

**Minutes of Economy, Skills, Transport and Environment Scrutiny Board**

**21 January 2026 at 6.05pm at Sandwell Council House, Oldbury**

**Present:** Councillor Davies (Chair)

<p>Councillors: Amardeep Singh (Deputy Chair) William Gill Jennifer Hemingway</p>	<p>Councillors: Richard Jeffcoat Sahdaish Kaur Pall Jag Singh</p>
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**Apologies:** Councillor Simon Hackett

**Officers present:** Andy Miller (Strategic Planning & Transportation Manager), Ankita Gaur (Transportation Planning Officer) and Anthony Lloyd (Democratic Services Officer).

Meeting ended at 6.57pm.

1/26 **Declarations of Interest and Party Whip**

There were no declarations made.

2/26 **Minutes**

**Resolved** that the minutes of the meeting held on 15 October 2025 are confirmed as a correct record.

3/26 **Urgent Additional Items of Business**

There were no urgent additional items of business to consider.

4/26 **Electric Vehicle (EV) Charging Facilities in Sandwell**

Members received a presentation on Sandwell's Electric Vehicle (EV) Infrastructure Strategy 2026-2036.

The strategy outlined how the Council intended to provide public EV charging infrastructure throughout the borough to ensure that the network remained equitable and innovative to support electric vehicle adoption.

It was noted that transport had consistently been the largest greenhouse gas emitting sector and that Sandwell's transport emissions (39% of total emissions) was higher than the national average of 29%. Sandwell had been an Air Quality Management Area since 2005 due to elevated levels of nitrogen dioxide. Car ownership in Sandwell was relatively in-line with other neighbouring boroughs however, the amount of publicly available electric charging devices per 100,000 people was significantly lower when compared to Dudley, Birmingham, Solihull and Coventry. Furthermore, the demand for near home public charging supplies in Sandwell was far higher than what had been supplied, especially when compared to England as a whole.

The Strategy aimed to increase the public charging network from 138 chargers in 2025, to 1,039 chargers by 2036. If the Strategy were to be successful, it was estimated that by 2036, 48.3% of cars in the borough would electric.

Several design options for what chargers would be considered were detailed within the Strategy, which included gully chargers, retractable chargers, permanent under pavement cables, lamp post chargers, build out chargers, pedestal chargers and free-standing chargers.

A site selection process had been drafted which consisted of the following steps:-

- Step 1 – Designing the process and evaluation criteria
- Step 2 – Longlist – Potential relevant and suitable sites
- Step 3 – Shortlisting – Site ranking and prioritisation
- Step 4 – Site Surveys – Site visit with service provider

Following questions and comments from members, the following points were highlighted:-

- gully chargers were private and paid for by residents, however, there was no legal means to reserve the kerb space outside of a property so that the owner could always access the charger;
- the Strategy would work in conjunction with other strategies to support de-carbonisation efforts in Sandwell;
- figures for the target number of chargers were obtained using a model tool developed by the Department for Transport;
- the Strategy provided a good commercial opportunity for the Council to introduce EV charging points on Council Car Parks;
- the West Midlands Combined Authority had been liaising with Nation Grid to ensure that critical infrastructure and that grid capacity was adequate;
- although no solutions had been identified to provide chargers in areas that were prone to flooding, work would be undertaken if the demand changed; ;
- Coventry was a trailblazer in the field as it had been selected as a pilot area for EV infrastructure;
- funding had been received from the West Midlands Combined Authority.

Members thanked officers for their attendance.

5/26

**Grass Verge Parking Guidance Update**

It was reported that new powers had been announced by the Government which had resulted in the need for a substantial rewrite of the Grass Verge Parking Policy. As such, members were minded to defer consideration of this item to a future meeting of the Board to provide officers the time to consider and incorporate any new guidelines.

**Resolved** that consideration of the Grass Verge Parking Guidance Update is deferred to a future meeting of the Economy, Skills, Transport and Environment Scrutiny Board.

6/26

**Economy, Skills, Transport and Environment Scrutiny Board Work Programme 2025-2026**

The Board noted the Economy, Skills, Transport and Environment Scrutiny Board Work Programme 2025-2026.