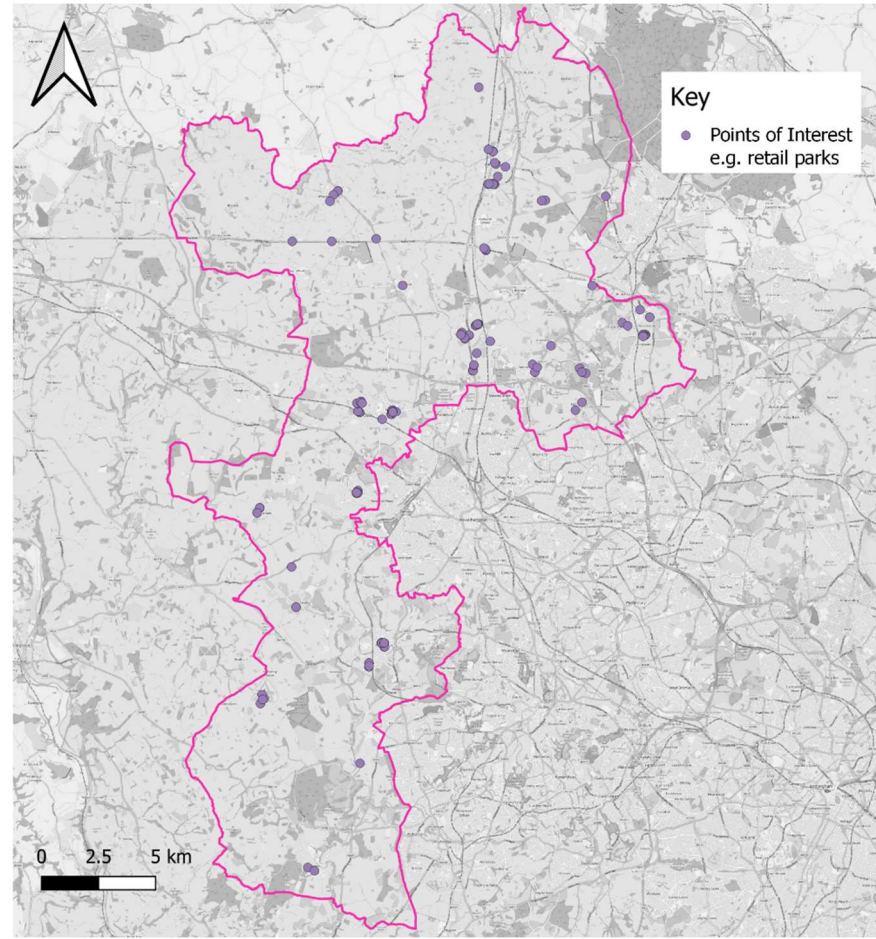
Figure 19: South Staffordshire Propensity

Figure 20: South Staffordshire Points of Interest
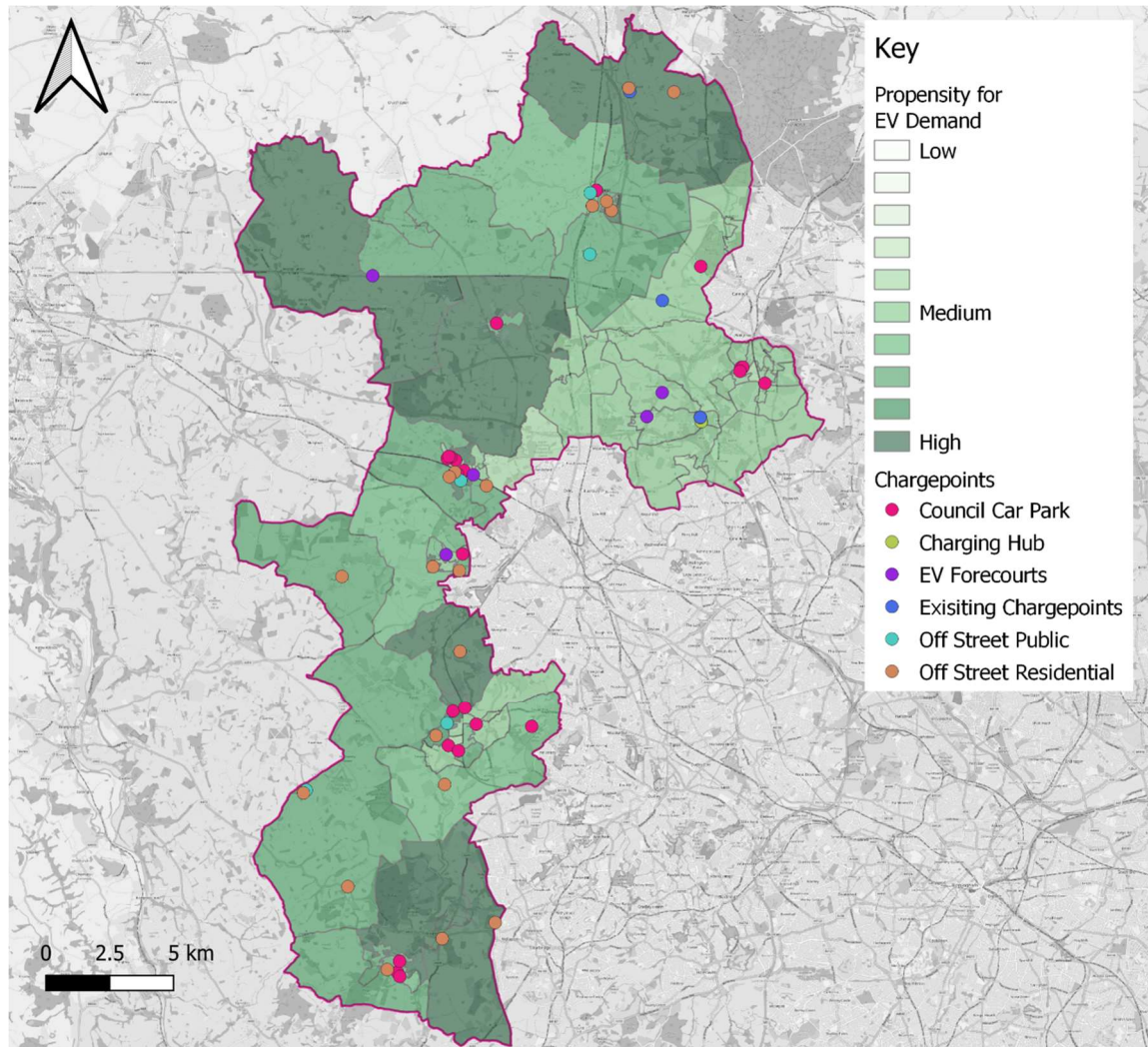
South Staffordshire – Proposed Locations

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)
Action: Investigate private operators to build and run an EV charging location / hub	**Action**: Engage with fuel stations to confirm their plans; avoid coordinating EV charging in close proximity	**Action**: Engage with the district council to ensure ownership and facilitate EV charging installation	**Action**: The district council should engage residents and support where possible

Council Car Park - Action: Engage with the district council to ensure ownership and provide support to facilitate EV charging installation.

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

30

Stafford Propensity and Points of Interest
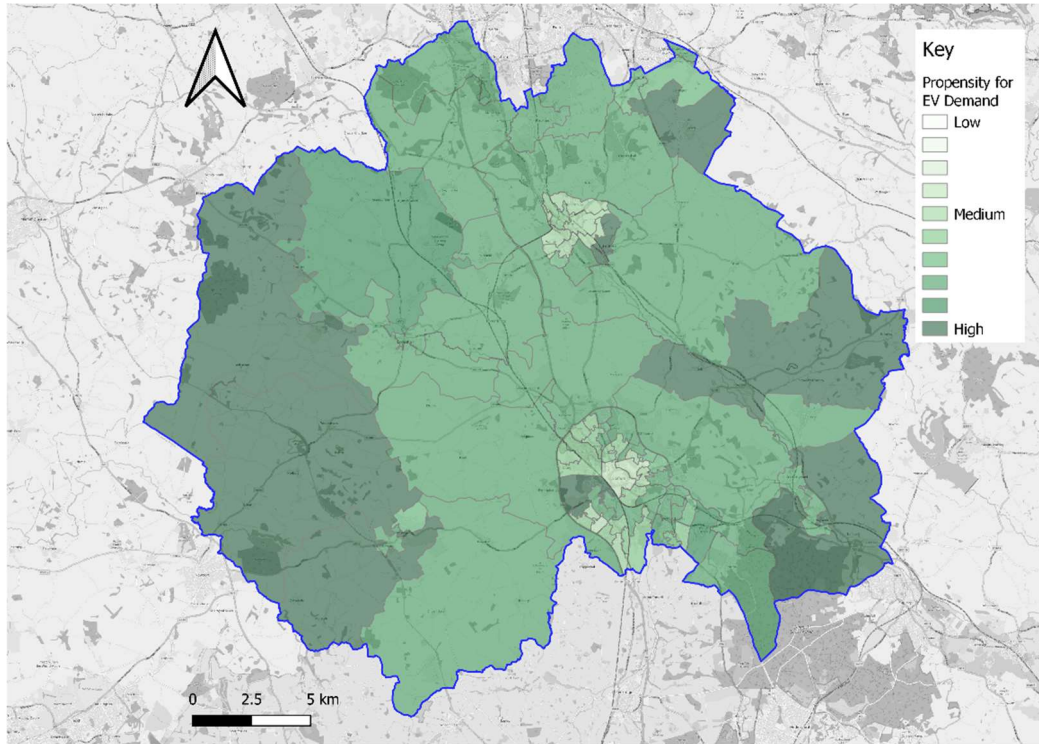

Figure 22: Stafford Propensity

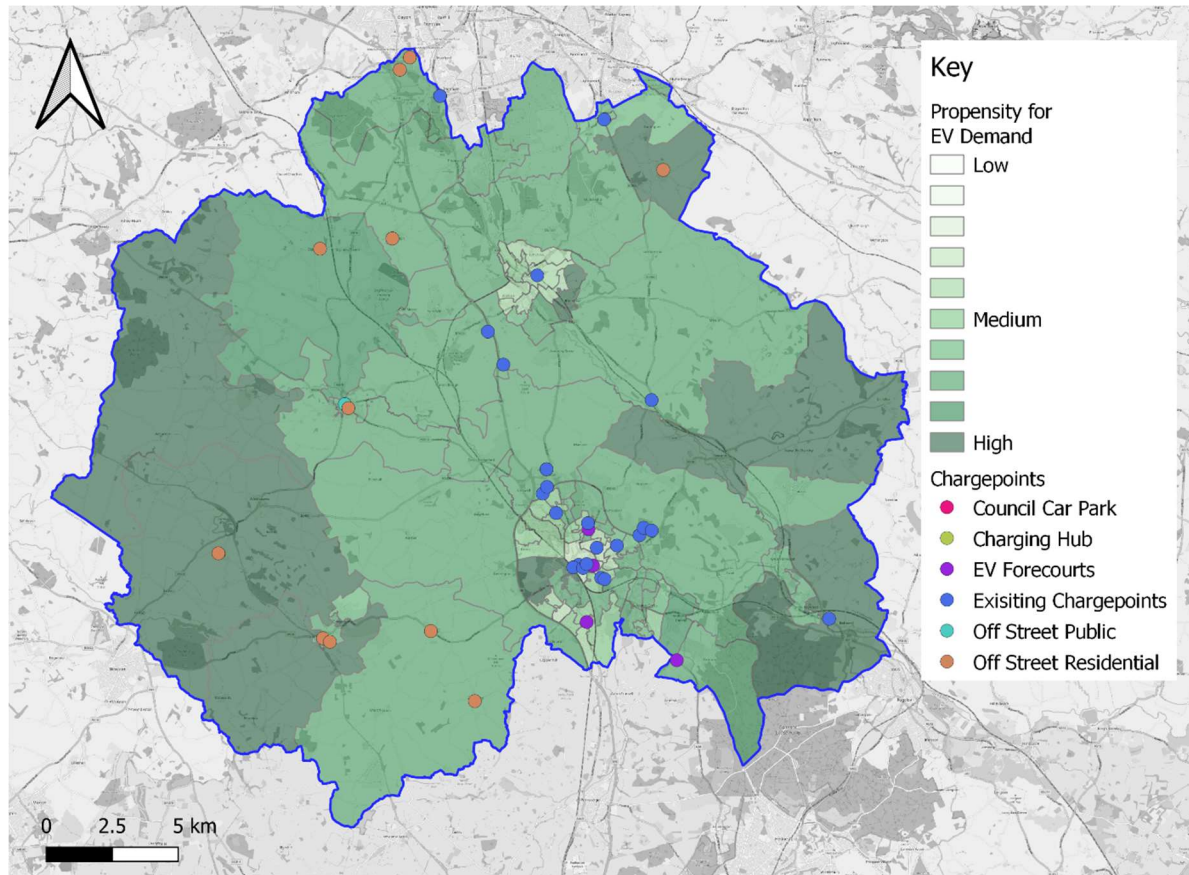Figure 23: Stafford Points of Interest

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)
Action: Investigate private operators to build and run an EV charging location / hub	**Action**: Engage with fuel stations to confirm their plans; avoid coordinating EV charging in close proximity	**Action**: Engage with the borough council to ensure ownership and facilitate EV charging installation	**Action**: the borough council should engage residents and support where possible

Council Car Park - Action: Engage with the borough council to ensure ownership and provide support to facilitate EV charging installation.

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

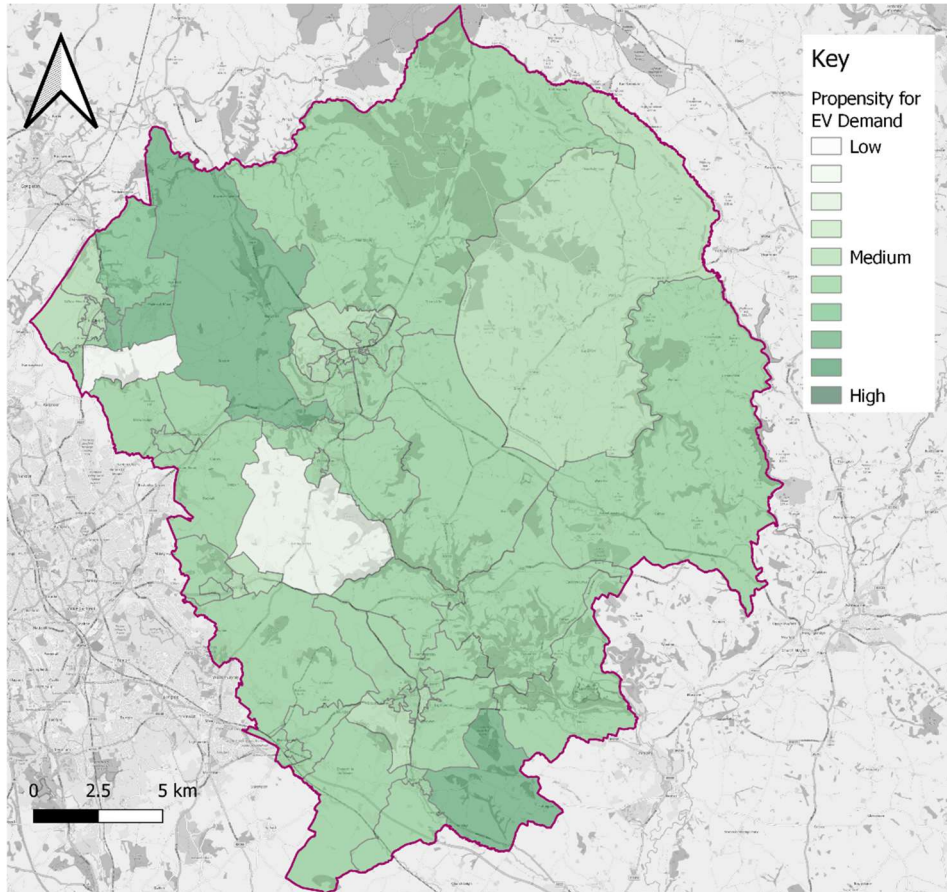**Staffordshire Moorlands Propensity and Points of Interest**

Page 134

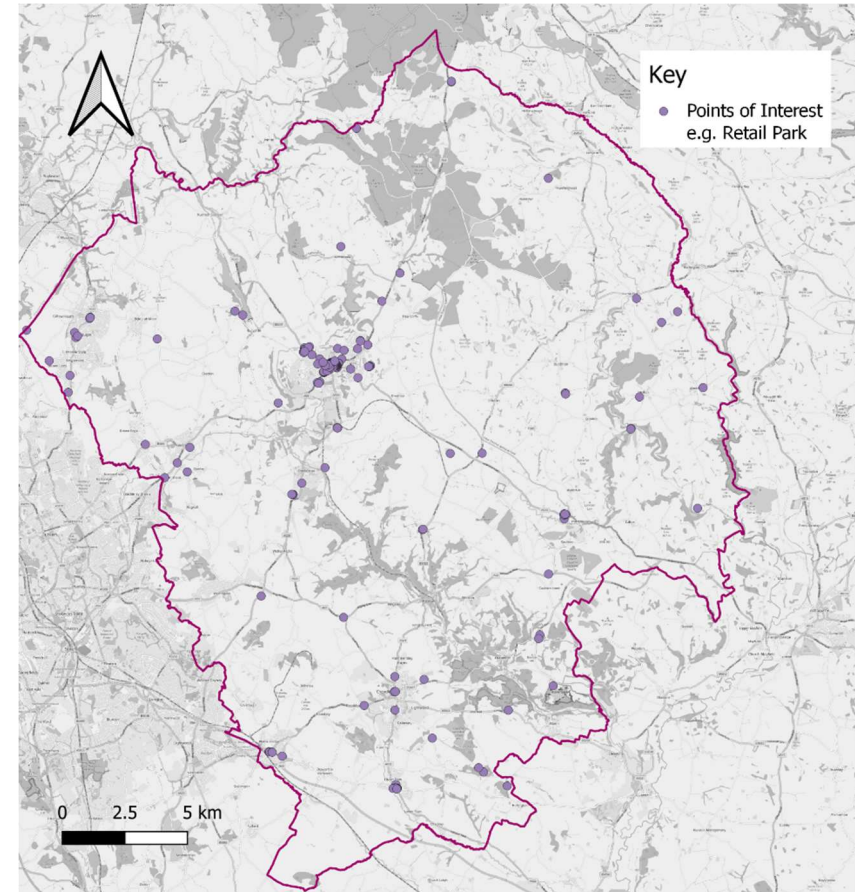Figure 25: Staffordshire Moorlands Propensity

Figure 26: Staffordshire Moorlands Points of Interest

Staffordshire Moorlands – Proposed Locations

Page 135

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)
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 infrastructure	**Action**: The district council should engage residents and support where possible
Council Car Park - Action: Engage with the district council to ensure ownership and provide support to facilitate EV charging installation.			
For suggested chargepoints: EV charging hubs, off-street public and off-street residential the suggestions are locations within a 1km area.			

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

34

Tamworth Propensity and Points of Interest

Page 136

Figure 28: Tamworth Propensity

Figure 29: Tamworth Points of Interest

Tamworth – Proposed Locations

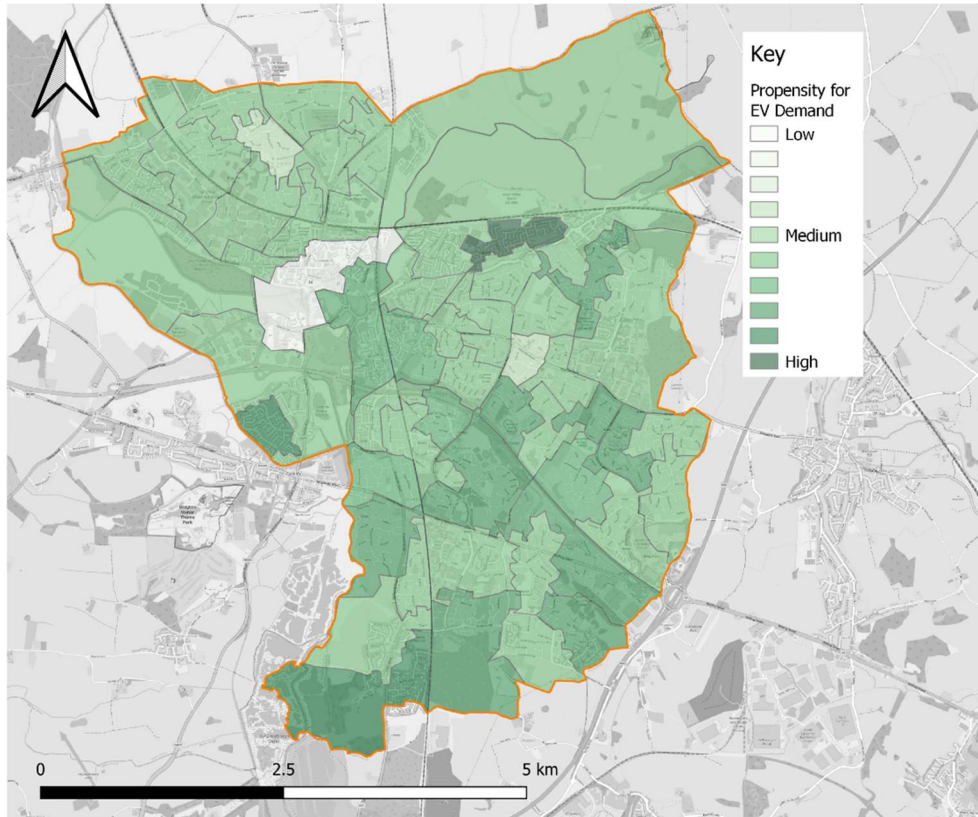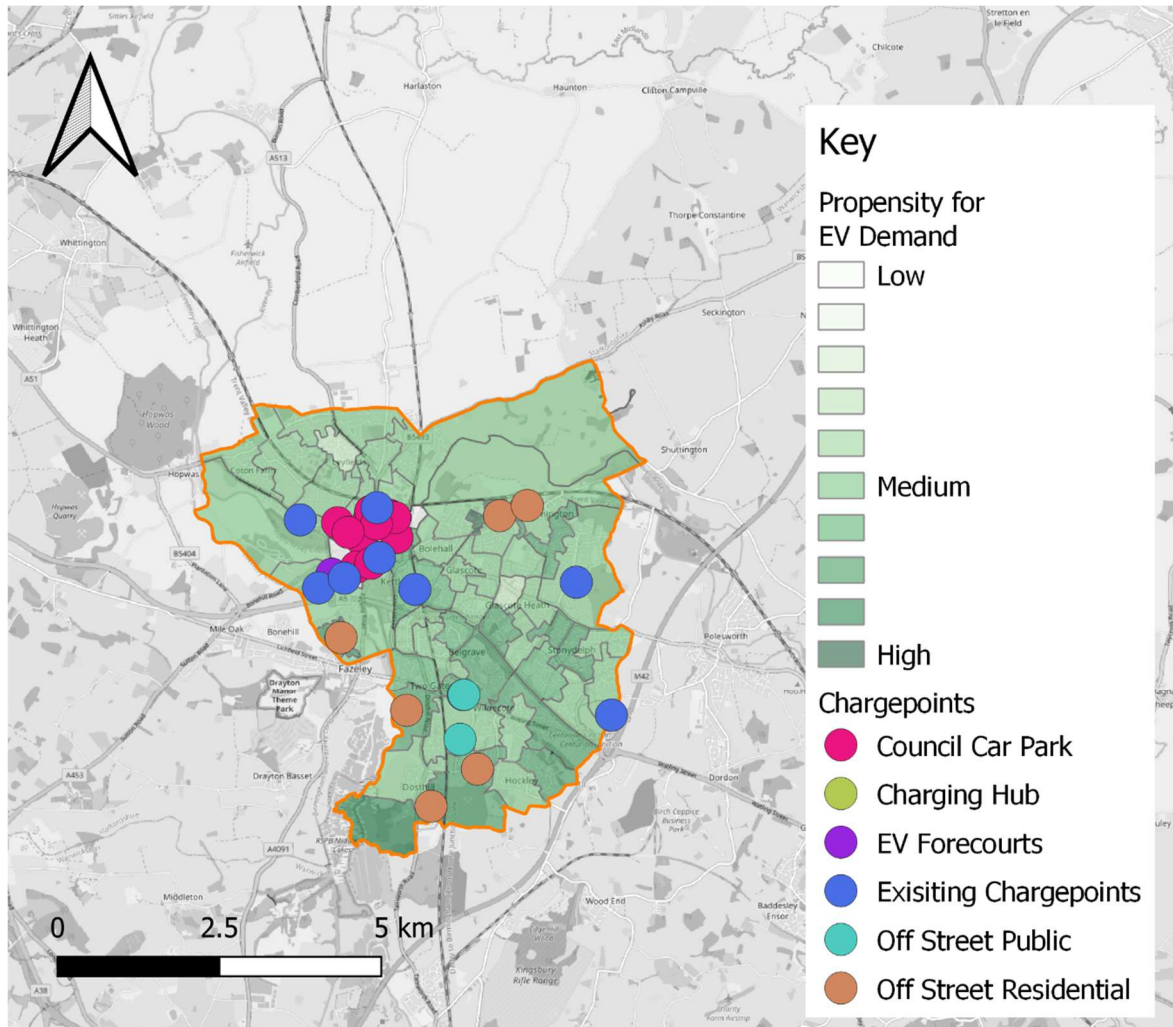Figure 30: Tamworth - proposed locations

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

Council Car Park - Action: Engage with the borough council to ensure ownership and provide support to facilitate EV charging installation.

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

36

5.4. Demand Analysis – Mosaic

Key

Mosaic Groups
- Aspiring Homemakers
- City Prosperity
- Country Living
- Domestic Success
- Family Basics
- Modest Traditions
- Muncipal Tenants
- Prestige Positions
- Rental Hubs
- Rural Reality
- Senior Security
- Suburban Stability
- Transient Renters
- Urban Cohesion
- Vintage Value

0 2.5 5 km
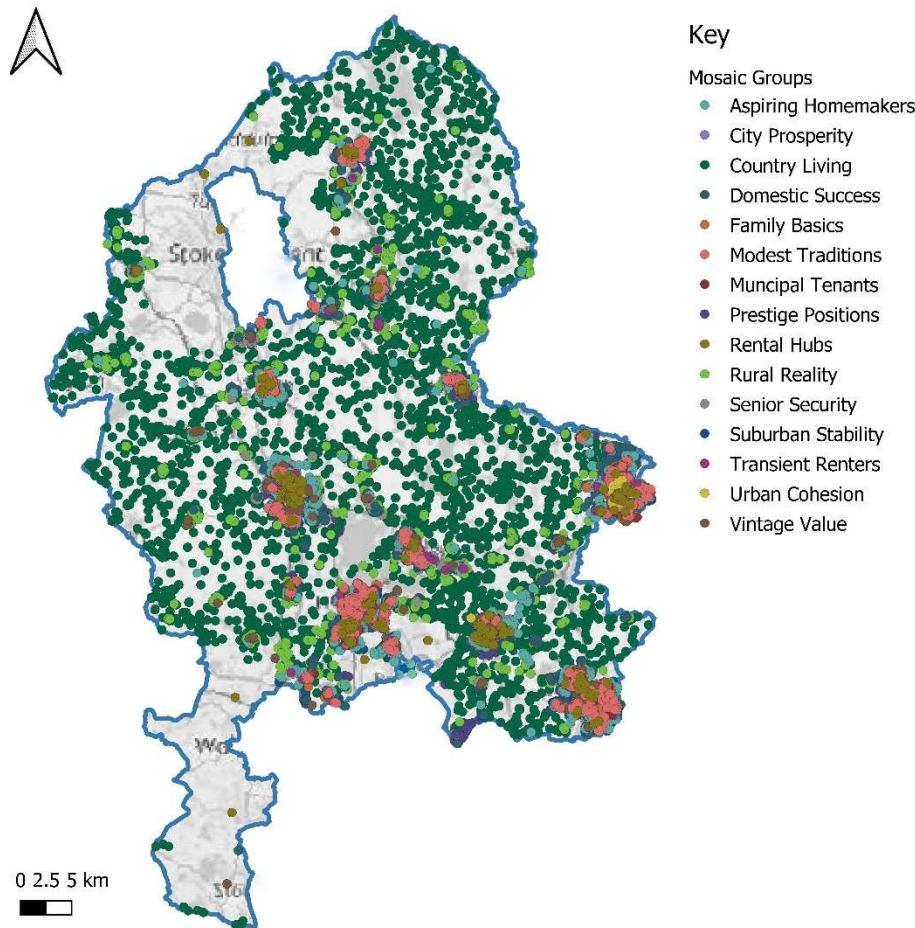
Figure 31: Staffordshire Mosaic data

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.
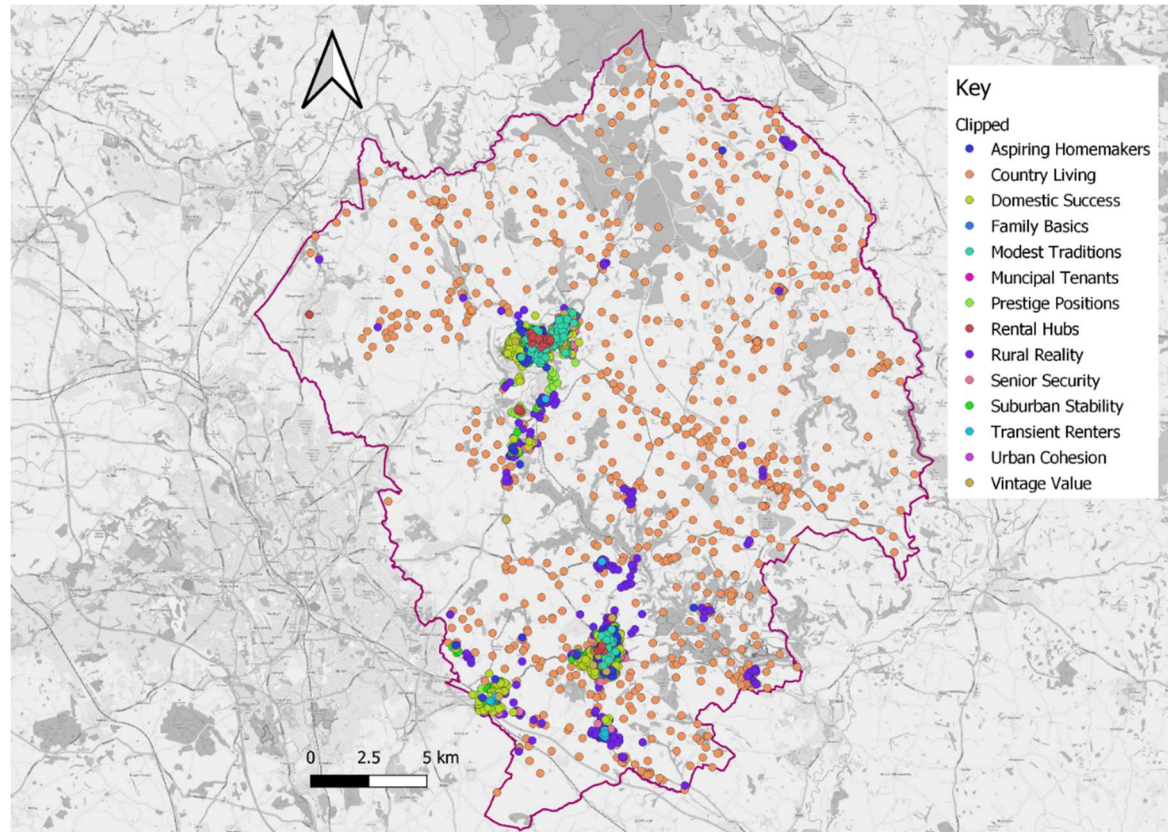
Figure 32: Example of Mosaic data applied to Staffordshire Moorland

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.

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

38

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 I: 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.
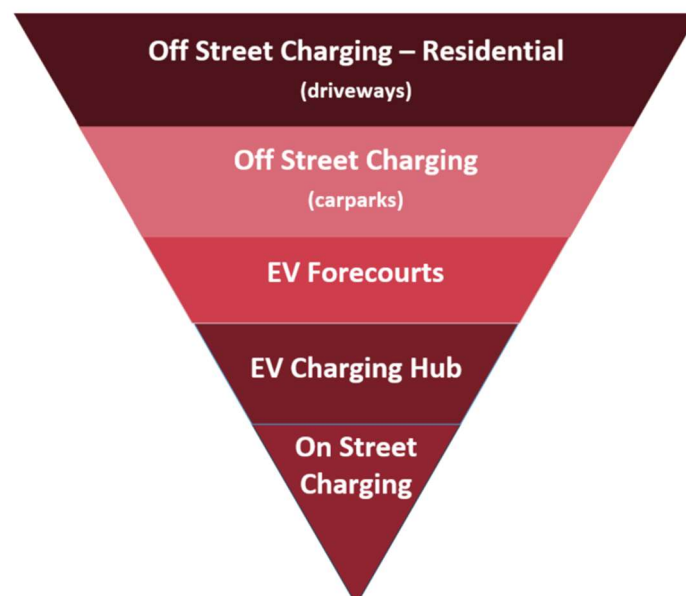
Figure 33: Hierarchy of Charging Options

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.

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   40

Page 141

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, is it 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.
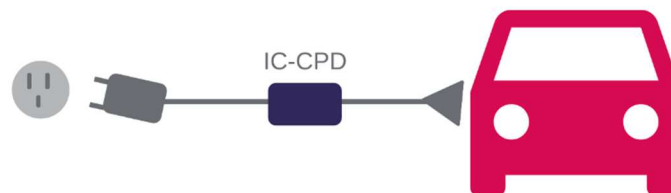
Figure 35: Mode 2 Graphic

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.
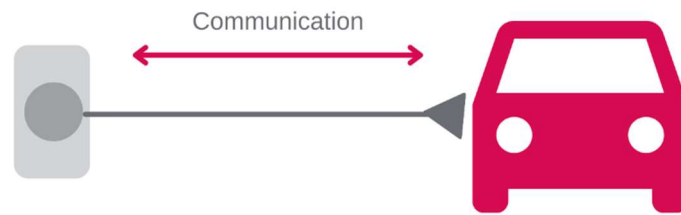
Figure 36: Mode 3 Graphic

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   43

Page 144

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 preferrable 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
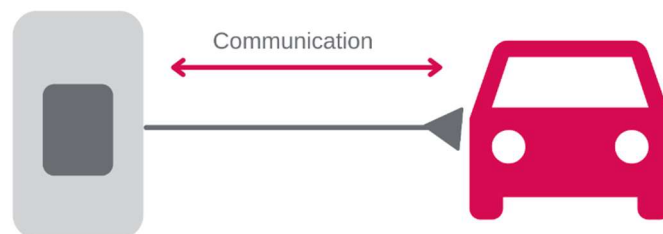
Charging Speed	Power Output	Typical charging location	Charge Time*	Compatible connection types	
Slow	3 to 7kW	Home, workplace, on-street (lamp column)	16 hours	Type 1	
				Type 2	
Fast	7 to 22kW	On-street, public car park, workplace	2 to 7 hours	Type 1 (max 7kW)	
				Type 2	
Rapid	Up to 50kW	On-street, 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.

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   44

Page 145

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   46

Page 147

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.

Figure 39: Wireless in road charging

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.

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   47

Page 148

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   48

Page 149

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	- 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.	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	- 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.	Likely to reduce the revenue received and limiting the overall control the LA can exert on the facility.
Concession Framework	- The operational costs and risks are shared in part or completely with the operator. - This model is often a revenue share.	- 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	Private sector investment, installing, maintaining the chargepoints while paying rent to the LA (or other) for land	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	Chargepoints leased to the LA for a monthly fee	- 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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

Page 150

49

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	▪ 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	▪ 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	▪ 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	▪ 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	▪ 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	▪ 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	▪ Reduced risk and responsibility for maintenance costs ▪ Agreed revenue through rent	▪ 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	▪ Reduced risk and responsibility for maintenance costs ▪ The chargepoints can be futureproofed depending on the leasing agreement ▪ Locations selected by the councils	▪ 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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   50

Page 151

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.

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   51

Page 152

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.

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   52

Page 153

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.

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   53

Page 154

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.

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   54

Page 155

9. Conclusion

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

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

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

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

10. References

[1] UK Electric Vehicle Infrastructure Strategy (GOV.UK) Accessed 13/06/2022

[2] EV Chargepoint Grant guidance for customers - GOV.UK (www.gov.uk) Accessed 08/08/2022

[3] Midlands Connect | Supercharging the Midlands Accessed 10/05/2022

[4] Renewable energy products made in Great Britain | myenergi Accessed 13/06/2022

[5] How many charge points are there in the UK 2022 - Zap-Map Accessed 13/06/2022

[6] Government announces tenfold expansion in charge points by 2030 - zap-map Accessed 13/06/2022

[7] MC - STP Doc_Digital (midlandsconnect.uk) Accessed 13/06/2022

[8] The future of rural mobility report final (midlandsconnect.uk) [pdf] Accessed 08/08/2022

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   56

Page 157

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

amey consulting

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.

Charging your electric vehicle

How to charge an electric vehicle

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

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

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

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

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

Where to charge an electric vehicle

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

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

How to pay for public charging

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

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

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

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

How to search for where there are EV chargepoints

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

Chargepoint accessibility

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

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

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

View our EV charging FAQ's

Figure 41: EV Charging - public toolkit

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   58

Page 159

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   59

Page 160

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

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

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

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

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

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

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

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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy   61

Page 162

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	• 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.	• 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.	• Off-street • On-street • EV Forecourts • EV Charging Hubs	• 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	• 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.	• 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.	• Off-street • On-street • EV Forecourts • EV Charging Hubs		Short - under two years

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

62

Policy Title	Summary	Date of publication	Charge-point impact	Key Considerations	Chargepoint solution	Funding Opportunities	Timeframe
				• 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	• 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.	• 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.	• Off-street • On-street	• OZEV	Short - under two years

Page 164

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

63

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	• 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.	•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.	• Off-street • On-street • EV Forecourts • EV Charging Hubs	• £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	• 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.			• 75% of chargepoint costs up to £350 per chargepoint and maximum 40 chargepoints.	

Page 165

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

64

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	• 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.	• 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.	• Off-street • On-street • EV Forecourts • EV Charging Hubs	• £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

Page 166

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

65

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	• Smart charging technology will be required of all new chargepoints, phase one focuses on domestic and some workplace charge-points.	• 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.	• 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	• 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.	• 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.	• Off-street • On-street • EV Forecourts • EV Charging Hubs		Long - 5 years +

Page 167

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

66

Page 168

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	• 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.	• 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.	• Off-street • On-street • EV Forecourts • EV Charging Hubs	• £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	• 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.		• EV Charging Hubs	• 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	• Targeted support on rapid charging points on motorways and major roads.	• In 2021 a Green Paper was to be published which outlines the post-EU emissions regulations.	• Off-street • On-street • EV Forecourts		Long - 5 years +

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

67

Policy Title	Summary	Date of publication	Charge-point impact	Key Considerations	Chargepoint solution	Funding Opportunities	Timeframe
	continued development to net zero.			• A focus on building the EV manufacturing industry in the UK	• 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	• Statuary 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.	• 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.	• 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	• 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.	• 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.	• Off-street • On-street • EV Forecourts • EV Charging Hubs	• 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.	• Outline the strategic aims and objectives of the UK Government for charging infrastructure.	• Off-street • On-street • EV Forecourts • EV Charging Hubs	• £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

Project Name: Staffordshire County Council EV Charging Strategy
Document Title: Staffordshire County Council   Public Electric Vehicle Charging Infrastructure Strategy

68

This page is intentionally left blank

Infrastructure, Safety and Growth Scrutiny Work Plan

Work Plan	
DATE	**SUBJECT**
23 March 2023	Tamworth Community Safety Partnership Plan 2023-2026
23 March 2023	Town Hall
23 March 2023	Staffordshire Sustainability Board Update, to include an update on EV Charging in council car park
23 March 2023	Committee Annual Report (draft)
xxx	Castle Grounds Festival
X June 2023	Dual Stream (recycling service) quarterly update
August / September 2023	PSPO (Tamworth Dog Control)
Quarterly updates	Future High Street Fund
Quarterly updates	Dual Stream (recycling service) updates
Quarterly	Reset & Recovery updates
Date to be confirmed	Council Housing Repairs Policy
Date to be confirmed	Review of policy / engagement with stakeholders relating to migrant travelling community
Date to be confirmed	Fire Safety Update
Date to be confirmed	Review of Taxi Licensing Policy – Points System
Date to be confirmed	CCTV update
Date to be confirmed	Assembly Rooms

Working Groups		
Topic	**Possible WG Members**	**Target IS&G Com meeting date**
Review of policy / engagement relating to migrant travelling community		
Facilities for HGV Drivers in Tamworth	Cllrs B Price (WG chair) Cllrs S Daniels and M Cook	

Upcoming Infrastructure, Safety and Growth Scrutiny Committee Meetings
Meeting dates:

23 March 2023

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank