

GENERAL PUBLIC SERVICES, COMMUNITY SAFETY & INFRASTRUCTURE

NOTICE AND AGENDA

For a meeting to be held on Tuesday, 23 July 2024 at 7.30 pm in the Penn Chamber, Three Rivers, Northway, Rickmansworth.

Members of the General Public Services, Community Safety & Infrastructure:-

Councillors:

Christopher Alley
Oliver Cooper
Steve Drury
Stephen Giles-Medhurst
Lisa Hudson
Joan King

Sarah Nelmes (Co-Chair)
Louise Price (Co-Chair)
Kevin Raeburn
Andrew Scarth (Co-Chair)
Narinder Sian

*Joanne Wagstaffe, Chief Executive
Monday, 15 July 2024*

The Council welcomes contributions from members of the public on agenda items at the General Public Services, Community Safety & Infrastructure meetings. Details of the procedure are provided below:

For those wishing to speak:

Members of the public are entitled to register and identify which item(s) they wish to speak on from the published agenda for the meeting. Those who wish to register to speak are asked to register on the night of the meeting from 7pm. Please note that contributions will be limited to one person speaking for and one against each item for not more than three minutes.

In the event of registering your interest to speak on an agenda item but not taking up that right because the item is deferred, you will be given the right to speak on that item at the next meeting of the Committee.

Those wishing to observe the meeting are requested to arrive from 7pm.

In accordance with The Openness of Local Government Bodies Regulations 2014 any matters considered under Part I business only of the meeting may be filmed, recorded, photographed, broadcast or reported via social media by any person.

Recording and reporting the Council's meetings is subject to the law and it is the responsibility of those doing the recording and reporting to ensure compliance. This will include the Human Rights Act, the Data Protection Legislation and the laws of libel and defamation.

The meeting will not be broadcast/livestreamed but an audio recording of the meeting will be made.

1. APOLOGIES FOR ABSENCE

2. MINUTES

(Pages 5
- 10)

To confirm as a correct record, the minutes of the General Public Services and Economic Development Committee, held on 19 March 2024.

3. NOTICE OF OTHER BUSINESS

Items of other business notified under Council Procedure Rule 30 to be announced, together with the special circumstances that justify their consideration as a matter of urgency. The Chair to rule on the admission of such items.

4. DECLARATIONS OF INTEREST

To receive any declarations of interest.

5. COMMUNITY SAFETY ANNUAL REPORT 2023-2024

(Pages
11 - 28)

The report sets out the agreed priorities for 2023-24, achievements and future priorities.

Recommendation

- i. That members of the Committee consider and comment on the Community Safety Annual report.

ii. That public access to the report be immediate

iii. That public access to the decision be immediate

6. EV STRATEGY - FINAL DOCUMENT FOR ADOPTION

(Pages
29 - 98)

To consider the draft Strategy and approve its release for consultation prior to formal adoption.

Recommendation:

That Members agree to:

- i. Approve the draft EV strategy for a 6-week period of public consultation
- ii. For the final strategy to be presented to a future GPSSCI Committee and subsequent P&R Committee for consideration and adoption.

7. WORK PROGRAMME

(Pages
99 - 102)

To receive the Committee's work programme.

8. OTHER BUSINESS - If approved under item 3 above

General Enquiries: Please contact the Committee Team at
committeeteam@threerivers.gov.uk

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General Public Services and Economic Development Committee

MINUTES

Of a meeting held in the Penn Chamber, Three Rivers House, Rickmansworth, WD3 1RL on Tuesday, 19 March 2024 from 7.30 pm - 8.48 pm.

Present: Councillors

Stephen Giles-Medhurst in the Chair
Kevin Raeburn
Paul Rainbow (Co-Chair),
Reena Ranger
David Raw
Andrew Scarth (Co-Chair)
Stephen Cox
Chris Mitchell

Officers in Attendance:

Justin Wingfield, Head of Property & Major Projects
Marko Kalik, Head of Planning Policy and Conservation
Kimberley Rowley, Head of Regulatory Services
Hannah Doney, Head of Finance
Anita Hibbs, Committee Manager

GPS&ED21 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Stephen King, Oliver Cooper, Andrea Fraser and Chris Whately-Smith, with the substitutes being Councillors Stephen Cox and Reena Ranger.

GPS&ED22 MINUTES

The Chair, Councillor Stephen Giles-Medhurst advised that there was a correction to be made to the minutes of the General Public Services & Economic Development Committee meeting, held on 16 January 2024; which was to indicate clearly in the minutes that Councillor Stephen Giles-Medhurst was Chair of that meeting.

With that correction to the minutes, the Committee approved the minutes of its meeting of 16 January 2024, and authorised the Chair to sign them as a correct record.

GPS&ED23 NOTICE OF OTHER BUSINESS

There were no items of other business.

GPS&ED24 DECLARATIONS OF INTEREST

Councillor Stephen Giles-Medhurst, Andrew Scarth, Paul Rainbow, Kevin Raeburn, Chris Mitchell and Reena Ranger declared a non-pecuniary interest, stating that they have access and use of electric vehicles.

GPS&ED25 BUDGET MANAGEMENT - PERIOD 10

Hannah Doney, Head of Finance highlighted some of the key income streams:

The forecast income for 2023-24 for pay and display car parks is already at £181,831 this year, which means the Council is already achieving more than it did in the previous year, well on target to achieve the budget.

In response to a request for a full report on the success of the air source heat pump and the energy cost, the officer responded that she would liaise with a colleague to see when a reasonable amount of data on utility cost will be available to provide to Members.

The officers also responded to a question regarding the reoccurring deficit of approximately £1,000,000 in the budget, that the budget for next year, where possible, will have taken into account expected pressures in future years, as part of the process. In terms of the figures; there has been some negative news coming through from period 8, which won't have been known at the time the budget was being set for future years.

The first port of call would be to look at where we can reduce spend next year, if we need to. If there is pressure on the budget in the next year, that will impact on the general fund position, the Council does have a healthy general fund, steps will need to be taken in future years' budgeting to potentially repay some of that money into the general fund if it's deemed necessary.

In response to a question raised around budget for footpaths and alleyway surveying and flooding and maintenance, Justin Wingfield, Head of Property & Major projects advised that officers have identified some initial areas that are in need of urgent works, and they are being prioritised, and capital funding made available in the forthcoming financial year to use for the urgent works. A programme of investments will be developed over the coming months.

The Chair responded to a question around parking enforcement and a potential for increasing enforcement officers, advising that additional money was allocated within the budget for parking enforcement to use for extra enforcement hours but not for increasing enforcement officers.

Councillor Stephen Giles-Medhurst moved the recommendation; that Members note and comment on the contents of the report.

On being put to the Committee the motion was declared CARRIED by the Chair, the voting being by general assent.

RESOLVED:

That Members note and comment on the contents of the report.

GPS&ED26 CONSERVATION AREA APPRAISAL PROGRAMME AND CONSERVATION SERVICE UPDATE

Marko Kalik, Head of Planning Policy and Conservation introduced the report advising that Officers are proposing undertaking the Rickmansworth Town Centre and Sarratt Church End appraisals; the reasons being that the Rickmansworth Town Centre appraisal is the oldest and a fairly large area, with the much smaller Sarratt Church End area, which helps balance the cost of the larger one against the smaller conservation area.

The aim would be to bring the Rickmansworth Town Centre appraisal back to this Committee in October, to give the consultants enough time to work on it. The rest of the conservation service is currently outsourced to Play Services, who provide comments on the planning applications. That is covered by the vacant Senior Conservation Officer post.

As part of the appraisal process, there will be a public consultation, so people will have the opportunity to comment.

In response to a request for clarification, the Officer explained that there will be two appraisals this year; the first one being the Rickmansworth Town Centre appraisal, followed by the Sarratt Church End, and next year will be another two, starting with the Croxley Green appraisal.

Councillor Reena Ranger proposed an amendment to the recommendations, seconded by Councillor David Raw, as follows:

- The Rickmansworth Town Centre Conservation Area to be replaced by Rickmansworth Conservation Area.
- Members note that preserving and enhancing our conservation areas is part of this Council's statutory duty.
- Members agree that all conservation appraisals should be undertaken every five years, as recommended by Historic England.
- Where objections from statutory consultees and longstanding stakeholder bodies such as Moor Park 1958, are received on conservation grounds, written objections from the conservation officer should be available on the planning portal for due consideration.

In response to the proposal the Chair and Marko Kalik both advised that the name of the conservation areas cannot be changed from what they were designated as originally.

The Chair further advised that the proposed amended amendment would have to be costed, and if there were budgetary implications, it would need to be considered at Policy & Resources Committee and then at Full Council.

Any objections that are called in to the Planning Committee will have written conservation area comments.

Therefore, the Chair ruled that such proposals based on the above could not be put to a vote and the proposer agreed.

Councillor Giles-Medhurst moved the original recommendation as proposed by the Officers.

On being put to the Committee the motion was declared CARRIED by the Chair, the voting being by general assent.

RESOLVED:

That:

- Members agree to prioritising the preparation of the Rickmansworth Town Centre and Sarratt (Church End) Conservation Area Appraisals in the 2024/25 financial year rather than increasing the number of written conservation comments on planning applications.
- Members note that it is not possible to increase the number of written conservation comments being provided on planning applications without agreeing additional budget to cover this.

GPS&ED27 AMENDMENT TO TRAFFIC REGULATION ORDER (TRO) FOR HENBURY WAY CAR PARK

Justin Wingfield, Head of Property and Major Projects introduced the report which proposes an amendment to the existing Traffic Regulation Order (TRO) for Henbury Way Car Park, South Oxhey, in order to facilitate market trader parking for the proposed South Oxhey market.

There were no questions raised on this item by the Committee.

Councillor Stephen Giles-Medhurst moved the recommendation; that the Committee approve this recommendation to agree to the variation of the existing Henbury Way car park TRO to allow permit parking for market traders in accordance with this report, and authority is delegated to the Director of Finance, in consultation with the Lead Member of Public Services together with relevant Ward Councillors, to implement the required variation to the Traffic Regulation Order and for Officers to make any necessary amendments or variations to the proposal as may be required, including as a result of responses to any consultation; as well as to address or set aside any formal objections to any Notice of Proposed Traffic Regulation Orders in connection with approval of the final TRO variation scheme.

On being put to the Committee the motion was declared CARRIED by the Chair, the voting being by general assent.

RESOLVED:

- i) The Committee approve this recommendation to agree to the variation of the existing Henbury Way car park TRO to allow permit parking for market traders in accordance with this report.

AND

- ii) Authority is delegated to the Director of Finance, in consultation with the Lead Member of Public Services together with relevant Ward Councillors, to implement the required variation to the Traffic Regulation Order and for Officers to make any necessary amendments or variations to the proposal as may be required, including as a result of responses to any consultation; as well as to address or set aside any formal objections to any Notice of Proposed Traffic Regulation Orders in connection with approval of the final TRO variation scheme.

GPS&ED28 PROPOSALS FOR OFF-STREET (CAR PARKS) ELECTRIC VEHICLE CHARGING POINTS IMPLEMENTATION

Kimberley Rowley, Head of Regulatory Services introduced the report.

An external consultant has been employed by the Council who has been supporting officers moving the work forward.

The government has recently changed their funding options; the ORCS funding that is allocated directly to local authorities has now been changed to what is called the LEVI funding, and this is allocated to County authorities. Hertfordshire County Council (HCC) have been given an indicative allocation of £6,015,000 capital funding. The funding is aimed at residents with no access to on street parking but includes rapid chargers.

The aim of HCC was to implement EV chargers by the end 2024 (Quarter 4), however, the implementation is now likely to be pushed back to 2025 (Quarter 3-4), due to the information and evidence gathering required for the funding.

The Chair responded to questions raised by committee members, and concerns around the demand for EV chargers, explaining that the operators wouldn't be suggesting the sites if they did not think these were viable for them.

There will need to be changes to the traffic regulation orders so cars that are not electric should not be able to park in parking spaces that are designated for electric cars. This will initially only occur in the public car parks where there are existing TROs.

The Officer reassured the committee that officers will continue to look at the demands for EV chargers; the requests coming in are monitored by officers. HCC have done a lot of work on demand mapping to see where those demands exist. They are looking at a 6 fold increase in charging points in Hertfordshire by 2023.

In response to a question raised around weight capacity assessment and EV charging operators; the Officer advised that none of the car parks being considered are multideck so the weight capacity would not be of concern. Officers firstly reached out to a Charge Point Operator, Blink. The identified operator already operates in Watford providing on street EVCP for Watford Borough Council and a number of other local authorities. They are already on the framework and TRDC could direct award to them.

An ORCs funding application has already been submitted to Blink, and it would enable officers to go ahead with at least 10 charging points at this stage. If the Council don't receive the ORCs funding it would need to revert back to using the LEVI funding to pursue anything beyond our leisure centre car parks.

The Committee considered the recommendation, and a decision was made not to pursue the Aquadrome car park at this point due to future refurbishment proposals and constraints such as flooding.

Furthermore, in response to a request from the Chair for clarification; the Officer provided a summary of the original recommendation, and a proposed amended version of the recommendation as follows:

The proposed amended recommendation supports the hybrid model but brings forward the leisure car park sites jointly with the town centre car park sites using the identified CIL funding (if ORCs funding is received).

That Members agree to:

- i) On receipt of confirmation of ORCs funding (external funding) pursue the Electric Vehicle Charge Point proposals for Council car parks utilising the Option 3 Hybrid method and action plan (see point 3.7) but to include prioritisation of the 7 town centre car park locations (referred to in table at para 2.37) detailed with a final decision on scheme implementation and delivery to be delegated to the Director of Finance in conjunction with the Lead Member to ensure timely project delivery.

OR

- ii) In the absence of ORCs funding (external funding) pursue the Electric Vehicle Charge Point proposals for Council car parks utilising the Option 3 Hybrid method and action plan (see point 3.7) but with a final decision on scheme implementation and delivery to be delegated to the Director of Finance in conjunction with the Lead Member to ensure timely project delivery.

AND

- iii) Officers to continue to investigate further proposals for Off Street Electric Vehicle Charging in other Council car parks and liaise with Hertfordshire Highways regarding On Street proposals with any funding opportunities identified.
- iv) The production of a comprehensive Electric Vehicle Charging Strategy for Three Rivers District Council.

Councillor Stephen Giles-Medhurst moved the proposed amended recommendation.

On being put to the Committee the motion was declared CARRIED by the Chair, the voting being 7 For, 0 Against and 1 Abstention.

RESOLVED:

That Members agree to:

- i) On receipt of confirmation of ORCs funding (external funding) pursue the Electric Vehicle Charge Point proposals for Council car parks utilising the Option 3 Hybrid method and action plan (see point 3.7) but to include prioritisation of the 7 town centre car park locations (referred to in table at para 2.37) detailed with a final decision on scheme implementation and delivery to be delegated to the Director of Finance in conjunction with the Lead Member to ensure timely project delivery.

OR

- ii) In the absence of ORCs funding (external funding) pursue the Electric Vehicle Charge Point proposals for Council car parks utilising the Option 3 Hybrid method and action plan (see point 3.7) but with a final decision on scheme implementation and delivery to be delegated to the Director of Finance in conjunction with the Lead Member to ensure timely project delivery.

AND

- iii) Officers to continue to investigate further proposals for Off Street Electric Vehicle Charging in other Council car parks and liaise with Hertfordshire Highways regarding On Street proposals with any funding opportunities identified.
- iv) The production of a comprehensive Electric Vehicle Charging Strategy for Three Rivers District Council.

GPS&ED29 OTHER BUSINESS - IF APPROVED UNDER ITEM 3 ABOVE

None

GPS&ED30 EXCLUSION OF PRESS AND PUBLIC

The Chair moved, duly seconded, the following motion:

“that under Section 100A of the Local Government Act 1972 the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information as defined under paragraph (X) of Part I of Schedule 12A to the Act. It has been decided by the Council that in all the circumstances, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.”

CHAIR

Three Rivers District Council

**Community
Safety
Partnership
Annual Report**

June 2024

Michelle Weight	Rebecca Young	02/06/2024	
Lead Member Name: Andrew Scarth	Area of Responsibility: Community Safety		
CMT Date:	11 June 2024		
JLT Date (if applicable):	1 July 2024		
REASON FOR REPORT			
Reason	JLT/CMT Feedback for Officer and further instructions		Recommendation to JLT/CMT:
Community Safety Partnership (CSP) scrutiny			Opportunity to comment on CSP performance
Consultees consulted	Finance Yes/No Date:	Legal Yes/No Date:	Head of Service/Other Yes/No Date:
Consultees to be consulted following CMT before report publication	Chief Executive	Shared Director of Finance	
PROPOSED ROUTE FOR FURTHER APPROVAL			
			Date
Committee			23/07/2024
Council (if required)			n/a

GENERAL PUBLIC SERVICES, COMMUNITY SAFETY & INFRASTRUCTURE COMMITTEE

**PART I
COMMUNITY SAFETY PARTNERSHIP ANNUAL REPORT
(ADSPH)**

1 Summary

- 1.1 In April 2009 the Government introduced the Crime and Disorder (Overview and Scrutiny) Regulations 2009 and brought into force sections 19, 20 and 21 of the Police and Justice Act 2006. Section 19 of the Police and Justice Act 2006 places a duty on all local authorities to establish a crime and disorder scrutiny committee.
- 1.2 It required every local authority to designate a committee to review and scrutinise the activities of Community Safety partnership. The committee may examine the activities of partners but only in so far as these relate to the partnership. The Committee can invite members of the Responsible Authorities, Three Rivers Community Safety Board, to review certain projects or decisions if it chooses to.

- 1.3 Three Rivers District Council already had in place a Leisure and Community Safety Policy and Scrutiny Committee which carried out this function by receiving the annual community safety priorities.
- 1.4 Since 2018 the Leisure, Environment and Community Committee and subsequently Climate Change, Leisure and Communities Committee has received updates on the work of the Community Safety Partnership.
- 1.5 This Annual Community Safety Partnership Report forms part of our duty under the Crime and Disorder Act 1998, Regulations 2006 to scrutinise crime and disorder.
- 1.6 Regular, annual reports will now be taken to the new General Public Services, Community Safety and Infrastructure Committee along with the Community Safety priorities for the future year.

2 Details

- 2.1 In March 2023 Three Rivers Community Safety Board agreed the priorities for the Community Safety Partnership to work towards during 2023-2024.
- 2.2 The priorities are reviewed annually and based on local crime data for the previous year. Consideration is given to local concerns and trends, police priorities set through community consultation, and taking into consideration the impact of a crime type on the local community.
- 2.3 The agreed priorities for 2023-2024 were as follows.

2.3.1 Violence

2.3.2 Vulnerable People

2.3.3 Burglary

2.3.4 Motor Vehicle Crime

2.3.5 Fraud & Scams

2.3.6 Hate Crime & Counter Terrorism

- 2.4 Each priority had set objectives, against which actions were set and completed by the Community Safety Partnership.
- 2.5 The information below summarises some of the outcomes achieved by the Community Safety Partnership in relation to the objectives.

2.6 Priority 1: Violence

To provide support for young people

To raise awareness

To provide workforce development

To prevent and tackle domestic abuse

To provide reactive intervention

- 2.6.1 South West Herts Youth Action Panel (YAP) has been coordinated and managed by Three Rivers District Council and the panel continues to receive referrals directly to understand concerns and explore opportunities for supporting young people at risk of serious violence.
- 2.6.2 The 'No More Service' via Stevenage, provides one to one support for young people at risk of serious violence and referred into YAP. The countywide project has been supported by Three Rivers District Council since 2017, funding has been secured for both 2024 and 2025.
- 2.6.3 Funding was also secured via the PCCs Office to deliver two youth violence awareness events, one for parents and one for Year 6 pupils (age10+). The events shared the dangers of knife crime and youth violence. This event was attended by 35 parents and over 200 children. The feedback from those attending was good and set the way for Three Rivers to expand this event in the future.
- 2.6.4 Workforce development was encouraged for professional women to attend a day of training to work with perpetrators of Domestic Abuse. The programme was delivered by the Change Project and increased confidence to engaging perpetrators in interventions.
- 2.6.5 Three Rivers District Council became White Ribbon accredited as part of its commitment to end violence against women and girls in 2023. The white ribbon flag was raised on white ribbon day (25th November 2023) at Three Rivers House. Funding was secured by Three Rivers Community safety team to fund a police self-defence project for female residents, sessions for teenage girls and female adults. The classes were fully booked and extremely successful.
- 2.6.6 Herts Mind Network's Domestic Abuse Caseworker contract ended in March 2024. Three Rivers had funded this post for the last 4 years. The service level agreement will not be extended following Herts Mind Network securing the County commissioned contract to deliver the domestic abuse service in Three Rivers and Watford and the rest of the County. There will be no disruption to services in Three Rivers and we have been successful in the appointment of our own Domestic Abuse Caseworker based within our housing team.
- 2.6.7 Domestic abuse and Violence against Women and Girls Support services were promoted, for 16 days of Activism, through a Countywide project in 2023-2024. Promotion was agreed through a working group and each district was responsible for the creation and promotion of one aspect that would be agreed and shared Countywide. Three Rivers delivered the 'Orange the world' campaign. The project was cost effective and efficient and continue as a Countywide project moving forward. A number of staff took part in wearing orange to work for the day.

2.7 Priority 2: Vulnerable people

To improve access and support for complex needs

To tackle Anti-social behaviour (ASB)

- 2.7.1 Herts Mind Network Community Support Service (CSS) continued to support residents with complex mental health and wellbeing needs during 2023-2024. Due to staff shortages during 2023-2024 MIND fell short of their expected target of 150 referrals, completing 90 under very difficult circumstances. Capacity may change moving forward as funding sources previously supporting the project

significantly reduced over 2023-2024. The needs of clients are becoming more complex for a large number of referrals and clients will need to be supported for longer. We are keen that this service remains for the residents of Three Rivers given the amazing outcomes including debt advice, support in helping with forms, sustainment of tenancy.

- 2.7.2 The Anti-social Behaviour Action Group (ASBAG) remains the heart of partnership working regarding the monitoring and managing Anti-social behaviour. The group continues to be well attended by a number of support agencies including statutory and voluntary organisations. Over 15 cases of medium to high risk are dealt with per monthly meeting. Actions to best support residents, both victims and perpetrators of ASB are agreed and monitored and repeat offenders are escalated appropriately. ASBAG has heard 131 cases in 2023-2024.
- 2.7.3 A joint initiative between the council and two of our largest registered housing providers took place in October 2023. Where four 'hot spot' areas were identified as areas where abandoned rubbish and flytipping was being caused. A large skip was delivered and staff from the Strategy and Partnerships team supervised as residents were encouraged to bring out their rubbish. The Three Rivers Health team handed out information leaflets as part of October being Breast Cancer Awareness month. A number of residents welcomed this initiative and filled the skips with rubbish that had been left in their individual flat stairwells and communal areas.

2.8 Priority 3: Burglary

To raise awareness and reduce vulnerability to burglary.

- 2.8.1 Proactive and reactive operations have been delivered to tackle burglary within Three Rivers. Operation Guardian was carried out by Herts Constabulary, to deliver preventative advice and attend community events to increase awareness. Three Rivers are one area of the county whereby burglary stats have fallen and the arrests and remands of three prolific burglars acting in our area has seen a big decline in further reports.
- 2.8.2 Safe and Well visits conducted by the Fire Service include information and advice to reduce vulnerability to crime. A total of 993 visits were carried out.
- 2.8.3 Three Rivers Neighbourhood Policing Team's and Neighbourhood Watch attended multiple events across the district over the last year including Neighbourhood watch attending Rickmansworth Festival and gave out safety advice to reduce vulnerability to burglary. Three Rivers Community Policing team carried out a Bike marking event in August 2023 to help identify stolen property.
- 2.8.4 The online watch link (OWL) has over 21,000 residents in Three Rivers signed up to receive messages, the service provides a fast and efficient way of reaching residents and relaying information advice and guidance quickly. This service has changed and is now known as Herts Connected. One of our new priorities is to support getting even more residents of Three Rivers signed up to this service.

2.9 Priority 4: Motor Vehicle Crime

Tackle and reduce catalytic converter thefts.

Reduce theft of or from a motor vehicle

2.9.1 Police carried out Operation Tafferal a cross border action, working in collaboration to disrupt cross border activity by analysing intelligence to target offenders around Catalytic Converter thefts.

2.9.2 Three Rivers Operation Scorpion officers conducted proactive patrols around the district as part of Operation Pandilla. Operations have been coordinated and delivered to tackle theft of and from motor vehicles.

2.10 Priority 5: Fraud and Scams

Raise awareness in the community on scams and fraud prevention.

Reduce vulnerability in the community to cybercrime.

2.10.1 Opals held their annual events in September 2023 raising awareness to reduce susceptibility to fraud and scams. Opals were supported by the Fire service at several events.

2.10.2 Safe and Well visits conducted by the Fire Service include information and advice to reduce vulnerability to crime. There were 993 visits carried out in 2023.

Trading standards have carried out talks on Scams and Rogue traders at multiple locations in the district. There has been 12+ countywide initiatives engaging with amongst others, adult care services, Councilors and Members and other carers/volunteer groups which all support those most vulnerable to Scams and Rogue Traders across district. There were also 9 direct interventions with Three Rivers residents who had been victims or potential victims of scams. Cybercrime social media and community events have taken place in February and October 2023, and remain a priority given the move to Artificial Intelligence.

2.11 Priority 6: Hate Crime and Counter Terrorism

Workforce development to ensure all relevant staff are equipped to respond to concerns.

Monitor threats.

Increasing community confidence in reporting

Increased support and education on community cohesion and integration in schools and the community.

Ensure community venues and resources do not provide a platform for extremists.

2.11.1 Training continues to be available on prevent and hate crime and is available to all via the Government website. The new Prevent Duty stopped delivery of prevent training for a short period during 2023 but dates are now booked in to deliver to Council staff, Members and partners in September 2024.

2.11.2 All three Healthy Hubs became Hate crime reporting stations during 2023.

2.11.3 The Community Safety Partnership works closely with Hertfordshire County Council's Prevent team to understand local issues that may impact on residents. This information is shared with partners and appropriate and proportionate action taken. Three Rives has its own Prevent Delivery Plan.

2.11.4 Three Rivers Continues to deliver multiple local events to support the whole community. In 2023 we saw events in relation to Black History Month, Pride, Holocaust Memorial Day, Eid and Windrush day.

3 Community Safety Priorities

3.1 The Community Safety priorities which were agreed for 2024-2025 by the Community Safety Board in April 2024 are listed below.

3.2 The Community Safety Priorities change year on year, based on what has been reported to Police and Three Rivers local profile data and Intel.

- **Burglary**
- **Theft of and Theft from Motor Vehicle**
- **Robbery (shop lifting)**
- **Anti-social Behaviour, Youth Crime**
- **Domestic Abuse**
- **Violence against Women and Girls**
- **Hate Crime**

4 Options and Reasons for Recommendations

4.1 To comply with the Crime and Disorder Act 1998, Regulations 2009.

4.2 To invite Members of the Committee to comment on the work of the Community Safety Partnership.

5 Policy/Budget Reference and Implications

5.1 The recommendations in this report are within the Council's agreed budgets. The Crime and Disorder Overview and Scrutiny Regulations 2009 grants local authorities' powers for scrutiny of crime and disorder.

5.2 The impact of the recommendations is:

To meet the statutory requirement for Three Rivers District Council to scrutinise the work of the Community Safety Partnership.

6 Legal Implications

6.1 None Arising

7 Staffing Implications

8 None Arising

9 Equal Opportunities Implications

9.1 EQIA is attached at Appendix A.

10 Community Safety Implications

The Annual Report shows the work of the Community Safety Partnership which works to reduce crime and disorder and increase feelings of safety.

11 Public Health implications

None Arising

12 Customer Services Centre Implications

None Arising

13 Communications and Website Implications

None Arising

15 Risk and Health & Safety Implications

15.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>. In addition, the risks of the proposals in the report have also been assessed against the Council's duties under Health and Safety legislation relating to employees, visitors and persons affected by our operations. The risk management implications of this report are detailed below.

15.2 The subject of this report is covered by the Community Partnerships service plan(s). Any risks resulting from this report will be included in the risk register and, if necessary, managed within this/these plan(s).

Nature of Risk	Consequence	Suggested Control Measures	Response <i>(tolerate, treat, terminate, transfer)</i>	Risk Rating <i>(combination of likelihood and impact)</i>
To fail to scrutinise the work of the Community Safety Partnership.	The CSP fails to achieve its plans.	Produce annual report for the committee to review and comment on.	Tolerate	4

15.3 The above risks are scored using the matrix below. The Council has determined its aversion to risk and is prepared to tolerate risks where the combination of impact and likelihood scores 6 or less.

Likelihood	Low	High	Very High	Very High
	4	8	12	16

	Low 3	Medium 6	High 9	Very High 12
	Low 2	Low 4	Medium 6	High 8
	Low 1	Low 2	Low 3	Low 4
	Impact			
	Low -----> Unacceptable			

Impact Score

- 4 (Catastrophic)
- 3 (Critical)
- 2 (Significant)
- 1 (Marginal)

Likelihood Score

- 4 (Very Likely (≥80%))
- 3 (Likely (21-79%))
- 2 (Unlikely (6-20%))
- 1 (Remote (≤5%))

15.4 In the officers’ opinion none of the new risks above, were they to come about, would seriously prejudice the achievement of the Strategic Plan and are therefore operational risks. The effectiveness of the management of operational risks is reviewed by the Audit Committee annually.

16 Recommendation

16.1 That members of the Committee consider and comment on the Community Safety Annual report.

That public access to the report be immediate

That public access to the decision be immediate

Report prepared by:

Michelle Wright, Community Safety and Safeguarding Manager, Jemma Duffell, Community Safety Officer.

Data Quality

Data sources:

Three Rivers Community Safety Action Plan

Data checked by:

Rebecca Young, Head of Strategy and Partnerships

Data rating: Tick

1	Poor	
2	Sufficient	x

3	High	
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Short Equality Impact and Outcome Assessment (EIA) Template

EIAs make services better for everyone and support value for money by getting services right first time.

EIAs enable us to consider all the information about a service, policy or strategy from an equalities perspective and then action plan to get the best outcomes for staff and service-users¹. They analyse how all our work as a council might impact differently on different groups²

They help us make good decisions and evidence how we have reached these decisions.³

See end notes for full guidance. For further support or advice please contact the Community Partnerships Team

Equality Impact and Outcomes Assessment (EIA) Template

First, consider whether you need to complete an EIA, or if there is another way to evidence assessment of impacts, or that an EIA is not needed⁴

Title ⁵	Community Safety Partnership (CSP) Annual Report	ID No ⁶	CP008
Team/Service ⁷	Strategy and Partnerships		
Focus of EIA ⁸	<p>To ensure that the Community Safety Priorities for 2024/25 is inclusive, and that the work carried out by the Community Safety Partnership considers the wider community and accessibility.</p> <p>The Community Safety Partnership is a collaborative working environment made up of internal and external officers from the Community Safety Team, Community Safety Partnership and the Community Safety Board.</p> <p>Community Safety Board Three Rivers District Council – Officer, Three Rivers District Council – Councillor, Hertfordshire Constabulary, Hertfordshire Fire and Rescue, Hertfordshire County Community Safety Unit, Office of the Police Crime Commissioner National Probation Service, Herts Valley Clinical Commissioning Group, Watford Community Housing, Thrive Homes, Citizens Advice Bureau.</p> <p>Community Safety Co-ordinating Group Three Rivers District Council – Officer, Hertfordshire Constabulary, Hertfordshire Fire and Rescue, Services for Young People, Neighbourhood Watch, Trading Standards, Change, Grow Live, Watford Community Housing, Thrive Homes National Probation Service, Herts Mind Network, Citizens Advice Bureau,</p>		

	<p>The Actions are carried out by individuals, multiple partners or procured services as deemed appropriate and in accordance with best practice. The purpose being to utilise the shared skill set and resources available to deliver consistent and sustainable services for residents.</p>
<p>Assessment of overall impacts and any further recommendations ⁹</p>	
<p>The responsibilities within the Community Safety Partnership are shared between the members and stakeholders within the Community Safety Board. The actions have been devised to encourage, develop and deliver the best for Three Rivers residents, and in some cases the wider community of Hertfordshire, in line with the priorities set by the Community Safety Partnership (CSP). The priorities were set in March by the Community Safety Board.</p> <p>Any event, initiative or project planned will be open and accessible to all, and communities are encouraged to participate in all activities.</p>	
<p>Potential Issues</p>	<p>Mitigating Actions</p>
<p>Through the delivery of our priorities for the Community Safety Partnership there can be potential issues which need to be dealt with in relation to:</p> <ul style="list-style-type: none"> • Neighbour disputes in relation to a protected characteristic • Prevent work, • Hate Crime Week • Violence Against Women and Girls and White Ribbon Work (lack of awareness and support for male victims of DA) 	<p>Ensure events are planned with clear reasons of why that event is being held, ensuring that all events are promoted, open to all and barriers to access are reviewed. Continue to consider the impact on protected characteristics as we deliver against the community safety priorities and ensuring that none of those characteristics are adversely affected.</p> <p>Often engaging with residents and communities to hear views and issues through the Neighbourhood policing, policing surgeries, residents' meetings and walk with a cop events, partnership bulletin and Community Network Forums.</p> <p>Communication and education with residents on initiatives and projects and support available.</p>
<p>Actions Planned ¹⁰</p>	
<p>Hate Crime Awareness Week, Prevent Training for professionals, Anti-social Behaviour Week, Cuckooing Campaign, Self-defence VAWG project.</p>	

EIA sign-off: (for the EIA to be final an email must sent from the relevant people agreeing it or this section must be signed)

Equality Impact Assessment officer:

Michele Wright

Date: 5 June 2024

Equalities Lead Officer: Shivani Davé

Date: 7 June 2024

Guidance end-notes

¹ The following principles, drawn from case law, explain what we must do to fulfil our duties under the Equality Act:

- Knowledge: everyone working for the council must be aware of our equality duties and apply them appropriately in their work.
- Timeliness: the duty applies at the time of considering policy options and/or before a final decision is taken – not afterwards.
- Real Consideration: the duty must be an integral and rigorous part of your decision-making and influence the process. • Sufficient Information: you must assess what information you have and what is needed to give proper consideration.
- No delegation: the council is responsible for ensuring that any contracted services which provide services on our behalf can comply with the duty, are required in contracts to comply with it, and do comply in practice. It is a duty that cannot be delegated.
- Review: the equality duty is a continuing duty. It applies when a policy is developed/agreed, and when it is implemented/reviewed.
- Proper Record Keeping: to show that we have fulfilled our duties we must keep records of the process and the impacts identified.

NB: Filling out this EIA in itself does not meet the requirements of the equality duty. All the requirements above must be fulfilled or the EIA (and any decision based on it) may be open to challenge. Properly used, an EIA can be a tool to help us comply with our equality duty and as a record that to demonstrate that we have done so.

² Our duties in the Equality Act 2010

As a council, we have a legal duty (under the Equality Act 2010) to show that we have identified and considered the impact and potential impact of our activities on all people with 'protected characteristics' (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage and civil partnership).

This applies to policies, services (including commissioned services), and our employees. The level of detail of this consideration will depend on what you are assessing, who it might affect, those groups' vulnerability, and how serious any potential impacts might be. We use this EIA template to complete this process and evidence our consideration

The following are the duties in the Act. You must give 'due regard' (pay conscious attention) to the need to:

- avoid, reduce or minimise negative impact (if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately).
- promote equality of opportunity. This means the need to: – Remove or minimise disadvantages suffered by equality groups – Take steps to meet the needs of equality groups – Encourage equality groups to participate in public life or any other activity where participation is disproportionately low – Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary
- foster good relations between people who share a protected characteristic and those who do not. This means: – Tackle prejudice – Promote understanding

³ EIAs are always proportionate to:

- The size of the service or scope of the policy/strategy
- The resources involved
- The numbers of people affected
- The size of the likely impact
- The vulnerability of the people affected

The greater the potential adverse impact of the proposed policy on a protected group (e.g. disabled people), the more vulnerable the group in the context being considered, the more thorough and demanding the process required by the Act will be.

4 When to complete an EIA:

- When planning or developing a new service, policy or strategy
- When reviewing an existing service, policy or strategy
- When ending or substantially changing a service, policy or strategy
- When there is an important change in the service, policy or strategy, or in the city (eg: a change in population), or at a national level (eg: a change of legislation)

Assessment of equality impact can be evidenced as part of the process of reviewing or needs assessment or strategy development or consultation or planning. It does not have to be on this template, but must be documented. Wherever possible, build the EIA into your usual planning/review processes.

Do you need to complete an EIA? Consider:

- Is the policy, decision or service likely to be relevant to any people because of their protected characteristics?
- How many people is it likely to affect?
- How significant are its impacts?
- Does it relate to an area where there are known inequalities?

How vulnerable are the people (potentially) affected? If there are potential impacts on people but you decide not to complete an EIA it is usually sensible to document why.

5 Title of EIA: This should clearly explain what service / policy / strategy / change you are assessing

6 ID no: The unique reference for this EIA. This will be added by Community Partnerships

7 Team/Service: Main team responsible for the policy, practice, service or function being assessed

⁸ Focus of EIA: A member of the public should have a good understanding of the policy or service and any proposals after reading this section. Please use plain English and write any acronyms in full first time – for example: ‘Equality Impact Assessment (EIA)’

This section should explain what you are assessing:

- What are the main aims or purpose of the policy, practice, service or function?
- Who implements, carries out or delivers the policy, practice, service or function? Please state where this is more than one person/team/body and where other organisations deliver under procurement or partnership arrangements.
- How does it fit with other services?
- Who is affected by the policy, practice, service or function, or by how it is delivered? Who are the external and internal serviceusers, groups, or communities?
- What outcomes do you want to achieve, why and for whom? For example: what do you want to provide, what changes or improvements, and what should the benefits be? • What do existing or previous inspections of the policy, practice, service or function tell you?
- What is the reason for the proposal or change (financial, service, legal etc)? The Act requires us to make these clear.

⁹ Assessment of overall impacts and any further recommendations

- Make a frank and realistic assessment of the overall extent to which the negative impacts can be reduced or avoided by the mitigating measures. Explain what positive impacts will result from the actions and how you can make the most of these.
- Countervailing considerations: These may include the reasons behind the formulation of the policy, the benefits it is expected to deliver, budget reductions, the need to avert a graver crisis by introducing a policy now and not later, and so on. The weight of these factors in favour of implementing the policy must then be measured against the weight of any evidence as to the potential negative equality impacts of the policy,
- Are there any further recommendations? Is further engagement needed? Is more research or monitoring needed? Does there need to be a change in the proposal itself?

¹⁰ Action Planning: The Equality Duty is an ongoing duty: policies must be kept under review, continuing to give ‘due regard’ to the duty. If an assessment of a broad proposal leads to more specific proposals, then further equality assessment and consultation are needed.

Agenda Item 6

Report Originator: Kimberley Rowley	Head of Service/Sponsor: Alison Scott	Date Originated: April 2024	
Lead Member Name:	Area of Responsibility: Economic Development/Transport		
CMT Date:	11 June 2024		
JLT Date (if applicable):	Thursday 9 May (preliminary report) and 1 July 2024		
REASON FOR REPORT			
Reason	JLT/CMT Feedback for Officer and further instructions		Recommendation to JLT/CMT:
Consultees consulted	Finance Yes Date:	Legal Yes Date: 03/06/24	Head of Service/Sponsor Alison Scott
Consultees to be consulted following CMT before report publication	Chief Executive	Shared Director of Finance	
PROPOSED ROUTE FOR FURTHER APPROVAL			
		Date	
Committee		GPSCSI Committee – 23 July 2024	
Council (if required)			

**GENERAL PUBLIC SERVICES AND ECONOMIC DEVELOPMENT COMMITTEE
23 JULY 2024**

PART I

DRAFT ELECTRIC VEHICLE CHARGING STRATEGY (2024) – DRAFT FOR CONSULTATION (DoF)

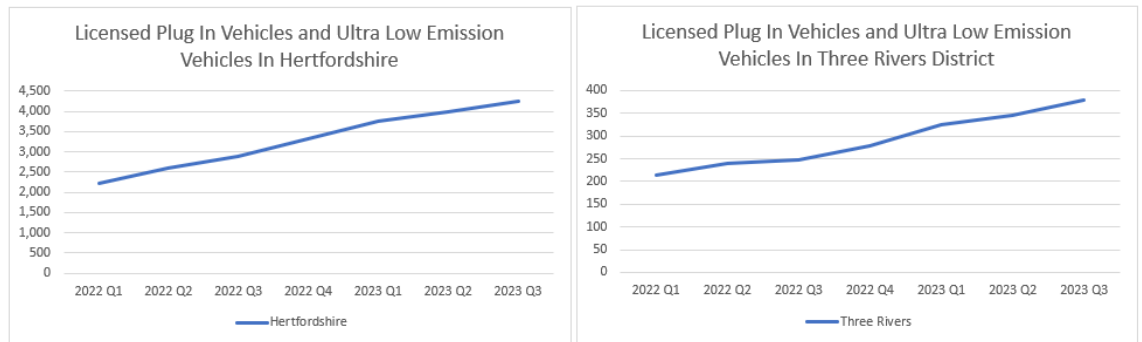
1 Summary

- 1.1 Officers have been exploring opportunities to install Electric Vehicle Charge Points (EVCP) in council owned car parks using external government grants and/or Community Infrastructure Levy (CIL) funding and a decision was made at the General Public Services and Economic Development Committee in March 2024 to progress a scheme. This draft Electric Vehicle Charging Strategy sits alongside and develops these proposals further for the provision of a publicly available electric vehicle charging network and details the Council's future rollout of EV charging infrastructure.

2 Details

TRDC wants to continue to ensure the District provides an environment in which people want to live, work and play. As the take up of electric vehicles grows, TRDC want to provide electric charging infrastructure, initially in car parks, to support residents and encourage shoppers and other visitors to local facilities and businesses.

- 2.1 The total number of Ultra Low Emissions Vehicles (ULEVs) and Plug In Vehicles (PiVs) in Hertfordshire at the end of Q3 2022 was 4,261 according to Government data. The charts below show the number of licenced ULEV's and PiVs is increasing every year. ¹



- 2.2 Hertfordshire County Council forecasting estimates that by 2030 there will be 240,800 electric vehicles registered in Hertfordshire. It is estimated that this would generate the need for 6,800 publicly available charging sockets (or just over 3,000 charge points assuming a double socket arrangement) which is a six-fold increase.²
- 2.3 Currently TRDC has 43 public charge points installed by commercial companies but no public charge points installed on its own land.
- 2.4 In 2015 Three Rivers DC initially considered EVCP provision and this culminated in a decision in June 2019 to introduce publicly accessible 'Rapid' electric vehicle charging points in car parks around the District.³ These were to be delivered under the Retail Parades Enhancement programme to improve the attractiveness of local retail centres for business users and visitors, as well as providing an opportunity for local residents (and potentially taxi firms) who have no private opportunity to charge their cars. Vehicle charging would be provided at a cost to the user and would be located at the main retail centres in the District.
- 2.5 The original proposals were aimed at two pilot schemes for Rapid chargers (in Rickmansworth and Abbots Langley car parks). No external funding was available for Rapid charging points at this time and Council funding (from existing budgets) was to be utilised.
- 2.6 The pandemic, with its resulting new priorities, subsequently led to the delay in progressing the EVCP programme.
- 2.7 In September 2022 a successful CIL application for £460k to support the implementation of EV infrastructure was submitted and Officers drafted a tender document to initiate a procurement exercise.
- 2.8 However, by this time, it was increasingly becoming apparent that the context of pursuing EVCP had progressed, and it was clear there was demand for a more

¹ <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

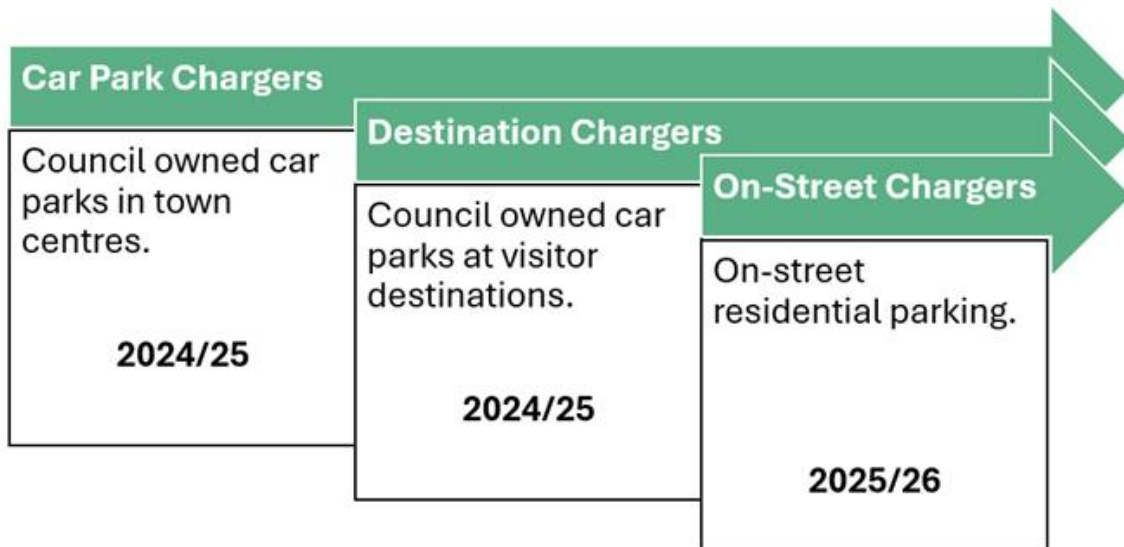
² <https://www.hertfordshire.gov.uk/doc/roads/ev-strategy-summary.pdf>

³ <https://api.threerivers.gov.uk/files/1fe0f0a0-cd70-11ed-a53d-3ffe96670007/19-06-25-i-ihed-electric-vehicles.pdf>

expansive programme of delivery. It was also apparent new external funding was to become available (LEVI funding) to Tier 1 Authorities (i.e. Hertfordshire County Council) to support District and Borough Council's to deliver EV infrastructure across the County.

- 2.9 The 2023 the TRDC Climate Emergency and Sustainability Strategy also highlighted the role of sustainable modes of travel in contributing to meeting sustainability objectives with the reduction on the reliance on carbon-fuelled transport and improving local air quality. One of the key objectives was to continue to expand and encourage electric vehicle charging infrastructure in the District.
- 2.10 In view of the changing context Officers started to reconsider the EV strategy and methods of delivery available to take full advantage of any external funding available. A new project to provide EV charging is currently underway (as agreed by GPSED Committee March 2024).
- 2.11 Officers have now drafted a Three Rivers Electric Charging Strategy (Appendix 1) for consideration and agreement to progress to public consultation. This Strategy covers the period 2024-2034, aligning to government policy to phase out the sale of new petrol/diesel vans and cars in 2035. While this is a 10-year strategy, it is accompanied by a 3-year action plan (2024-2027). Combining a long-term strategy with a short-term action plan enables us to work towards a strategic vision, but be agile to changing circumstances (e.g., demand for chargers, advancements in charging technology).
- 2.12 The document sets out how the Council will roll-out a public electric vehicle charging network across council owned car parks and on-street residential parking in the district. At the core of the strategy is the EV charger location hierarchy and indicative timeline, as shown in Figure 1.

Figure 1: EV Charger Location Hierarchy & Indicative Timeline



- 2.13 Initial focus will be on Council owned car parks and visitor destinations prior to considering on street locations. This approach will be phased as new funding becomes available and as details of demand/usage of EVCP emerges. However, the cost of the Strategy implementation will initially be within existing budgets or through bidding for and use of CIL monies, with reliance on external Government funding (initially through Office for Zero Emissions Vehicles (OZEV) funding). In April 2024, the council was awarded an £101,250 OZEV grant to enable EV chargers to be installed in town-centre car parks in 2024/25.
- 2.14 On-street residential parking EV chargers will be installed in partnership with Hertfordshire County Council (HCC) using Local Electric Vehicle Infrastructure (LEVI)

funding they are administering on behalf of district and boroughs. Officers are currently working with HCC to identify charger locations, which potentially includes Parish owned car parks. HCC currently predict that installations will start in late 2025 or early 2026.

- 2.15 The Strategy proposes to establish a series of charging units across the District. HCC now have demand based mapping tools available in addition to a TRDC EV request list. These tools will assist in determining EV demand and potential future locations.
- 2.16 The TRDC strategy will be to provide a mix EV charging speeds which will help cater to different requirements for different groups and meet the projected demand as residents, visitors and those who work in TRDC transition to EVs. The Council seeks a solution using a model that offers the best route to safeguard against tariff hikes and offers fair and equitable charging to those who will depend on public access to charging with an initial focus on its main retail centres followed by secondary centres and leisure sites.
- 2.17 TRDC has assessed this requirement and understands that the following charging units are most appropriate (but can amend based on the outcome of any procurement processes for specific sites).

These units are:

Fast 7.1 - 22kW (which are most common in car parks/destinations)

And/Or

Rapid 22 - 50kW (en-route/ destination charging)

- 2.18 Rapid chargers (charging in 1-2 hours) will be considered in appropriate locations as part of a wider portfolio of EVCPs.
- 2.19 TRDC recognise that some car parks may not have the electrical capacity to allow Rapid EVCPs to be installed. In the event that there is not the capacity to provide the supply to the Rapid units, then TRDC would consider installing only Fast charge units.
- 2.20 The Council is seeking a uniformity of design as a standard for installation within its car parks. It is proposed that once installed, TRDC will be the owner of the infrastructure from the District Network Operator (DNO) to the charging unit (underground) and the Charge Point Operator (CPO) will be the owner of the charger unit (above ground).
- 2.21 All Electric Vehicle charging points will be compliant with the latest OZEV and OCPP standards and will have regard to the accessibility standards detailed in PAS 1899:2022.
- 2.22 It is envisaged any CPO is fully responsible for the design and installation of the charging unit as well as the maintenance and operation. This includes all software and appropriate applications to enable a successful charge. Officers are currently working to appoint a CPO using the Kent County EV Framework.
- 2.23 Typically, users will charge on visiting the car parks or visitor destinations and charging is available to users for out of hours (overnight in residential areas – such as Rickmansworth) when a car park remains open. The charging points must be publicly accessible with the core users being residents, shoppers, visitors and business employees including residents that have no access to private charging options. All chargers should be publicly available 24/7 unless this is shown non-viable such as in visitor destinations that close to the public overnight.
- 2.24 It is proposed that a 6 week consultation exercise on the draft EV Strategy is undertaken, with any responses and a final document brought back to Policy and Resources Committee for adoption later this year.
- 2.25 Concurrently, EV charging is also being considered as part of a Community Energy England funded (£40k) feasibility study of car park solar canopies. Grand Union Community Energy (GUCE), who we have partnered with on this project, has appointed

both a legal and technical consultant to support delivery of the study. The grant money is expected to be released in May. Work is expected to kick-off in May and be completed in Q4 2024.

3 Options and Reasons for Recommendations

- 3.1 To consider the draft Strategy and approve its release for consultation prior to formal adoption. The Strategy will contribute to the promotion net-zero carbon and sustainable development of the Council.

4 Policy/Budget Reference and Implications

- 4.1 The recommendations in this report are within the Council's agreed policy and budgets. CIL monies and external Government funding have been identified for the initial phase of the EV project.

5 Community Safety, Public Health, Customer Services Centre and Health & Safety Implications

- 5.1 None specific.

6 Financial Implications

- 6.1 The cost of the Strategy implementation will initially be within existing budgets or through bidding for and use of CIL monies, with reliance on external Government funding (initially through OZEV funding). Full reporting will be through Budget Monitoring.
- 6.2 On-street residential parking EV chargers will be installed in partnership with Hertfordshire County Council (HCC) using Local Electric Vehicle Infrastructure (LEVI) funding they are administering on behalf of district and boroughs.

7 Legal Implications

- 7.1 All elements of the Strategy will need to be considered alongside the Council's legal duties and powers.
- 7.2 Projects involved in the delivery of the Strategy will require contract preparation and approval in accordance with the Council's Contracts Procedure Rules.

8 Staffing Implications

- 8.1 Currently employing an external consultant to delivery and implementation of the Strategy and associated projects until summer 2024.
- 8.2 Continued vacancy in the team (and specialism) will continue to limit future delivery after May 2024. Recruitment is being progressed.

9 Communications & Website

- 9.1 A Communications Strategy for the public consultation will be developed that includes the consultation being promoted on the Council’s website and our various social media channels. A press release will be drafted to release to the public when the consultation opens.
- 9.2 Once adopted, the new strategy will be uploaded to the Council’s website.

10 Environmental Implications

- 10.1 The TRDC Climate Emergency and Sustainability Strategy highlights the role of sustainable modes of travel in contributing to meeting sustainability objectives with the reduction on the reliance on carbon-fuelled transport and improving local air quality. One of the key objectives is to continue to expand and encourage electric vehicle charging infrastructure in the District.

11 Equal Opportunities Implications

- 11.1 An Equal Opportunities Impact Assessment has been completed and is attached as an Appendix to this report.

12 Climate Change and Sustainability Implications

- 12.1 A sustainability impact assessment has been undertaken resulting in a score of:

Climate and Sustainability Impact Assessment Summary	
Homes, buildings, infrastructure, equipment and energy	3.60
Travel	4.00
Goods and Consumption	4.00
Ecology	4.00
Adaptation	3.00
Engagement and Influence	4.00
Total Overall Average Score	3.8

13 Communications and Website Implications

- 13.1 As the project evolves updates will be provided for the website and in future press releases. A new ‘request for EV charging points’ page is to be added to the Council’s website so Officers can collate requests and understand demand.

14 Risk and Health & Safety Implications

- 14.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>. In addition, the risks of the proposals in the report have also been assessed against the Council’s duties under Health and Safety legislation relating to

employees, visitors and persons affected by our operations. The risk management implications of this report are detailed below.

14.2 The subject of this report is covered by the Regulatory Services Service Plan. Any risks resulting from this report will be included in the risk register and, if necessary, managed within this/these plan(s).

Nature of Risk	Consequence	Suggested Control Measures	Response <i>(tolerate, treat, terminate, transfer)</i>	Risk Rating <i>(combination of likelihood and impact)</i>
The Council fails to develop and adopt an EV Strategy	The Council will fail to deliver improvements to address climate change within the District; the Council will fail to deliver EV opportunities for its residents, businesses and visitors.	Continue to progress with individual EV projects, for the Committee to approve the draft Strategy	Tolerate	4-6

14.3 The above risks are scored using the matrix below. The Council has determined its aversion to risk and is prepared to tolerate risks where the combination of impact and likelihood scores 6 or less.

Very Likely ----- Likelihood ----- ▼ Remote	Low	High	Very High	Very High
	4	8	12	16
	Low	Medium	High	Very High
	3	6	9	12
	Low	Low	Medium	High
	2	4	6	8
	Low	Low	Low	Low
	1	2	3	4
	Impact			
	Low	-----▶ Unacceptable		

Impact Score	Likelihood Score
4 (Catastrophic)	4 (Very Likely (≥80%))
3 (Critical)	3 (Likely (21-79%))
2 (Significant)	2 (Unlikely (6-20%))
1 (Marginal)	1 (Remote (≤5%))

14.4 In the officers' opinion none of the new risks above, were they to come about, would seriously prejudice the achievement of the Strategic Plan and are therefore operational risks. The effectiveness of the management of operational risks is reviewed by the Audit Committee annually.

The remainder are therefore operational risks. Progress against the treatment plans for strategic risks is reported to the Policy and Resources Committee quarterly. The effectiveness of all treatment plans are reviewed by the Audit Committee annually.

15 Recommendation

15.1 That Members agree to:

- i) Approve the draft EV strategy for a 6-week period of public consultation
- ii) For the final strategy to be presented to a future GPSSCI Committee and subsequent P&R Committee for consideration and adoption.

Report prepared by: Kimberley Rowley, Head of Regulatory Services

Data Quality

Data sources:

Data checked by: Kimberley Rowley, Head of Regulatory Services

Data rating:

1	Poor	
2	Sufficient	
3	High	X

APPENDICES / ATTACHMENTS

Appendix 1: Draft Three Rivers Electric Vehicle Charging Strategy

Appendix 2: Short Equality Impact and Outcome Assessment

Appendix 3: Climate and Sustainability Impact Assessment

Background Papers: GPSED Committee March 2024 (Off Street Car Parks) EV Committee report: [PROPOSALS FOR OFF-STREET CAR PARKS ELECTRIC VEHICLE CHARGING POINTS IMPLEMENTATION.pdf \(threerivers.gov.uk\)](#)

Electric Vehicle Charging Strategy

Public Charging Network

DRAFT STRATEGY NOTE

This document outlines an electric vehicle charging strategy for a public charging network covering council owned car parks and on-street residential parking.

A more comprehensive electric vehicle charging strategy could include:

- Private charging network (workplace, home, forecourt & destination).
- Transport hubs (train station, bus station, walking and cycling routes).
- Specialist fleet charging (bus, taxi).
- Community charging (charger hosts, community owned chargers).
- Other types of electric vehicles (e-bike, e-scooters, e-car clubs).
- Charging at new residential and commercial building developments.

However, it is recommended that the council consider this more limited strategy first, before progressing onto a more comprehensive strategy.

Hertfordshire County Council have taken the same approach, focusing their electric vehicle charging strategy, published in 2023, on publicly available chargers.

This approach is justified because the council have limited control and influence over a private charging network (e.g. workplace chargers), which will be primarily delivered through the private sector and regional partnerships.

Therefore, the recommended approach enables the council to focus initially on the public charging network, where the council can maximise its positive impact.

ELECTRIC VEHICLE CHARGING STRATEGY | PUBLIC CHARGING NETWORK

2024 - 2034

Foreword

Foreword by Lead Member for Public Services

1 Introduction and Background

- 1.1 The UK is committed to reaching net zero by 2050 and the aim of limiting global warming and resultant climate change. Net zero means that the total greenhouse gas emissions (GHG) would be equal to the emissions removed from the atmosphere.
- 1.2 The largest contributor to UK domestic carbon dioxide (a GHG) emissions is transport. Transport was responsible for 24% of the UK's carbon dioxide (CO₂) emissions in 2020, with cars accounting for 52% of transport CO₂ emissions, and light vans for a further 16%.¹ To support a reduction in transport CO₂ emissions, the UK Government aims to ban the sale of new petrol and diesel cars and vans after 2035.²
- 1.3 Hertfordshire County Council, in its Sustainable Hertfordshire Strategy, commit to inspire and enable a net zero county by 2050.³ In September 2023, Hertfordshire County Council published its Electric Vehicle Charging Strategy setting out its regional approach.⁴
- 1.4 Three Rivers District Council are committed to achieving net zero emissions by 2030 for our own emissions and to inspire and enable a net zero district by 2045.⁵ Greenhouse gas emissions arising from road transport including motorways in Three Rivers accounts for 228,000 tCO₂e which represents 52% of total district emissions.⁶
- 1.5 Given the national, regional and district commitments to achieving net zero, and the planned phase out of petrol and diesel cars after 2035, there is a clear rationale for supporting the uptake of electric vehicles in Three Rivers.
- 1.6 This document sets out Three Rivers District Council's strategy to roll-out a public electric vehicle charging network across council owned car parks and on-street residential parking in the district.
- 1.7 Our vision for Three Rivers public electric vehicle charging network is:

To provide a publicly available, and conveniently located, charger network for residents, shoppers, and visitors to Three Rivers.

¹ <https://www.gov.uk/government/statistical-data-sets/energy-and-environment-data-tables-env#greenhouse-gas-emissions-env02>

² <https://www.hertfordshire.gov.uk/doc/roads/electric-vehicle-charging-strategy.pdf>

³ <https://www.hertfordshire.gov.uk/microsites/sustainable-hertfordshire/media/sustainable-hertfordshire-strategy-revised-march-2023.pdf>

⁴ <https://www.hertfordshire.gov.uk/doc/roads/ev-strategy-summary.pdf>

⁵ <https://www.threerivers.gov.uk/services/environment-climate-emergency/climate-emergency>

⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1166228/2005-21-local-authority-ghg-emissions-csv-dataset.csv

To facilitate the uptake of electric vehicles to meet Three Rivers net zero commitment, improve air quality and prepare drivers for the phase out of petrol and diesel vehicles in 2035.

1.8 Benefits of electric vehicles

The recognised benefits of electric vehicles include:^{7 8}

- Lower servicing and maintenance costs.
- Often cheaper to refuel than petrol or diesel vehicles.
- Lower or zero rate of vehicle excise duty until 2025.
- Reduces the drivers personal carbon footprint.
- Zero tailpipe emissions.⁹
- Helps to improve air quality.
- Lower charges in clean air zones and London's ultra-low emission zone.

1.9 Barriers to electric vehicle uptake

Barriers to electric vehicle uptake, both real and perceived, exist.

1.10 The table below highlights barriers identified by the Transport Research Laboratory¹⁰ research and summarised and adapted by Hertfordshire County Council¹¹ and Three Rivers District Council.

⁷ Source: Energy Saving Trust

⁸ <https://www.hertfordshire.gov.uk/doc/roads/electric-vehicle-charging-strategy.pdf>

⁹ This is not a total reduction; carbon emissions will still result from the manufacturing and transportation process.

¹⁰ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/914111/driving-and-accelerating-the-adoption-of-electric-vehicles-in-the-uk.pdf

¹¹ <https://www.hertfordshire.gov.uk/doc/roads/electric-vehicle-charging-strategy.pdf>

Barrier	Description	Three Rivers Mitigation Plan
Awareness & Knowledge	Consumers need adequate awareness and knowledge of EVs, such as how the technology works, how when and where to charge, what vehicle models are available, and where to find more information.	Signpost useful information on the TRDC website and social media channels.
Financial	High initial purchase price. Running costs. Perceived total cost of ownership. Financial incentives. Vehicle depreciation. Inflation and rising energy costs. Economic uncertainty. High taxation cost (20%) for drivers using public chargers.	Signpost useful information on the TRDC website and social media channels. Ensure the price of charging in council owned car parks is competitive within the region.
Charging Infrastructure	Availability of, and access to, charging infrastructure is a critical barrier to adoption, especially for those without off street parking at home or work. Access to charging is needed at or near home, at work, and at major roads and motorways to enable long journeys. Potential safety and security concerns if chargers are located away from immediate residential areas. EV charging points are often out of service leading to frustration for users, and reputation issues for Council Access to chargers can be difficult for the mobility impaired.	This document sets out our strategy to provide a publicly available, and conveniently located, charger network in council owned car parks and on-street residential parking. Charger technical specification requires placement and design should be encouraged to meet latest PAS 1899 accessibility standards. Ensure monitor and repair contract minimises downtime of charging points
Vehicle Attributes	This includes 'range anxiety' (concern about how far can be driven before recharging),	Signpost useful information on the TRDC website and social media channels.

	<p>long charging times, long-term battery performance, and other concerns related to novelty and inexperience with EVs.</p> <p>Difficulties with supply and long wait times for EV delivery once purchased.</p>	<p>This document sets out our strategy to provide a publicly available, and conveniently located, charger network in council owned car parks and on-street residential parking.</p>
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1.11 Overview of charging

Electric vehicle chargers have a naming convention linked to their electrical power rating in kilowatts (kW):

- Slow (3.7kW)
- Fast (7.4kW to 22kW)
- Rapid (20kW to 50kW)
- Ultra Rapid (50kW to 350kW)

1.12 The kW rating of the charger determines how quickly it can recharge a vehicle. It is important to provide the right type of charger at the right locations, based on the duration of charging required.

1.13 Other variables which can affect the charging speed include:

- The charging speed the vehicle can accept. Most modern EVs have a limit between 50kW and 350kW.
- The state of charge. Batteries charge slower the closer they approach 100%.
- The temperature of the battery. Most EV batteries must be pre-conditioned to reach optimal charging rates, especially on colder days.

1.14 For example:

- Fast chargers take 2 to 6 hours to recharge a 40kWh battery. Fast chargers are suited to on-street residential parking and car parks close to residential areas where drivers can charge overnight.
- Rapid chargers take up to 60 minutes to recharge a 40kWh battery. Rapid chargers are suited to car parks close to motorways where drivers are making long journeys or short stay destinations (e.g. shopping).

1.15 It is important to note that the existing electricity grid infrastructure at the parking locations can influence the type of chargers that can be installed. The local grid capacity and distance of charger location from grid connection point must all be considered when specifying the type, and number, of charger to be installed.

1.16 A range of other factors are also considered when specifying the type and number of chargers, in for example, a car park:

- The number of parking bays.

- The opportunity to include disabled charging bays.
- How the car park is typically used by drivers.
- Parking restrictions and opening hours.
- Proximity to major transport routes (e.g., M1, M25).
- The ability to secure OZEV grant funding to supplement installation cost.

1.17 The table below provides more detail on the main charger types: ¹²

Type	Max Power Output (Kilowatts)	Location Type	Approx. Charging Duration (40kWh Battery)
Domestic Socket	2.3-3kW	Home	17 hours
Slow	3.7kW	On-Street	11 hours
Fast	7.4kW	Car Parks On-Street	6 hours
Fast	11-22kW	Car Parks On-Street	2 to 4 hours
Rapid	43kW	Car Parks Destinations	55 mins
Rapid	20-50kW	Car Parks Destinations Rapid Hubs	40 mins
Tesla Super Charger	75-250kW	Destinations Rapid Hubs	10-20 mins
Ultra Rapid	50kW-350kW	En Route e.g., motorway service stations	7-16 mins

1.18 Fast chargers and, to a lesser extent, Rapid chargers can have either a single charging socket or two charging sockets (sometimes called dual or twin chargers). One dual or twin charger can provide charging to two parking bays.

¹² Adapted from the Hertfordshire County Council Electric Vehicle Charging Strategy: <https://www.hertfordshire.gov.uk/doc/roads/electric-vehicle-charging-strategy.pdf>



An example of an on-street residential parking charger (picture from West Sussex County Council)



An example of a car park charger (picture from Hull City Council)

1.19 Scope and content of this strategy

This strategy covers the provision of a publicly available electric vehicle charging network, primarily in council owned car parks and on-street residential parking.

- 1.20 This document sets out the scope, vision and objectives of the council's electric vehicle charging strategy.
- 1.21 It positions our strategy inside the wider policy context and identifies how we will work with the UK Government, Hertfordshire County Council (HCC) and Charge Point Operators (CPO).
- 1.22 It sets out a long-term 10 year vision and a short-term 2024-2027 action plan. A short-term, 3-year, action plan is justified as it enables the council to react with agility to the developing technologies, consumer behaviour and funding sources.

1.23 In September 2023, HCC published its Electric Vehicle Charging Strategy setting out its regional approach.¹³ Tier 1 councils, like HCC, are increasingly acting as “gatekeepers” for the Government grant funding allocated to Tier 2 councils. HCC’s strategy includes the creation of a regional programme to support Tier 2 councils to deploy or expand their charger network.

1.24 Therefore, it is important that our strategy aligns to HCC’s regional approach while being specific to the needs of EV drivers visiting and living in Three Rivers.

1.25 The HCC strategy has been used as a framework for this strategy, while creating a strategy that delivers the best outcomes for Three Rivers residents and visitors.

1.26 HCC’s strategy focuses on the provision of a publicly available electric vehicle charging network. Our strategy will do the same. However, we recognise that a more comprehensive strategy could include the following:

- Private charging network (workplace, home, forecourt & destination).
- Transport hubs (train station, bus station, walking and cycling routes).
- Specialist fleet charging (bus, taxi).
- Community charging (charger hosts, community owned chargers).
- Other types of electric vehicles (e-bike, e-scooters, e-car clubs).
- Charging at new residential and commercial building developments.

1.27 The initiatives above will primarily be delivered by our regional, national, and private sector partners. As these initiatives develop and progress, they will be added to this document to form a more comprehensive strategy.

1.28 Vision

Our vision for Three Rivers public electric vehicle charging network is:

To provide a publicly available, and conveniently located, charger network for residents, shoppers, and visitors to Three Rivers.

To facilitate the uptake of electric vehicles to meet Three Rivers net zero commitment, improve air quality and prepare drivers for the phase out of petrol and diesel vehicles in 2035.

1.29 Objectives

To deliver our vision, the following strategic objectives have been identified:

TRDC EV1	To provide a publicly available charger network in council owned car parks in town centres.
TRDC EV2	To provide a publicly available charger network in council owned car parks at destinations (e.g. leisure centre).
TRDC EV3	To provide a publicly available network (based on available evidence of charging need) that promotes equal access to

¹³ <https://www.hertfordshire.gov.uk/doc/roads/ev-strategy-summary.pdf>

	electric vehicle charging, including those with disabilities, in rural and remote locations and in areas of deprivation.
TRDC EV4	To work alongside HCC, as the Highways Agency, to provide a publicly available charger network in on-street residential parking locations.
TRDC EV5	To work alongside HCC to leverage Office of Zero Emission Vehicles (OZEV) funding and the private sector to support the development of a charger network.
TRDC EV6	To support the adoption of consistent charger standards across the district to ensure the best outcome for end-users.
TRDC EV7	To keep up to date with technical innovation, policy development and funding opportunities to enable an agile approach able to adapt to changing market trends.

2 Policy Context

2.1 There is strong political support for the transition to electric vehicles, as evidenced by the UK Governments aim to phase out the sale of new petrol and diesel vehicles after 2035.

2.2 Local authorities have an important, and increasingly well defined, part to play.

2.3 National policies

The UK was the first major economy to pass a net zero emissions law, requiring the UK to bring all greenhouse gas emissions to net zero by 2050. ¹⁴

2.4 In March 2022, the Department for Transport (DfT) published *Taking Charge: The Electric Vehicle Infrastructure Strategy*.¹⁵ The strategy sets out the Government's vision and action plan for the rollout of a charging network up to 2030. The strategy identifies the important role of Local Authorities in deployment of a charging network.

2.5 In October 2021, the Department for Energy Security and Net Zero (DESNZ) published *Net Zero Strategy: Build Back Greener*.¹⁶ The strategy sets out the UK's decarbonisation pathway to 2050 and identifies investment needed to support the transition to electric vehicles.

¹⁴ <https://www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law>

¹⁵ <https://assets.publishing.service.gov.uk/media/6245ba40e90e075f15381cf0/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf>

¹⁶ <https://www.gov.uk/government/publications/net-zero-strategy>

2.6 In July 2021, the DfT published *Decarbonising Transport: A Better, Greener Britain*.¹⁷ The strategy identifies the action and investment needed to decarbonise the entire transport system in the UK by 2050, including the deployment of a charging network.

2.7 In November 2020, the Department for Energy Security and Net Zero (DESNZ) published *The Ten Point Plan for a Green Industrial Revolution*.¹⁸ The plan announces the end of the sale of new petrol and diesel cars and vans by 2030 (later revised to 2035).

2.8 Regional policies

In September 2023, Hertfordshire County Council (HCC) published its *Electric Vehicle Charging Strategy*.¹⁹ The strategy sets out how HCC will work alongside its district and borough partners to deploy a charging network across the region. The strategy focuses on the deployment of a publicly available charger network.

2.9 In 2020, HCC published its *Sustainable Hertfordshire Strategy*.²⁰ The strategy sets out the council's aim of enabling and inspiring a sustainable county which includes the deployment of an electric vehicle charger network.

2.10 In 2018, HCC published its *Local Transport Plan (2018-2031)*.²¹ The plan includes Policy 19 which states the council has the aim of “*addressing any barriers to and supporting the uptake of ULEVs in the county, particularly where this can positively affect areas with identified poor air quality*”.

2.11 Local Policies

The Council's Corporate Framework (2023-26) is the council's overarching strategy that sets out the council's key objectives and priorities for the following three years. It recognises Three Rivers as a ‘*great place to live, work and visit*’ and a District which takes action to mitigate and adapt to the Climate Emergency.

2.12 Net Carbon Zero and Climate Resilient is one of four objectives detailed in the Framework. The council has been at the forefront of bringing forward work streams to mitigate the Climate Emergency which we declared in 2019 and we will continue to lead responsibly, by our own example, whilst encouraging and enabling others to join us on that journey. This Strategy will contribute towards this objective in facilitating the implementation of sustainable, low carbon, infrastructure.

¹⁷ <https://assets.publishing.service.gov.uk/media/610d63ffe90e0706d92fa282/decarbonising-transport-a-better-greener-britain.pdf>

¹⁸ <https://www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution>

¹⁹ <https://www.hertfordshire.gov.uk/doc/roads/electric-vehicle-charging-strategy.pdf>

²⁰ <https://www.hertfordshire.gov.uk/Media-library/Documents/About-the-council/data-and-information/Sustainable-Hertfordshire-Strategy-2020.pdf>

²¹ <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/local-transport-plan.aspx>

- 2.13 In 2023 Three Rivers District Council published its *Climate Emergency and Sustainability Strategy (2023-2027)*.²² The strategy was accompanied by a *Climate Emergency and Sustainability Action Plan*.²³
- 2.14 The plan includes actions to “continue to expand and encourage electric vehicle charging infrastructure around the district” and “provide EV charge points on land owned by the district council”.
- 2.15 This Electric Vehicle Charging Strategy will support the completion of those actions and support the wider climate emergency and sustainability strategy.

3 Electric Vehicle Charging in Three Rivers

3.1 Opportunities and challenges

The deployment of a charging network in Three Rivers presents numerous opportunities which have been summarised below:

- Improved air quality due to zero tailpipe emissions.
- Lower transport related carbon emissions.
- Local economic benefits from extra shoppers\visitors with electric vehicles.
- Increasing demand for locally skilled labour to install\maintain chargers.
- Government grants are available to invest in parking infrastructure.

3.2 The deployment of a charging network in Three Rivers presents numerous challenges which have been summarised below:

- Deployment of a charger network in council owned car parks is constrained by land availability and\or site feasibility (e.g. grid capacity).
- Deployment of a charger network in on-street residential parking is constrained by site feasibility (e.g., pavement width).
- Available electricity grid capacity varies between locations and the cost of grid upgrades can be cost prohibitive.
- Deployment of a charger network can be constrained by planning or heritage restrictions.
- Owning and operating a charger network generates costs\risks for the council, although these can often be assumed by the charge point operator.
- Project management and charge point operator contract management can be an additional resource burden for the council.
- Enforcement of charging bay parking restrictions can be an additional resource burden for the council.
- Variations in the charging costs between different charge point operators and locations can cause cost variability.

²² <https://cdn.threerivers.gov.uk/files/2023/12/a8a7eff0-9f12-11ee-94eb-67f6f7ddacc-Climate%20Emergency%20and%20Sustainability%20Strategy.pdf>

²³ [https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fcdn.threerivers.gov.uk%2Ffiles%2F2023%2F03%2F5e0f4420-b9a3-11ed-82c5-4fb253619d22-climate-emergency-and-sustainability-action-plan-updated-february-2023-%2520\(1\).xlsx&wdOrigin=BROWSELINK](https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fcdn.threerivers.gov.uk%2Ffiles%2F2023%2F03%2F5e0f4420-b9a3-11ed-82c5-4fb253619d22-climate-emergency-and-sustainability-action-plan-updated-february-2023-%2520(1).xlsx&wdOrigin=BROWSELINK)

3.3 The opportunities and challenges identified above have been considered while creating this strategy.

3.4 Regional electric vehicle ownership

Electric vehicle uptake in Hertfordshire has been increasing since 2010 and has accelerated within the last 3 years.

- 3.5 The total number of Ultra Low Emissions Vehicles (ULEVs) and Plug in Vehicles (PiVs) in Hertfordshire at the end of Q3 2023 was 4,261 according to Government data. The charts below show the number of licenced ULEV's and PiVs is increasing every year.²⁴

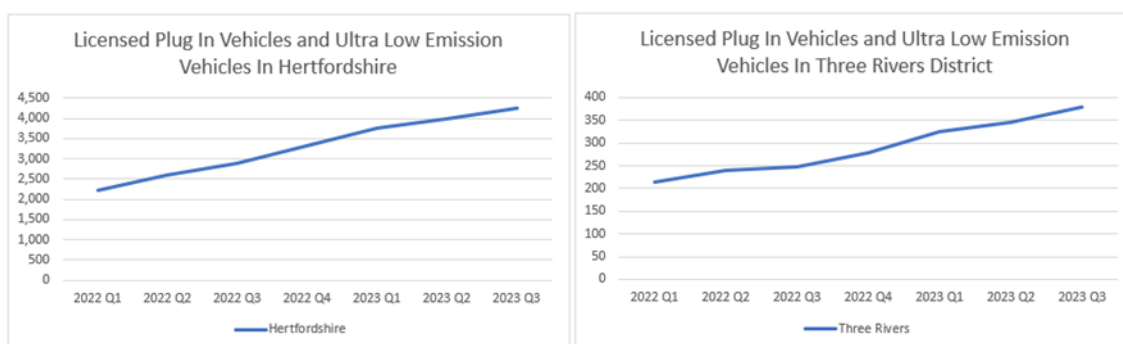


Figure 1

- 3.6 While electric vehicle ownership is increasing year-on-year, as a proportion of total vehicle ownership, the proportion is still low. Only 8% of respondents to the County Travel Survey in 2022 owned an electric vehicle (up from 3.5% in 2018).²⁵
- 3.7 It is important that this strategy considers not only the existing demand for electric vehicle chargers but also the likely future demand. A phased installation of chargers in small numbers, to match the current demand, is not cost effective.
- 3.8 HCC estimates that by 2030 there will be 240,800 electric vehicles registered in Hertfordshire. It is estimated that this would generate the need for 6,800 publicly available charging sockets (or just over 3,000 charge points assuming a double socket arrangement) which is a six-fold increase.²⁶

²⁴ <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

²⁵ <https://www.hertfordshire.gov.uk/media-library/documents/highways/transport-planning/transport-and-accident-data/county-travel-survey/aecom-report-to-hcts.pdf>

²⁶ <https://www.hertfordshire.gov.uk/doc/roads/ev-strategy-summary.pdf>

3.9 Figure 2 has been taken from the HCC's Electric Vehicle Charging Strategy (pg. 44).²⁷ It shows a forecast of electric vehicle uptake across the county by 2030 using the NEVIS tool.²⁸ An insert map has been added to show Three Rivers (and surrounding towns as a reference point).

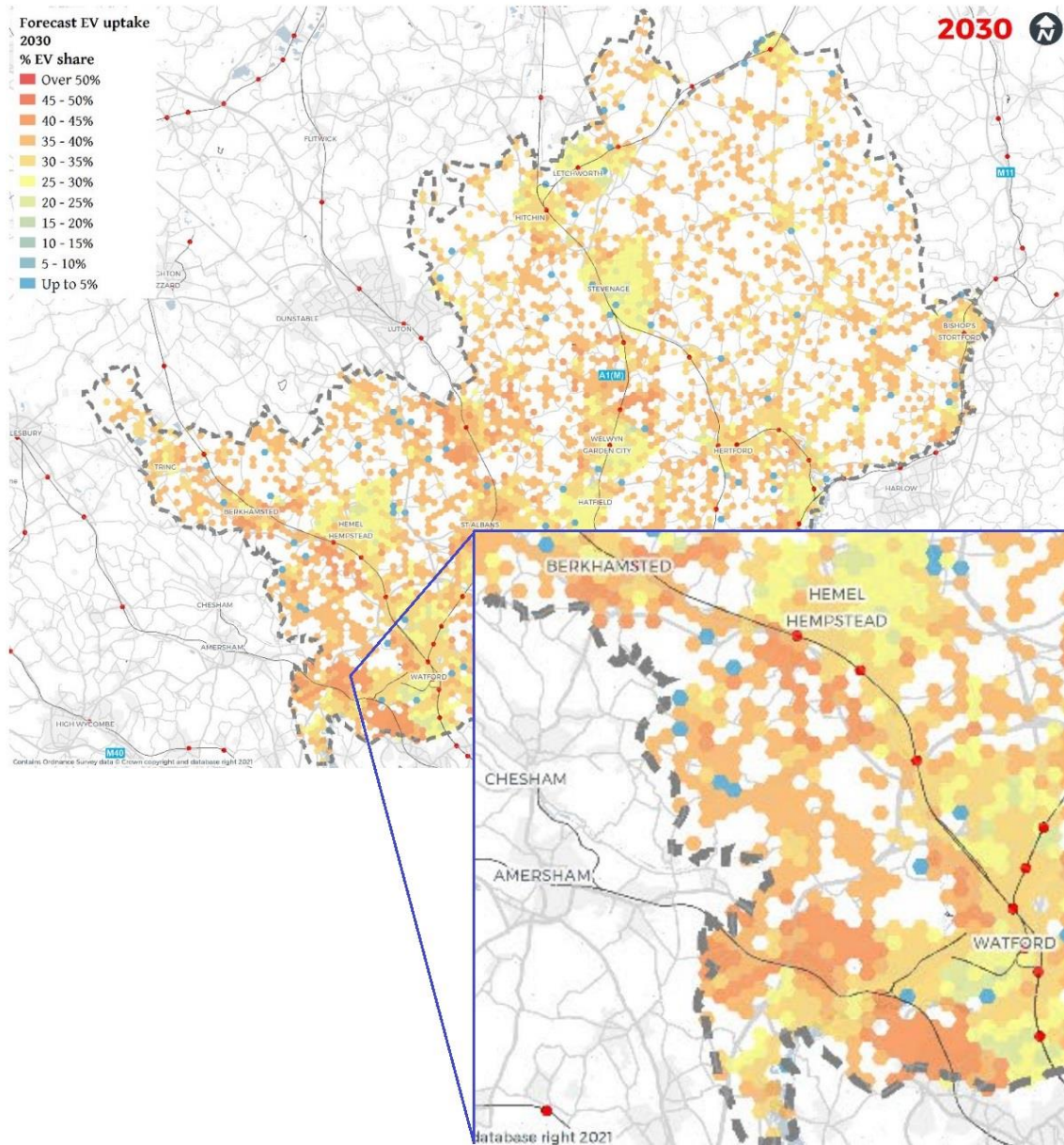


Figure 2

3.10 The map shows a wide variance of electric vehicle uptake within Three Rivers. Some localities are forecasted to have a <5% EV share with others to have a share of 45-50%.

²⁷ <https://www.hertfordshire.gov.uk/doc/roads/electric-vehicle-charging-strategy.pdf>

²⁸ National EV Insight & Strategy tool

3.11 Regional public charger network

The HCC Electric Vehicle Charging Strategy states there were 798 publicly available chargers, including 119 Rapid chargers, in Hertfordshire in September 2023. This represents a 67% year-on-year increase from July 2022.²⁹

3.12 NEVIS data shows that Three Rivers has 51 public chargers installed by commercial companies (Figure 3) and their locations (Figure 4):³⁰

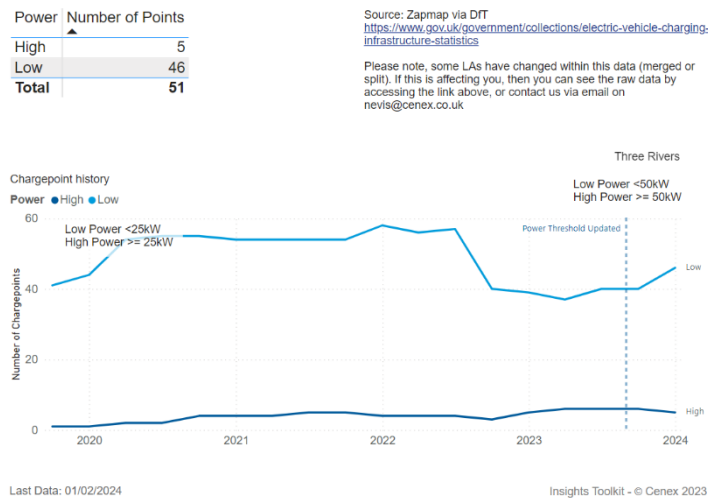


Figure 3

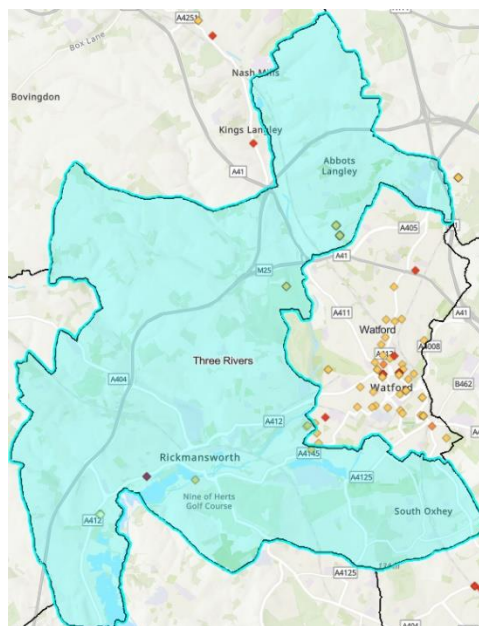


Figure 4

The red (Rapid) and yellow (Fast) icons on the map in Figure 4 show charger locations.

²⁹ <https://www.hertfordshire.gov.uk/doc/roads/electric-vehicle-charging-strategy.pdf>

³⁰ <https://nevis.cenex.co.uk/reports/current-status> (logon needed). Yellow = Fast Red = Rapid

- 3.13 There are no publicly available chargers installed on council owned land in Three Rivers.
- 3.14 NEVIS projections estimate that between 481 and 721 electric vehicle charge sockets (not chargers) will be required by 2030 in Three Rivers (721 high \ 636 medium \ 481 low).³¹

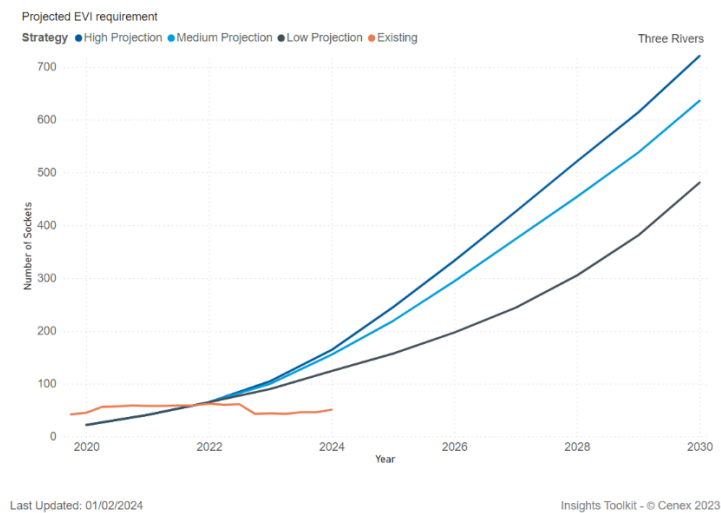


Figure 5

- 3.15 Comparing the location of existing chargers and the projection of areas in the district with a high electric vehicle uptake, highlights the prime locations for deployment of chargers:

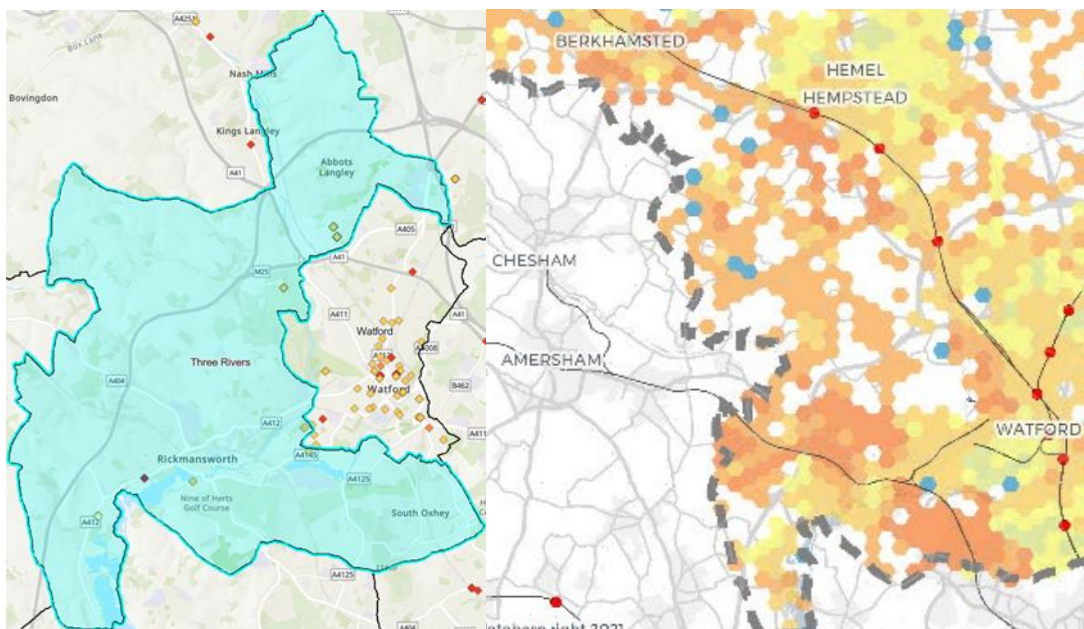


Figure 6

³¹ <https://nevis.cenex.co.uk/reports/current-status> (logon needed).

4 Public Charger Network Deployment Strategy

4.1 Charger location hierarchy

Figure 7 shows the hierarchy for charger locations and aspirational timeline, it will guide our approach to charger deployment.

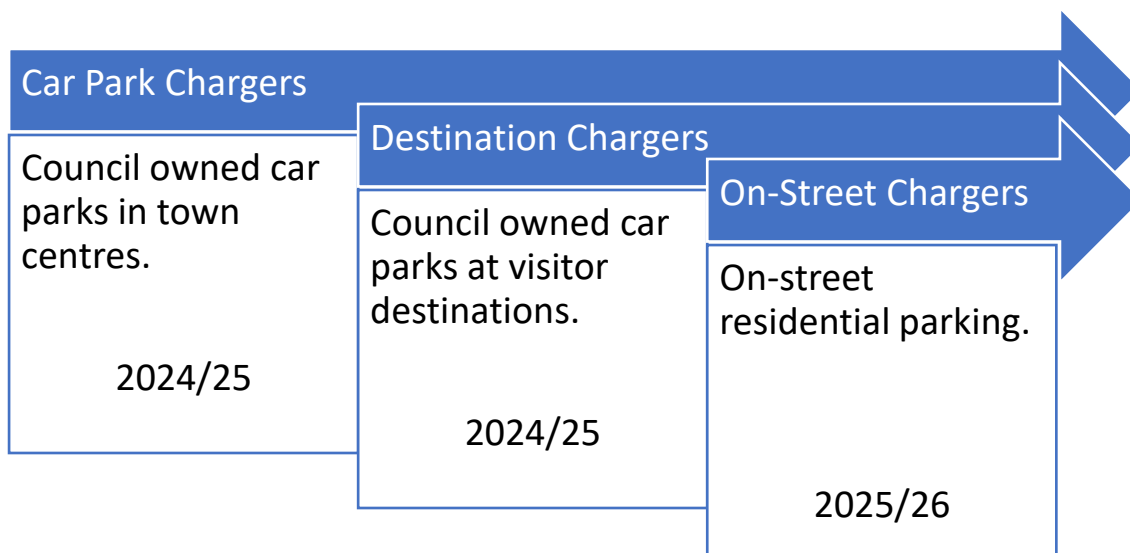


Figure 7

- 4.2 Where feasible, charger deployment in council owned off-street car parks in town centres will be prioritised. Town centre car parks offer the greatest potential for charger deployment.
- 4.3 Concurrently, where feasible, chargers will be deployed in council owned off-street car parks at visitor destinations e.g., leisure centres, country parks, community buildings, local points of interest.
- 4.4 On-street chargers in residential car parking locations will then be deployed, where feasible, to support residents with electric vehicles charge their cars near their homes.
- 4.5 Off-street chargers in council owned town centre car parks

The deployment of electric vehicle chargers to town centre car parks has the following advantages:

- The council own 20 town centre car parks with 923 spaces.³²
- The car parks often qualify for OZEV grant funding.
- The car parks are often highly accessible with good links to the main road network.
- The car parks are in located in areas of high footfall making them commercially attractive to charge point operators.

³² [https://cdn.threerivers.gov.uk/files/2023/02/0de5b2b0-b2b7-11ed-9d90-99db481320b1-trdc-car-park-directory-v1%20\(1\).pdf](https://cdn.threerivers.gov.uk/files/2023/02/0de5b2b0-b2b7-11ed-9d90-99db481320b1-trdc-car-park-directory-v1%20(1).pdf)

- The car parks are close to public services, shops, and businesses making charging convenient for end-users going about their daily life.
- The car parks are often close to residential areas with few private driveways. Those residents can use the car parks to charge overnight (depending on parking restrictions).

4.6 Off-street chargers in council owned destination car parks

The deployment of electric vehicle chargers to destination car parks has the following advantages:

- The council owns several car parks at visitor destinations.
- The car parks often qualify for Community Infrastructure Levy (CIL) funding.
- The car parks are often highly accessible with good links to the main road and motorway network.
- The car parks serve popular visitor destinations making them commercially attractive to charge point operators.
- The deployment of chargers reduces “demand anxiety” of visitors travelling to/from the destinations.
- The car parks often provide charging outside of the town centres, making for a more comprehensive charging network.

4.7 On-street chargers at residential parking locations

The deployment of electric vehicle chargers to residential parking locations has the following advantages:

- Drivers can charge their vehicles overnight and close to their homes.
- Convenient for drivers that do not live close to a council owned car park.
- Convenient for drivers who do not have homes with off-street parking.
- Reduces the prevalence of power cables running from the driver’s home, across the pavement, to their vehicle which can be a trip hazard.
- Charger can be integrated into existing street furniture.

5 Funding, deployment, and operational model

- 5.1 A variety of funding sources, deployment methods and operational models have been considered to deliver the Three Rivers charging network.
- 5.2 Our strategy utilises both a regional and district approach to funding, charger deployment and operational model. This enables us to provide the most comprehensive charger network feasible. It makes best use of the regional and local funding and deployment support.
- 5.3 The table below summarises our strategic approach to funding, deployment method, and operational model. More detail is provided in the sub-sections below.

		Charger Location		
		On-Street Residential	Town Centre Car Park	Destination Car Park
Deployment Method	Charger Type	Fast	Fast & Rapid	
	Deployment Approach	Regional	District	
	Deployment Lead	HCC + TRDC	TRDC	
Funding	Grant Source	LEVI	ORCS & CIL	
	Fund Manager	HCC	TRDC	
Operational Model	Fault Management	HCC + TRDC	TRDC	
	CPO Procurement	Regional	District	
	CPO Management	District		
	Business Model	Owner Operated Concession Contract		

5.4 Deployment Method

5.5 On-Street Residential

Three Rivers District Council will work closely with HCC, as the Highways Agency, to deploy on-street chargers using LEVI grant funding.

5.6 More detail can be found [here](#) (pages 71 to 79) which outlines HCC's approach to deployment of on-street chargers. The salient points have been summarised below.

5.7 The HCC Electric Vehicle Charging Strategy outlines the split of responsibility between HCC and Tier 2 councils:³³

5.8 Tier 2 councils will:

- Lead the implementation and ongoing management of on-street chargers.
- Appoint the CPO, through the HCC regional procurement approach.
- Manage the installation of the chargers by the CPO.
- Identify target locations for charger deployment.

³³ <https://www.hertfordshire.gov.uk/doc/roads/electric-vehicle-charging-strategy.pdf>

- Obtain charger asset information and register the charger with HCC.
- Manage charger repairs through the CPO (except for Category 1 emergency repairs).

5.9 HCC will:

- Set out the rules (guidelines) for charger installation.
- Help identify suitable locations for chargers (through EV mapping tool).
- Set out charger siting criteria.
- Validate identified locations against siting criteria.
- Sign off charger equipment as safe and operational.
- Provide technical support on aspects such as lighting column installation.
- Provide regional procurement approach and quality assure CPO's.
- Provide CPO service level agreements.
- Provide extended parking agency agreements.
- Manage Category 1 emergency repairs logged via the Highways Fault Reporting Service.
- Traffic Regulation Orders and public consultations.

5.10 Potential street locations will be shortlisted by the Tier 2 council. The street locations will depend on several factors including but not limited to:

- Areas of on-street residential parking.
- Future demand identified using a mapping tool developed by HCC.
- Accessibility of other publicly available chargers in nearby car parks.
- Proportion of homes without driveways or private off-street parking.
- Resident requests for chargers.
- Pavement characteristics (e.g., width, height, surface).
- Grid capacity constraints and physical site constraints (e.g. gradient).
- Commercial considerations.

5.11 The charger locations (on the shortlisted streets) will be identified using the siting guidance developed by HCC and summarised below:

- Target areas where there are obvious gaps in public charger provision, which cannot be addressed by off-street charging.
- Maintain minimum footway widths and required distances from existing on-street furniture (including other chargers).
- Sensitively integrated into the streetscape.
- Meets the latest accessibility standards and guidance.
- Implement appropriate parking and enforcement schemes (including exemptions) based on charger type, location, and parking pressures.
- Advice should be sought from planning authorities where required.
- Power supply must comply with siting criteria and the Code of Practice for Electric Vehicle Charging Installation.

5.12 The charger locations will be finalised in agreement with HCC, the local District Network Operator (to ensure no power capacity issues) and in consultation with local residents.

5.13 CPO's provide on-street electric vehicle chargers in various formats to help overcome the challenges of constrained on-street locations. These include but are not limited to free standing charger, lighting column charger, rising bollard chargers. The most appropriate charger format will be selected in consultation with the CPO and HCC. Please note that HCC do not currently permit the use of cable covers or recessed gullies for charging.

5.14 Town Centre Council Owned Car Park

In March 2024, TRDC secured OZEV funding to deploy chargers in council owned town centre car parks independently (not in partnership with HCC).

5.15 Fast chargers (2-6hr) are often most appropriate for town centre car parks, especially if close to residential homes. However, because the car parks in Three Rivers often have a mix of long-stay and short-stay parking bays our strategy is to deploy an appropriate mix of Fast chargers with Rapid chargers (40-60mins) where possible. The rapid chargers will be available for all but specifically aimed at short term visitors to our High Streets and will continue to encourage car park churn. This will provide the end-users with a range of charging durations to match the way they use the car parks.

5.16 The number and type of chargers deployed in each car park will depend on several factors including but not limited to:

- Future demand identified using a mapping tool developed by HCC.
- The number of available parking bays.
- The available grid capacity and proximity to a grid connection point.
- Guidance from the charge point operator on commercial feasibility.
- Eligibility for ORCS and/or LEVI grant funding.
- Parking restrictions enforcement considerations.
- Car park security and parking charges.
- Alignment to our strategic objectives (please see section 2.7)

5.17 Destination Council Owned Car Park

TRDC will deploy chargers to council owned car parks at destinations independently (not in partnership with HCC) using Community Infrastructure (CIL) funding.

5.18 The type of destination, and how long visitors typically spend at that destination, will influence the type of chargers to be deployed. Our strategy is to deploy an appropriate mix of Fast chargers (2-6hr) with Rapid chargers (40-60mins). This will provide the end-users with a range of charging durations to match the way they use the destination car parks.

5.19 The number and type of chargers deployed in each destination car park will depend on several factors including but not limited to:

- Future demand identified using a mapping tool developed by HCC.
- The number of available parking bays.
- The available grid capacity and proximity to a grid connection point.

- Guidance from the charge point operator on commercial feasibility.
- Eligibility for CIL funding.
- Parking restrictions enforcement considerations.
- Car park security and parking charges.
- Alignment to our strategic objectives (please see section 2.7)

5.20 Funding

For Local Authorities, funding to deploy chargers is typically provided, or sourced, from four sources as shown in Figure 8.

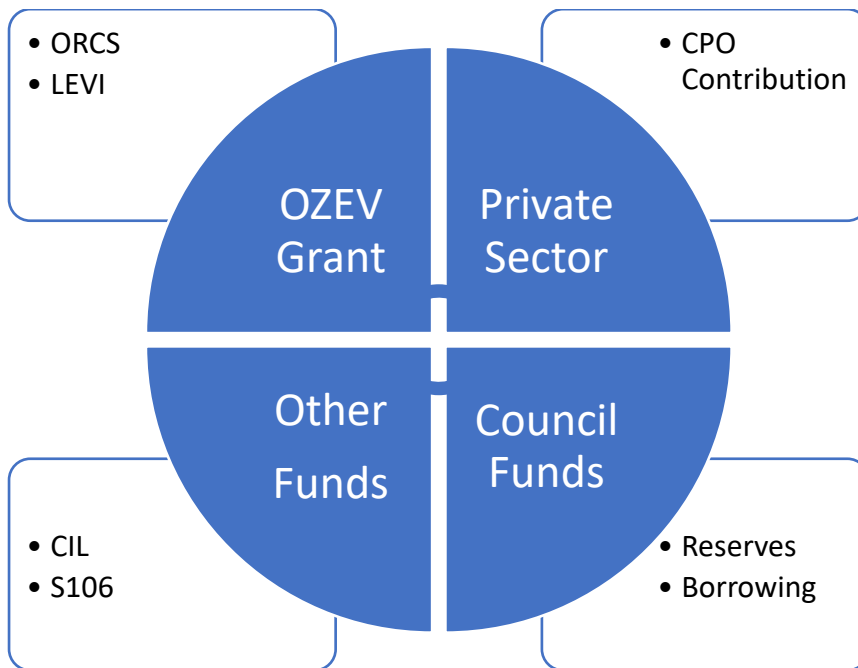


Figure 8

5.21 OZEV Grant Funding

The Office for Zero Emissions Vehicles (OZEV) provides grant funding to Local Authorities to support the deployment of electric vehicle chargers. Local Authorities can apply for grant funding directly, but increasingly the funding is provided to Tier 1 councils to disperse to Tier 2 councils in their region.

5.22 There are two main OZEV grant funding schemes, ORCS and LEVI. It is anticipated that LEVI funding will become the main source of OZEV grant funding.

5.23 The table below provides more details, it has been adapted from HCC's Electric Vehicle Charging Strategy (pg. 56-58).³⁴

Grant Type	Description	Regional Context
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³⁴ <https://www.hertfordshire.gov.uk/doc/roads/electric-vehicle-charging-strategy.pdf>

<p>On-Street Residential Chargepoint Scheme (ORCS)</p>	<p>Previously local authorities could apply for up to 60% of capital costs relating to the procurement and installation of chargepoints, up to a maximum of £7,500 per dual socket chargepoints, or £13,000 where electrical connection costs are exceptionally high. This has been the main source of funding drawn on by Districts and Boroughs to date to support chargepoint provision in their car parks (and in the case of Watford some on street installations). A further £15m is available to all UK local authorities in 23/24 to provide public chargepoints on and off street but now only 50% of the costs are covered, grants are capped at £7.5k per chargepoint with max grant of £200k per authority (which equates to 26 chargepoints).</p>	<p>To date , four out of our 10 districts and boroughs neighbours have taken advantage of ORCS funding. Across these applications, nearly £1 million has been secured in grant funding for Hertfordshire. Further applications have been submitted by four districts and boroughs with the potential of an additional £1.5m of funding being secured for EV chargepoints.</p> <p>TRDC secured ORCS funding in March 2024 to enable the delivery of chargepoints in town centre car park locations.</p>
<p>Local EV Infrastructure Fund (LEVI)</p>	<p>This fund was originally a competitive fund aimed at facilitating the rollout of innovative, larger scale chargepoint infrastructure projects. From 2023 the fund has been relaunched with allocation of money to tier 1 authorities to accelerate the roll out of charging infrastructure to support residents.</p>	<p>Hertfordshire County Council have been given an indicative allocation of £6,015,000 capital funding and a further £590,400 capability funding which will be available over the next two financial years (24/25 and 25/26).</p>

5.24 Other grants to support the deployment of electric vehicle chargers are available from other sources:

- Innovate UK: Innovate UK offers wide range of funding competitions, some of which can present opportunities to work with businesses to trial or pilot pioneering charger technologies or concepts.
- Defra Air Quality Grant: This scheme provides funding to eligible local authorities to help improve air quality in poor air quality zones. Some local authorities have won funding for chargers for taxis and private hire vehicles, for example. It is open for applications for a window each year, with details available on previous winners.
- District Network Operator: Specific funding opportunities can periodically arise through the DNOs (e.g., Western Power Distribution), such as the Green Recovery Scheme Call for Evidence in 2021.

5.25 Our strategy is to utilise OZEV grant funding wherever possible, if available and the charger location\type is eligible. We will monitor other electric vehicle grant funding opportunities and seek to secure funds if it aligns with our strategic approach.

5.26 Private Sector Funding

Increasingly, CPO's are willing to contribute capital funds to charger installation. The percentage contribution of the total cost can vary between 20% and 80%. The CPO's contribution is dependent on the forecasted commercial profitability of the charger and the contractual model between the council and CPO. More detail is provided in section 6.3.

5.27 Our strategy will be to negotiate the maximum CPO contribution possible.

5.28 Council Funds

Typically, council funds are used to supplement grant funds and CPO contributions, especially for commercially less attractive locations. Council funds are also typically used for ancillary works that support charger deployment e.g., bay painting, signage, lamppost moves, tree moves.

5.29 Identified annual budgets in the transport and parking team could be utilised to support any EV programme. We do not intend to use council reserves or borrowing.

5.30 Other Funds

Some councils seek to use Section 106 agreements to fund, or part fund, charger deployment.

5.31 In September 2022 a successful Community Infrastructure Levy (CIL) application for £460k was made to fund the deployment of electric vehicle chargers in Three Rivers.

5.32 Our strategy is to strategically utilise that CIL funding to deploy chargers in destination council owned car parks where securing OZEV grant funding is challenging (primarily due to parking restrictions). This will include “passive chargers” where the below ground charging infrastructure is installed without the above ground charging infrastructure. The above ground charging infrastructure can be added quickly and easily in the future. This will enable a larger and more comprehensive publicly available charger network.

5.33 CIL funding will also be used for enabling and ancillary works for all chargers deployed, regardless of their location:

- Enabling works (e.g. electricity grid connections) that can only be partially covered by government grants and CPO contributions across all locations.
- Ancillary works (e.g. signage, bay painting) that cannot be covered by government grants and CPO contributions across all locations.

5.34 Using CIL funding to supplement charger deployment where required (as per the points above) will help ensure a successful and speedy rollout of the charging infrastructure.

5.35 Operational Model

Various operational models have been assessed while developing our strategy. The table below identifies the different operational models and their advantages and disadvantages.³⁵

Operational Model	Advantages	Disadvantages
Own & Operate – deployment, operation and maintenance of chargers is paid for by the council (either through reserves, borrowing or grants). Costs are recouped through charging tariffs charged to end-user. Some aspects of their operation is outsourced to a CPO for a fixed annual fee.	<ul style="list-style-type: none"> • Maximum income for the council. • Full control over charger locations, types and number. • Full control over hardware and software choices. • Shorter contracts. • Simple procurement process. 	<ul style="list-style-type: none"> • Requires significant grant funding and matched funding from the council. • High risk in terms of liabilities, maintenance costs, upgrades. • Chargers more likely to become stranded assets. • Risk that revenues (linked to charger utilisation rates) do not cover the costs.
External Operator – the council funds the capital	<ul style="list-style-type: none"> • Council retains most of the revenue. 	<ul style="list-style-type: none"> • Requires significant grant funding and

³⁵ <https://www.hertfordshire.gov.uk/doc/roads/electric-vehicle-charging-strategy.pdf>

<p>investment with a CPO providing a back-office system in return for a revenue share.</p>	<ul style="list-style-type: none"> • Reduced liability for operating costs. • High degree of council control • Shorter contracts. 	<p>matched funding from the council.</p> <ul style="list-style-type: none"> • Relatively high risk in terms of ongoing liabilities and exposure to varying utilisation rates. • CPO has least incentive to repair faults.
<p>Owner Operated Concession Contract – Contracts typically last 15 years with a break-clause at year 10. The CPO owns the above ground charging infrastructure (the charger and a feeder pillar which hosts the electricity meter). The CPO maintain and repair the above ground charging infrastructure. The council lease the small parcels of council owned land under the chargers and feeder pillar. This enables the CPO to maintain and repair their infrastructure without requiring permission from the council. The CPO will install the chargers including managing any third parties (e.g., DNO for grid connections). The council will be responsible for ancillary works (e.g., bay painting).</p>	<ul style="list-style-type: none"> • The CPO will often contribute a significant share of the capital investment needed to deploy the chargers (often as matched funding against OZEV grants). • A profit share agreement can be put in place between CPO and council. • COP is incentivised and responsible for the maintenance and upgrade of the network. • Reduced risk to the council in terms of ongoing costs. • At the end of the contract the council will continue to own below ground infrastructure. The CPO will remove the above ground charger infrastructure. 	<ul style="list-style-type: none"> • Reduced income share compared to full ownership. • More complex procurement process. • Requires relatively larger number of locations so the CPO can balance commercial risk across the sites\chargers.
<p>Lease – all capital costs are borne by the CPO, with a long-term lease/licence over which the SPO can recover their costs.</p>	<ul style="list-style-type: none"> • Lowest risk for the local authority. • Rental agreements for park bays can provide guaranteed incomes. 	<ul style="list-style-type: none"> • Lowest potential income. • Least control over charger locations, type and number.

	<ul style="list-style-type: none"> • CPO incentivised to provide good end user experience, maintain and upgrade chargers. 	<ul style="list-style-type: none"> • Likely to involve long agreement periods and exclusivity agreements. • Council are unlikely to retain ownership of the grid connection point.
--	--	--

5.36 Increasingly, owner operated concession agreements are regarded by councils as the preferred operational model. Our district and borough neighbours have entered into owner-operated concession agreements with CPO's.

5.37 Our strategy is to enter owner-operated concession contract for all chargers, regardless of location. If an owner-operated concession contract cannot be agreed, we will seek to enter into an external operator contract.

6 Action plan (2024 to 2027)

The table below sets out the high-level actions to be taken by TRDC in the next three years.

Aspect	Charger Location	Action	Status	Timeline	Owner
Funding	Town Centre Car Parks	Secure OZEV funding to enable delivery of charge points.	Completed. ORCS funding successfully secured.	2024	TRDC
Feasibility Testing & Cost Forecast	Destination Car Parks	CPO to survey locations to identify feasibility, cost, and scheme design.	In Progress	2024	TRDC
Appoint Charge Point Operator	Town Centre & Destination Car Parks	Appoint CPO who will install, maintain, and operate charge points.	In Progress	2024	TRDC
Appoint Charge Point Operator	On-Street Residential Parking	Appoint CPO who will install, maintain, and operate charge points.	In Progress	2024/25	HCC
Identify Target Locations	On-Street Residential Parking	Identify potential locations for further study.	In Progress	2024	TRDC & HCC
Charge point installation	Town Centre & Destination Car Parks	Install charge points.	Not Started	2024	TRDC & CPO
Charge point installation	On-Street Residential Parking	Install charge points.	Not Started	2025/26	HCC
Marketing & Communications	All Locations	Raise awareness of availability of charge points to residents and visitors.	Not Started	2024/25/26	TRDC

Appendix I Abbreviations

CIL	Community Infrastructure Levy
CO2	Carbon Dioxide
CPO	Charge Point Operator
DfT	Department for Transport
EV	Electric Vehicle(s)
EVCP	Electric Vehicle Charge Point
GHG	Greenhouse Gas
HCC	Hertfordshire County Council
kW	Kilowatt
LEVI	Low Emissions Vehicle Infrastructure
NEVIS	National EV Insight & Strategy tool
ORCS	On-Street Residential Chargepoint Scheme
OZEV	Office for Zero Emissions Vehicles
PAS	Publicly Available Specification
S106	Section 106
tCO2	Tons of Carbon Dioxide
TRDC	Three Rivers District Council

TRDC Climate and Sustainability Impact Ass

Score / Colour Code
Dark green (4)
Light green (3)
Yellow (2)
Red (1)
Grey (0)

Guidance for Use:

Please answer all questions from the drop-down options in the 'Impact' column (C), including 'Not applicable' as needed.

Please email your completed copy of the form to CIL@threerivers.gov.uk

Key to the colour coding of answers can be found at the top of the page.

Homes, buildings, infrastructure, equipment and energy	
Question	
1	What effect will this project have on overall energy use (electricity or other fuels) e.g. in buildings, appliances or machinery?
2	What effect will this project have on the direct use of fossil fuels such as gas, petrol, diesel, oil?
3	Does this project further maximise the use of existing building space? <i>E.g. co-locating services; bringing under-used space into use; using buildings out-of-hours</i>
4	Will any new building constructed or refurbished be highly energy efficient in use? <i>E.g. high levels of insulation, low energy demand per sq. m., no servicing with fossil fuels such as gas heating, EPC "A" or BREAM "excellent"</i>
5	Does this make use of sustainable materials / inputs in your project? <i>E.g. re-used or recycled construction materials, timber in place of concrete</i>
6	Does this use more sustainable processes in the creation of the project? <i>E.g. modular and off-site construction; use of electrical plant instead of petrol/diesel</i>

7	Will this increase the supply of renewable energy? <i>e.g. installing solar panels; switching to a renewable energy tariff</i>
8	Do any appliances or electrical equipment to be used have high energy efficiency ratings?
	Average Score
Travel	
Question	
9	Reducing travel: what effect will this project have on overall vehicle use?
10	Will this project use petrol or diesel vehicles?
11	Will this project support people to use active or low-carbon transport? <i>E.g. cycling, walking, switching to electric transport</i>
12	Will this project be easily accessible for all by foot, bike, or public transport, including for disabled people?
13	Has the project taken steps to reduce traffic? <i>E.g. Using e-cargo bikes; timing activities or deliveries to be outside peak congestion times</i>
	Average Score
Goods and Consumption	
Question	
14	Has this project considered ways to re-use existing goods and materials to the greatest extent possible, before acquiring newly manufactured ones?
15	Does the project reduce reliance on buying newly manufactured goods? <i>E.g. repair and re-use; sharing and lending goods between services or people, leasing or product-as-a-service rather than ownership</i>
16	Does the project use products and resources that are re-used, recycled, or renewable?

17	Does the project enable others to make sustainable choices within their lifestyles, or engage people about this?
18	Does the project have a plan to reduce waste sent to landfill in manufacture?
19	Will the material(s) used on the project be able to be re-used, re-purposed, or recycled at end of its life?
20	Has the project taken steps to ensure any food offered or consumed is more sustainable? <i>E.g. less and high-quality (high welfare) meat and dairy, minimise food waste, seasonal and locally sourced produce.</i>
	Average Score

Ecology

Question

21	What effect does this project have on total area of non-amenity green/blue space? (Amenity green space = playing fields, play areas, sporting lakes etc. Non-amenity= e.g. woodland, grassland, wetland, gardens, lakes, rivers, ponds etc.)
22	Does the project create more habitat for nature? <i>E.g. planting native plants, trees, and flowers, creation of ponds or wetlands, provision of bird or bat boxes, installation of log piles or insect hotels</i>
23	Does the project make changes to existing habitats or have a negative impact on biodiversity? <i>E.g. use of pesticides, reduced extent and variety of plants, planting non-native species, light pollution, noise pollution, water pollution, disturbance to habitat, soil erosion, fragmentation of habitat</i>
24	Does the project help people understand the value of biodiversity, and encourage residents to support it in their private and community spaces?
	Average Score

Adaptation

Question

25	Does any planned project, construction or building include measures to conserve water? <i>E.g. low-flow taps and showerheads, water-efficient devices</i>
26	Does the project consider how to protect people from the effects of extreme weather? <i>E.g. including shading to prevent overheating</i>

27	Has any planned building work or infrastructure on the project considered how to mitigate flood risk? <i>E.g. implementing Sustainable Drainage Systems (SuDS), de-paving areas, installing green roofs</i>
28	Does any planned building work or infrastructure on the project increase the total surface area covered by hard surfacing (as opposed to green or permeable surfacing)?
29	Has the project considered its own resilience to extreme heat, flooding, or drought resulting from climate change?
Average Score	

Engagement and Influence

Question

30 Does this project raise awareness and understanding of the climate and ecological emergency, and the steps that people can take to mitigate and adapt to these?

Average Score

Total Overall Average Score

Now the assesment is complete, please include a copy of the completed submit a copy of the form by email to Joanna.Hew

Climate and Sustainability Impact Assessment Summary
Homes, buildings, infrastructure, equipment and energy
Travel
Goods and Consumption
Ecology
Adaptation
Engagement and Influence
Total Overall Average Score

Assessment

Impact and Recommendation

- Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.
- Some positive impact for sustainability. Recommendation to further enhance this aspect.
- Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.
- Considerable inconsistency with the council's sustainability objectives. Score of -1.**
- Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.

Name of project/policy/procurement and date:	
Brief description (1-2 sentences):	

Impact (select from list)	Score (-1 to 4)
Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2
Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2
Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2

Some positive impact for sustainability. Recommendation to further enhance this aspect where possible and proceed.	3
Some positive impact for sustainability. Recommendation to further enhance this aspect where possible and proceed.	3
	2.86

Impact	Score (0-4)
Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2
Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
	3.50

Impact	Score (0-4)
Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4

Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2
Some positive impact for sustainability. Recommendation to further enhance this aspect where possible and proceed.	3
Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
	3.25

Impact	Score (0-4)
Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
	4

Impact	Score (0-4)
Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0

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Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2
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Impact	Score (0-4)
Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
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assessment as part of your CIL application, and
mitson@threerivers.gov.uk

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these aspects and find mitigations where possible.
strong recommendation to review these aspects and find mitigations.
achieved in this area, but otherwise proceed.

ELECTRIC VEHICLE STRATEGY
A Three Rivers District Council document outlining an electric vehicle charging strategy for council owned car parks and on-street residential parking.

Justification or mitigation	Impact (select from list)	Revised Score (1-4)
Explore opportunities to pair with community energy projects in particular car park solar arrays, where possible opt for a renewable energy provider/tarriff	Some positive impact for sustainability. Recommendation to further enhance this aspect where	3
This strategy is essential to the council's contribution to transitioning the transport industry to zero emission vehicles	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
Increases the utilisation of exisiting council land/ carparks	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
No direct changes to buildings	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
embedded carbon of installation. Priorisation has been given to sites which require lower DNO altercations. Charging Point Operator to provide 'green' credentials of materials	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
constructed off site ready for install to the 'passive' charging infrastructure. Operator/ installer to share details of estimated carbon impact of installation of passive and above	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0

energy generation but does support the transition to a renewable energy transport infrastructure. Explore opportunities to pair with community energy projects in particular	Some positive impact for sustainability. Recommendation to further enhance this aspect where possible and proceed.	3
Charging Point Operator to share details on energy efficiency/ charging losses of the proposed charging points.	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
		3.60

Justification or mitigation	Impact (select from list)	Revised Score (0-4)
Whilst this strategy will not reduce vehicle use, it supports the transition to more sustainable, zero emission vehicles.	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
As part of the installation and maintenance of charging points it likely that ICE vehicles will be used. Explore opportunities to mitigate this with EVCP provider.	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
Whilst this strategy will not reduce vehicle use, it supports the transition to more sustainable, zero emission vehicles.	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
All charging points will be compliant with accessibility standards detailed in PAS 1899:2022	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
		4.00

Justification or mitigation	Impact (select from list)	Revised Score (0-4)
	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this	0
Further plans for a wider scope strategy to also cover car sharing schemes is planned and referenced in this strategy.	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
Transitions transport away from fossil fuels to the electric grid which is able to become renewable.	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4

Enables and encourages the uptake of zero emission vehicles through the provision of charging infrastructure and reliable information on the transition to EVs	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
Establish waste management process with EVCP provider/ installer	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this	0
EVCPs are designed for longevity and have repairability considered as part of construction design. EV's generally have less wear and tear parts than ICE vehicles and	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this	0
		4.00

Justification or mitigation	Impact (select from list)	Revised Score (0-4)
	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this	0
	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
Placement of the carparks at green spaces encourages the use of these community spaces.	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
		4

Justification or mitigation	Impact (select from list)	Revised Score (0-4)
	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this	0
	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this	0

	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this	0
EVCPs will be built on existing hard standing areas.	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this	0
Explore need and opportunities to improve drainage and flood resistance at carpark locations currently or likely to be susceptible to flooding.	Some positive impact for sustainability. Recommendation to further enhance this aspect where	3
		3.00

Justification or mitigation	Impact (select from list)	Revised Score (0-4)
This Strategy is a pivotal part of the councils Climate Change and Sustainability Strategy in promoting more sustainable transport in the district. The growing availability of EVCPs, information provision and other associated projects will support public opinion on the viability of electric vehicles.	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
		4
		3.8



a public charging network covering

Ways to optimise sustainability and work towards net-zero carbon:

- Insulate buildings to a high standard.
- Include energy efficiency measures when carrying out refurbishment to deliver improvement.
- Replace gas boilers with renewable heating, such as heat pumps. Consider District Heat Networks where appropriate.
- Construct new buildings to Passivhaus standard.
- Design and deliver buildings and infrastructure with lower-carbon materials, such as recycled steel frames.
- Use construction methods that reduce overall energy use, such as modular, factory-built components and electrical plant on-site.
- Install solar panels or other renewable energy generation, and consider including battery storage.
- Switch to a certified renewable energy provider e.g. utilise power purchase agreements (PPAs).
- Use energy-efficient appliances.
- Install low-energy (LED) lighting.
- Install measures to help manage building energy demand, such as smart meters, timers and energy management systems.

Ways to optimise sustainability and work towards net-zero carbon:

- Reduce the need to travel e.g. through remote meetings, or rationalising routes and rounds.
- Share vehicles or substitute different modes of travel, rather than procuring new fleet.
- Specify electric, hybrid, or most fuel efficient vehicles for new fleet or for services involving t
- Support users and staff to walk, cycle, or use public transport e.g. with cycle parking, trainin
- Use zero-emission deliveries
- Model and mitigate the project's effect on traffic and congestion e.g. re-timing the service or

Ways to optimise sustainability and work towards net-zero carbon:

- Procure goods through sharing, leasing, or product-as-a-service models rather than owners
- Use pre-owned and reconditioned goods, and reduce reliance on procuring new goods.
- Use recycled materials, and procure items that can be reconditioned or recycled at end-of-li
- Use lifecycle costing in business cases to capture the full cost of operation, repair and dispc
- Ensure meat and dairy is high-quality, high-welfare, if procured or consumed.
- Choose seasonal and locally sourced produce, and plant-rich meals.
- Design waste, including food waste, out of business models e.g. separating (and compostin
- replacing single-use items with reusable items.
- Use contact points with residents, community groups and businesses to engage and enable waste, low-carbon behaviours.

Ways to optimise sustainability and work towards net-zero carbon:

- Avoid converting green space to hard surfacing.
- Use underutilised space for planting, such as green roofs and walls.
- Plant native plants and perennials, rather than non-native ornamental species, to encourage
- Reduce trimming of grass and hedges, and avoid use of synthetic pesticides.
- Provide space for animals e.g. long grass areas, bird boxes, bat boxes, 'insect hotels', ponds and passages, log piles
- Consider the ecological impacts from manufacture and use of procured goods, e.g. water consumption; land use change for farming; pesticide use; organic/regenerative farming methods

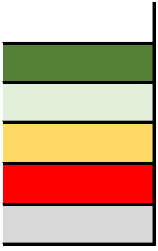
Ways to optimise sustainability and work towards net-zero carbon:

- Install water-saving devices in taps, showers and toilets
- Re-use grey water in new developments
- Capture and re-use rainwater where possible e.g. water butts for use in car washing, watering
- Ensure all new building or refurbishment (especially of homes) models and mitigates future adequate ventilation and shading
- Avoid increasing areas of hard surfacing.
- Convert hard surfacing to green and permeable surfacing where possible, and install Sustainable Drainage Systems (SuDS).

- Plant drought-tolerant plants and mulch landscapes to avoid water loss through evaporation

Ways to optimise sustainability and work towards net-zero carbon:

- 'Make every contact count' by using contact points with residents, businesses and community to increase understanding of the climate and ecological emergencies.



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Planters, hedgehog hides

Water pollution; water
resources

Planting garden, toilets
overheating risk, with

Water Infiltration Drainage

1.

ity groups to promote

Short Equality Impact and Outcome Assessment (EIA)

EIAs make services better for everyone and support value for money by getting services right first time.

EIAs enable us to consider all the information about a service, policy or strategy from an equalities perspective and then action plan to get the best outcomes for staff and service-users¹. They analyse how all our work as a council might impact differently on different groups²

They help us make good decisions and evidence how we have reached these decisions.³

See end notes for full guidance. For further support or advice please contact the Community Partnerships Team

Equality Impact and Outcomes Assessment (EIA) Template

First, consider whether you need to complete an EIA, or if there is another way to evidence assessment of impacts, or that an EIA is not needed⁴

Title ⁵	EV Charging Strategy	ID No ⁶	RS002
Team/Service ⁷	Transport and Parking Projects		
Focus of EIA ⁸	Officers have been exploring opportunities to install Electric Vehicle Charge Points (EVCP) in council owned car parks using external government grants and/or Community Infrastructure Levy (CIL) funding. Alongside this process a draft EV charging Strategy has been developed. The Strategy sets out how the Council will roll-out a public electric vehicle charging network across council owned car parks and on-street residential parking in the district over the next 10 years (with an accompanying 3 year action plan). The outcome for the Council and the District is to make substantive reductions in carbon emissions which will help improve air quality in the District and contribute towards a core objective of the new Corporate Framework which is to achieve carbon net zero and be climate resilient.		
Assessment of overall impacts and any further recommendations ⁹			
The aim of this Strategy is to maximise equality and inclusion, which is a co-benefit for tackling emissions because everyone, no matter what their protected characteristic maybe, is critical in tackling the climate emergency. In addition TRDC want to provide electric charging infrastructure, initially in car parks, to support residents and encourage shoppers and other visitors to local facilities and businesses.			
The total number of Ultra Low Emissions Vehicles (ULEVs) and Plug In Vehicles (PiVs) in Hertfordshire at the end of Q3 2022 was 4,261 according to Government data			

Hertfordshire County Council forecasting estimates that by 2030 there will be 240,800 electric vehicles registered in Hertfordshire. It is estimated that this would generate the need for 6,800 publicly available charging sockets (or just over 3,000 charge points assuming a double socket arrangement) which is a six-fold increase.

¹ <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

² <https://www.hertfordshire.gov.uk/doc/roads/ev-strategy-summary.pdf>

Impact of the Strategy on the following protected characteristics:

- Age – Positive and Negative. Evidence: People who are more dependent on a car due to age factors will need to be able to access electric vehicle charging points. However, ability to access EV chargers maybe challenging to some (strength and dexterity) (elderly and those with a disability) if charging infrastructure is heavy/difficult to insert into the sockets or the technology is difficult to use.
- Disability – Positive and Negative. Evidence: People who are dependent on the car due to a disability will need to be able to access electric vehicle charging points. See above.
- Gender reassignment - Neutral - not a factor in adoption and delivery of the Strategy
- Marriage or civil partnership (in employment only) - not a factor in adoption and delivery of the Strategy
- Pregnancy and maternity - not a factor in adoption and delivery of the Strategy albeit similar consideration to age/disability regarding use of infrastructure if heavy/challenging to connect.
- Race - not a factor in adoption and delivery Strategy
- Religion or belief - not a factor in adoption and delivery of the Strategy
- Sex - not a factor in adoption and delivery of the Strategy
- Sexual orientation - not a factor in adoption and delivery of the Strategy

Potential Issues

- Accessibility - since the delivery of EV charging points involves assets being added to the street scene, ensuring accessibility is key. The British Standards Institute launched the PAS 1899:2022 in October 2022 which has sought to make recommendations of how accessible public electric vehicle charging points should be delivered.

Mitigating Actions

- These are recommendations and are not yet mandatory but where possible provide a basis for how to deliver charging points in an accessible way. We should consider these recommendations as part of the EV Charging proposals and within future procurement of EV charging points. Design out trip hazards.
- Charge point design and placement (e.g. bay layout) compliance to PAS 1899:22 will be set out in the procurement criteria when appointing a Charge Point Operator.

<ul style="list-style-type: none"> • Disability – the provision of disabled bays which also provide access to charging infrastructure. • Technology - The scheme is a digital service and accessed via smart phone. We know that older people are less likely to have a smartphone than the population as a whole and, overall, are less likely to be digitally enabled/confident. • The service is cashless and debited to the passenger’s card/bank account via the App only. Around 1.5 million people in the UK do not have bank accounts. Impacting on residents with lower incomes. • Cost – Low-income residents ability to pay for both parking and charging. 	<ul style="list-style-type: none"> • On-street EV charging points will be installed following the Hertfordshire County Council siting criteria which sets out a range of guidelines to ensure accessibility and safety. • Disabled bays with EV charging provision will be deployed wherever feasible and practicable. EV parking bays will be laid out as per PAS 1899:22. • Increasingly, contactless payment is available, but is dependent on the Charge Point Operator and if they offer that charge point functionality. Contactless payment functionality will be considered in the procurement process when appointing a Charge Point Operator. • Work closely with Strategy and Partnerships team to signpost people to digital literacy courses, and award data if required following allocation through Good Things Foundation. • The price of charging is set by the Charge Point Operator. However, regional price benchmarking will be included in the charge point specification and will require the Charge Point Operator to prove their prices are aligned to other providers in the region.
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Actions Planned ¹⁰

The introduction of EV charging infrastructure in the Council owned car parks is a core component to enable the council to achieve net zero. All electric vehicle owners will be able to access charge points, with positive benefits for those who are reliant on using a car rather than other means of transport due to factors such as age or disability.

In delivery of the project and in awarding an external contract for the delivery of any EV proposals consideration will be given to the potential issues and mitigating actions detailed above.

EIA sign-off: (for the EIA to be final an email must sent from the relevant people agreeing it or this section must be signed)

Equality Impact Assessment officer: Kimberley Rowley **Date:**

Equalities Lead Officer: Shivani Dave **Date:**

Guidance end-notes

¹ The following principles, drawn from case law, explain what we must do to fulfil our duties under the Equality Act:

- Knowledge: everyone working for the council must be aware of our equality duties and apply them appropriately in their work.
- Timeliness: the duty applies at the time of considering policy options and/or before a final decision is taken – not afterwards.
- Real Consideration: the duty must be an integral and rigorous part of your decision-making and influence the process. • Sufficient Information: you must assess what information you have and what is needed to give proper consideration.
- No delegation: the council is responsible for ensuring that any contracted services which provide services on our behalf can comply with the duty, are required in contracts to comply with it, and do comply in practice. It is a duty that cannot be delegated.
- Review: the equality duty is a continuing duty. It applies when a policy is developed/agreed, and when it is implemented/reviewed.
- Proper Record Keeping: to show that we have fulfilled our duties we must keep records of the process and the impacts identified.

NB: Filling out this EIA in itself does not meet the requirements of the equality duty. All the requirements above must be fulfilled or the EIA (and any decision based on it) may be open to challenge. Properly used, an EIA can be a tool to help us comply with our equality duty and as a record that to demonstrate that we have done so.

² **Our duties in the Equality Act 2010**

As a council, we have a legal duty (under the Equality Act 2010) to show that we have identified and considered the impact and potential impact of our activities on all people with 'protected characteristics' (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage and civil partnership).

This applies to policies, services (including commissioned services), and our employees. The level of detail of this consideration will depend on what you are assessing, who it might affect, those groups' vulnerability, and how serious any potential impacts might be. We use this EIA template to complete this process and evidence our consideration

The following are the duties in the Act. You must give 'due regard' (pay conscious attention) to the need to:

- avoid, reduce or minimise negative impact (if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately).
- promote equality of opportunity. This means the need to: – Remove or minimise disadvantages suffered by equality groups – Take steps to meet the needs of equality groups – Encourage equality groups to participate in public life or any other activity where participation is disproportionately low – Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary
- foster good relations between people who share a protected characteristic and those who do not. This means: – Tackle prejudice – Promote understanding

³ EIAs are always proportionate to:

- The size of the service or scope of the policy/strategy
- The resources involved
- The numbers of people affected
- The size of the likely impact
- The vulnerability of the people affected

The greater the potential adverse impact of the proposed policy on a protected group (e.g. disabled people), the more vulnerable the group in the context being considered, the more thorough and demanding the process required by the Act will be.

⁴ When to complete an EIA:

- When planning or developing a new service, policy or strategy

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- When reviewing an existing service, policy or strategy
 - When ending or substantially changing a service, policy or strategy
 - When there is an important change in the service, policy or strategy, or in the city (eg: a change in population), or at a national level (eg: a change of legislation)

Assessment of equality impact can be evidenced as part of the process of reviewing or needs assessment or strategy development or consultation or planning. It does not have to be on this template, but must be documented. Wherever possible, build the EIA into your usual planning/review processes.

Do you need to complete an EIA? Consider:

- Is the policy, decision or service likely to be relevant to any people because of their protected characteristics?
- How many people is it likely to affect?
- How significant are its impacts?
- Does it relate to an area where there are known inequalities?

How vulnerable are the people (potentially) affected? If there are potential impacts on people but you decide not to complete an EIA it is usually sensible to document why.

⁵ **Title of EIA:** This should clearly explain what service / policy / strategy / change you are assessing

⁶ **ID no:** The unique reference for this EIA. This will be added by Community Partnerships

⁷ **Team/Service:** Main team responsible for the policy, practice, service or function being assessed

⁸ **Focus of EIA:** A member of the public should have a good understanding of the policy or service and any proposals after reading this section. Please use plain English and write any acronyms in full first time - eg: 'Equality Impact Assessment (EIA)'

This section should explain what you are assessing:

- What are the main aims or purpose of the policy, practice, service or function?
- Who implements, carries out or delivers the policy, practice, service or function? Please state where this is more than one person/team/body and where other organisations deliver under procurement or partnership arrangements.

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- How does it fit with other services?
 - Who is affected by the policy, practice, service or function, or by how it is delivered? Who are the external and internal serviceusers, groups, or communities?
 - What outcomes do you want to achieve, why and for whom? Eg: what do you want to provide, what changes or improvements, and what should the benefits be? • What do existing or previous inspections of the policy, practice, service or function tell you?
 - What is the reason for the proposal or change (financial, service, legal etc)? The Act requires us to make these clear.

⁹ **Assessment of overall impacts and any further recommendations**

- Make a frank and realistic assessment of the overall extent to which the negative impacts can be reduced or avoided by the mitigating measures. Explain what positive impacts will result from the actions and how you can make the most of these.
- Countervailing considerations: These may include the reasons behind the formulation of the policy, the benefits it is expected to deliver, budget reductions, the need to avert a graver crisis by introducing a policy now and not later, and so on. The weight of these factors in favour of implementing the policy must then be measured against the weight of any evidence as to the potential negative equality impacts of the policy,
- Are there any further recommendations? Is further engagement needed? Is more research or monitoring needed? Does there need to be a change in the proposal itself?

¹⁰ **Action Planning:** The Equality Duty is an ongoing duty: policies must be kept under review, continuing to give 'due regard' to the duty. If an assessment of a broad proposal leads to more specific proposals, then further equality assessment and consultation are needed.

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GENERAL PUBLIC SERVICES, COMMUNITY SAFETY & INFRASTRUCTURE COMMITTEE

WORK PROGRAMME

No.	Item to be considered	Date of Next Meeting	Purpose of the Report	How the work will be done	Responsible Officer	Outcome Expected
Regulatory Services						
1.	TR Cycling and Walking Strategy – report following public consultation	To be confirmed	To receive a report following the public consultation Strategy to be prepared in partnership with HCC and WBC	Written report	Head of Regulatory Services	To consider any recommendations <i>To be re-scheduled at a later date. Awaiting further information from HCC.</i>
2.	Anti-Social Behaviour	15 October 2024		Written report	Head of Strategy & Partnerships	
3.	Proposal for a TRO to allow parking to be implemented – School Mead, Abbots Langley	15 October 2024		Written report	Head of Regulatory Services	
4.	EV Strategy	15 October 2024	To receive a report following consultation on the draft EV Strategy	Written report	Head of Regulatory Services	To consider any recommendations prior to report to P&R Committee

GENERAL PUBLIC SERVICES, COMMUNITY SAFETY & INFRASTRUCTURE COMMITTEE

WORK PROGRAMME

No.	Item to be considered	Date of Next Meeting	Purpose of the Report	How the work will be done	Responsible Officer	Outcome Expected
4.	Parking Management Policies	14 January 2025	To receive the parking infrastructure plan (including a policy review on the provision of advisory Disabled Persons' Parking Bays)	Written report	Head of Regulatory Services	To consider any recommendations
5.	Parking Management Programme Update	14 January 2025	It was agreed that this would be provided on a two yearly update.	Written Report	Head of Regulatory Services	To consider any recommendations.
6.	Update on Watford to Croxley Rail Link	Date to be confirmed			Head of Regulatory Services	

Planning Policy and Conservation

GENERAL PUBLIC SERVICES, COMMUNITY SAFETY & INFRASTRUCTURE COMMITTEE

WORK PROGRAMME

No.	Item to be considered	Date of Next Meeting	Purpose of the Report	How the work will be done	Responsible Officer	Outcome Expected
1.	Rickmansworth Town Centre Conservation Area Appraisal	15 October 2024		Written report	Head of Planning Policy and Conservation	
Strategy and Partnerships						
1.	Anti-Social Behaviour Policy and Report	15 October 2024	To agree the Anti-social behaviour policy	Written report	Head of Strategy & Partnerships	To recommend to Policy and Resources
2.	Draft Service Plans Planning Policy and Conservation (for all areas apart from Local Plan) Regulatory Services (all development management and parking) Strategy and Partnerships (except Health) Waste and Environmental Protection	15 October 2024	To comment on the draft service plans	Written report	Head of Strategy & Partnerships	To provide feedback on the service plans.

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