

# **GENERAL PUBLIC SERVICES, COMMUNITY SAFETY & INFRASTRUCTURE COMMITTEE**

## **NOTICE AND AGENDA**

For a meeting to be held on Tuesday, 14 January 2025 at 7.30 pm in the Penn Chamber, Three Rivers House, Rickmansworth.

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

Councillors:

Sarah Nelmes (Co-Chair)  
Louise Price (Co-Chair)  
Andrew Scarth (Co-Chair)  
Christopher Alley  
Oliver Cooper

Lisa Hudson  
Joan King  
Kevin Raeburn  
Narinder Sian

*Joanne Wagstaffe, Chief Executive  
Monday, 6 January 2025*

The Council welcomes contributions from members of the public on agenda items at General Public Services, Community Safety & Infrastructure Committee 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 may be livestreamed and 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 meeting of the General Public Services, Community Safety & Infrastructure Committee held on 15 October 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. To Receive a Petition Under Council Procedure Rule 18**

The Committee is asked to receive a petition which requests a review of the issue of parked cars at the top of Kindersley Way and the top northern side of Gallows Hill Lane to manage parking demands in the area. The petition has been signed by 41 residents.

“We, the undersigned, petition Three Rivers District Council to review the issue of parked cars at the top of Kindersley Way and the top northern side of Gallows Hill Lane to manage parking demands in the area. The issue of cars parking in this area arose when new parking charges were introduced in the Manor House Gardens Car Park which incentivized vehicle owners to find parking on nearby residential roads. This resulted in access issues for residents at the top of Gallows Hill Lane. It has also created visibility issues at the top of Kindersley Way and reduced the flow of vehicle movements. In particular, residents request a stretch of double yellow lines between the top of Kindersley Way and 108 Kindersley Way to create a passing place for vehicles.”

**6. Parking Management Programme**

(Pages 11 - 20)

The District Council as the statutory Local Parking Authority (and as agent to the local Highway Authority, Hertfordshire County Council) manages the provision of on- and off-street parking in the Three Rivers District through the Parking Management Programme.

Three Rivers District Council has a specific role in creating parking schemes which help manage parking demand. Hertfordshire County Council is responsible for maintaining and managing public roads as the local Highway Authority and is responsible for parking schemes to address road danger and traffic flow.

This report reviews the success of the programme and proposes additions to the programme for the financial years 2025/26.

#### Recommendation

That:

- i) Members note the report and approve the proposed additions, as detailed in 4.7 of this report, to the Parking Management Programme;
- ii) Officers continue to develop the Parking Management Programme as outlined in this report for 24 months before bringing the next report in 2027, unless an interim report is required as outlined in 4.5;
- iii) Once the programme has been set it shall be adhered to as the current Parking Management Programme, with any significant additions being limited to exceptions to the prioritisation procedure requested by the Lead Member, to be delegated to the Director of Finance;
- iv) The programme will be progressed in line with all relevant current practice, policy and standards; and that decisions on scheme details and programme, including the consideration of objections to Traffic Regulation Orders developed through this programme of works and to any items remaining from earlier programmes of works, be delegated to the Director of Finance in consultation with the Lead Member and relevant Ward Councillors.

#### **7. Electric Vehicle Charging Strategy - Public Consultation Feedback** (Pages 21 - 88)

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. The 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.

This report provides an update on the development of the Electric Vehicle Charging Strategy including the key findings from the public consultation on the draft Strategy and proposes a final Strategy for adoption.

#### Recommendation

That:

- i) Members agree the Electric Vehicle Charging Strategy for adoption; and
- ii) Members agree that the Strategy is progressed to Policy and Resources Committee and Full Council for final adoption.

**8. Animal Welfare – Fixed Penalty Notices**

(Pages 89 - 92)

This report updates Members on the new powers conveyed by The Animals (Penalty Notices) (England) Regulations 2023 and the accompanying Statutory Guidance which officers must consider when using these powers and seeks authority from Members to consider and as appropriate make use of fixed penalty notices.

Recommendation

That:

- i) the Committee agrees delegation to officers to consider and, as appropriate, make use of, fixed penalty notices when determining the appropriate level of enforcement action to be taken against any person/body corporate whom they are satisfied has committed a relevant offence as listed in the schedules of the Animals (Penalty Notices) Act 2022.

**9. Budget Management Report P6**

(Pages 93 - 106)

This report covers this Committees financial position over the medium term (2024 – 2027) as at Period 6 (end of September).

The Period 6 comprehensive Budget Management report has already been presented to the Policy & Resources Committee at its meeting on 11 November 2024 which sought approval to a change in the Council's 2024 - 2027 medium-term financial plan.

Recommendation

That:

- i) Members note and comment on the contents of the report.

**10. Work Programme**

(Pages 107 - 110)

To comment on the Committee's work programme

**11. Other Business - if approved under item 3 above**

**General Enquiries: Please contact the Committee Team at [committeeteam@threerivers.gov.uk](mailto:committeeteam@threerivers.gov.uk)**

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## **General Public Services, Community Safety & Infrastructure MINUTES**

**Of a meeting held in the Penn Chamber, Three Rivers House, Rickmansworth, on  
Tuesday, 15 October 2024 from 7.30 - 9.31 pm**

**Present:** Councillors Sarah Nelmes (Chair), Stephen Giles-Medhurst, Philip Hearn,  
Lisa Hudson, Kevin Raeburn, Ciaran Reed, Andrew Scarth (Co-Chair) and Narinder Sian

**Also in Attendance:**

Councillor Rue Grewal

**Officers in Attendance:**

Emma Lund, Senior Committee Officer  
Tom Rankin, Principal Sustainable Travel Planner and Transport Officer  
Kimberley Rowley, Head of Regulatory Services  
Alison Scott, Director of Finance  
Emma Sheridan, Associate Director for Environment  
Kimberley Utley, Anti-Social Behaviour Officer  
Michelle Wright, Community Safety and Safeguarding Manager  
Rebecca Young, Head of Community Partnerships

**External in Attendance**

Peta Mettam, CEO of Citizens' Advice Service Three Rivers (CASTR)

### **8 APOLOGIES FOR ABSENCE**

Apologies were received from Councillors Cooper, Price, Alley and King.

The substitutes were Councillor Reed for Councillor Cooper, Councillor Giles-Medhurst for Councillor Price, and Councillor Hearn for Councillor Alley.

### **9 MINUTES**

RESOLVED: That the minutes of the General Public Services, Community Safety and Infrastructure Committee held on 23 July 2024 be confirmed as a correct record subject to the following minor amendment:

Minute 4 (Declarations of Interest) to read:

*Councillors Giles-Medhurst, Raeburn, Scarth and Nelmes declared a non-pecuniary interest in agenda item 6 by virtue of owning, or having the use of, an electric vehicle.*

### **10 DECLARATIONS OF INTEREST**

There were no declarations of interest.

## **11 NOTICE OF OTHER BUSINESS**

An item of business to seek approval for a public consultation on a proposed 3-year extension of the Public Spaces Protection Order (PSPO) was accepted by the Chair under Council Procedure Rule 30 on the grounds that it was in the interest of members of the public for the consultation to be able to proceed in a timely way.

## **12 PUBLIC SPACES PROTECTION ORDER (PSPO) PERMISSION TO CONSULT**

The Associate Director for Environment presented the report.

In response to questions it was confirmed that a map would be included as part of the consultation which would indicate the areas to be covered by the Public Spaces Protection Order (PSPO). If strong indication was received during the consultation that a wider area should be covered, this would be included in the recommendations to be brought back to the Committee at a later date for a decision. It was also confirmed that site notices would be displayed as part of the consultation, and clarification was given that 'land adjacent to the highway' was generally taken to mean footpaths.

RESOLVED:

- i. That approval is given for a public consultation to extend the current PSPO (with variations as outlined in the report) relating to dog control for a further 3 years.
- ii. That the results of the public consultation be collated and presented to the Committee in January 2025 for a decision.

## **13 ANNUAL CASTR UPDATE**

The Chair welcomed Peta Mettam, CEO of Citizens Advice Three Rivers (CASTR) to the meeting. Peta Mettam presented the CASTR annual update.

Areas covered during the presentation included the services provided by CASTR and the number of clients assisted; the financial value to the community; the other value provided (for example by promoting inclusion and providing advice across a wide range of areas); individual case studies; means of access; the benefits of volunteering; feedback from clients; the impact of CASTR; and research and campaign work and national campaign successes.

The Chair commended CASTR for their valuable services and thanked Peta for her presentation.

RESOLVED: To note the annual report of Citizens Advice Three Rivers.

## **14 BUDGET MANAGEMENT REPORT P3**

The Head of Finance presented the budget monitoring report for period 3, which had previously been presented to the Policy and Resources Committee.

The Committee noted the key change on the revenue side relating to a reduction in recycling income. On the capital programme the key changes related to adding in CIL and grant monies.

RESOLVED:

- i. To note the report.

## **15 ANTI SOCIAL BEHAVIOUR POLICY**

The Community Safety and Safeguarding Manager presented the report.

In response to a question it was noted that the increase in animal nuisance relating to dogs largely arose from dogs which were left on their own for long periods of time and therefore caused a nuisance by barking, although there were also occasional cases of dogs being mistreated. There was close co-operative working between the Council and housing providers in relation to instances of animal nuisance.

In response to a question about the process for Anti-Social Behaviour (ASB) case reviews and whether the threshold of 3 complaints in the last 6 months was appropriate, it was noted that there had only been 2 ASB case reviews in the last 6 months. Cases where a review was sought were discussed with partner agencies and at the Anti-Social Behaviour Action Group which collectively took the decision as to whether the threshold for a case review had been met.

RESOLVED:

- i. That the Committee agrees the Three Rivers District Council Anti-Social Behaviour Policy 2024 and recommends it to the Policy and Resources Committee and Full Council.

## **16 CAPITAL GRANTS**

The Head of Community Partnerships presented the report.

In response to a question as to whether food or heating vouchers could be provided using capital grant funding, the Committee heard that this was not possible as the use of capital grants was restricted to the purchase of items. The Household Support Fund had been extended and could also be used to support the healthy hubs and food banks, although this would also be through the purchase of specific items.

A Committee Member noted that the capital grants funding had remained at £20,000 for a number of years; officers responded that any increase to the amount would need to be agreed through the budget process.

RESOLVED:

- i. That the Committee agrees to continue to use the Capital Grants funding of £20,000 per year for the next 5 years to support health and wellbeing initiatives in the district between Strategy and Partnerships and Leisure and Natural Infrastructure teams. The financial split between the teams will be Strategy and Partnerships £13,000 and Leisure and Natural Infrastructure £7,000. Individual projects will be costed and agreed through the service planning process. This resolution is subject to continuing budget provision.
- ii. That the Committee agrees that decisions for the 2024/25 allocation be delegated to the Associate Director for Corporate, Customer and Community in consultation with Group Leaders.

## **17 DRAFT SERVICE PLAN 2025-28**

The Head of Community Partnerships presented the report.

Committee Members commented on the service plans as shown below.

Planning Policy and Conservation

Conservation Area Appraisal locations (under 'Projects, Policies and Strategies'): information relating to the appraisal locations will need to be added when the final version is presented to the Committee later in the year.

Key Performance Indicator ESD04 ('Percentage of new homes built on previously developed land') shows a target of 60% which isn't feasible. Officers to check whether this is a national indicator.

Key Performance Indicator ESD01 ('Net additional homes provided'): this indicator shows a 2024/25 target of 640, which is closer to the national (NPPF figure) target rather than the Council's own current target. Officers to check whether this is a national indicator. If ESD01 and ESD04 are national indicators, text should be added to the page to reflect that they are imposed targets.

### Regulatory Services

The Projects, Policies and Strategies section should reflect that delivery of the LCWIP will be dependent on input from HCC and Parish Councils, and will also be dependent on funding being available. Officers should therefore review the wording 'agree and deliver the LCWIP....'.

### Strategy and Partnerships

No comments.

### Waste and Environmental Protection

Members discussed whether key performance indicator EP10 ('Percentage of household waste diverted from landfill') should show 100%, given that it was HCC's stated objective to stop sending any waste to landfill in the future. It was noted that there was as yet no definitive timescale for the stopping of waste to landfill, and so the service plan needed to reflect the current position.

RESOLVED:

- i. That the Committee notes the draft service plans for 2025-28 and comments as shown above.

## **18 LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN**

The Principal Sustainable Travel Planner and Transport Officer presented the report.

The Committee noted that the proposals for Chorleywood had been amended following strong objections received during the consultation. A meeting had been held with the Chorleywood Residents' Association and Chorleywood Parish Council to consider possible alternative options. The suggested alterations to routes 8 and 14 would be reviewed by officers for inclusion prior to the LCWIP final version being agreed or as part of local route developments.

In response to a question about route 2 from Watford to Croxley along the A412, and whether a quieter route had been considered, the committee heard that as LCWIPs were strategic routes they generally followed the most direct route provided that space allowed for a cycleway and the route was deemed to be safe by the highways authority. The route along the A412 had been deemed as a viable route.

In response to a question about route 14 and the proposal to look at slowing vehicle speeds to improve conditions for cycling, the Committee heard that these would likely include junction protection and junction changes, but this would be subject to consultation with a traffic engineer. The existing traffic calming measures were expected to remain in place.



An amendment to the recommendations which sought the removal of routes 8, 14 and 7 and the addition of a proposal to investigate working with Transport for London to put a pedestrian bridge under the railway in Chorleywood was moved and seconded. On being put to the vote the amendment fell.

**RESOLVED:**

- i. That the Committee notes the report and approves the proposed changes as a result of the public consultation and further investigations detailed in the table below:

<b>Route</b>	<b>Description of Route</b>	<b>Proposed Changes</b>
2	Watford via Croxley to Rickmansworth High Street	None at this stage.
3	Rickmansworth to Denham Way via Nightingale Road and Springwell Avenue	Include the alternative route through Townfield alongside Fire station.
8	Rickmansworth Station across the common to Chorleywood Station	Route across the common and alternative one way along Common Road to be removed, consider extending route along the A404 to Clement Danes school.
14	Stag Lane and Shepherds Lane, Mill End	Remove modal filter but maintain the minor junction improvements and look at slowing vehicle speeds to improve conditions for cycling.
21	Chalfont Road to towards Denham and Bucks border	None at this stage.
7	Not a priority LCWIP route, this is a TRDC local route	Route to remain as local cycling route but modal filter to be removed as not supported.
Walking Routes	5 routes in South Oxhey	None at this stage.

- ii. That Officers continue to pursue the LCWIP for presentation of a Plan for adoption at a future Committee meeting.

**19 THREE RIVERS DISTRICT COUNCIL CCTV POLICY 2024**

The Community Safety and Safeguarding Manager presented the report.

The Committee discussed the policy for deployment of CCTV cameras, and the process and criteria for seeking the location of a CCTV camera at a particular location.

**RESOLVED:**

- i. That the Committee approves the new CCTV policy 2024-2028 and recommends it to the Policy and Resources Committee and Full Council.
- ii. That the Committee agrees to give delegated authority to the Associate Director of Corporate, Customer and Community to authorise minor changes to the policy such as terminology, clarification or administrative corrections with no significant impact.

**20 PROPOSALS FOR AN OFF STREET PARKING PLACES ORDER TO ALLOW PARKING CONTROLS TO BE IMPLEMENTED AT NEW PARKING BAYS AT SCHOOL MEAD, ABBOTS LANGLEY, HERTS.**

The Head of Regulatory Services presented the report.

In relation to the proposed controls to be consulted upon, the Committee noted that the parade of shops to the west of the parking bays included a restaurant/café and a funeral director. It was considered that one hour's parking would not be sufficient for visitors to those businesses. The option to have two hours' parking on one side and one hour's parking on the other had been rejected due to the likelihood of this arrangement causing confusion resulting in the application of penalty charges. The recommendation for 2 hour's parking with 2 hours no return was therefore the option which was favoured by the Committee.

RESOLVED:

- i. That the Committee agrees to an Off Street Parking Places Order to be implemented to impose parking controls on the new parking bays at School Mead (and vary the existing TRO and controls if required).
- ii. That the Committee confirms the initial controls proposed and to be consulted upon as:
  - to introduce a new TRO on all the existing and proposed bays
  - for 2 hour parking with 2 hours no return
  - the Order would operate Monday to Saturday 8am to 6.30pm
- iii. That authority is delegated to the Director of Finance, in consultation with the Lead Member for General Public Services together with relevant Ward Councillors, to implement the 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 Proposal in connection with approval of the final Order scheme.

**21 WORK PROGRAMME**

RESOLVED: that the work programme was noted.

**CHAIR**

Three Rivers District Council  
**Committee Report**  
**Parking Management Programme**

Date: 14/01/2024

Report Originator:	Head of Service sponsor:	Date Originated:
Tom Rankin	Kimberley Rowley	5/12/2024
Lead Member Name: Cllr Louise Price	Area of Responsibility: Infrastructure and Economic Development	
CMT Date:	07/1/2025	
JLT Date:	07/1/2025	
<b>REASON FOR REPORT</b>		
Reason	Legal and Finance Feedback:	JLT/CMT Feedback:
This report is being brought to the General Public Services, Community Safety & Infrastructure committee to agree additions to the Parking Management Programme	None.	None.
<b>PROPOSED ROUTE FOR FURTHER APPROVAL</b>		
Meeting	Date	
Full Council (if required)	N/A	

PART I

**1 Summary**

- 1.1 The District Council as the statutory Local Parking Authority (and as agent to the local Highway Authority, Hertfordshire County Council) manages the provision of on- and off-street parking in the Three Rivers District through the Parking Management Programme.
- 1.2 Three Rivers District Council has a specific role in creating parking schemes which help manage parking demand. Hertfordshire County Council is responsible for maintaining and managing public roads as the local Highway Authority and is responsible for parking schemes to address road danger and traffic flow.
- 1.3 This report reviews the programme and proposes additions to the programme for the financial years 2025/26.

**2 Background**

- 2.1 Three Rivers District Council manages parking on for a local population of around 93,800<sup>1</sup>, to improve parking for local people and businesses and for visitors. In support of its policy objectives, it provides:
- Over 700 bays in off-street car parks
  - 17 permit parking zones (to make it easy for people to find parking near their address)
  - Over 400 secure cycle parking places accessible to the public

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<sup>1</sup> ONS 2021 Census Data

- Provision of Electric vehicle charging points coming to off-street carparks
- 2.2 District Council currently works towards the following four policy objectives delivered by parking management schemes:
- prioritise convenient parking for those who need it most, where they need it
  - promote safer, easier, non-obstructive parking provision while improving the local environment and meeting legal requirements
  - promote the needs of all road users, including more vulnerable road users (such as people walking and cycling)
  - promote the viability and vitality of local retail and business areas, with better access to local business for customers, visitors and employees
- 2.3 The programme is set as a two-year rolling programme with an annual update with the Lead Member, where projects will be reviewed and new projects added if resources allow. This report proposes additions to the ongoing programme for 2025 and 2026 financial years. The current programme includes projects which have been in development since 2021 as no capacity for within the Transport and Parking team for additional schemes was identified in 2023.
- 2.4 The Parking Management Programme does not include schemes that were specifically driven by the statutory obligation to ensure that parking enforcement is not funded from Council Tax. Those schemes, to address the parking account budget shortfall, are addressed by a separate programme.
- 2.5 Any proposed investigations are brought to the General Public Services, Community Safety & Infrastructure committee, comprising any work arising from or required by Council decisions (e.g. changes to parking charges); updates on projects that are already under way; and the selection of new, altered or removed parking restrictions, such that a balanced programme is produced with due regard for available resources.
- 2.6 Through the delegation of the parking enforcement function to Hertsmere BC, access to a Traffic Engineer is provided for 2 days a week, with flexibility dependent on current demand. The Traffic Engineer is based at Hertsmere BC offices but attends meetings and site visits in Three Rivers when required, to work with the Transport & Parking Policy team at TRDC in designing and implementing parking schemes.
- 2.7 External traffic engineering consultations are utilised within the Parking Management Programme as required based on capacity and the complexity of the schemes.

### **3 Current Work Programme**

- 3.1 The current Parking Management Programme includes various projects including eight projects introducing new or amended Traffic Regulation Orders. This does not include projects which have been recently completed such as the Rickmansworth West parking scheme or other schemes completed since the last report. The parking schemes currently in progress include:
- 3.1.1 High Elms Lane parking scheme
  - 3.1.2 Chorleywood parking scheme
  - 3.1.3 Primrose Hill parking scheme

- 3.1.4 Skidmore Way parking scheme
- 3.1.5 Harefield Road parking scheme
- 3.1.6 Parsonage Close parking scheme
- 3.1.7 Gosforth Lane parking scheme
- 3.1.8 School Mead verge parking TRO
- 3.2 This programme also included improvements required for business reasons such as the Consolidation Order which combines over 170 existing Traffic Orders into one more accessible and map-based Order.

#### **4 Options and Reasons for Recommendations**

- 4.1 The proposed programme will enable the effective control and progression of the Parking Management Programme, through which the District Council delivers new parking control schemes acting as agent to Hertfordshire County Council, the local Highway Authority. The work programme covers a wide range of projects and goes beyond the work directly related to the introduction of new parking schemes.
- 4.2 The programme is set from requests that are received from the public and other agencies. Every request is assessed against a set of criteria agreed by a previous committee (on the 18 November 2014), which sets the procedure for prioritising new parking schemes. The criteria are applied where relevant. Due to the current criteria high-priority schemes tend to address petition requests, which demonstrate greater public interest in an investigation into parking controls for a specific street.
- 4.3 Officers would like to review the Parking Projects Prioritisation Procedure as part of this years programme to provide the General Public Services, Community Safety & Infrastructure committee with options on how best to manage parking requests as detailed below.
- 4.4 Officers acknowledge the major regeneration scheme in South Oxhey is nearing completion and expects the development to reach full capacity before the next Parking Management Programme setting report is due in 2027. Officers will review requests from the area in the next priority setting.
- 4.5 Officers propose completing an internal progress and capacity review within the next financial year and, if required, bring an interim Parking Management Programme setting report to the General Public Services, Community Safety & Infrastructure committee in 2026 ahead of the scheduled report in 2027.
- 4.6 The recommendations of this programme-setting report include the proposed addition of 11 new projects as detailed below. It will also continue to develop the schemes already in progress as detailed in 3.1.
- 4.7 **Proposed additions to the programme:**
  - 4.7.1 Investigate and implement where supported several smaller parking enforcement changes across the district as part of a various schemes project. This enables us to address the highest scoring smaller schemes across the district which don't score high enough to be addressed on their own. This will include Silk Mill Road in response to a petition to implement new restrictions.

- 4.7.2 Complete a review of restrictions on Garden Road and Breakspeare Road, Abbots Langley in response to petition 30. The petition requests the council replace and or remove the Traffic Regulation Order at the Junction of Breakspeare Road and Garden Road.
- 4.7.3 Complete a review of the Controlled Parking Zones and TRDC controlled carparks in Rickmansworth including zones A, A1, B, C, C1. This will generate a report detailing capacity and usage as well as what possible amendments to the zones and carparks are needed.
- 4.7.4 Review and amend the On-Street Consolidation Traffic Regulation Order. This will include the digitisation of all schemes from 2019-24 and the addition of Electric Vehicle charging restrictions in partnership with Hertfordshire County Council's LEVI project.
- 4.7.5 Complete a review of the recently introduced parking schemes including Rickmansworth West (Money hill Parade) CPZ, Sandy Lodge Way and Croxley Green CPZ. Any proposed changes to the parking scheme will be brought to the General Public Services, Community Safety & Infrastructure committee in the next Parking Management Programme setting report.
- 4.7.6 Complete a review of the Parking Projects Prioritisation Procedure and provide a report to the General Public Services, Community Safety & Infrastructure committee with recommendations on how best to manage future and existing parking requests. Any agreed changes to the procedure will take affect from the next Parking Management Programme setting report.
- 4.7.7 Investigate and implement where supported changes to parking restrictions in Community Way carpark, Croxley Green and Ferry carpark, Chorleywood. This has been identified due to additional pressure on these carparks from commuter traffic.
- 4.7.8 Investigate, procure and implement an app based 'pay by phone' parking payment solution in both on-street and off-street locations. This is proposed to be supplementary to existing payment machines to provide additional options and convenience for parking users.
- 4.7.9 Review and amend the Off-Street Consolidation Traffic Regulation Order. This will include Electric Vehicle charging restrictions, app based parking payment solution (subject to investigation), and any changes agreed to Community Way carpark, Croxley Green and Ferry carpark, Chorleywood (subject to investigation).
- 4.7.10 Investigate and reprocure mapping software for the Consolidation Traffic Regulation Orders. Officers recommend investigating the options to manage this through our in-house GIS software or using an external provider.
- 4.7.11 Investigate and draft a Three Rivers District Council Parking Management Policy. This policy will collate and set policies and procedures for addressing parking management enquiries, vehicle crossover and verge hardening. A draft policy would be brought to a future General Public Services, Community Safety & Infrastructure committee.

## **5 Policy/Budget Reference and Implications**

- 5.1 The recommendations in this report relate to the Council's agreed policy. The District Council operates as Local Parking Authority in a context of local and

national policy and sets its policies with regard to those published by Hertfordshire County Council (primarily the Local Transport Plan 4 and its child document, Highways Place and Movement Planning and Design Guide 2024). It also considers relevant policies including the Local Plan and the Corporate Plan.

- 5.2 The Parking Management Programme is managed within the Controlled Parking and Decriminalised Parking Enforcement budgets and the programme will be managed within the agreed allocation.

**6 Legal Implications**

- 6.1 All schemes will be progressed in line with the District Council’s powers under its relevant Agency Agreement with Hertfordshire County Council. In some cases, where any physical changes to the layout of highway are proposed, it may be necessary for the District Council to enter into a Section 278 Agreement with the County Council, to enable works on the highway to proceed.

Three Rivers District Council is the Local Parking Authority for the District, designated by the Traffic Management Act 2004 (and associated legislation). It is responsible for enforcing and introducing controlled parking zones and other measures, acting under agency from the Local Highway Authority, Hertfordshire County Council. It is directly answerable to the Government for the way it manages parking finances.

**7 Equal Opportunities Implications**

- 7.1 Relevance Test

Has a relevance test been completed for Equality Impact?	No – there is no change to service provision
Did the relevance test conclude a full impact assessment was required?	No – matter will be reviewed through on-going consultation.

**8 Staffing Implications**

- 8.1 The Parking Management Programme sets out the core annual work of the Transport & Parking Policy team, supported by the retained Hertsmere Borough Council Traffic Engineer, overseen by the Head of Regulatory Services.

**9 Climate Change and Sustainability Implications**

- 9.1 Permit parking schemes help to improve local environments by controlling and managing the impact of on-street parking, by improving access and safety for people walking and cycling and by promoting responsible driving.
- 9.2 The impact of schemes on the local built environment and street scheme will be considered as part of individual schemes, but the design and use of any proposed parking control measures are controlled by legislation and Government guidance as well as by local policy set out in the Hertfordshire County Council policy documents forming part of the Local Transport Plan 4 and specifically in the local design guide, Highways Place and Movement Planning and Design Guide (2024).

**10 Community Safety Implications**



10.1 All schemes are designed to take account of safety implications. Where appropriate the police are consulted and safety audits are where necessary carried out as part of the scheme design.

## 11 Public Health implications

11.1 None specific

## 12 Customer Services Centre Implications

12.1 Parking consultation is particularly likely to attract unusual levels of contact. Where required, the Customer Services Manager will be briefed as appropriate.

## 13 Communications and Website Implications

13.1 Information about individual schemes, and the Council's general approach to parking schemes, is published online at <https://www.threerivers.gov.uk/services/parking>

## 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>

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

<b>Nature of Risk</b>	<b>Consequence</b>	<b>Suggested Control Measures</b>	<b>Response</b> <i>(tolerate, treat, terminate, transfer)</i>	<b>Risk Rating</b> <i>(combination of likelihood and impact)</i>
The programme may not be completed in full, due to the consultative and iterative nature of the legal process for introducing parking restrictions, and limited resources.	Threats to local quality of life, environmental quality reduction, negative publicity.	Relevant and appropriate project management processes used.	Tolerate.	3
Failure to agree programme would leave the Council unable to provide an adequate level of service in addressing parking management issues within the district.	Threats to local quality of life, environmental quality reduction, negative publicity.	Relevant and appropriate project management processes used.	Tolerate.	3

- **Recommendation**

- It is recommended:
  - i) That members note the report and approve the proposed additions, as detailed in 4.7 of this report, to the Parking Management Programme.
  - ii) That officers continue to develop Parking Management Programme as outlined in this report for 24 months before bringing the next report in 2027, unless an interim report is required as outlined in 4.5.
  - iii) that once the programme has been set it shall be adhered to as the current Parking Management Programme, with any significant additions being limited to exceptions to the prioritisation procedure requested by the Lead Member, to be delegated to the Director of Finance.
  - iv) the programme will be progressed in line with all relevant current practice, policy and standards; and that decisions on scheme details and programme, including the consideration of objections to Traffic Regulation Orders developed through this programme of works and to any items remaining from earlier programmes of works, be delegated to the Director of Finance in consultation with the Lead Member and relevant Ward Councillors.

Report prepared by: Tom Rankin, Principal Sustainable Travel Planner and Transport Officer

**Background Papers**

None.

**APPENDICES / ATTACHMENTS**

Appendix A – Scoring System

Appendix B – Top Requests Scored

## Appendix A – Scoring System

The introduction, amendment and removal of formal parking restrictions will be managed through an annual programme.

This programme will be agreed annually with the Sustainable Development, Planning and Transport Committee, and will comprise:

- Any work arising from or required by Council decisions (e.g. changes to parking charges).
- The completion of projects that are already under way.
- A selection, agreed by councillors, from highest scoring requests for new, altered or removed parking restrictions, such that a balanced programme is produced with due regard for available resources. This may be supplemented by the inclusion minor lower priority items in the interests of efficiency (e.g. small and simple adjacent requests, legalisation of nearby disabled bays).
- Work recommended by officers and agreed by councillors for business reasons (e.g. Consolidation Orders, updates to reflect changes in legislation, coordination with other projects).

Highway safety concerns are a matter solely for Hertfordshire County Council as the local Highway Authority. However where HCC deems there is not a significant highway safety concern, but it is considered apparent that it may be beneficial, TRDC may propose the introduction of minor risk reduction measures.

Larger or more complicated schemes may be better addressed through detailed investigation in one work programme, and progression of any proposed restrictions arising in the following programme. In this case, it is assumed that any proposals arising from investigations will be assured a place in the following programme if required.

Once the programme has been set it shall be adhered to as the Traffic Engineer's core scheme of work, with significant additions being limited to urgent risk reduction concerns and subject to the Lead Member's approval, and any work arising from or required by a decision of the Council.

Requests for parking restrictions are to be initially scored according to table 1 below. The multipliers set out in table 2 are then to be applied, to give weight to the circumstances of the request and produce a more widely distributed field.

Ref.	Description	Score
A	For each unique requestor	+1
B	For each Ward Cllr making/supporting the request	+ up to 3
C	If a request is made by the Police	+2
D	If a request is made by Hertfordshire County Council	+2
E	Adjustment based on Officers' judgement	+/- up to 2
F	For every 12 months since first requested, if an issue is still being reported	+2
G	For every 12 months since last requested, if no further reports are received	-2

Ref.	Description	Multiplier
H	If a risk reduction scheme	1.5
I	If relating to highway obstruction	1.3
J	If neither risk reduction nor relating to highway obstruction	1.0
K	If investigated in last 3 years (unless significant change has occurred)	0.25
L	If a CPZ request and fewer than 20% of households/businesses have requested it	0.3
M	If a CPZ request and more than 20% of households/businesses have requested it	1.2
N	If a CPZ request and following initial investigation more than 2/3 households/businesses are in favour, and it appears practical to implement	1.25
O	If a CPZ request and following initial investigation fewer than 2/3 households/businesses are in favour	0.25
P	Where some restrictions are already in place relating to the reported problem	0.8

## Appendix B – Top Requests Scored

Street, area	Final Prioritised score  ranked	Proposed to be included in scheme programme
Silk Mill Road (petition)	40.0	Yes. 4.7.1 in the report.
Garden Road (petition)	36.4	Yes. 4.7.2 in the report.
Talbot Road (petition)	25.0	Yes. This will form part of the review of the Controlled Parking Zones. 4.7.3 in the report.
Gibbs Couch	7.8	No. Awaiting outcome of potential development.
Thellusson Way	4.2	These requests will be reviewed for inclusion within our various schemes project which will focus on requests for smaller parking interventions such as junction protection. 4.7.1 in the report.
Eastbury Road	0.0	
Hazelwood Lane	0.0	
Highfield Way	0.0	
Hubbards Road	0.0	
The Mead	0.0	
Westland Close	0.0	
Romilly Drive	-0.5	
Henbury Way	-0.6	Yes. Being reviewed under the current Gosforth Lane project.

## GENERAL PUBLIC SERVICES, COMMUNITY SAFETY AND INFRASTRUCTURE COMMITTEE – 14 JANUARY 2025

### **Electric Vehicle Charging Strategy - Public Consultation feedback and adoption of a final Strategy**

(DofF)

#### **1. Overview**

- 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. The 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.
- 1.2 This report provides an update on the development of the Electric Vehicle Charging Strategy including the key findings from the public consultation on the draft Strategy and proposes a final Strategy for adoption.

#### **2 Background**

- 2.1 In 2019 the council declared a "climate emergency" recognising the urgent need to address the problem of a rapidly changing climate. In 2021, the council published its Climate Emergency and Sustainability Strategy which sets out our commitment to achieving net zero by 2030 for our own emissions and to inspire and enable a net zero district by 2045.
- 2.2 In the UK, transport is responsible for 24% of greenhouse gas emissions, leading the government to phase out the sale of new petrol and diesel cars from 2035. In Three Rivers, road transport accounts for 52% of the greenhouse gases emitted by the district.
- 2.3 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.
- 2.4 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.
- 2.5 Currently TRDC has 43 public charge points installed by commercial companies but no public charge points installed on its own land.
- 2.6 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. 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.

- 2.7 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.
- 2.8 The pandemic, with its resulting new priorities, subsequently led to the delay in progressing the EVCP programme.
- 2.9 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.
- 2.10 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 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.
- 2.11 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.
- 2.12 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).
- 2.13 In response to the evolving context Officers drafted a Three Rivers Electric Vehicle Charging Strategy (Appendix 1). 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).
- 2.14 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.
- 2.15 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.
- 2.16 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.
- 2.17 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.
- 2.18 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 the 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.

- 2.19 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)

- 2.20 Rapid chargers (charging in 1-2 hours) will be considered in appropriate locations as part of a wider portfolio of EVCPs.

- 2.21 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.

- 2.22 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 Change Point Operator (CPO) will be the owner of the charger unit (above ground).

- 2.23 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.

- 2.24 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.

- 2.25 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.

- 2.26 The draft Electric Vehicle Charging Strategy was approved for public consultation by the General Public Services, Community Safety & Infrastructure committee on the 23 July 2024.

### **3 Public Consultation Report**

- 3.1 The public consultation ran from the 23 August 2024 to 4 October 2024, a period of 6 weeks. The consultation asked 8 closed-ended questions and 1 open-ended question.

- 3.2 The consultation received 454 visits and 40 responses throughout the 6-week period. This is an engagement rate of 10.6% which is largely similar to other council consultations. The consultation was most popular at the start of the 6-week period and near the end of August, the latter likely a result of its inclusion in council email newsletters. 17 respondents opted to skip the optional open-ended question.

- 3.3 The table below summarises the responses received to the closed-ended questions where we asked respondents to what extent they agree with each strategic objective.
- 3.3.1 Strategic objectives 1, 2, 3, 5, 7 saw strong support with over 75% respondents agreeing or strongly agreeing.
- 3.3.2 Strategic objective 4 saw support with 65% respondents agreeing or strongly agreeing, with a proportion of respondents (15%) choosing 'Neither Agree or Disagree'. This could be because the objective is not relevant to them if they have off-street parking.
- 3.3.3 Strategic objective 6 saw support with 72.5% respondents agreeing or strongly agreeing, with a proportion of respondents (10%) choosing 'Neither Agree or Disagree'.
- 3.3.4 Question 8, relating to the method and funding used to deploy chargers, saw support with 72.5% respondents agreeing or strongly agreeing. A proportion of respondents (15%) choosing 'Neither Agree or Disagree'. This could be because the question is not clear enough to be understood without reviewing the strategy document.

	Strongly Disagree	Disagree	Neither Agree or Disagree	Agree	Strongly Agree
TRDC EV1: To provide a publicly available charger network in council owned car parks in town centres	7	0	2	6	25
TRDC EV2: To provide a publicly available charger network in council owned car parks at destinations (e.g. leisure centre)	5	0	3	5	27
TRDC EV3: To provide a publicly available network (based on available evidence of charging need) that promotes equal access to electric vehicle charging, including those with disabilities, in rural and remote locations and in areas of deprivation	5	0	3	5	27
TRDC EV4: To work alongside Hertfordshire County Council, as the Highways Agency, to provide a publicly available charger network in on-street residential parking locations	5	3	6	2	24
TRDC EV5: To work alongside Hertfordshire County Council to leverage Office of Zero Emission Vehicles (OZEV) funding and the private sector to support the development of a charger network	5	1	2	6	26
TRDC EV6: To support the adoption of consistent charger standards across the district to ensure the best outcome for end-users	4	3	4	3	26
TRDC EV7: To keep up to date with technical innovation, policy development and funding opportunities to enable an	4	0	4	5	27



agile approach able to adapt to changing market trends					
The Electric Vehicle Strategy proposes what method and funding the council will use to deploy Fast and Rapid Chargers, as summarised in the table above. To what extent do you agree with this approach?	4	1	6	10	19

3.4 Question 9 was an open-ended question inviting any comments or feedback on the proposed Electric Vehicle Strategy. 23 responses were received, 17 respondents opted to skip this optional question.

3.4.1 Key themes from the comments and any proposed amendments to the strategy have been summarised below:

Theme	Proposed Amendments
Supportive of having chargers which are easy to use.	Officers agreed, contactless payment and plug and charge standard preferred. No changes proposed.
Objection to tax money being spent on EV infrastructure.	This strategy does not propose the use of any council tax. No changes proposed.
Cost of charging	Officers are aware of charging cost disparity and will endeavour to make any charging points competitively priced and are supportive of cross pavement solutions. No changes proposed.
Concerns about whether Battery Electric Vehicles are the most viable future technology	A technology-agnostic approach to policy development is favourable however Battery Electric Vehicles are viewed as the most viable solution to decarbonising road transport. No changes proposed.
Supportive of cross-pavement solutions to enable residents to use low-cost home charging	Officers at TRDC have been monitoring trials currently underway and will work with Hertfordshire County Council on any possibility of a cross-pavement solution in Hertfordshire in the future. No changes proposed.
Concerns over access to dropped kerbs	Placement of on-street chargers will be chosen to avoid access issues. No changes proposed.
Concerns over loss of parking	Within charging projects, parking loss will be mitigated as much as possible. Existing parking restrictions will remain in place. No changes proposed.
Supportive of TRDC improving EV infrastructure	No changes proposed.

#### **4 Options and Reasons for Recommendations**

4.1 Following a review of the strategy feedback (as detailed in part 3 of this report), officers propose no changes to the Electric Vehicle Charging Strategy. The feedback was overall positive and supportive of the strategy with concerns relating to specific issues created from the installation of EV infrastructure. Officers will record these concerns and review during the site selection process for future EV projects.

#### **5 Policy/Budget Reference and Implications**

5.1 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. The Strategy is identified in the Regulatory Services Service Plan 2024-2027.

#### **6 Community Safety, Public Health, Customer Services Centre**

6.1 None specific.

#### **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 Financial**

8.1 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.

8.2 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.

#### **9 Staffing Implications**

9.1 The vacant role of Principal Sustainable Transport Officer was filled in July 2024 providing the staffing resource to oversee the development of the Electric Vehicle Charging Strategy. This project is not expected to require additional staffing resources outside of the Transport and Parking team.

#### **10 Equal Opportunities Implications**

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

#### **11 Climate Change and Sustainability Implications**

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

<b>Climate and Sustainability Impact Assessment Summary</b>	
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
<b>Total Overall Average Score</b>	<b>3.8</b>

## 12 Communications and Website Implications

12.1 Following adoption the Strategy project will be placed on the website and referred to 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.

## 13 Risk and Health & Safety Implications

13.1 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.

13.2 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).

<b>Nature of Risk</b>	<b>Consequence</b>	<b>Suggested Control Measures</b>	<b>Response</b> <i>(tolerate, treat, terminate, transfer)</i>	<b>Risk Rating</b> <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

13.3 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.

<b>Very Likely</b> ..... <b>Likelihood</b> ..... ▶ <b>Remote</b>	<b>Low</b> 4	<b>High</b> 8	<b>Very High</b> 12	<b>Very High</b> 16
	<b>Low</b> 3	<b>Medium</b> 6	<b>High</b> 9	<b>Very High</b> 12
	<b>Low</b> 2	<b>Low</b> 4	<b>Medium</b> 6	<b>High</b> 8
	<b>Low</b> 1	<b>Low</b> 2	<b>Low</b> 3	<b>Low</b> 4
<b>Impact</b> <b>Low</b> ..... ▶ <b>Unacceptable</b>				

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

13.4 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.

## **14 Recommendation**

14.1 It is recommended that:

- i) Members agree the Electric Vehicle Charging Strategy for adoption
- ii) Members agree the Strategy is progressed to Policy and Resources Committee and Full Council for final adoption

### **APPENDICES / ATTACHMENTS**

Appendix 1: Draft Electric Vehicle Charging Strategy

Appendix 2: Response Data from public consultation

Appendix 3: EqlA

Appendix 4: Sustainability Impact Assessment

# 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

Electric vehicles can turbocharge our journey to a more sustainable future.

In 2019, the council declared a “climate emergency” recognising the urgent need to address the problem of a rapidly changing climate and avoid the dire consequences of inaction.

In 2021, the council published its Climate Emergency and Sustainability Strategy which sets out our commitment to achieving net zero by 2030 for our own emissions and to inspire and enable a net zero district by 2045.

In 2024, we published our Electric Vehicle Charging Strategy which describes how the council will provide an electric vehicle charging network across the district.

In the UK, transport is responsible for 24% of greenhouse gas emissions, leading the government to phase out the sale of new petrol and diesel cars from 2035.

In Three Rivers, road transport accounts for 52% of the greenhouse gases emitted by the district.

Electric vehicles are a cleaner, greener alternative to petrol and diesel vehicles. Because they emit no exhaust pollutants, and reduce our dependency on oil, electric vehicles can improve air quality, reduce greenhouse gas emissions and support our journey to net zero.

As a district council, we play an important role in making it easier for drivers to choose, and use, electric vehicles in Three Rivers district. Thanks to our own budget allocation and a successful bid for external funds, this strategy will spearhead the first rollout of publicly available electric vehicle chargers on council-owned land.

By providing conveniently located chargers for residents, shoppers and visitors to Three Rivers, we can facilitate the use of electric vehicles when travelling around the district.

Publicly available chargers enable the uptake of electric vehicles and help drivers prepare for the phase out of petrol and diesel vehicles in 2035.

Our strategy focuses on providing chargers in three types of location: town centre car parks, visitor destination car parks and on-street residential car parks.

Our strategy proposes a mix of fast and rapid chargers across a variety of locations which is expected to provide electric vehicle owners with flexibility and confidence on how and where they charge.

So, whether you're popping to the shops, enjoying a night at the theatre, going for a session at the gym, or just parking up at home after a long day's work, you'll be able to charge your electric vehicle.

We hope you'll join us as we continue our journey to a greener and more sustainable future.

Sincerely,

Cllr Stephen Giles-Medhurst  
Leader, Three Rivers District Council

Cllr Sarah Nelmes  
Lead Member for Public Services

# 1 Introduction

## 1.1 Background

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.

The largest contributor to UK domestic carbon dioxide (a GHG) emissions is transport. Transport was responsible for 24% of the UK's carbon dioxide (CO<sub>2</sub>) emissions in 2020, with cars accounting for 52% of transport CO<sub>2</sub> emissions, and light vans for a further 16%.<sup>1</sup> To support a reduction in transport CO<sub>2</sub> emissions, the UK Government aims to ban the sale of new petrol and diesel cars and vans after 2035.<sup>2</sup>

Hertfordshire County Council, in its Sustainable Hertfordshire Strategy, commit to inspire and enable a net zero county by 2050.<sup>3</sup> In September 2023, Hertfordshire County Council published its Electric Vehicle Charging Strategy setting out its regional approach.<sup>4</sup>

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.<sup>5</sup> Greenhouse gas emissions arising from road transport including motorways in Three Rivers accounts for 228,000 tCO<sub>2</sub>e which represents 52% of total district emissions.<sup>6</sup>

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.

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.

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.***

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

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

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

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

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

<sup>6</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1166228/2005-21-local-authority-ghg-emissions-csv-dataset.csv](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.***

1.1. Benefits of electric vehicles

The recognised benefits of electric vehicles include:<sup>7 8</sup>

- 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.<sup>9</sup>
- Helps to improve air quality.
- Lower charges in clean air zones and London's ultra-low emission zone.

1.2. Barriers to electric vehicle uptake

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

The table below highlights barriers identified by the Transport Research Laboratory<sup>10</sup> research and summarised and adapted by Hertfordshire County Council<sup>11</sup> and Three Rivers District Council.

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	This document sets out our strategy to provide a publicly available, and

<sup>7</sup> Source: Energy Saving Trust

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

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

<sup>10</sup> [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](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)

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

	<p>barrier to adoption, especially for those without off street parking at home or work.</p> <p>Access to charging is needed at or near home, at work, and at major roads and motorways to enable long journeys.</p> <p>Potential safety and security concerns if chargers are located away from immediate residential areas.</p> <p>EV charging points are often out of service leading to frustration for users, and reputation issues for Council</p> <p>Access to chargers can be difficult for the mobility impaired.</p>	<p>conveniently located, charger network in council owned car parks and on-street residential parking.</p> <p>Charger technical specification requires placement and design should be encouraged to meet latest PAS 1899 accessibility standards.</p> <p>Ensure monitor and repair contract minimises downtime of charging points</p>
<p>Vehicle Attributes</p>	<p>This includes 'range anxiety' (concern about how far can be driven before recharging), 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>Signpost useful information on the TRDC website and social media channels.</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>

### 1.3. 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)

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.

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.

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).

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.

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.

The table below provides more detail on the main charger types: <sup>12</sup>

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

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



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

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.



*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)*

#### 1.4. 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.

This document sets out the scope, vision and objectives of the council's electric vehicle charging strategy.

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).

It sets out a long-term 2030 vision and a short-term 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.

In September 2023, HCC published its Electric Vehicle Charging Strategy setting out its regional approach.<sup>13</sup> 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.

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.

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.

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.

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.

## 1.5. Vision

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

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



***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.***

## 1.6. 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 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

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.

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

### 2.1. 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. <sup>14</sup>

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

In March 2022, the Department for Transport (DfT) published *Taking Charge: The Electric Vehicle Infrastructure Strategy*.<sup>15</sup> 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.

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

In July 2021, the DfT published *Decarbonising Transport: A Better, Greener Britain*.<sup>17</sup> 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.

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

## 2.2. Regional policies

In September 2023, Hertfordshire County Council (HCC) published its *Electric Vehicle Charging Strategy*.<sup>19</sup> 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.

In 2020, HCC published its *Sustainable Hertfordshire Strategy*.<sup>20</sup> 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.

In 2018, HCC published its *Local Transport Plan (2018-2031)*.<sup>21</sup> 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".

## 2.3. Local Policies

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

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

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

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

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

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

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

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.

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.

In 2023 Three Rivers District Council published its *Climate Emergency and Sustainability Strategy (2023-2027)*.<sup>22</sup> The strategy was accompanied by a *Climate Emergency and Sustainability Action Plan*.<sup>23</sup>

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".

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.

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).

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

<sup>23</sup> [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)

- 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.

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

### 3.2. Regional electric vehicle ownership

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

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.<sup>24</sup>

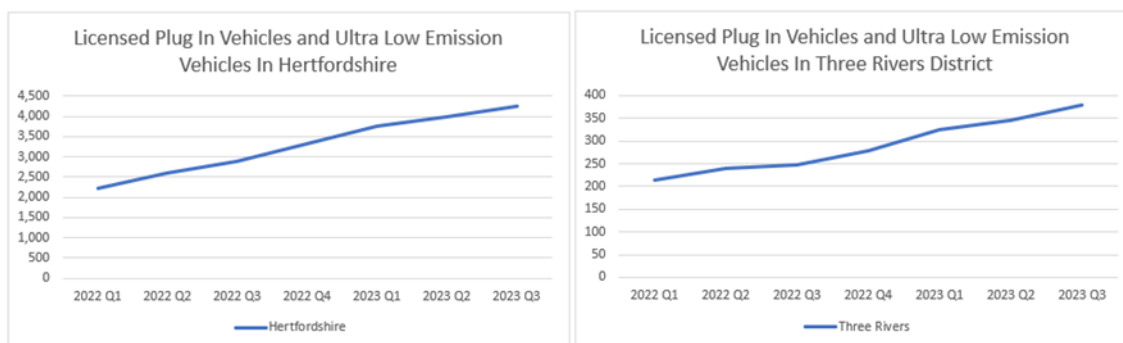


Figure 1

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).<sup>25</sup>

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.

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.<sup>26</sup>

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

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

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



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

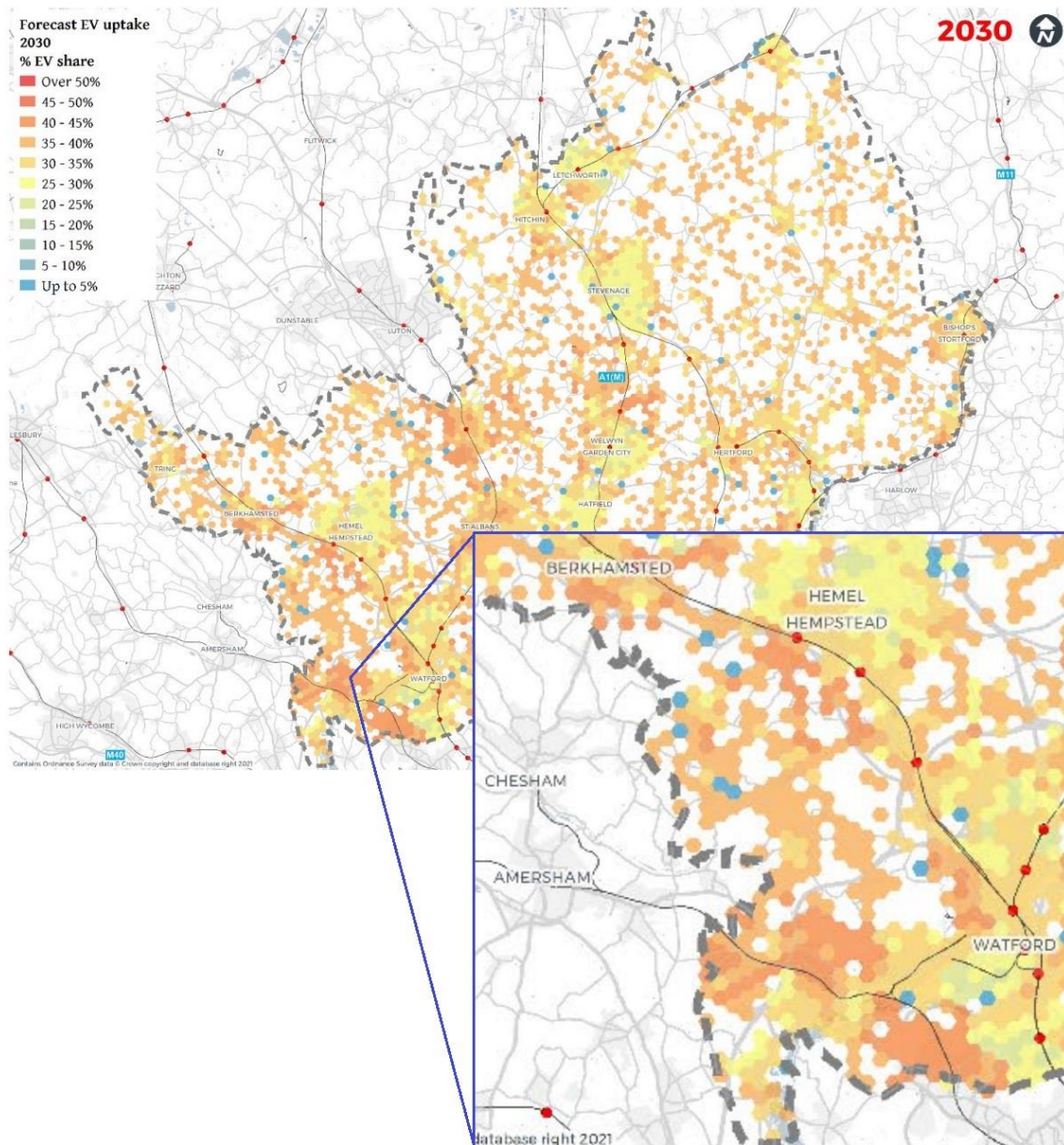


Figure 2

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%.

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

<sup>28</sup> National EV Insight & Strategy tool

### 3.3. 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.<sup>29</sup>

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

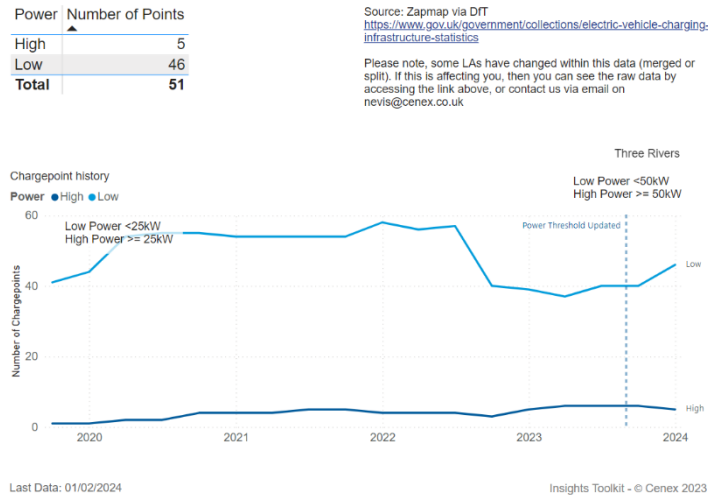


Figure 3

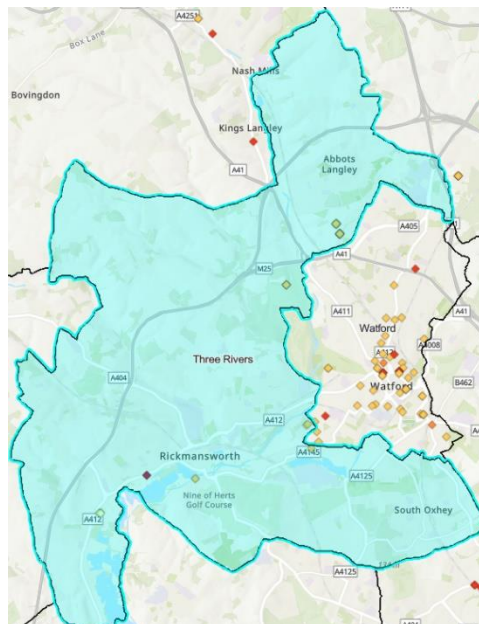


Figure 4

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

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

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

There are no publicly available chargers installed on council owned land in Three Rivers.

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):<sup>31</sup>

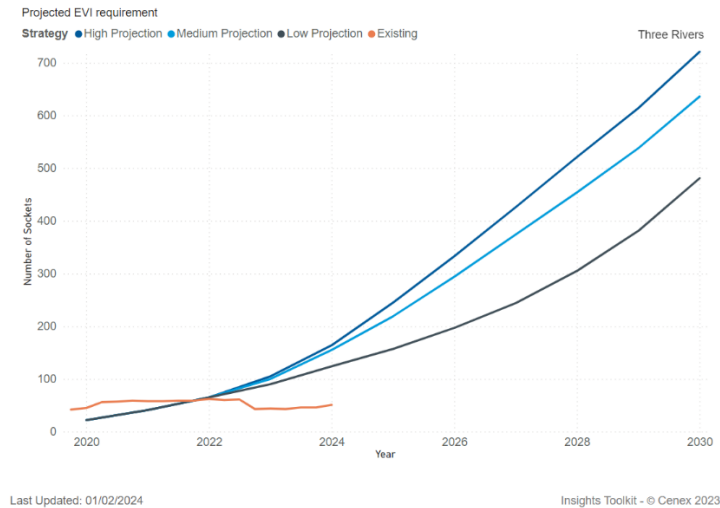


Figure 5

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:

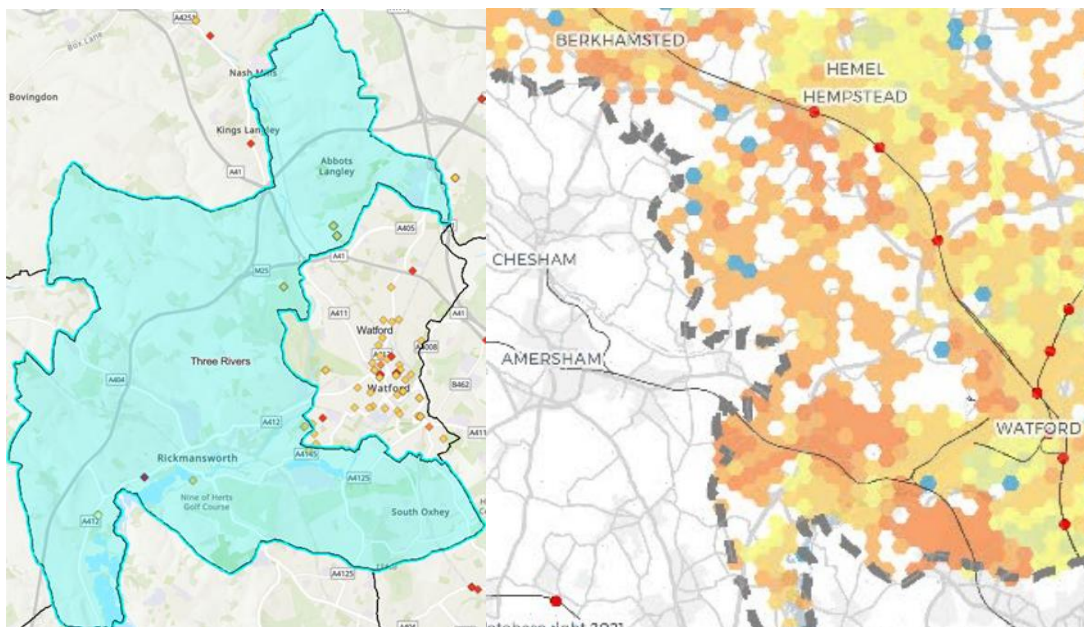


Figure 6

<sup>31</sup> <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.

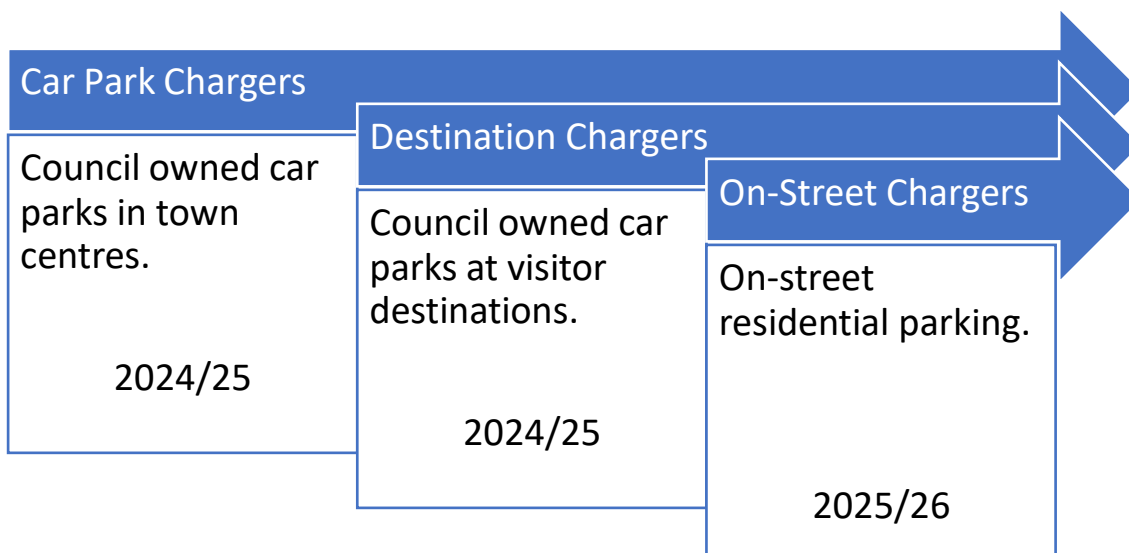


Figure 7

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.

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.

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.

### 4.2. 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.<sup>32</sup>
- The car parks often qualify for OZEV grant funding.
- The car parks are often highly accessible with good links to the main road network.

<sup>32</sup> [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 in located in areas of high footfall making them commercially attractive to charge point operators.
- 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).

#### 5.2. 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.

#### 4.3. 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

A variety of funding sources, deployment methods and operational models have been considered to deliver the Three Rivers charging network.

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.

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		

### 5.1. Deployment Method

#### 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.

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.

The HCC Electric Vehicle Charging Strategy outlines the split of responsibility between HCC and Tier 2 councils:<sup>33</sup>

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.

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

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

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.

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.

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.

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.

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.

### 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).

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.

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)

### 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.

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.

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)

## 5.2. Funding

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

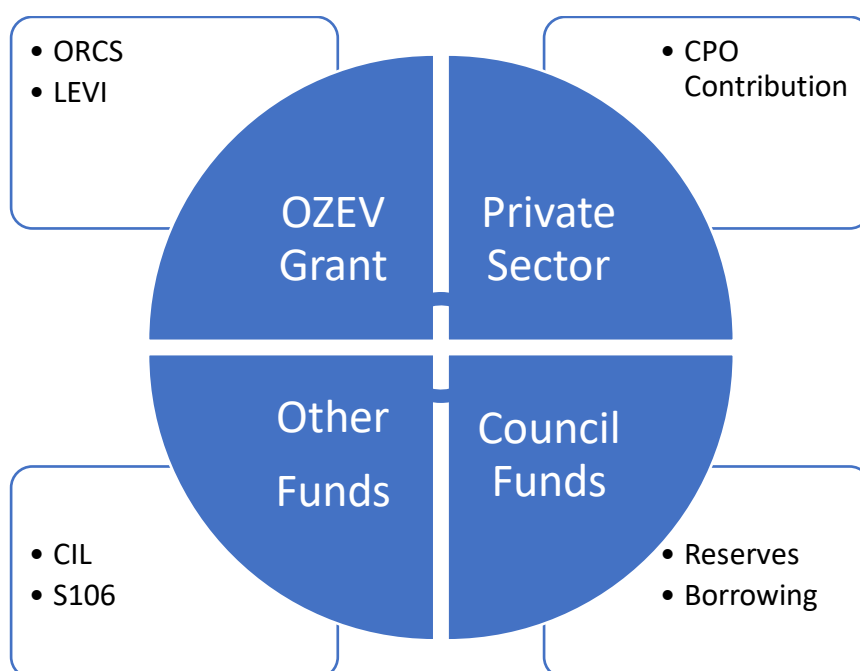


Figure 8

### 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.

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.

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

Grant Type	Description	Regional Context
On-Street Residential Chargepoint Scheme (ORCS)	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).	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.  TRDC secured ORCS funding in March 2024 to enable the delivery of chargepoints in town centre car park locations.
Local EV Infrastructure Fund (LEVI)	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.	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).

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

<sup>34</sup> <https://www.hertfordshire.gov.uk/doc/roads/electric-vehicle-charging-strategy.pdf>

- 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.

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.

#### 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.

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

#### 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.

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.

#### Other Funds

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

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.



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.

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.

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.

### 5.3. 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.<sup>35</sup>

Operational Model	Advantages	Disadvantages
<b>Own &amp; Operate</b> – 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 outsources to a CPO for a fixed annual fee.	<ul style="list-style-type: none"> <li>• Maximum income for the council.</li> <li>• Full control over charger locations, types and number.</li> <li>• Full control over hardware and software choices.</li> <li>• Shorter contracts.</li> <li>• Simple procurement process.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires significant grant funding and matched funding from the council.</li> <li>• High risk in terms of liabilities, maintenance costs, upgrades.</li> <li>• Chargers more likely to become stranded assets.</li> <li>• Risk that revenues (linked to charger utilisation rates) do not cover the costs.</li> </ul>
<b>External Operator</b> – the council funds the capital investment with a CPO providing a back-office system in return for a revenue share.	<ul style="list-style-type: none"> <li>• Council retains most of the revenue.</li> <li>• Reduced liability for operating costs.</li> <li>• High degree of council control</li> <li>• Shorter contracts.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires significant grant funding and matched funding from the council.</li> <li>• Relatively high risk in terms of ongoing liabilities and exposure to varying utilisation rates.</li> </ul>

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

		<ul style="list-style-type: none"> <li>• CPO has least incentive to repair faults.</li> </ul>
<p><b>Owner Operated Concession Contract –</b>  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"> <li>• The CPO will often contribute a significant share of the capital investment needed to deploy the chargers (often as matched funding against OZEV grants).</li> <li>• A profit share agreement can be put in place between CPO and council.</li> <li>• COP is incentivised and responsible for the maintenance and upgrade of the network.</li> <li>• Reduced risk to the council in terms of ongoing costs.</li> <li>• At the end of the contract the council will continue to own below ground infrastructure. The CPO will remove the above ground charger infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced income share compared to full ownership.</li> <li>• More complex procurement process.</li> <li>• Requires relatively larger number of locations so the CPO can balance commercial risk across the sites\chargers.</li> </ul>
<p><b>Lease –</b> 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"> <li>• Lowest risk for the local authority.</li> <li>• Rental agreements for park bays can provide guaranteed incomes.</li> <li>• CPO incentivised to provide good end user experience, maintain and upgrade chargers.</li> </ul>	<ul style="list-style-type: none"> <li>• Lowest potential income.</li> <li>• Least control over charger locations, type and number.</li> <li>• Likely to involve long agreement periods and exclusivity agreements.</li> <li>• Council are unlikely to retain ownership of the grid connection point.</li> </ul>

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.

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
kWh	Kilowatt-hour
LEVI	Local Electric 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



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# Electric Vehicle Strategy Consultation

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## **SURVEY RESPONSE REPORT**

14 June 2023 - 05 November 2024

### **PROJECT NAME:**

Electric Vehicle Strategy Public Consultation

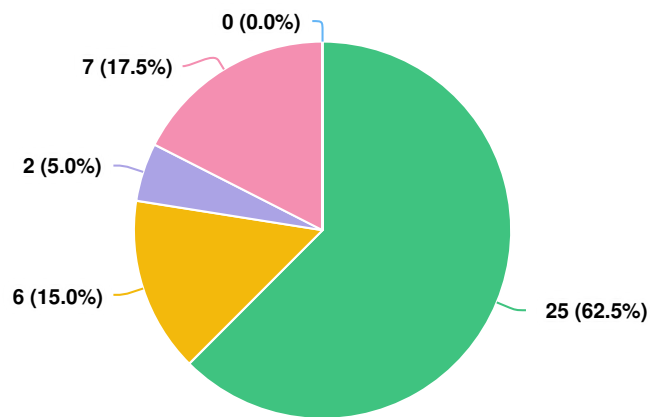
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# SURVEY QUESTIONS

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**Q1** | To what extent do you agree with strategic objective TRDC EV1: To provide a publicly available charger network in council o...

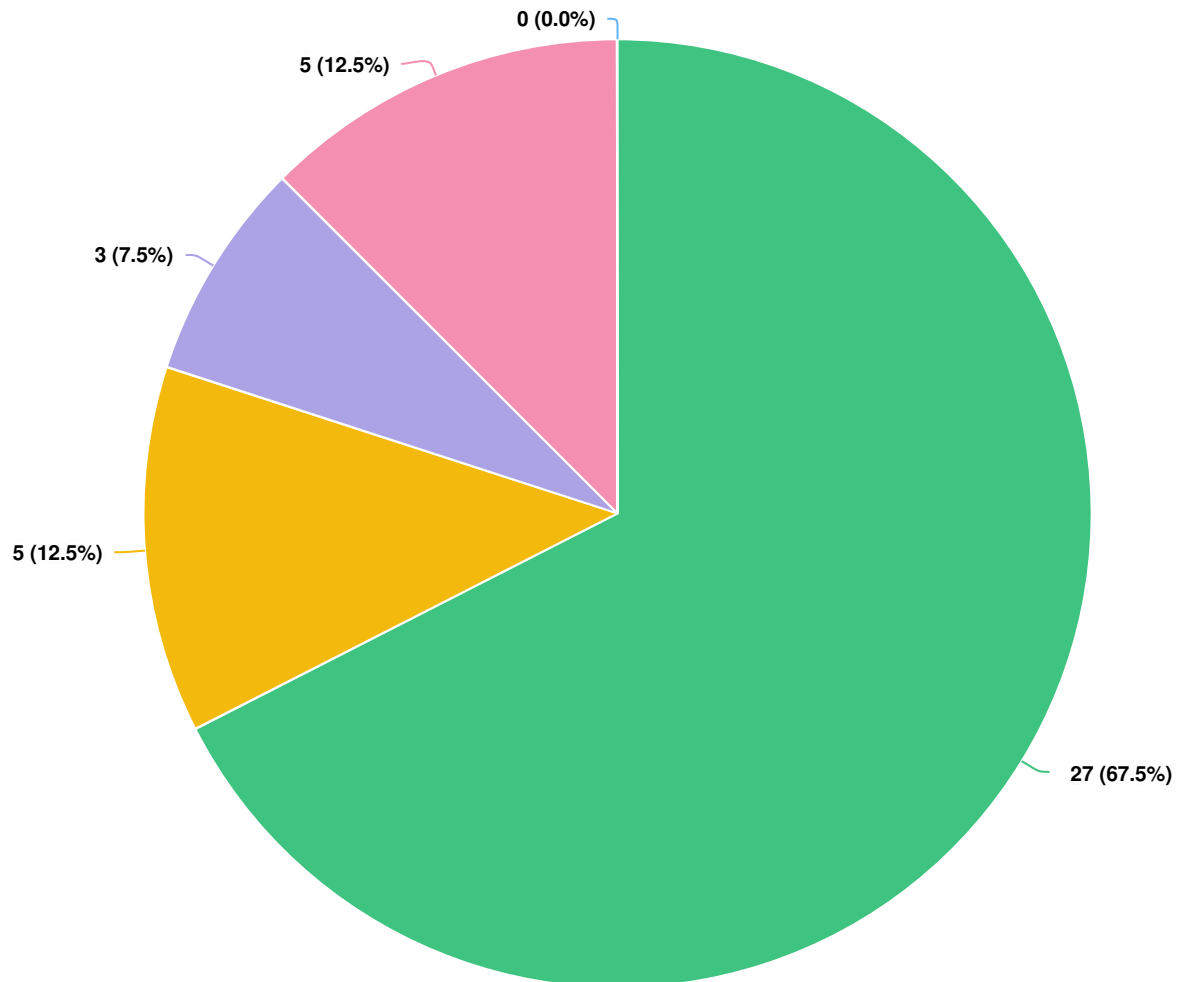


**Question options**

- Strongly agree
- Agree
- Neither agree or disagree
- Strongly disagree
- Disagree

*Optional question (40 response(s), 0 skipped)*  
*Question type: Radio Button Question*

**Q2** To what extent do you agree with strategic objective TRDC EV2: To provide a publicly available charger network in council owned car parks at destinations (e.g. leisure centre)?



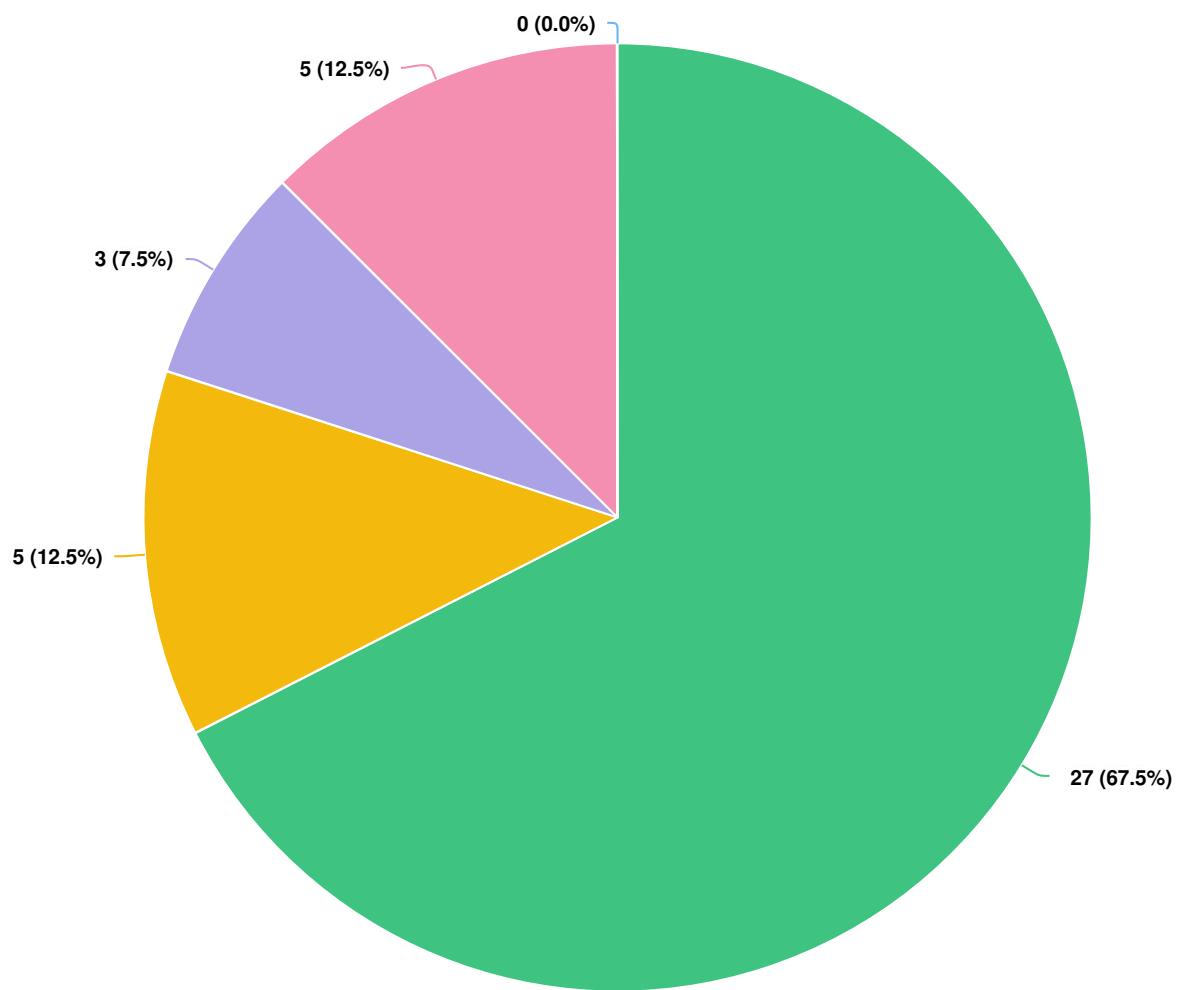
**Question options**

- Strongly agree
- Agree
- Neither agree or disagree
- Strongly disagree
- Disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

**Q3** To what extent do you agree with strategic objective TRDC EV3: To provide a publicly available network (based on available evidence of charging need) that promotes equal access to electric vehicle charging, including those with disabilities, in rur...



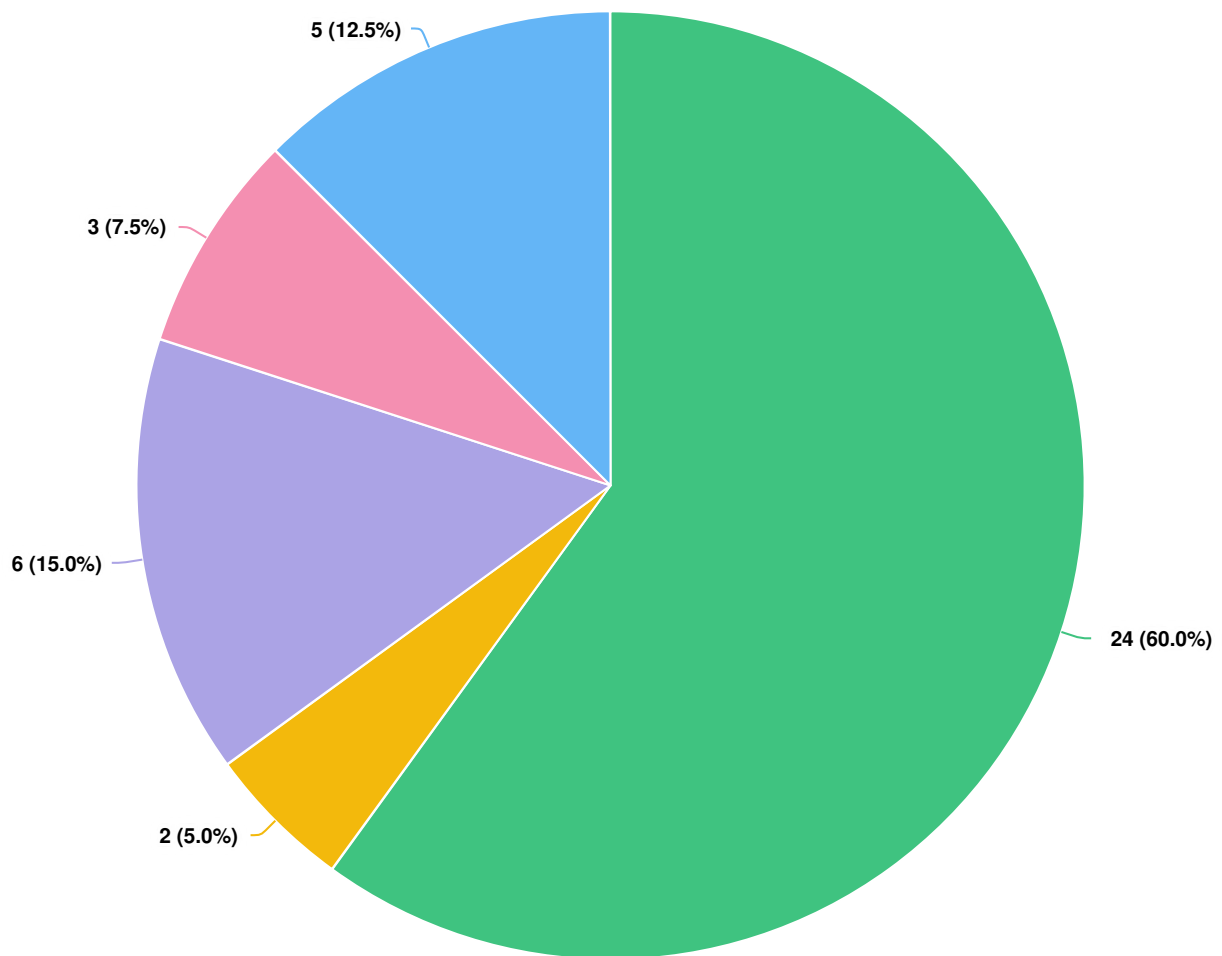
**Question options**

- Strongly agree
- Agree
- Neither agree or disagree
- Strongly disagree
- Disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

**Q4** | To what extent do you agree with strategic objective TRDC EV4: To work alongside Hertfordshire County Council, as the Highways Agency, to provide a publicly available charger network in on-street residential parking locations?



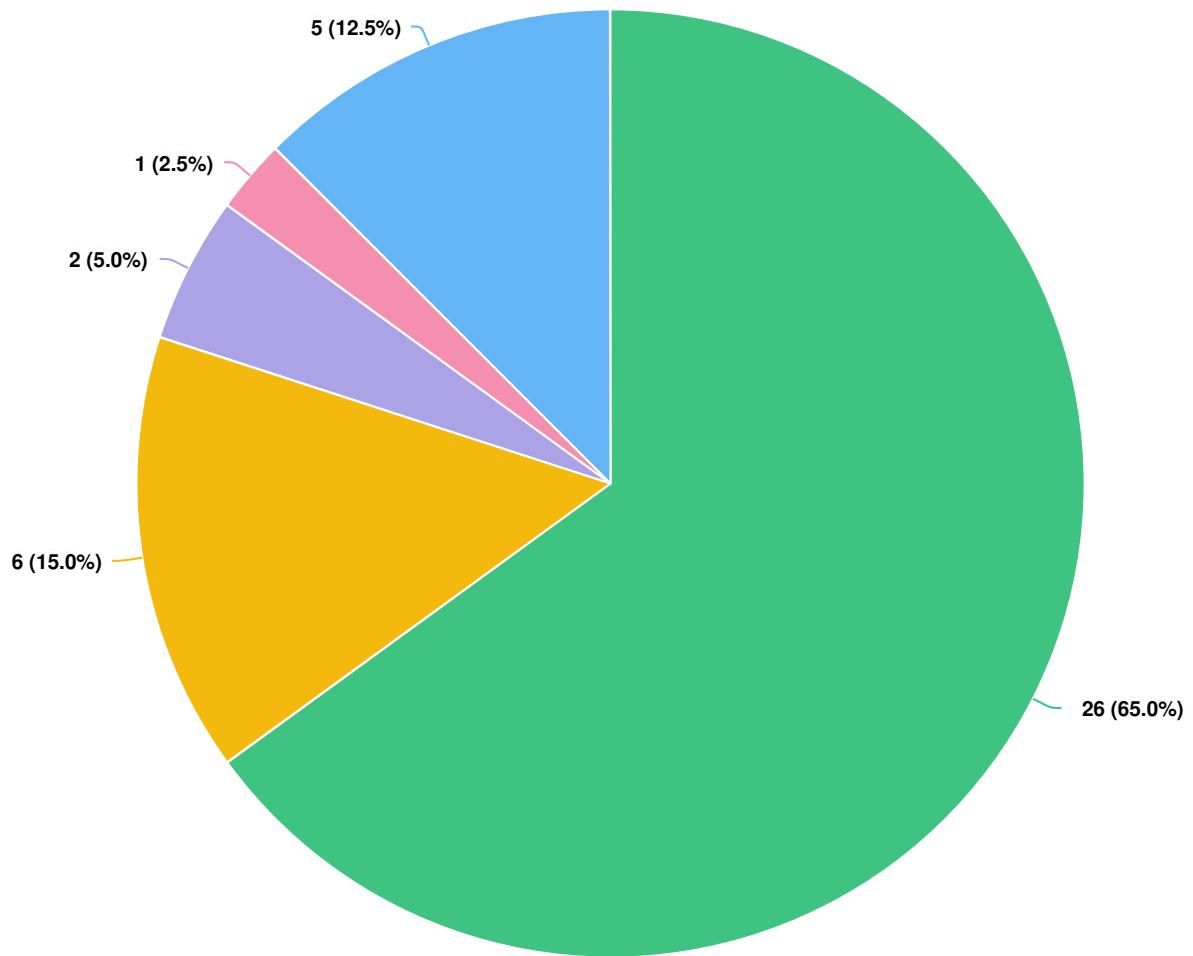
**Question options**

● Strongly agree   ● Agree   ● Neither agree or disagree   ● Disagree   ● Strongly disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

**Q5** | To what extent do you agree with strategic objective TRDC EV5: To work alongside Hertfordshire County Council to leverage Office of Zero Emission Vehicles (OZEV) funding and the private sector to support the development of a charger network?



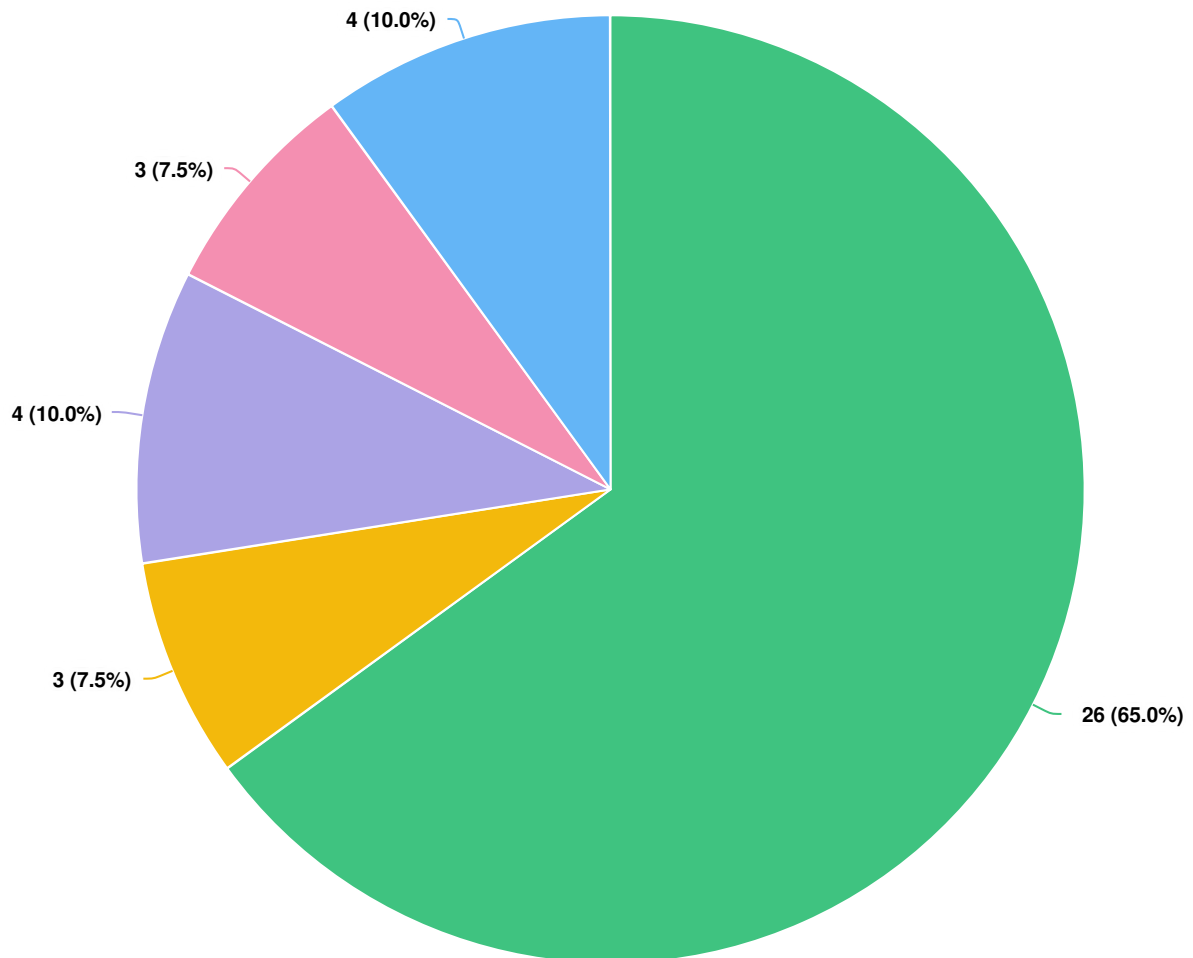
**Question options**

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

**Q6** | To what extent do you agree with strategic objective TRDC EV6: To support the adoption of consistent charger standards across the district to ensure the best outcome for end-users?

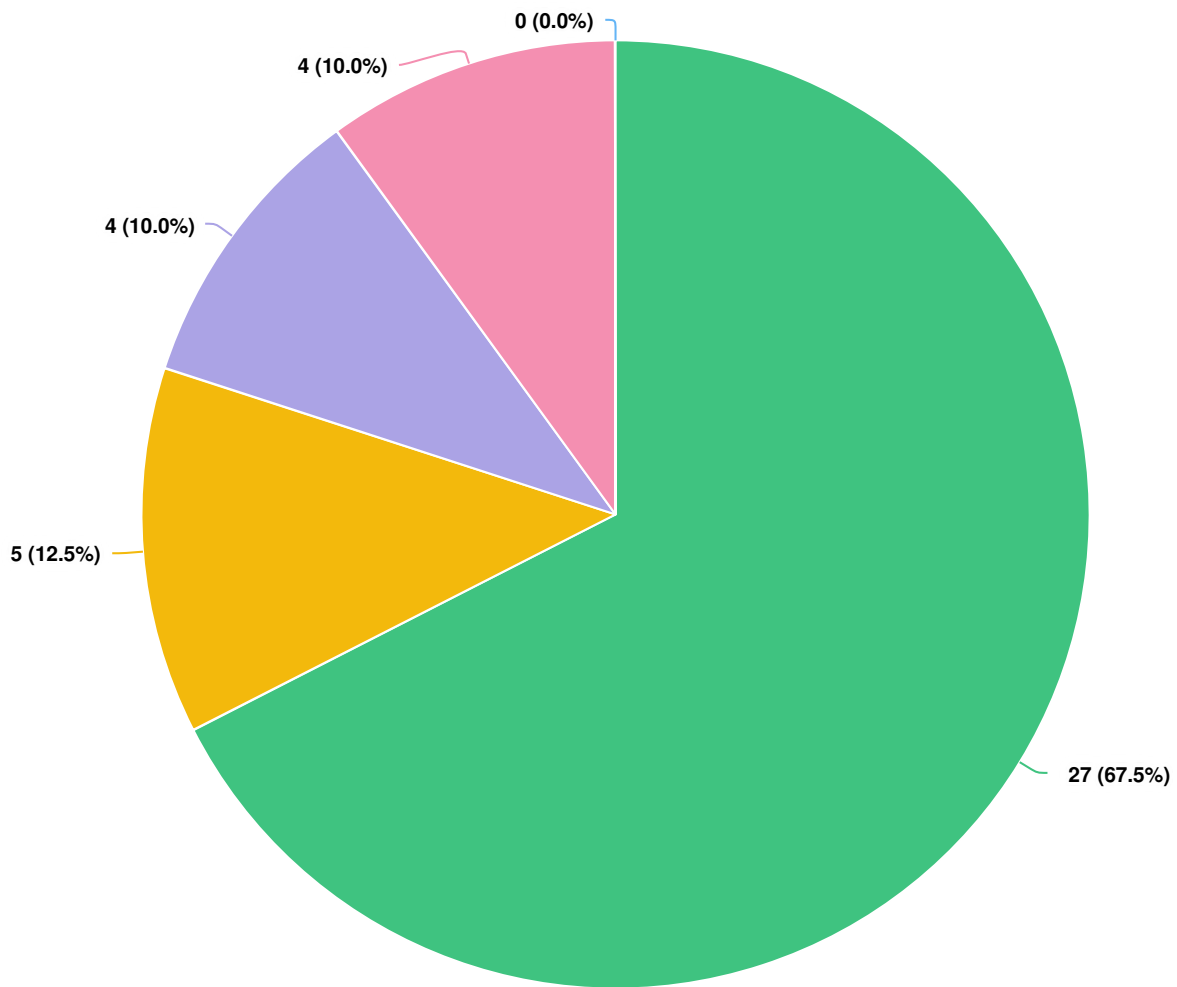


**Question options**

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

Optional question (40 response(s), 0 skipped)  
Question type: Radio Button Question

**Q7** | To what extent do you agree with strategic objective 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?



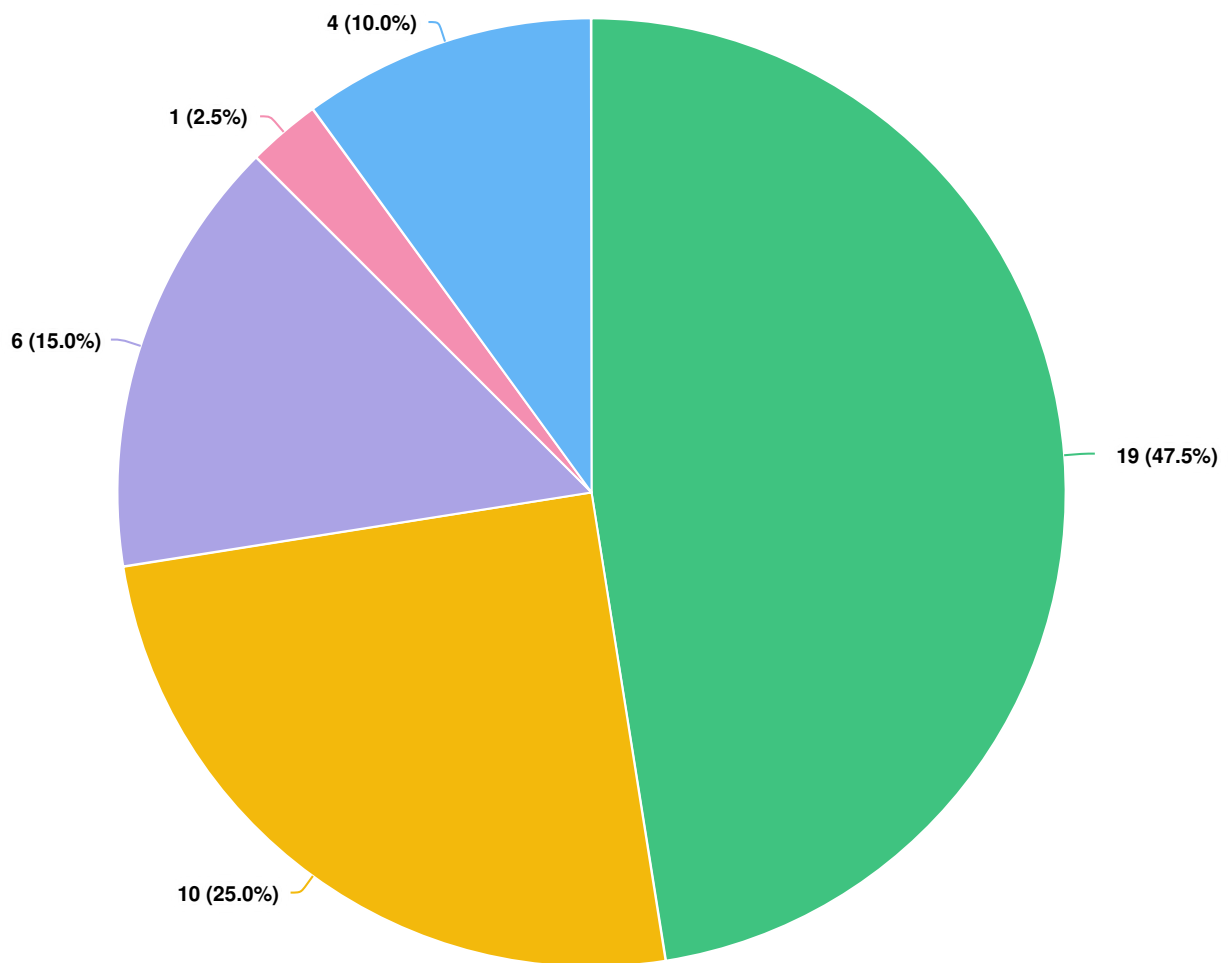
**Question options**

- Strongly agree
- Agree
- Neither agree or disagree
- Strongly disagree
- Disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question

**Q8** | The Electric Vehicle Strategy proposes what method and funding the council will use to deploy Fast and Rapid Chargers, as summarised in the table above. To what extent do you agree with this approach?



**Question options**

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

Optional question (40 response(s), 0 skipped)

Question type: Radio Button Question



**Q9 | Please provide any comments or feedback on the proposed Electric Vehicle Strategy**

Screen Name Redacted

8/23/2024 02:12 PM

In line with objective 7, with rapidly advancing technology, is there a fallback position to avoid Council losses if chargers soon become obsolete, so they are not left with Betamax white elephants?

Screen Name Redacted

8/24/2024 11:05 PM

The way forward is not Electric Vehicles, but Hydrogen Fuel vehicles.

Screen Name Redacted

8/26/2024 12:14 PM

Nothing should be done that negatively impacts any resident that already has an EV charge point installed at a private residential home. Early adopters should not be adversely impacted in any manner.

Screen Name Redacted

8/27/2024 10:48 AM

Any streetlight charging facilities must ensure that access over dropped kerbs cannot be blocked by those charging their vehicles. I am aware of occasions when drives have been blocked and the homeowner has been unable to leave their property. If this is designed-in the issue is resolved before it occurs.

Screen Name Redacted

8/27/2024 11:10 AM

It is wonderful the TRDC are proactive in identifying the need for EV charging and are actively doing something about it.

Screen Name Redacted

8/27/2024 12:57 PM

The sooner the better.

Screen Name Redacted

8/27/2024 05:49 PM

The chargers should be available not far from end users, I'm not going to leave the car 10 minutes away on charge leave and then comeback when it's finished, so street charging and solutions for people without drive (like oxford city and milton keynes approaches). And the big impediment at the moment is the kw price on this scarce available charging stations, while at home you can charge with 4- 8p, they are billing us at 40-80p( so 10x the price).not even the 22p which we are being charged for home consumption. Until then you can fit 1000's of chargers which are not going to be used because of the high prices. I for definitely have been in contact with my local mp's and county council and no one wanted to hear about any stuff I mentioned above.

Screen Name Redacted

Rapid chargers are of less importance and fast chargers more

8/27/2024 11:10 PM

important in car parks and residential sites where cars are typically parked for periods exceeding 30 minutes. It's much better to offer more fast chargers rather than fewer rapid chargers. Very easy account and payment arrangements are essential and options for non-mobile phone payment management should be available.

Screen Name Redacted

8/28/2024 10:33 AM

The deployment of charging points in car parking places will make it even more difficult to park.

Screen Name Redacted

8/30/2024 05:23 AM

1. I think we need to be sensible with tax payers money...get it right first on cheaper, easier access areas before dealing with more expensive connectivity in more rural areas. 2. Please think about how things 'look'. 3. Please choose chargers which are simple and easy to use.

Screen Name Redacted

8/30/2024 10:12 AM

Cables across footways/pavements should not be allowed. The council should not be subsidising electric car parking in any way.

Screen Name Redacted

8/30/2024 03:56 PM

More on street charging is needed to encourage more people to take up Ev cars

Screen Name Redacted

8/30/2024 06:36 PM

Please consider the price for charging. It should not be to generate profit over the cost of providing the service.

Screen Name Redacted

8/30/2024 06:40 PM

Electric vehicles are dangerous and should be banned, they also cause more road damage in use.

Screen Name Redacted

8/31/2024 08:22 AM

I would like more information on how control of the charging point parking spaces would be made, so that spaces were freed up as soon as possible after vehicles are charged.

Screen Name Redacted

9/01/2024 12:43 PM

TRDC should not be funding charging points, but should be encouraging more people to walk or cycle safely the short distances which are often travelled. The private sector should be providing charging point and this should cost should not be put on our council tax, especially as most people cannot afford an electric car. Planning for new builds should include charging points and this should include towerblocks. TRDC must realise that the electric car may not be the answer to net zero and at present we do not have a strategy to reclaim the rare earth metals and lithium from currently used

batteries. This will cause a serious problem with waste disposal and loss of valuable raw materials. There is evidence that electric vehicles are causing a significant damage to our roads as they are much heavier than normal cars and charging points on streets often cause tripping hazards to pedestrians, especially those that are partially sighted.

Screen Name Redacted

9/01/2024 12:49 PM

Please involve Tesla they provide the fastest chargers and support all EVs, more importantly their chargers are the most reliable as many EV chargers fail.

Screen Name Redacted

9/03/2024 05:49 PM

Parking spaces in the villages are already too limited. Losing even a single space to an EV charging point will add additional strain, more illegal parking and be detrimental to the high street. I object to my tax being used to pay for something I won't use. If people want an EV, they should pay to have one at home at their own expense. With the popularity of EV's falling dramatically, this is likely to be a huge waste of my money by the council. It's far too soon to commit so much money and land to such a scheme.

Screen Name Redacted

9/04/2024 03:44 PM

Most charging will be at home but reasonably priced away from home charging will also be important.

Screen Name Redacted

9/18/2024 02:34 PM

We must look to the future and plan now

Screen Name Redacted

9/27/2024 10:11 AM

Charger on street locations in town and village centres must not take up shopper parking spaces, which threatens the viability of our high street shops, especially in villages. Chargers should be put in car parks, where people can leave their car on charge for a lengthy time, so that shoppers can still park on street and do their shopping.

Screen Name Redacted

9/29/2024 03:29 PM

I object to my council tax being wasted on EV chargers in the district. EV's are not the sole solution and other more viable options exist. There are more important issues the council needs to address than wasting money on Net Zero projects.

Screen Name Redacted

9/29/2024 05:36 PM

The TRDC Electric Vehicle Charging Strategy focuses upon and addresses the need for providing EV charging points in locations accessible by the public. There appears to be no reference or suggested links to any current, emerging or planned TRDC policy to encourage EV charging points funded by private residents and

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installed on their properties. And for TRDC to recognise a policy should include the production of guidelines for residents on an effective method on how to apply for applications for and obtain the associated Planning and Listed Building Consent for listed buildings or buildings located in Conservation Areas. Articles and significant comments can be found online regarding long delays and difficulties experienced by residents making such applications to Local Authorities in other areas

**Optional question** (23 response(s), 17 skipped)

**Question type:** Essay Question

## 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-users<sup>1</sup>. They analyse how all our work as a council might impact differently on different groups<sup>2</sup>

They help us make good decisions and evidence how we have reached these decisions.<sup>3</sup>

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 needed<sup>4</sup>

<b>Title</b> <sup>5</sup>	EV Charging Strategy	<b>ID No</b> <sup>6</sup>	RS002
<b>Team/Service</b> <sup>7</sup>	Transport and Parking Projects		
<b>Focus of EIA</b> <sup>8</sup>	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.		
<b>Assessment of overall impacts and any further recommendations</b> <sup>9</sup>			
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.

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

<sup>2</sup> <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"> <li>• Disability – the provision of disabled bays which also provide access to charging infrastructure.</li> <li>• 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.</li> <li>• 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.</li> <li>• Cost – Low-income residents ability to pay for both parking and charging.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
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**Actions Planned** <sup>10</sup>

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:**

**Date:**

### **Guidance end-notes**

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<sup>1</sup> 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.

<sup>2</sup> **Our duties in the Equality Act 2010**



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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

### **<sup>3</sup> 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.

### **<sup>4</sup> 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.

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

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

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

<sup>8</sup> **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.

- 
- 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.

<sup>9</sup> **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?

<sup>10</sup> **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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## TRDC Climate and Sustainability Impact Assessment

This toolkit is a self-assessment to help providers of goods, services or projects to the Council, and grant or Community Infrastructure Levy (CIL) applicants assess the environmental impact of their proposals. Applicants should think about how their project, goods or services align with Three Rivers' Climate Emergency and Sustainability Strategy. The toolkit also supports the sustainability section on a procurement tender.

### How to use the tool

The self-assessment tool is intended to help authors reflect critically on their project, goods, or services' environmental impact. We envision this tool will be used early in the design of a project to identify areas where environmental harms can be mitigated, and environmental benefits enhanced. Once you are happy that your proposal is optimised, complete this form and return it with your project submission.

The next tab presents a set of questions about the proposal covering a range of sustainability criteria. Each answer is colour-coded to indicate its environmental impact as below:



Colour code	Recommendation
Dark green (4)	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.
Light green (3)	Some positive impact for sustainability. Recommendation to further enhance this aspect where possible and proceed.
Yellow (2)	Some negative impacts sustainability. Recommendation to review these aspects and find mitigations where possible.
Red (1)	Considerable inconsistency with the council's sustainability objectives. Strong recommendation to review these aspects and find mitigation
Grey (0)	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.

Once you've selected your answer in the "Impact" column (C), then give the relevant score in the "Score" column (E). Higher scores indicate more sustainable proposals.

Against each area, the assessment presents prompts to highlight best practice suggestions and enable consideration of how adverse environmental impacts could be mitigated on a project.

*This Toolkit was inspired by Jim Cunningham's "Climate Implications Toolkit" from Hammersmith and Fulham Council, and developed by officers of Three Rivers District Council.*

Version                      Date

1

TRDC Climate and Sustainability Impact Assessment

Score / Colour Code	Impact and Recommendation
Dark green (4)	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.
Light green (3)	Some positive impact for sustainability. Recommendation to further enhance this aspect where possible and proceed.
Yellow (2)	Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.
Red (1)	Considerable inconsistency with the council's sustainability objectives. Strong recommendation to review these aspects and find mitigations.
Grey (0)	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.

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@threeivers.gov.uk

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

<b>Name of project/policy/procurement and date:</b>	ELECTRIC VEHICLE STRATEGY
<b>Brief description (1-2 sentences):</b>	A Three Rivers District Council document outlining an electric vehicle charging strategy for a public charging network covering council owned car parks and on-street residential parking.

Homes, buildings, infrastructure, equipment and energy

Question	Impact (select from list)	Score (-1 to 4)	Justification or mitigation	Impact (select from list)	Revised Score (1-4)
1 What effect will this project have on overall energy use (electricity or other fuels) e.g. in buildings, appliances or machinery?	Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2	energy projects in particular car park solar arrays, where possible opt for a renewable energy provider/tariff	Some positive impact for sustainability. Recommendation to further enhance this aspect where possible and proceed.	3
2 What effect will this project have on the direct use of fossil fuels such as gas, petrol, diesel, oil?	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4	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
3 Does this project further maximise the use of existing building space? E.g. co-locating services; bringing under-used space into use; using buildings out-of-hours	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4	Increases the utilisation of existing council land/ carparks	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
4 Will any new building constructed or refurbished be highly energy efficient in use? 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"	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0	No direct changes to buildings embedded carbon of installation. Priorisation has been given to sites which require lower DNO alterations. Charging Point Operator to provide 'green' credentials of materials 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 energy generation but does support the transition to a renewable energy transport infrastructure. Explore opportunities to pair with community energy projects in particular	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
5 Does this make use of sustainable materials / inputs in your project? E.g. re-used or recycled construction materials, timber in place of concrete	Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2		Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
6 Does this use more sustainable processes in the creation of the project? E.g. modular and off-site construction; use of electrical plant instead of petrol/diesel	Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2		Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
7 Will this increase the supply of renewable energy? e.g. installing solar panels; switching to a renewable energy tariff	Some positive impact for sustainability. Recommendation to further enhance this aspect where possible and proceed.	3		Strong positive impacts for sustainability. Recommendation to further enhance this aspect where possible and proceed.	3
8 Do any appliances or electrical equipment to be used have high energy efficiency ratings?	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
<b>Average Score</b>		<b>2.86</b>			<b>3.60</b>

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 in EPC ratings.
- 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 material and timber frames.
- Use construction methods that reduce overall energy use, such as modular, factory-built components, or use of 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 (PPA)
- Use energy-efficient appliances.
- Install low-energy (LED) lighting.
- Install measures to help manage building energy demand, such as smart meters, timers on lighting, or building management systems.

Travel

Question	Impact	Score (0-4)	Justification or mitigation	Impact (select from list)	Revised Score (0-4)
9 Reducing travel: what effect will this project have on overall vehicle use?	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	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
10 Will this project use petrol or diesel vehicles?	Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2	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
11 Will this project support people to use active or low-carbon transport? E.g. cycling, walking, switching to electric transport	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	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
12 Will this project be easily accessible for all by foot, bike, or public transport, including for disabled people?	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
13 Has the project taken steps to reduce traffic? E.g. Using e-cargo bikes; timing activities or deliveries to be outside peak congestion times	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
<b>Average Score</b>		<b>3.50</b>			<b>4.00</b>

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 transport.
- Support users and staff to walk, cycle, or use public transport e.g. with cycle parking, training, incentives.
- Use zero-emission deliveries
- Model and mitigate the project's effect on traffic and congestion e.g. re-timing the service or deliveries

Goods and Consumption

Question	Impact	Score (0-4)	Justification or mitigation	Impact (select from list)	Revised Score (0-4)
14 Has this project considered ways to re-use existing goods and materials to the greatest extent possible, before acquiring newly manufactured ones?	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
15 Does the project reduce reliance on buying newly manufactured goods? E.g. repair and re-use; sharing and lending goods between services or people, leasing or product-as-a-service rather than ownership	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0	Further plans for a wider scope strategy to also cover car sharing schemes is planned and referenced in this strategy.	Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	0
16 Does the project use products and resources that are re-used, recycled, or renewable?	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4	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

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

- Procure goods through sharing, leasing, or product-as-a-service models rather than ownership.
- 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-life.
- Use lifecycle costing in business cases to capture the full cost of operation, repair and disposal of an item.
- 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 composting) food waste; replacing single-use items with reusable items.
- Use contact points with residents, community groups and businesses to engage and enable them to adopt low-waste, low-carbon behaviours.

17	Does the project enable others to make sustainable choices within their lifestyles, or engage people about this?	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
18	Does the project have a plan to reduce waste sent to landfill in manufacture?	Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2	Establish waste management process with EVCP provider/ installer	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this	0
19	Will the material(s) used on the project be able to be re-used, re-purposed, or recycled at end of its life?	Some positive impact for sustainability. Recommendation to further enhance this aspect where possible and proceed.	3	repairability considered as part of construction design. EV's generally have less wear and tear parts than ICE vehicles and EV	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4
20	Has the project taken steps to ensure any food offered or consumed is more sustainable? E.g. less and high-quality (high welfare) meat and dairy, minimise food waste, seasonal and locally sourced produce.	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
<b>Average Score</b>			<b>3.25</b>			<b>4.00</b>

<b>Ecology</b>						
Question	Impact	Score (0-4)	Justification or mitigation	Impact (select from list)	Revised Score (0-4)	
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.)	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
22	Does the project create more habitat for nature? 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	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
23	Does the project make changes to existing habitats or have a negative impact on biodiversity? 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	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
24	Does the project help people understand the value of biodiversity, and encourage residents to support it in their private and community spaces?	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	4	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
<b>Average Score</b>			<b>4</b>			<b>4</b>

<b>Adaptation</b>						
Question	Impact	Score (0-4)	Justification or mitigation	Impact (select from list)	Revised Score (0-4)	
25	Does any planned project, construction or building include measures to conserve water? E.g. low-flow taps and showerheads, water-efficient devices	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
26	Does the project consider how to protect people from the effects of extreme weather? E.g. including shading to prevent overheating	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
27	Has any planned building work or infrastructure on the project considered how to mitigate flood risk? E.g. implementing Sustainable Drainage Systems (SuDS), de-paving areas, installing green roofs	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
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)?	Neutral or not applicable. Recommendation to consider how benefits could be achieved in this area, but otherwise proceed.	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
29	Has the project considered its own resilience to extreme heat, flooding, or drought resulting from climate change?	Some possible negative impacts for sustainability. Recommendation to review these aspects and find mitigations where possible.	2	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
<b>Average Score</b>			<b>2.0</b>			<b>3.00</b>

<b>Engagement and Influence</b>						
Question	Impact	Score (0-4)	Justification or mitigation	Impact (select from list)	Revised Score (0-4)	
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?	Strong positive impacts for sustainability. Recommendation to proceed as is with this aspect.	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
<b>Average Score</b>			<b>4</b>			<b>4</b>
<b>Total Overall Average Score</b>			<b>3.27</b>			<b>3.8</b>

**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 biodiversity.
- 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, hedgehog hides and passages, log piles
- Consider the ecological impacts from manufacture and use of procured goods, e.g. water pollution; 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 garden, toilets
- Ensure all new building or refurbishment (especially of homes) models and mitigates future overheating risk, with 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 groups to promote understanding of the climate and ecological emergencies.

Now the assessment is complete, please include a copy of the completed assessment as part of your CIL application, and submit a copy of the form by email to Joanna.Hewitson@threeivers.gov.uk

<b>Climate and Sustainability Impact Assessment Summary</b>	
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
<b>Total Overall Average Score</b>	<b>3.8</b>

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## **Animal Welfare – Fixed Penalty Notices (ADE)**

### **1 Summary**

- 1.1 This report updates Members on the new powers conveyed by The Animals (Penalty Notices) (England) Regulations 2023 and the accompanying Statutory Guidance which officers must consider when using these powers and seeks authority from Members to consider and as appropriate make use of fixed penalty notices.

### **Details**

- 1.2 In 2022, the Animals (Penalty Notices) Act gained Royal Assent and became law. As a result of this the Government ran a consultation exercise to seek opinions on whether the use of fixed penalty notices would be a useful enforcement tool. The result of this consultation led the Government to announce that more than 85% of respondents supported the view that penalty notices could be a proportionate tool to ensure compliance with animal health and welfare regulations, and they also supported the use of penalty notices to enforce regulations across different areas of animal health and welfare legislation
- 1.3 To facilitate the implementation of fixed penalty notices, The Animals (Penalty Notices) (England) Regulations 2023 were introduced, and in December 2023 the Department for Environment Food and Rural Affairs (Defra) released Agenda Item 6 Statutory Guidance to provide a framework for enforcement agencies to have regard to when issuing fixed penalty notices.
- 1.4 Fixed penalty notices (FPNs) cannot be used for all animal related offences, the 2023 Regulations contain a list of relevant offences that may be disposed of by way of a fixed penalty notice, and this list also states which authority may issue a notice for that offence.
- 1.5 Of specific relevance to this Council the Act and associate guidance allows local authorities to issue FPNs for incidents (mainly section 9 AWA Duty of care) and sec 2 of the Dangerous Dogs Act in circumstances where something should be done but not necessarily prosecution. It also applies to Breeding without a licence under the Licensing of Activities Involving Animals Regulations.
- 1.6 The Statutory Guidance is not a substantial document, but it does provide more detail around the areas covered by the 2022 Act and the 2023 Regulations. See Appendix 1
- 1.7 The legislation does not require an authority to adopt the provisions of the Act before a FPN can be issued. The legislation is written in such a way that it enables an authority to consider issuing a FPN as an alternative to issuing a simple caution

or initiating a formal prosecution from the moment the provisions were commenced by Parliament (1 January 2024).

1.8 A Council cannot prosecute for a failure to pay a FPN. They are essentially an option for the person or corporate body to absolve their guilt of an offence without receiving a formal conviction that may come from the Council pursuing a formal prosecution.

1.9 Officers consider the use of FPNs could be helpful in dealing with low level infringements, and would recommend Members to authorise them to be able to consider the use of FPNs, but would point out to Members that the inability to prosecute for a failure to pay the FPN, seriously limits the effectiveness of the powers provided by this legislation

## 2 Policy/Budget Reference and Implications

2.1 The recommendations within this report are in line with the Councils [animal welfare enforcement and animal welfare licencing policies](#) both of which will be updated to incorporate the new FPN delegation is approved.

### Financial Implications

2.2 The maximum fine level that can be imposed is £5,000 or the maximum the accused could be fined if summarily convicted for that offence

2.3 The potential income from the issuing of FPNs will be cost neutral given the way the legislation is worded. Any proceeds after costs must be forwarded to the Government's Consolidated Fund

2.4 A small amount of Officer time will be required to update the website, amend the systems/procedures etc. These costs will come out existing resources.

## 3 Legal Implications

3.1 The 2023 Regulations permit a number of offences to be issued FPNs, but the offences in the table below are the offences particularly applicable to this Council.

Dangerous Wild Animals Act 1976	(a)section 2(5) (keeping a dangerous wild animal without a licence) or (6) (contravention of or non-compliance with licence condition); (b)section 3(4) (obstructing or delaying inspection by local authority).
Animal Health Act 1981	Failing to use a collar on a dog in a public place
Animal Welfare Act 2006	a) section 9 (duty of a person responsible for animal to ensure welfare); (b) section 11 (transfer of animals by way of sale or prize to persons

	under 16); (c) section 13 (licensing or registration of activities involving animals).
Animal Welfare (Licensing of Activities Involving Animals) (England) Regulations 2018	7) Failing to provide assistance with taking samples from animals 19) Obstruction of an officer 20)(a) breaching a licence condition

3.2 A FPN must contain prescribed information:

- i. A statement that the responsible person for the authority is satisfied that the person has committed the offence, and why
- ii. The amount to be paid
- iii. Information detailing no action will be taken before the 28th day following the giving of the notice
- iv. Information explaining the person may not be convicted of the offence if they pay the full amount by the 28th day, or 50% by the 14th day v. Information explaining where, when and how payment can be made

3.3 The 28 days has no effect on the permitted period to bring charges under the Magistrates' Court Act 1980

3.4 FPNs can be withdrawn at any time by the Licensing Authority.

3.5 When considering whether to issue a FPN officers must take into account:

- i. the seriousness of the conduct to which the proposed notice relates (the "relevant conduct");
- ii. the duration of the relevant conduct;
- iii. any evidence of intention behind the relevant conduct;
- iv. any evidence of previous acts or omissions by the person similar to the relevant conduct;
- v. any action taken by the person to eliminate or reduce any risk of harm resulting from the relevant conduct;
- vi. any action taken by the person to remedy or mitigate any harm resulting from the relevant conduct;
- vii. whether the person reported the relevant conduct to the enforcement authority or constable;
- viii. the conduct of the person after the relevant conduct is drawn to their attention by the enforcement authority or constable.

- 3.6 The Statutory Guidance provides additional information to officers on how to determine whether to issue a FPN or not, and how to set the FPN amount, as well as covering other minor procedural matters.
- 3.7 FPNs cannot be issued unless an officer is satisfied beyond reasonable doubt that the person or body corporate has committed an offence. The same evidential and public interest tests required for a prosecution must be met.
- 3.8 Councils are not permitted to prosecute for a failure to pay the FPN within 28 days. Councils must consider whether formal prosecution for the offence is necessary and appropriate in such cases.
- 3.9 There is no right to appeal the issuing of a FPN.

#### **4 Risk and Health & Safety Implications**

- 4.1 The subject of this report is covered by the Environmental Protection service plan. Any risks resulting from this report will be included in the risk register and, if necessary, managed within this plan.

#### **5 Recommendation**

- 5.1 That the Committee:

Agree delegation to officers to consider and, as appropriate, make use of fixed penalty notices when determining the appropriate level of enforcement action to be taken against any person/body corporate who they are satisfied has committed a relevant offence as listed in the schedules of the Animals (Penalty Notices) Act 2022.

Report prepared by: Emma Sheridan

#### **Background Papers**

[Statutory Guidance on the use of penalty notices for animal health and welfare offences \(DEFRA\)](#)

[Animals \(Penalty Notices\) Act 2022 \(legislation.gov.uk\)](#)

[The Animals \(Penalty Notices\) \(England\) Regulations 2023 \(legislation.gov.uk\)](#)

# Agenda Item 9

## GENERAL PUBLIC SERVICES AND ECONOMIC DEVELOPMENT COMMITTEE

14 JANUARY 2025

### PART I - NOT DELEGATED

#### BUDGET MONITORING – Period 3

(DoF)

#### 1. Summary

1.1 This report covers this Committee's financial position over the medium term (2024 – 2027) as at Period 6 (end of September)

1.2 The Period 6 comprehensive Budget Management report has already been presented to the Policy & Resources Committee at its meeting on 11 November 2024 which sought approval to a change in the Council's 2024 - 2027 medium-term financial plan

#### 2. Details

2.1 This Committee's details can be found in Appendix 1 of the full Budget Management Report a copy of which is attached.

#### 3. Options/Reasons for Recommendation

3.1 The Committee is to note the changes concerning their budget.

#### 4. Policy / Budget Reference and Implications

4.1 In accordance with the Council's financial procedure rules, the revenue and capital budgets will be updated accordingly, if the recommendation from the Policy & Resources Committee is agreed by Council.

4.2 There are no substantial changes to Council policy resulting from this report.

#### 5. Legal, Equal Opportunities, Staffing, Environmental, Community Safety, Public Health, Customer Services Centre, Communications & Website, and Health & Safety Implications

5.1 None specific.

#### 6. Financial Implications

6.1 As contained in the report

#### 7. Risk Management and Health and Safety Implications

7.1 None specific.

#### 8. Recommendation

8.1 That Members note & comment on the contents of the report.

Report prepared by: Sally Riley (Finance Business Partner)

Checked by: Alison Scott (Director of Finance)

#### APPENDICES



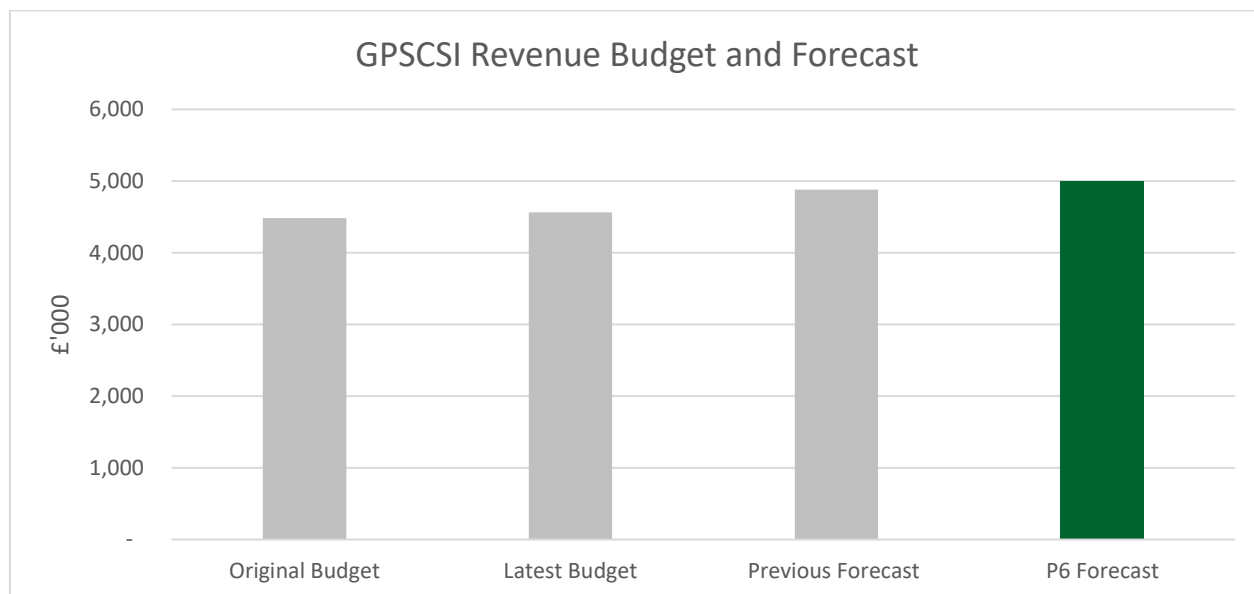
## General Public Services, Community Safety and Infrastructure Committee Detailed Monitoring Report

### Overview

1. This appendix sets out the detailed financial monitoring position for budgets within the scope of the General Public Services, Community Safety and Infrastructure (GPSCSI) Committee. The forecast is based on the position as at Period 6 which covers the period from 1 July 2024 to 30 September 2024.

### Revenue

2. The latest forecast is net expenditure of £4.995m against the latest budget of £4.562m. This is an unfavourable variance of £0.432m. The detailed revenue budgets and MTFP forecast is set out in Annex A.



Service Area	Original Budget £000	Original Budget Plus 2023/24 Carry Forwards		Latest Budget £000	Previous Forecast £000	Latest Forecast £000	Variation to Previous Forecast £000	Variation to Latest Budget £000
		£000	£000					
Community Partnerships	1,022	1,030	1,030	1,030	1,030	1,025	(4)	(4)
Economic Development and Planning Policy	524	524	528	528	528	636	108	108
Public Services	2,935	2,982	3,005	3,005	3,324	3,334	10	329
<b>Total</b>	<b>4,481</b>	<b>4,535</b>	<b>4,563</b>	<b>4,563</b>	<b>4,881</b>	<b>4,995</b>	<b>114</b>	<b>432</b>

3. Annex B sets out the main variations to budget.

### Income Streams

4. The key income streams are detailed in Annex E. All are currently on target to achieve budget income levels in 2024/25.

### Capital Investment Programme

5. The latest capital investment programme for 2024/25 is £3.729m. A variation of £0.185m is reported.
6. Detailed Capital budgets and explanation of key variations are set out in Annex C and Annex D respectively.

**Staff Vacancy Monitoring**

7. A major risk of non-delivery of service is where key staff leave the Council's employ and there is a delay or difficulty in recruiting suitable candidates to fill the vacant post.

8. The following table sets out the vacancies as at 30 September 2024.

Department	Job Title	Comments	Total
Environmental Protection	Grounds Maintenance Trainee Operative	Subject to restructure	1.00
	Loader	Recently advertised	1.00
	HGV Driver	Currently advertised	1.00
<b>Total General Public Services, Community Safety &amp; Infrastructure</b>			<b>3.00</b>



Annex A  
GPSCSI Committee Medium Term Revenue Budget Service

General Public Services, Community Safety and Infrastructure										
Community Partnerships	Original Budget 2024/25	Original Budget Plus 2023/24 Carry Forwards	Latest Budget 2024/25	Previous Forecast 2024/25	Spend to Date	Latest Forecast 2024/25	Variance @ P6	Forecast 2025/26	Forecast 2026/27	Officer Comments
	£		£	£	£	£	£	£	£	
Citizens Advice Bureaux	288,340	288,340	288,340	288,340	129,645	288,340	0	288,340	288,340	Budget will be spent
Community Development	4,500	12,000	12,000	12,000	(24,835)	7,000	(5,000)	4,500	4,500	Income and Expenditure budgets of £2,000 required for Ringfenced Household Support Fund grant, transfer of £5,000 of Household Support Fund budget to Homelessness Prevention Fund and Lone Worker Devices budget of £585 required
Community Safety	307,487	307,487	307,487	307,487	178,295	308,072	585	313,053	316,983	Income and Expenditure budgets of £2,000 required for Ringfenced PCC grant for Serious Violence and Lone Worker Devices budget of £585 required
Community Partnerships	211,042	211,042	211,042	211,042	100,079	211,042	0	212,418	212,418	Budget will be spent
Env Health - Commercial Team	209,790	209,790	209,790	209,790	99,221	209,790	0	209,790	209,790	Budget will be spent
Licensing	(66,585)	(66,585)	(66,585)	(66,585)	(50,728)	(66,585)	0	(66,585)	(66,585)	Budget will be spent
Community & Leisure Grant	67,500	67,500	67,500	67,500	27,079	67,500	0	67,500	67,500	Budget will be spent
<b>Total</b>	<b>1,022,074</b>	<b>1,029,574</b>	<b>1,029,574</b>	<b>1,029,574</b>	<b>458,757</b>	<b>1,025,159</b>	<b>(4,415)</b>	<b>1,029,016</b>	<b>1,032,946</b>	
Economic Development and Planning Policy	Original Budget 2024/25	Original Budget Plus 2023/24 Carry Forwards	Latest Budget 2024/25	Previous Forecast 2024/25	Spend to Date	Latest Forecast 2024/25	Variance @ P6	Forecast 2025/26	Forecast 2026/27	Officer Comments
	£	£	£	£	£	£	£	£	£	
Land & Property Info Section	(10,497)	(10,497)	(10,497)	(10,497)	11,818	31,553	42,050	(6,716)	13,986	Increase in Land Searches budget required of £15,000 due to Highway questions on searches now have to be sent to HCC for responses and £27,050 reduction in income budget for Search Fees required as budget consistently not met due to changing demands and the increase in Personal Searches
Street Naming & Numbering	7,130	7,130	7,130	7,130	1,727	7,130	0	7,130	7,130	Budget will be spent
Development Management	110,943	110,943	115,143	115,143	274,599	181,216	66,073	125,277	98,190	Increased budget for Professional Fees - Consultancy for Applications due to specialist input required for planning appeals of £60,000, applications of £13,000 and Legal Fees of £6,000 (Mansion House - data centre appeal). £2,325 budget required for Lone Worker Devices. Offset by Increase in income budget for Pre-Application Advise of £15,252 due to Speculative developments being submitted for pre application advice given status of the Local Plan, Government policy and recent appeal decisions. Income and Expenditure budgets of £250,000 required for the repayment of S106 Affordable Housing contribution
Development Plans	324,504	324,504	324,504	324,504	223,985	324,504	0	325,925	327,800	Budget will be spent
Hertfordshire Building Control	37,500	37,500	37,500	37,500	26,709	37,500	0	37,500	37,500	Budget will be spent
HS2 Planning	0	0	0	0	(737)	0	0	0	0	Income received from HS2
GIS Officer	53,999	53,999	53,999	53,999	26,797	53,999	0	53,999	53,999	Budget will be spent
<b>Total</b>	<b>523,579</b>	<b>523,579</b>	<b>527,779</b>	<b>527,779</b>	<b>564,898</b>	<b>635,902</b>	<b>108,123</b>	<b>543,115</b>	<b>538,605</b>	

GPSCSI Committee Medium Term Revenue Budget Service cont.

Public Services	Original Budget 2024/25	Original Budget Plus 2023/24 Carry Forwards	Latest Budget 2024/25	Previous Forecast 2024/25	Spend to Date	Latest Forecast 2024/25	Variance @ P6	Forecast 2025/26	Forecast 2026/27	Officer Comments
	£	£	£	£	£	£	£	£	£	
Decriminalised Parking Enf	209,165	251,240	272,561	272,561	(10,304)	252,561	(20,000)	245,486	205,486	Increase in budget required due to Inflationary increase on Parking contract with Hertsmere Borough Council, offset by increased income of £35,000 received on PCNs due to recent changes to the deployment plan.
Car Parking-Maintenance	110,466	110,466	110,466	110,466	102,977	110,466	0	110,466	110,466	Budget will be spent
Dial A Ride	40,000	40,000	40,000	40,000	10,000	40,000	0	40,000	40,000	Budget will be spent
Sustainable Travel Schemes	1,500	6,674	6,674	6,674	0	6,674	0	1,500	1,500	Budget will be spent
Associate Director of Environment	92,826	92,826	94,656	94,656	46,468	94,656	0	98,035	98,035	Budget will be spent
Refuse Domestic	(26,220)	(26,220)	(26,220)	(26,220)	(7,180)	(26,220)	0	(26,220)	(26,220)	Budget will be spent
Refuse Trade	(231,882)	(231,882)	(231,882)	(231,882)	(172,109)	(231,882)	0	(231,882)	(231,882)	Budget will be spent
Better Buses Fund	101,762	101,762	101,762	101,762	0	101,762	0	101,762	101,762	Budget will be spent
Recycling General	750	750	750	750	(3,384)	750	0	750	750	Budget will be spent
Green Waste	(656,986)	(656,986)	(656,986)	(656,986)	(1,089,461)	(656,986)	0	(656,436)	(656,436)	Income is received at the beginning of the financial year and expenditure against the income is made throughout the year. Budget will be spent
Chemical Waste	(38,596)	(38,596)	(38,596)	(38,596)	(34,325)	(38,596)	0	(38,596)	(38,596)	Budget will be spent
Recycling Kerbside	(318,613)	(318,613)	(318,613)	(70)	3,838	(70)	0	(318,613)	(318,613)	Budget will be spent
Abandoned Vehicles	250	250	250	250	200	250	0	250	250	Demand led service
Public Conveniences	3,600	3,600	3,600	3,600	600	3,600	0	3,600	3,600	Budget will be spent
Hertfordshire Fly Tipping	0	0	0	0	0	0	0	0	0	
Environmental Protection	375,550	375,550	375,550	375,550	212,231	376,015	465	376,732	376,732	Budget required for Lone Worker Devices
Depot-Batchworth	34,380	34,380	34,380	34,380	45,238	63,875	29,495	55,225	55,225	Increase in NNDR of £26,355 due to revaluation and backdated claim and Budget required for Lone Worker Devices of £3,140
Waste Management	2,560,250	2,560,250	2,560,250	2,560,250	1,437,329	2,560,250	0	2,560,250	2,560,250	Budget will be spent
Street Cleansing	676,721	676,721	676,721	676,721	322,993	676,721	0	676,721	676,721	Budget will be spent
<b>Total</b>	<b>2,934,923</b>	<b>2,982,172</b>	<b>3,005,323</b>	<b>3,323,866</b>	<b>865,109</b>	<b>3,333,826</b>	<b>9,960</b>	<b>2,999,030</b>	<b>2,959,030</b>	
<b>Total General Public Services, Community Safety and Infrastructure</b>	<b>4,480,576</b>	<b>4,535,325</b>	<b>4,562,676</b>	<b>4,881,219</b>	<b>1,888,765</b>	<b>4,994,887</b>	<b>113,668</b>	<b>4,571,161</b>	<b>4,530,581</b>	

Annex B

GPSCSI Committee Explanations of revenue supplementary estimates, variances to be managed and virements reported this Period

Supplementary Estimates

General Public Services, Community Safety and Infrastructure					
Description	Main Group Heading	Details of Outturn Variances to Latest Approved Budget	2024/25 £	2025/26 £	2026/27 £
Decriminalised Parking Enf SPA	Third Party Payments	Inflationary increase on Parking contract with Hertsmere Borough Council	15,000	15,000	15,000
Depot-Batchworth	Premises	Increase in NNDR due to revaluation and backdated claim	26,355	17,705	17,705
<b>Total Public Services</b>			<b>41,355</b>	<b>32,705</b>	<b>32,705</b>
<b>Total General Public Services, Community Safety and Infrastructure</b>			<b>41,355</b>	<b>32,705</b>	<b>32,705</b>

Variances to be managed

General Public Services, Community Safety and Infrastructure			2024/25	2025/26	2026/27
Description	Main Group Heading	Details of Outturn Variances to Latest Approved Budget	£	£	£
Community Safety	Supplies and services	Budget required for Lone Worker Devices	585	585	585
<b>Total Community Safety</b>			<b>585</b>	<b>585</b>	<b>585</b>
Description	Main Group Heading	Details of Outturn Variances to Latest Approved Budget	2024/25	2025/26	2026/27
			£	£	£
Community Development	Supplies and services	Increase in Land Searches budget required due to Highway questions on searches now have to be sent to HCC for responses	15,000	-	-
	Income	Reduction in income budget for Search Fees required as budget consistently not met due to changing demands and the increase in Personal Searches	27,050	-	-
Development Planning	Supplies and services	Increased budget for Professional Fees - Consultancy for Applications due to specialist input required for planning appeals of £60,000, applications of £13,000 and Legal Fees of £6,000 (Mansion House - data centre appeal). £2,325 budget required for Lone Worker Devices	81,325	2,325	2,325
	Income	Increase in income budget for Pre-Application Advise due to Speculative developments being submitted for pre application advice given status of the Local Plan, Government policy and recent appeal decisions	(15,252)	-	-
<b>Total Economic Development and Planning Policy</b>			<b>108,123</b>	<b>2,325</b>	<b>2,325</b>
Description	Main Group Heading	Details of Outturn Variances to Latest Approved Budget	2024/25	2025/26	2026/27
			£	£	£
Decriminalised Parking Enf SPA	Income	Increased income received on PCNs due to recent changes to the deployment plan.	(35,000)	-	-
Environmental Protection	Supplies and services	Budget required for Lone Worker Devices	465	465	465
Depot - Batchworth	Supplies and services	Budget required for Lone Worker Devices	3,140	3,140	3,140
<b>Total Public Services</b>			<b>(31,395)</b>	<b>3,605</b>	<b>3,605</b>
<b>Total General Public Services, Community Safety and Infrastructure</b>			<b>77,313</b>	<b>6,515</b>	<b>6,515</b>

Virements

General Public Services, Community Safety and Infrastructure			2024/25	2025/26	2026/27
Description	Main Group Heading	Details of Outturn Variances to Latest Approved Budget	£	£	£
Community Development	Supplies and services	To spend ringfenced Household Support Fund grant of £2,000, which is currently in reserves and transfer of £5,000 of Household Support Fund budget to Homelessness Prevention Fund	(3,000)	-	-
	Income	Transfer of ringfenced Household Support Fund grant from reserves	(2,000)	-	-
Community Safety	Supplies and services	To spend ringfenced grant from PCC for Serious Violence	2,000		
	Income	Receipt of ringfenced grant from PCC for Serious Violence	(2,000)		
<b>Total Community Safety</b>			<b>(5,000)</b>	<b>0</b>	<b>0</b>
Description	Main Group Heading	Details of Outturn Variances to Latest Approved Budget	2024/25	2025/26	2026/27
Development Management	Supplies and services	Refund of developers S106 affordable housing contribution	250,000	250,000	250,000
	Income	Receipt of S106 funding	(250,000)	(250,000)	(250,000)
<b>Total Economic Development and Planning Policy</b>			<b>0</b>	<b>0</b>	<b>0</b>
<b>Total General Public Services, Community Safety and Infrastructure</b>			<b>(5,000)</b>	<b>0</b>	<b>0</b>

Annex C  
GPSCSI Medium term capital investment programme

General Public Services, Community Safety & Infrastructure													
Community Partnerships	Original Budget 2024/25 £	Original Budgets Plus 2023/24 Rephasing £	Latest Budget 2024/25 £	P6 Spend To Date £	Forecast Outturn 2024/25 £	Variance £	Latest Budget 2025/26 £	Proposed 2025/26 £	Variance £	Latest Budget 2026/27 £	Proposed 2026/27 £	Variance £	Comments
Capital Grants & Loans	20,000	20,000	20,000	0	20,000	0	20,000	20,000	0	20,000	20,000	0	Budget will be spent
Community CCTV	12,000	12,000	12,000	0	12,000	0	6,000	6,000	0	6,000	6,000	0	Budget will be spent
<b>Sub-total Community Partnerships</b>	<b>32,000</b>	<b>32,000</b>	<b>32,000</b>	<b>0</b>	<b>32,000</b>	<b>0</b>	<b>26,000</b>	<b>26,000</b>	<b>0</b>	<b>26,000</b>	<b>26,000</b>	<b>0</b>	
Public Services	Original Budget 2024/25 £	Original Budgets Plus 2023/24 Rephasing £	Latest Budget 2024/25 £	P6 Spend To Date £	Forecast Outturn 2024/25 £	Variance £	Latest Budget 2025/26 £	Proposed 2025/26 £	Variance £	Latest Budget 2026/27 £	Proposed 2026/27 £	Variance £	Comments
Disabled Parking Bays	2,500	2,500	2,500	0	2,500	0	2,500	2,500	0	2,500	2,500	0	Invoice awaited for the first 6 months of 2024/25
Waste Plant & Equipment	25,000	34,500	34,500	7,727	34,500	0	25,000	25,000	0	25,000	25,000	0	Budget will be spent
Waste Services Depot	0	0	456,400	61,685	456,400	0	0	0	0	0	0	0	Environment Agency have signed off on the planning condition so works can proceed - to be planned for October/November
Charging Points	0	460,000	535,938	0	535,938	0	0	0	0	0	0	0	Scheme to be implemented later this financial year
Controlled Parking	0	82,322	107,322	9,481	107,322	0	25,000	25,000	0	25,000	25,000	0	Budget will be spent
Placement Bins	72,190	73,265	73,265	79,745	73,265	0	115,000	115,000	0	115,000	115,000	0	Budget will be spent
Waste & Recycling Vehicles	1,354,015	1,566,564	1,566,564	228,134	1,566,564	0	800,000	800,000	0	800,000	800,000	0	Budget will be spent
Car Park Restoration	290,000	310,509	310,509	131,946	310,509	0	35,000	35,000	0	35,000	35,000	0	Various projects have been identified and are currently being assessed for priority
Footpaths, Paths & Roads	20,000	25,728	25,728	15,390	25,728	0	20,000	20,000	0	20,000	20,000	0	Budget will be spent
TRDC Footpaths & Alleyways	25,000	43,387	43,387	4,593	43,387	0	25,000	25,000	0	25,000	25,000	0	Survey completed - Urgent works to be progressed
GIS	13,500	13,500	13,500	0	13,500	0	0	0	0	0	0	0	Budget will be spent
Transport and Infrastructure	199,344	365,383	340,383	25,411	340,383	0	179,000	179,000	0	179,000	179,000	0	£45,000 budget replaced by CIL Contribution for Beryl Bikes agreed at Full Council 9th July 2024
<b>Sub-total Public Services</b>	<b>2,001,549</b>	<b>2,977,658</b>	<b>3,509,996</b>	<b>564,112</b>	<b>3,509,996</b>	<b>0</b>	<b>1,226,500</b>	<b>1,226,500</b>	<b>0</b>	<b>1,226,500</b>	<b>1,226,500</b>	<b>0</b>	
Economic Development & Planning Policy	Original Budget 2024/25 £	Original Budgets Plus 2023/24 Rephasing £	Latest Budget 2024/25 £	P6 Spend To Date £	Forecast Outturn 2024/25 £	Variance £	Latest Budget 2025/26 £	Proposed 2025/26 £	Variance £	Latest Budget 2026/27 £	Proposed 2026/27 £	Variance £	Comments
Listed Building Grants	2,500	2,500	2,500	0	1,500	(1,000)	2,500	2,500	0	2,500	2,500	0	Full Budget not required as demand Led service, no applications received to date
CIL Community Grants	0	0	184,461	184,461	370,364	185,903	0	0	0	0	0	0	CIL Contribution for Chorleywood Common FC agreed at Full Council 9th July 2024
<b>Sub-total Economic Development &amp; Planning Policy</b>	<b>2,500</b>	<b>2,500</b>	<b>186,961</b>	<b>184,461</b>	<b>371,864</b>	<b>184,903</b>	<b>2,500</b>	<b>2,500</b>	<b>0</b>	<b>2,500</b>	<b>2,500</b>	<b>0</b>	
<b>Total General Public Services, Community Safety &amp; Infrastructure</b>	<b>2,036,049</b>	<b>3,012,158</b>	<b>3,728,957</b>	<b>748,573</b>	<b>3,913,860</b>	<b>184,903</b>	<b>1,255,000</b>	<b>1,255,000</b>	<b>0</b>	<b>1,255,000</b>	<b>1,255,000</b>	<b>0</b>	

## Annex D

### GPSCSI Explanations of capital variances reported this Period

Description	Details of Outturn Variances to Latest Approved Budget	2024/25 £	2025/26 £	2026/27 £
<b>General Public Services, Community Safety &amp; Infrastructure</b>				
Transport & Infrastructure	£45,000 budget replaced by CIL Contribution for Beryl Bikes agreed at Full Council 9th July 2024	(45,000)	0	0
	CIL Contribution for Beryl Bikes agreed at Full Council 9th July 2024	45,000		
Listed Building Grants	Full Budget not required as demand led service, no applications received to date	(1,000)	0	0
CIL Community Grants	CIL Contribution for Chorleywood Common FC agreed at Full Council 9th July 2024	185,903	0	0
<b>Total General Public Services, Community Safety &amp; Infrastructure</b>		<b>184,903</b>	<b>0</b>	<b>0</b>

**Annex E**  
**GPSCSI Key Income Streams**

<b>Regulatory Services</b>									
<b>Car Park Enforcement</b>	<b>Month</b>	<b>2021/22</b>		<b>2022/23</b>		<b>2023/24</b>		<b>2024/25</b>	
<b>Penalty Charge Notices (PCNs)</b>		<b>£</b>	<b>Volume</b>	<b>£</b>	<b>Volume</b>	<b>£</b>	<b>Volume</b>	<b>£</b>	<b>Volume</b>
	April	(2,190)	80	(7,700)	176	(5,410)	114	(12,845)	292
	May	(5,008)	133	(7,955)	153	(8,830)	135	(18,465)	372
	June	(5,360)	124	(6,960)	144	(8,180)	152	(16,355)	313
	July	(7,916)	167	(7,386)	113	(10,735)	248	(21,030)	359
	August	(8,878)	233	(6,814)	122	(13,495)	289	(21,830)	337
	September	(12,555)	252	(6,134)	114	(11,650)	236	(16,290)	326
	October	(10,444)	219	(9,526)	249	(13,707)	247		
	November	(10,585)	230	(9,118)	194	(13,715)	219		
	December	(9,834)	230	(7,845)	134	(11,725)	212		
	January	(8,800)	149	(8,913)	154	(12,865)	316		
	February	(8,614)	231	(9,020)	172	(18,307)	233		
	March	(10,828)	190	(10,329)	135	(14,753)	296		
	<b>Total</b>	<b>(101,012)</b>	<b>2,238</b>	<b>(97,700)</b>	<b>1,860</b>	<b>(143,372)</b>	<b>2,697</b>	<b>(106,815)</b>	<b>1,999</b>

**Comments:** The Original budget for 2024/25 is £115,000. Officers are now predicting income of £150,000 due to recent changes to the deployment plan. The charging structure is based on the severity of the contravention. The charge relating to a serious contravention is £70 and payable within 28-days (reduced to £35 if paid within 14 days). The charge relating to a less serious contravention is £50 payable within 28 days ( reduced to £25 if paid within 14-days). The no of PCN's issued can reduce due to greater parking compliance.

<b>Car Park Enforcement</b>	<b>Month</b>	<b>2021/22</b>		<b>2022/23</b>		<b>2023/24</b>		<b>2024/25</b>	
<b>Pay &amp; Display Tickets</b>		<b>£</b>	<b>Volume</b>	<b>£</b>	<b>Volume</b>	<b>£</b>	<b>Volume</b>	<b>£</b>	<b>Volume</b>
	April	(9,551)	5,128	(11,910)	7,037	(15,346)	8,197	(19,257)	10,009
	May	(10,442)	5,577	(12,841)	7,097	(17,473)	8,412	(20,212)	10,433
	June	(12,675)	6,513	(15,058)	7,062	(17,912)	9,036	(18,090)	9,441
	July	(11,677)	6,653	(13,121)	7,362	(17,937)	9,271	(19,394)	10,191
	August	(11,136)	6,198	(13,742)	7,326	(16,564)	8,531	(16,320)	9,241
	September	(12,418)	6,789	(14,086)	7,387	(17,540)	9,075	(20,204)	8,752
	October	(13,466)	7,308	(14,702)	7,878	(18,978)	9,450		
	November	(14,253)	7,582	(14,587)	7,411	(19,091)	9,633		
	December	(14,857)	7,638	(17,110)	8,354	(20,515)	10,337		
	January	(10,425)	6,486	(16,778)	7,573	(20,475)	9,612		
	February	(12,966)	7,309	(14,471)	7,823	(19,453)	10,041		
	March	(17,041)	7,813	(19,225)	9,882	(21,063)	10,893		
	<b>Total</b>	<b>(150,907)</b>	<b>80,994</b>	<b>(177,631)</b>	<b>92,192</b>	<b>(222,347)</b>	<b>112,488</b>	<b>(113,477)</b>	<b>58,067</b>

**Comments:** The Original budget for 2024/25 is £220,000. There are different charging regimes for different car parks within the district. However most pay & display car parks in Rickmansworth operate the following regulations - Monday - Friday, 8.30am - 6.30pm max stay up to 24 Hours - charge £4 with the first hour being free.

<b>Development Management</b>	<b>Month</b>	<b>2021/22</b>		<b>2022/23</b>		<b>2023/24</b>		<b>2024/25</b>	
<b>Application Fees</b>		<b>£</b>	<b>Volume</b>	<b>£</b>	<b>Volume</b>	<b>£</b>	<b>Volume</b>	<b>£</b>	<b>Volume</b>
	April	(37,925)	202	(389,072)	121	(31,355)	111	(94,490)	133
	May	(44,506)	200	(59,995)	162	(57,426)	138	(74,771)	119
	June	(40,347)	177	(41,122)	123	(73,723)	122	(80,169)	125
	July	(35,900)	152	(56,630)	129	(23,579)	125	(93,197)	127
	August	(58,240)	153	(27,451)	144	(42,914)	137	(52,344)	101
	September	(24,763)	145	(53,870)	111	(28,687)	133	(30,825)	115
	October	(26,477)	135	(141,962)	125	(32,577)	137		
	November	(34,623)	133	(51,317)	136	(32,047)	120		
	December	(53,134)	136	(65,353)	119	(21,107)	96		
	January	(39,467)	106	(21,090)	131	(17,242)	104		
	February	(39,530)	108	(56,956)	116	(40,229)	103		
	March	(91,250)	172	(34,930)	163	(33,857)	120		
	<b>Total</b>	<b>(526,162)</b>	<b>1,819</b>	<b>(999,748)</b>	<b>1,580</b>	<b>(434,743)</b>	<b>1,446</b>	<b>(425,795)</b>	<b>720</b>

**Comments:** The Original budget for 2024/25 is £846,420. There are a number of different charging levels dependent on the type & size of the proposed area. The table of current fees for each type can be found on the Councils website.



## GPSCSI Key Income Streams Cont.

<b>Waste Management</b>									
Trade Refuse	Month	2021/22		2022/23		2023/24		2024/25	
Contract fees		£	Volume	£	Volume	£	Volume	£	Volume
	April	(342,837)	989	(374,524)	925	(408,151)	900	(432,709)	865
	May	(23,082)		(2,105)	929	2,040	897	2,897	856
	June	(3,124)		(297)	930	200	879	1,981	849
	July	(2,934)		(328)	930	1,007	882	(120)	851
	August	(235)		(1,417)	920	(3,049)	871	(324)	857
	September	(869)		(1,221)	925	(1,635)	872	(1,651)	860
	October	(362,664)		(376,644)	926	(402,130)	873		
	November	2,382		(7,399)	920	464	867		
	December	(6,135)		(738)	908	337	860		
	January	(1,064)		(2,476)	916	(940)	867		
	February	(1,213)		(1,298)	917	(5,573)	870		
	March	(8,966)		(5,356)	913	(2,436)	867		
	<b>Total</b>	<b>(750,741)</b>		<b>989</b>	<b>(773,803)</b>	<b>913</b>	<b>(819,866)</b>	<b>867</b>	<b>(429,926)</b>

**Comments:** The original 2024/25 budget is £907,865. Customers are invoiced twice a year in April and October. Income can fluctuate depending on the size of the bin collected and customers reducing their bin size and using the recycling service.

<b>Garden Waste</b>									
Bin Charges	Month	2021/22		2022/23		2023/24		2024/25	
		£	Volume	£	Volume	£	Volume	£	Volume
	April	(1,047,033)	21,524	(1,173,068)	21,649	(1,392,490)	21,254	(1,515,550)	21,389
	May	(19,620)	529	(18,910)	405	(31,450)	516	(23,624)	356
	June	(19,239)	331	(17,232)	237	(17,754)	273	(17,574)	255
	July	(13,244)	256	(8,724)	163	(6,786)	107	(9,899)	137
	August	(7,939)	190	(5,778)	96	(7,494)	111	(6,009)	82
	September	(4,834)	93	(3,129)	49	(4,346)	56	(3,090)	34
	October	(2,291)	75	(2,480)	80	(3,254)	89		
	November	(1,341)	51	(1,589)	51	(1,781)	50		
	December	(539)	20	(324)	14	(645)	16		
	January	(743)	31	(956)	26	(204)	15		
	February	0	0	0	0	30	0		
	March	0	0	0	0	0	0		
	<b>Total</b>	<b>(1,116,822)</b>	<b>23,100</b>	<b>(1,232,190)</b>	<b>22,770</b>	<b>(1,466,174)</b>	<b>22,487</b>	<b>(1,575,746)</b>	<b>22,253</b>

**Comments:** The original 2024/25 budget is £1,583,200. The standard charges for 2024/25 are £65 for the first bin and £110 each for a second or third bin. Customers in receipt of certain benefits pay a concession fee of £55 for the first bin.

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**GENERAL PUBLIC SERVICES, COMMUNITY SAFETY & INFRASTRUCTURE 01/01/2025 - 30/11/2025**

**WORK PROGRAMME**

<b>No.</b>	<b>Items to be considered</b>	<b>Link to Strategic Plan</b>	<b>Date of Next Meeting</b>	<b>Purpose of the Report</b>	<b>How the work will be done</b>	<b>Responsible Officer</b>	<b>Outcome Expected</b>
<b>January 2025</b>							
1.	Electric Vehicle Charging Strategy		14 Jan 2025	Review of the public consultation on the Electric Vehicle Charging Strategy and adoption.	Electric Vehicle Charging Strategy	Tom Rankin, Principal Sustainable Travel Planner and Transport Officer	
2.	Animal Welfare – Fixed Penalty Notices		14 Jan 2025	This report updates Members on the new powers conveyed by The Animals (Penalty Notices) (England) Regulations 2023 and the accompanying Statutory Guidance which officers must consider when using these powers and seeks authority from Members to consider and as appropriate make use of fixed penalty notices	Animal Welfare – Fixed Penalty Notices	Emma Sheridan, Associate Director – Environment	
3.	Budget Management		14 Jan 2025	This report covers this committees financial	Budget Management	Sally Riley, Finance	

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Agenda Item 10

No.	Items to be considered	Link to Strategic Plan	Date of Next Meeting	Purpose of the Report	How the work will be done	Responsible Officer	Outcome Expected
	Report P6			position over the medium term (2024-2027) as at Period 6 (end of September)	Report P6	Business Partner	
4.	Electric Vehicle Charging Strategy Public Consultation Review		14 Jan 2025		Electric Vehicle Charging Strategy Public Consultation Review	Tom Rankin, Principal Sustainable Travel Planner and Transport Officer	
<b>Page 108</b> <b>March 2025</b>							
	Budget Management Report P10		18 Mar 2025	This report covers this committees financial position over the medium term (2024-2028) as at Period 10 (end of January)	Budget Management Report P10	Sally Riley, Finance Business Partner	
6.	Local Cycling and Walking Infrastructure Plan		18 Mar 2025		Local Cycling and Walking Infrastructure Plan	Tom Rankin, Principal Sustainable Travel Planner and Transport Officer	
7.	Bus Services Update		18 Mar 2025	A report to provide an update on the bus services which Three Rivers District Council	Bus Services Update	Tom Rankin, Principal Sustainable Travel Planner	

No.	Items to be considered	Link to Strategic Plan	Date of Next Meeting	Purpose of the Report	How the work will be done	Responsible Officer	Outcome Expected
				support.		and Transport Officer	
8.	Parking Management Programme Policy		1 Jul 2025		Parking Management Programme Policy	Tom Rankin, Principal Sustainable Travel Planner and Transport Officer	

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