



Colchester
City Council

Environment and Sustainability Panel Meeting

**Grand Jury Room, Town Hall, High Street,
Colchester, CO1 1PJ**

Tuesday, 21 March 2023 at 18:00

The Environment and Sustainability Panel explores methods of conservation of natural habitats and biodiversity through adapting existing practices or creating new ecologically diverse environments. The Panel encourages renewable energy generation and carbon footprint reduction in both the public and private sectors by examining air and water quality, plastic and waste reduction and renewable energy generation. The Panel monitors

the progress and implementation of the Council's Emergency Climate Action Plan and regularly reports to Cabinet and Full Council.

Access to information and meetings

You have the right to attend all meetings of the Council, its Committees and Cabinet. You also have the right to see the agenda (the list of items to be discussed at a meeting), which is usually published five working days before the meeting, and minutes once they are published. Dates of the meetings are available here:

<https://colchester.cmis.uk.com/colchester/MeetingCalendar.aspx>.

Most meetings take place in public. This only changes when certain issues, for instance, commercially sensitive information or details concerning an individual are considered. At this point you will be told whether there are any issues to be discussed in private, if so, you will be asked to leave the meeting.

Have Your Say!

The Council welcomes contributions and representations from members of the public at most public meetings. If you would like to speak at a meeting and need to find out more, please refer to the Have Your Say! arrangements here: <http://www.colchester.gov.uk/haveyoursay>.

Audio Recording, Mobile phones and other devices

The Council records public meetings for live broadcast over the internet and the recordings are available afterwards on the Council's website. Audio recording, photography and filming of meetings by members of the public is also welcomed. Phones, tablets, laptops, cameras and other devices can be used at all meetings of the Council so long as this doesn't cause a disturbance. It is not permitted to use voice or camera flash functions and devices must be set to silent. Councillors can use devices to receive messages, to access meeting papers and information via the internet. Looking at or posting on social media by Committee members is at the discretion of the Chairman / Mayor who may choose to require all devices to be switched off at any time.

Access

There is wheelchair access to the Town Hall from St Runwald Street. There is an induction loop in all the meeting rooms. If you need help with reading or understanding this document please take it to the Library and Community Hub, Colchester Central Library, using the contact details below and we will try to provide a reading service, translation or other formats you may need.

Facilities

Toilets with lift access, if required, are on each floor of the Town Hall. A water dispenser is available on the first floor.

Evacuation Procedures

Evacuate the building using the nearest available exit. Make your way to the assembly area in the car park in St Runwald Street behind the Town Hall. Do not re-enter the building until the Town Hall staff advise you that it is safe to do so.

Library and Community Hub, Colchester Central Library, 21 Trinity Square,
Colchester, CO1 1JB
telephone (01206) 282222 or textphone 18001 followed by the full number you wish to call
e-mail: democratic.services@colchester.gov.uk
www.colchester.gov.uk

Environment and Sustainability Panel - Terms of Reference (but not limited to)

1. To acknowledge our “Climate Emergency” and translate aspirations into actions.
2. To explore methods of conservation of natural habitats and biodiversity, whether through adapting existing practices and places or creating new ecologically diverse environments with sustainable practices built in.
3. To engage, communicate and collaborate with strategic partners, external bodies, Parish Councils and local communities, to encourage biodiversity enhancement and sustainable practices through their work.
4. To encourage environmental stewardship focusing on carbon footprint reduction by improving air quality, water quality, plastic and waste reduction and renewable energy generation in both public and private spheres across the City.
5. To be a leading voice for environmental sustainability, promoting innovative environmental practices, having influence across the City and beyond, including public and private sector policy, at regional and national levels.
6. To promote, monitor and regularly report to Cabinet and Full Council upon progress and implementation of the Council’s Climate Emergency Action Plan and its goal to be net carbon neutral by 2030.

COLCHESTER CITY COUNCIL
Environment and Sustainability Panel
Tuesday, 21 March 2023 at 18:00

The Environment and Sustainability Panel Members are:

Councillor Lee Scordis	Chairman
Councillor Tracey Arnold	Deputy Chairman
Councillor Molly Bloomfield	
Councillor Michelle Burrows	
Councillor Andrew Ellis	
Councillor Mark Goacher	
Councillor Sue Lissimore	
Councillor Kayleigh Rippingale	
Councillor Michael Spindler	
Councillor William Sunnucks	

The Environment and Sustainability Panel Substitute Members are:

All members of the Council who are not Cabinet members or members of this Panel.

AGENDA
THE LIST OF ITEMS TO BE DISCUSSED AT THE MEETING
(Part A - open to the public)

Please note that Agenda items 1 to 6 are normally dealt with briefly.

Live Broadcast

Please follow this link to watch the meeting live on YouTube:

[\(107\) ColchesterCBC - YouTube](#)

1 Welcome and Announcements

The Chairman will welcome members of the public and Councillors and remind everyone to use microphones at all times when they are speaking. The Chairman will also explain action in the event of an emergency, mobile phones switched to silent, audio-recording of the meeting. Councillors who are members of the committee will introduce themselves.

2 Substitutions

Councillors will be asked to say if they are attending on behalf of a Committee member who is absent.

3 **Urgent Items**

The Chairman will announce if there is any item not on the published agenda which will be considered because it is urgent and will explain the reason for the urgency.

4 Declarations of Interest

Councillors will be asked to say if there are any items on the agenda about which they have a disclosable pecuniary interest which would prevent them from participating in any discussion of the item or participating in any vote upon the item, or any other registerable interest or non-registerable interest.

5 Minutes of Previous Meeting

The Councillors will be invited to confirm that the minutes of the meeting held on 31 January 2023 are a correct record.

Environment and Sustainability Panel draft minutes 31-01-23 - 7 - 14
public copy

6 Have Your Say! (Virtual Meetings)

Members of the public may make representations to the meeting. Each representation may be no longer than three minutes (500 words). Members of the public may register their wish to address the meeting by registering online by 12.00 noon on the working day before the meeting date. There is no requirement to pre-register for those attending the meeting in person.

7 Waste & Recycling Strategy update

15 - 20

The Panel will consider a report setting out the progress of the development of the Council's Recycling and Waste strategy following the approach approved by the Environment and Sustainability Panel on 20 September 2022, in the context of other decisions made by the Council in light of the current economic climate and the agreement of a new strategic plan.

8 Climate Emergency Action Plan – Summary of progress

21 - 30

The Panel will consider a report detailing key progress made with the actions within Climate Emergency Action Plan (CEAP) over the past year.

9 Air Quality – Schools activity

31 - 46

The Panel will consider a report providing an update on the activities being undertaken locally to change driver behaviour around schools to improve air quality.

The Panel will consider a report setting out its work programme for the current municipal year.

Exclusion of the Public (not Scrutiny or Executive)

In accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public, including the press, from the meeting so that any items containing exempt information (for example confidential personal, financial or legal advice), in Part B of this agenda can be decided. (Exempt information is defined in Section 100I and Schedule 12A of the Local Government Act 1972).

Part B
(not open to the public including the press)

11 **Exempt extract of the minutes from 31 January 2023**

- This report is not for publication by virtue of paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (financial / business affairs of a particular person, including the authority holding information).

Environment and Sustainability Panel

31 January 2023

Present:

Councillor Tracey Arnold (Deputy Chair)
Councillor Molly Bloomfield
Councillor Michelle Burrows
Councillor Mark Goacher
Councillor Kayleigh Rippingale
Councillor Lee Scordis (Chair)
Councillor Michael Spindler
Councillor William Sunnucks

Substitutes:

Councillor Pat Moore for Councillor Sue Lissimore

81. Minutes of the previous meeting

RESOLVED that: the minutes of the meeting of 29 November 2022 be confirmed as a correct record.

82. Sustainable Travel Projects Update

The Panel considered a report updating it on Colchester City Council's (the Council) sustainable travel projects, and setting out the progress made since the development of "Sustainable Travel - Our Approach".

Andrew Tyrrell, Client and Business Manager, attended the meeting to introduce the report and assist the Panel with its enquiries. There had been a national recognition of the importance of sustainability, and particularly sustainable travel, in terms of economic impact and recovery from the Coronavirus lockdowns, and the benefits which were provided for health and wellbeing. There had been a move towards providing alternative methods of transportation to cars as an option, with the capacity to include those who were not car owners. The Panel were reminded that Essex County Council (ECC) were the Highway Authority and much of the transport network, including busses and rail, came under their remit, however, the Council did work closely with ECC, and was one of the few Councils in Essex which had its own dedicated sustainable travel team who worked very closely and successfully with the Highway Authority.

The Colchester Future Transport Strategy was an ECC document which the Council had had a significant amount of input into, and there had been a massive amount of engagement with local residents and businesses by ECC in respect of this. A significant amount of the funding available under the Active Travel Fund had been allocated to Colchester, which was a testament to the work undertaken with ECC, and the Council's proven track record of delivering successful projects. Just under

£20m of funding had been received under the Town Deal and significant funding had also been awarded from the Levelling Up Fund, which included money for transport infrastructure including walking and cycling.

All of the projects and funding tied in with the Masterplan which was now online and open for public consultation, and which would be shaped with this consultation over the coming months, with a focus on public transport and sustainable and active means of travelling to Colchester.

Emily Harrup, Transport and Sustainability Joint Lead, attended the meeting and addressed the Panel, outlining the Council's approach to sustainable travel which was based on the Council's Strategic Plan, the Air Quality Action Plan, Climate Change Plan and community engagement work. Two key goals had been identified which were to increase the proportion of short trips made via sustainable transport and a reduction in air pollutants in the Air Quality Management Areas (AQMA) translating into better health.

Care had been taken to consult with the public over the preceding year, including attending 6 events at which over 800 people were engaged with, and carrying out surveys, focus groups and door knocking. Of those people spoken to the Colchester Eco Festival, 95% said that they could consider replacing some car journeys if they had access to electric bikes, and 88% said they would consider cycling for shorter journeys if cycle infrastructure separated them from cars on the road. Fear of cycling on the roads, the disjointed nature of the cycle network, lack of clear signing and fear of theft of bikes were some of the reasons preventing people from cycling more. Key areas of support that residents wished for had been identified and included information on secure cycle parking, advice on cycling with children, and support to build confidence to cycle.

Jane Thompson, Transport and Sustainability Joint Lead, attended the meeting and addressed the Panel. The Panel heard that the Council worked with a very large number of partners to help to deliver against the goals which had been set. To increase the number of trips which were made by sustainable transport, the Council lobbied for investment to improve infrastructure by working with Transport East and responding to consultations on regional strategic plans. Work was undertaken with ECC on its plans for the Rapid Transit Route, and additionally to develop the Colchester Future Transport Strategy and the Local Cycling and Walking Investment Plan (LCWIP). Approximately £1.7m had been identified in student development s.106 contributions and planned projects to help encourage walking and cycling in East Colchester and a number of projects were planned to encourage residents and students to walk into town more frequently. The Fixing the Link project was a partnership between ECC, Greater Anglia and the Council to encourage people to walk the route from the railway station to the city centre, and £120,000 had been identified from the partners to support the project. Secure cycle parking was planned in Portal Precinct in the city centre, and the unit would also house the e-cargo bike library and the Colchester Bike Kitchen, teaching people how to maintain their bicycles.

The Council was working with ECC to help design and deliver the capacity to walk, cycle and wheel safely across town, including LCWIP routes and additional sustainable access to the city centre from the south and the east or the borough.

Emily Harrup provided the Panel with an update on behaviour change projects during 2022 which had contributed to meeting the Council's goals. These projects had been funded through £880,000 of funding secured through 5 successful bids to the Department of Environment, Food and Rural Affairs (DEFRA) and the Department for Transport (DFT) since 2019. Additionally, funding of £30,000 per year was in place to support the Colchester Travel Plan Club, and during 2022 the Council's e-cargo bike champions had ridden over 30,000 miles, saving over 9 tonnes of CO₂e in the process. The roadside signage trial that had been undertaken in Brooke Street and Eastgates had led to an 11% increase in engine switch offs, and 100 adults had received training to national cycling standards.

One of the Council's key focusses was to provide a range of flexible and affordable transport choices for business and residents to provide a viable alternative to first or second car ownership, and this included setting up 2 electric cargo bike hubs. The first electric car club had been started in Priory Street and currently had 17 members. The Council was working in partnership with ECC to test 6 interventions which would compliment the national bikeability training which was provided to children in year 6. These interventions had been developed with focus groups and survey work and would be tested with 4 schools over the coming months. Signage promoting the off road cycle route between Monkwick and the city centre was to be installed to raise awareness of the route.

Supported by funding from DEFRA, a new e-cargo bike delivery service was to be trialled in the city centre, allowing shoppers to drop their shopping off at a central location to be delivered to their home via an e-cargo bike. This would support economic development in the city centre by allowing shoppers to remain for longer unhampered by shopping bags, and would enable shoppers to chose active or sustainable travel options for visiting the city centre thereby relieving pressure on car parks and congestion. Partnership working with the North Essex Parking Partnership and ECC supported the scheme, and the Council's delivery partner was the Colchester E-Cargo Bike Delivery Project. Good feedback had been received from customers who had used the scheme during a trial over Christmas, and it was intended to roll the scheme out formally over the coming year.

The Panel heard that future areas of work included continuing to work with ECC on the integration of busses with active and sustainable transport, supporting communities in travel choices outside the urban areas, and to support other organisations to set policy directions which suited Colchester. The key message was that residents wanted to travel more sustainably, but wanted to feel safe and supported when doing so. The Panel was asked to support the work of Officers in helping to get investment in infrastructure, and to promote the Council's projects to residents at every opportunity to help encourage residents to choose sustainable travel options.

Following a disturbance in the public gallery, Cllr Scordis, in his role as Chair of the Panel, invited 2 members of the public to address the Panel under the Council's

Have Your Say! provisions. Jimmy, a Colchester resident, was concerned by the contents of the presentation, and sought clarification on what was meant by DEFRA and behaviour change. Emily Harrup explained that DEFRA was a government department, and Colchester had a number of AQMAs where air pollution was dangerously high, and as a result of this it was possible for the Council to apply for funding from DEFRA to support behaviour change projects. These projects were concerned with supporting and encouraging people to look at alternatives to using their cars, with the aim of improving air pollution levels, and a lot of the work was carried out with people who lived within easy walking or cycling distance of the city centre. There was no intention to force people to stop using their cars, merely to reduce the number of vehicles on the road which would have the effect of reducing congestion and air pollution.

Rachel Matthews requested further information about the surveys which had been carried out, and it was clarified that Officers had attended 6 events over the summer and spoken to over 800 people. Of these events, one had been Eco Festival, and the other 5 had been community events throughout the borough. The people that had been spoken to were likely to be those who wanted to walk and cycle more, as they would have been attracted to the Council's presence. The general population had not been surveyed, however, the Council's intention was to support those who wished to take advantage of alternative methods of transport.

Councillors Scordis encouraged those members of the public present to contact their local Councillors if they had concerns about any of the issues which had been raised via their email addresses which were all published, or to attend a Full Council meeting to raise their concerns.

The Panel noted the fears which were associated with cycling in the city centre, and supported the introduction of secure cycle parking and improved cycle routes to address some elements of these. It was important to ensure that bus services were reliable and cheap, in order that there were options available to people to car use which were attractive and easy to access. A Panel member raised concerns about the production of batteries which were used in electric vehicles, and considered that the Council should try to source ethically produced batteries were possible.

A Panel member did not consider that the current level of consultation in respect to the Sustainable Travel Plan had been comprehensive enough, and although they supported the Plan, it was noted that proposals such as the new bike hub could be divisive due to a lack of consultation. It was important to take account of residents who felt that owning a car was not an option for them, and there was a need to lobby ECC in relation to the provision of cheaper bus fares.

A Panel member supported the voicing of different views from members of the public at the meeting, and did consider that there was a climate change problem which needed to be addressed. They wished to see encouragement offered to the public to use more ecologically friendly modes of transport as opposed to penalties or enforced change. It was important that enough was done to support drivers as well as users of the rapid transport and economic incentives would encourage people to behave in the right way. Although congestion charging was not remotely on the agenda, they would support paying such a charge if it lead to less congestion on the

roads. It was again emphasised that the intention behind the Council's activities was to provide different options for people to travel across the city, if they wished to use these as an alternative to using a car.

In response to enquiries from a Panel member, the Panel heard that the Animating King Edward Quay and swing basin project was a designed to improve the public realm in this area in a bid to encourage use of the river area and the Wivenhoe and Rowhedge trails, via the use of S.106 funding obtained from developments in the area. In response to a query about the cost to use the secure cycle parking in the town centre, it was clarified that the cost would be set in a manner that was designed to encourage the use of the parking, and working out the optimal charge would take some time, which would be determined by the company who would be managing the cycle parking.

In discussion, the Panel commented on bus services prices and reliability, and considered that consideration be given to street lighting being on for longer to encourage people to feel safe walking or cycling. In his role as Chair of the Panel Councillor Scordis volunteered to write to ECC on behalf of the Panel to raise these issues, together with the suggestion of the provision of school busses to ease congestion at busier times.

A panel member considered that the older architecture of the city centre could have an impact on feelings of safety for pedestrians, as it had sometimes been poorly lit, and improvements to this infrastructure would assist in helping people feeling safe while using active travel. Street lighting was key in this, and this was an ECC matter which Councillor Scordis would mention in his letter to them. Councillor Scordis, as Chair of the Panel, reminded the Panel and attending members of the public that the draft Masterplan had been published online, and comments on this were invited as part of the open consultation.

In response to an enquiry from a Panel member regarding behaviour change, Emily Harrup explained that a key part of the Council's messaging had been focussed on health, as this had been highlighted as a concern when speaking to the public about air quality. Lots of the Council's projects were pilot projects, and the feedback from these from as diverse a range of people as possible would inform future activities. Colchester's Business Improvement District (BID) had been fully engaged with the e-cargo bike delivery service project, and had worked with ECC on the Colchester Future Transport Strategy. Although available funding was currently focussed on the Council's Air Quality Management Areas, the provision of cycle hangars was something which would be considered in the future if appropriate.

RESOLVED that: The Panel supported the progress being made by the City Council in delivering the key goals and outcomes for sustainable travel in Colchester.

83. Have Your Say!

Rik Andrew attended the meeting and, with the permission of the Chair, addressed the Panel under the Council's Have Your Say! provisions. Mr Andrew had yet to receive a response to his previous submission to the Panel. Mr Andrew considered that the congestion in Colchester was becoming unmanageable, and the solution to

this was not to build more roads, but to consider other methods of transport such as the provision of an additional railway station, or the introduction of trams, subject to consulting with an independent expert. There was a need to provide attractive alternatives to use the car, and Mr Andrew considered that what was currently being offered in terms of cycle paths was not good enough to do this. In stead of developing further strategies, immediate work was needed to deliver the routes which it had already been acknowledged were needed, and to make these routes high quality and safe. Colchester should take control of its own bus service, and become its own autonomous highway authority to take control of the roads in the city.

Councillor Scordis, in his role as the Chair of the Panel, responded to Mr Andrew, acknowledging the points which he had made. The rapid transport system which was proposed may be the best mechanism for including the provision of trams, potentially including trackless trams. He agreed that the current cycle route provision was not good enough, however, ECC had advised that the costs associated with providing routes were extremely high and hampered their implementation. Councillor Scordis believed that it was currently not possible to set up a bus company without the approval of the Secretary of State. The Panel was reminded that several years ago, the Council had debated becoming a unitary authority, however, it had been considered that Colchester was not yet big enough to provide all of its own services that would be required, including education and social care as well as highways.

84. Climate Emergency Action Plan Update

The Panel considered a report detailing key progress made with the Climate Emergency Action Plan (CEAP), and other relevant updates since November 2022.

Ben Plummer, Climate Emergency Project Officer, attended the meeting to present the report and assist the Panel with its enquiries. Following the work which had been undertaken with an independent consultant, the results of surveys carried out on 6 Council sites had been considered to assess the various energy efficiency and decarbonisation measures which had been outlined. The total costs of all the works suggested would be £10.28m, and would reduce the Council's carbon emissions by 1,590.4 tonnes. Consideration was being given to which measures would be most appropriate to implement to identify those measures with the most effective payback times, or which potentially tied in with other building development work or maintenance which was planned. Discussions were at an early stage to understand the service needs of staff who operated within the buildings, and how these could be aligned with the Council's climate emergency ambitions. A long-term plan would be developed, however, short-term actions would also be taken to try to reduce the Council's energy use within its estate, supported by the appointment of an energy manager.

A Panel member considered that it was currently far too easy to cut down listed trees, which may have been growing for hundreds of years, and considered that the Council should implement a requirement for a second opinion from an expert before any such action was allowed. The Panel's support was sought in respect of this proposal to generate more protection for listed trees. Andrew Tyrrell, Client and

Business Manager, explained the process in respect of panning applications which encompassed a listed tree. The Panel heard that the owner of the tree would instruct an arboriculture consultant, who were bound by heavily regulated professional standards, and this private consultant's report would be submitted to the Council with the planning application. The Council employed their own expert tree consultant who would inspect every tree in person, and who would consider the health ad lifespan of the tree with the presumption that no tree would be cut down if it could be saved or was of any merit. It was not considered that the production of a third professional report from an arboriculture consultant would add a significant amount to the process, and would introduce additional costs and delays to the planning process. Over 2,000 planning applications were received each year, and a large percentage of these would include a tree impact assessment, representing a significant amount of work. Councillor Scordis, in his role as Chair of the Panel, recommended that the Councillor speak to the relevant portfolio holder in relation to seeking support for the suggestion.

In discussion, the Panel wondered whether consideration had been given to alternative means of burial to offset the costs associated with the crematorium. The high cost of implementing the suggested decarbonisation measures was noted, and the source of the funding for this work was queried. The Panel heard that alternative burial options would be considered, and the main grant fund for any of the larger projects that would be carried out was the Public Sector Decarbonisation Scheme, which was issued each year. Some of the smaller projects had relatively quick payback times, and would generate savings to cover the cost of the measures within a couple of years.

The Panel heard that it was intended that fully costed and detailed outlines of any decarbonisation work proposed would be produced setting out the practical solutions which were suggested. The work which had been undertaken to date was to be considered as the first step towards formulating a much more detailed picture of the options which were available to the Council.

Andrew Tyrrell confirmed to the Panel that for the first time, the Council now had a quantifiable list of changes or amendments which could be made to its estate, and the total cost of implementing all of these changes would be £10.28m. It was not proposed that all possible improvements would be made as some options would not be practical or cost effective, and careful consideration would be given to any action which was to be taken to ensure that it was carried out at the most effective time, potentially tying in with other planned or necessary works. It was considered that offsetting would be required to assist the Council in reaching its 2030 carbon emission targets, and this would be considered as part of the larger picture.

In discussion, the Panel made some recommendations for inclusions in the proposed Supplementary Planning Documents, including the requirement so have solar panels on all new buildings, together with electric vehicle chargers. It was also recommended that new properties should have a water recycling system, as well as space made available for the storage of wheelie bins, together with recycling facilities made available in all flats.

RESOLVED that: the contents of the report be noted.



Environment & Sustainability Panel

Item
7

21 March 2023

Report of

Strategic Director

Author

Rosa Tanfield

Title

Waste & Recycling Strategy update

Wards affected

All wards

1. Executive Summary

1.1 This report is for information only and sets out the progress of the development of the Council's Recycling and Waste strategy following the approach approved by the Environment and Sustainability Panel on 20 September 2022, in the context of other decisions made by the Council in light of the current economic climate and the agreement of a new strategic plan.

2. Action Required

2.1 Report to be noted.

3. Reason for Review

3.1 This report is not requesting a decision and is for information only as agreed as part of the Environment & Sustainability Panel's work programme.

4. Background Information

4.1 At its meeting of 20 September 2022, the Environment and Sustainability Panel agreed to undertake a series of workshops in addition to its work programme, to lead the development of a new recycling and waste strategy, working with the portfolio holder, officers, and an appointed consultant. This report sets out the progress to date.

4.2 Consultant's Ricardo Energy & Environment (Ricardo) has been appointed to support the Council in the development of the strategy. They were selected following evaluation within the Council's procurement rules. Ricardo is an internationally renowned consultancy with world-leading energy, environmental and technical expertise based primarily in the UK and operating globally. Ricardo has recently assisted several councils with exploring options to inform decision making about household waste and recycling collection and alignment of services with local and national priorities. Ricardo has relied on their proven methodology to deliver clear, easily communicable results based on robust and detailed modelling.

4.3 The timetable for the development of the strategy through workshops is set out below:

Meeting No.	Date and location	Focus
1a	01/03/2023 Location: Shrub End Depot	Exploratory meeting to discuss the current service and scope of the strategy Facilitated by Officers
1b	15/03/2023 Location: 'online' via MS Teams	Exploratory meeting to discuss the current service and scope of the strategy (<i>repeat of above, but online</i>) Facilitated by Officers
2	(March / April 2023) Location: 'online' via MS Teams	Vision and aspirations workshop Facilitated by Ricardo
<i>Possible online meeting to discuss the update from the Government's update on the Environment Act 2021 proposals (see 'Environmental and Sustainability Implications' below)</i>		
3	September 2023 Location: 'online' via MS Teams	Preferred option meeting Facilitated by Ricardo
<i>Possible visit to another authority</i>		
4	November 2023 Location: 'online' via MS Teams	Pre consultation 'Draft' Strategy presentation Facilitated by Ricardo

Workshop 1

4.4 Drafted Terms of Reference have been developed for the Panel's work to undertake a series of workshops in addition to its work programme as described in the report from the meeting of 20 November 2022.

- 4.5 All Panel members have been invited to attend the Shrub End depot to experience the operational workings of the site, its fleet and logistics, along with demonstrations of the back office and management systems.
- 4.6 Workshop 1 included a review of the context of the service, the scope of the strategy, the strategic drivers and the aims and objectives:

The Colchester Recycling and Waste Strategy, by 2030, will:

- Deliver value for money
- Provide a safe, compliant, and resilient service
- Have a community asset based approach
- Minimise the impact on the environment
- Be transformative

- 4.7 Ricardo presented to the Panel for feedback and discussion:
 - 'Ricardo's understanding of Colchester's needs'
 - An overview of the strategy development methodology and steps
 - A description of the stakeholder engagement approach
 - An overview of the modelling approach and examples of how data may be presented

5. Financial implications

- 5.1 The development of the strategy is being supported by 'transformation' funding which enables the Council to recruit the consultant Ricardo, a project officer, technical officer and undertake technical training for existing staff.
- 5.2 In developing the strategy and through modelling, Ricardo will look at the collection, sorting and reprocessing infrastructure along with costs, performance and local or national priorities that are important to the Council, to ensure it is in the best and most well-informed position to make recommendations on the strategy and take proposals forward.
- 5.3 The Council currently faces some of the most challenging times ever experienced in local government; from the sustained economic turbulence and high inflation, rising energy costs, the war in Ukraine and continuing fallout from Brexit and the pandemic. To address this and to put the council on a stable financial footing for the future a raft of measures to meet the challenges and opportunities ahead were approved by Full Council on 22 February 2022, following recommendation by the Cabinet, Scrutiny Panel review and consultation with residents and other stakeholders. Faced with a significant budget deficit, limited government support and £10m of extra costs, the budget includes a mix of savings, income generation and transformation of services. Several changes have been agreed for the Recycling and Waste service, as summarised below. These changes will be incorporated and will be considered as part of the strategy development.
- 5.4 To be delivered in 2023/24:

Garden waste changes
- 5.5 As part of the budget options outlined above, one of these decisions is to introduce a charge for garden waste collections, commencing from January 2024. A [webpage](#) providing an update and Frequently Asked Questions has been set up and will be updated periodically.

Recycling kit changes

5.6 An additional option was also that of charging for recycling kit. This project is in the early stage of development and no updates are available just yet.

Bulky collections service

5.7 Beyond the budget options, a review has been undertaken of the bulky collection service. The policy had set out to provide a free service to residents with certain postcodes based on a previous assessment of deprivation. This assessment of deprivation was no longer representative and unfair to other residents. A Portfolio Holder Decision agreed that the Council will signpost residents wishing to have bulky household items disposed or recycled, to either the Council's chargeable collection service or to local recycling centres and/or charity collection services, and that it no longer offers free collections for those residents in certain postcode areas.

Saturday household drop off service

5.8 A review has been undertaken of the current free Saturday Household Drop-off Service. A Portfolio Holder Decision sought to agree to change the current free operating model for the Saturday Household Drop-off Service so that the Council only offers a selection of chargeable Saturday collection services to residents' associations, parish councils, managing agents or other organisations, with the fees as set out within the report. This decision was 'called-in' and considered by the Scrutiny Panel at its meeting of 3 March 2023, where it made recommendations to the Portfolio Holder, which the Portfolio Holder has not accepted. In these circumstances the decision is referred to Cabinet to determine. At the time of this report, the outcome has not been decided.

Recycling bank review

5.9 The Council operates numerous bring bank sites across Colchester. These [locations](#) offer residents the opportunity to recycle materials such as glass, cans, textiles, cartons and coffee pods. Officers will review the sites and their effectiveness.

Materials contract renewal

5.10 The current contract for the transfer, treatment and disposal of source segregated municipal dry recycling (materials consisting of paper, plastic, and cans) is due to end on 31st July 2023. A procurement process will be undertaken shortly and will comply with the Public Procurement Regulations 2015. An open two stage tender will be used to ensure that all interested parties can apply.

6. Strategic Plan References

6.1 The Council has recently agreed the Strategic Plan 2023-26. This sets out the framework for annual delivery plans and recognises the significant transformation of council services that will be required to respond to future challenges, to reduce spend while still providing services for a city fit for the future.

6.2 The new plan sets out five strategic themes to:

- Develop modern services for a modern city
- Respond to the climate emergency
- Tackle health, well-being, and happiness
- Deliver homes for those most in need
- Grow our city's economy so everyone benefits
- Celebrate our city and our heritage and culture.

6.3 Whilst the strategy will no doubt cut across all themes, the one for consideration is that of: **Respond to the climate emergency**:

- *Reduce our carbon footprint;*
 - Remain on track for the council to be net zero by 2030
- *Continue to be a leading council in our waste and recycling collections;*
 - Simplified waste and recycling services and progress towards government recycling collection targets of 70%

7. Environmental and Sustainability Implications

7.1 It has previously been reported to the Environment & Sustainability Panel the potential changes to legislation under the Governments Resources and Waste Strategy, and the consultations undertaken by the Department for Environment, Food & Rural Affairs (DEFRA) on Extended Producer Responsibility (EPR), Deposit Return Scheme (DRS), and consistency in household and business recycling collections. Whilst a response from DEFRA has been received on EPR and DRS, no response has been received on 'consistency in household and business recycling collections', which is vital to inform the development of the strategy. The announcement has been delayed from 2022 and is expected in coming months. It is therefore proposed that once a communication has been received, and when Ricardo and officers have considered it in more detail, a briefing will be undertaken with the Panel as part of the workshop programme (this is indicated in the table 4.3)

7.2 DEFRA has set out new legislation, whereby soft furnishings that contain Persistent Organic Pollutants (POPs) such as sofas and chairs needed to be segregated from other waste as part of the whole waste collection process through to disposal. The impact of this will be considered through the development of the strategy and projects.

8. Consultation

8.1 The creation of the Strategic Plan 2023-26 utilised consultation as well as discussion groups to inform the delivery plan. One discussion group included the topic of changes to waste and recycling collections. This initial insight will help inform future consultation activities to develop the strategy.

9. Publicity Considerations

9.1 At this stage of the project there is no publicity consideration, but this will form part of the development of the strategy and projects.

10. Health and Safety Implications

10.1 At this point of the strategy development there would be no harm to the health and safety of the general public, however this will be carefully considered when developing options and proposals.

11. Health, Wellbeing and Community Safety Implications

11.1 Health and wellbeing of residents, and community safety can be influenced through the effectiveness of recycling and waste services. As the strategy is developed consideration

will be given to ensure the council is doing all it reasonably can to promote positive health benefits to residents whilst reducing, removing or minimising any unintended consequences to health, and to prevent crime and disorder that may arise from the development of the strategy and projects.

12. Risk Management Implications

- 12.1 This report is not requesting a decision and is for information only so there will be no impact on the Council's risk management.

13. Equality, Diversity and Human Rights implications

- 13.1 Equality Impact Assessments will be developed as the strategy is progressed and as appropriate. This report is not requesting a decision and is for information only.



Environment and Sustainability Panel

Item
8

21 March 2023

Report of	Assistant Director of Place and Client Services	Author	Ben Plummer
Title	Climate Emergency Action Plan – Summary of progress		508965
Wards affected	Not applicable		

1. Executive Summary

- 1.1 This report details key progress made with the actions within Climate Emergency Action Plan (CEAP) over the past year. This is split into the different themes of the CEAP.
- 1.2 Some of the key highlights of progress within the CEAP are:
 - Completed decarbonisation works to the refurbished Rowan House office, including the installation of an air source heat pump, roof insulation, LED lighting, mechanical ventilation and heat recovery system, alongside the installation of 12 electric vehicle charge points in the car park; followed £500k of BEIS grant funding being secured.
 - Procured six electric vans for the Council fleet to reduce emissions, adding to 4 hybrid vehicles and the electric vehicles being used by North Essex Parking Partnership (NEPP).
 - Continued progression of both the Northern Gateway Heat Network and the feasibility study, business case and design work for a new solar park and microgrid.
 - Introduced more “re-wilding” and “no mow” areas, ceased use of glyphosates, and trialled goat grazing in Highwoods Country Park, as well as adding signage to educate residents on Council’s ‘no mow’ approach to management of several Council green spaces between months of March-September.
 - Developed partnership with local charity Market Field Grows to carry out tree planting in order to provide work opportunities to young adults with disabilities/special needs.
 - Supported the ecargo bike delivery service with their Christmas delivery service trial, enabling people to have their shopping delivered to their home for a small charge by eCargo bike. The trial helped replaced 61 miles of van deliveries, reducing emissions produced within the city centre.
 - Received an award for the CAREless Pollution campaign that ran to raise awareness of “no idling” and air pollution, alongside the success of the no-idling psychological signage trial.
 - Delivered Colchester’s first electric car club car based in Priory Street car park, the start of a network that will grow as part of s106 agreements with developers, and further grant funding and commercialisation.
 - Created litter picking hubs containing all the equipment needed to do a litter pick, enabling residents to pick up litter on-the-go.
 - Collected 110 bikes through the ‘Community Cycle’ project that could then be repaired and donated to community groups and residents in need. Also supported at 2nd Eco festival with stalls on active travel, woodland and biodiversity project and more to engage residents about our projects.

- Supporting businesses with the environmental challenge by promoting net zero business support through the Colchester Business Enterprise Agency (Colbea), integrating considering of environment in the Council's economic strategy, and securing funding to upskill local installers to install energy efficiency and decarbonisation measures to required standards.
- Revised the Council's Travel Plan to ensure staff are provided with options to use sustainable travel to, from, and for, work. This included supporting the funding of a more secure bike shelter at Shrub End Depot, alongside running Dr Bike sessions for staff.

1.3 The Council has many planned actions to help progress on the Climate Emergency Action Plan. Key actions include the development of a new carbon management plan to outline actions for reducing emissions from the Council's buildings, working with Essex County Council on delivery of sustainable travel infrastructure projects linked in with the Town Deal, supporting delivery of grant funded domestic energy efficiency projects and more.

2. Recommended Decision

2.1 To note the contents of the report and to provide any guidance on the progress being made with actions within the action plan, including any areas where action could be strengthened.

2.2 To make any recommendations to Cabinet about future work priorities in 2023/24 and/or beyond.

3. Reason for Recommended Decision

3.1 To ensure that the Panel is content with the progress made to date and has the opportunity to feedback on progress.

4. Alternative Options

4.1 Not Applicable

5. Climate Emergency Action Plan – Background

- 5.1 At the start of 2022, The Council had a Climate Emergency Action Plan (CEAP) in place, consisting of 8 themes and over 50 actions. Key highlights and achievements from actions under each of these themes will be covered in the report.
- 5.2 The Council recently updated its CEAP for 2022-2023, publishing this in January 2023. This expanded the coverage of actions within the plan, especially to include more action in relation to climate adaptation and greater information on what people in the community can do to reduce their environmental footprint. Reference to this plan will be made at the end of the report when action for 2023 and beyond is focussed on.

Climate Emergency Action Plan – Summary of progress

Reduce carbon emissions from our buildings

- 5.3 Key highlights from this theme include:

- Reported greenhouse gas emissions reduction of **10.1% between financial year 2018/19 (our baseline year) and financial year 2021/22**. Reporting on progress in financial year 2022/23 will be captured as part of the annual emissions reporting that is conducted between June-September 2023. Further action will be required in the following years to bring emissions down in line with projected emissions to 2030.
- Begun analysis of opportunities identified for **decarbonising and increasing the energy efficiency of 6 of the Council's highest emitting buildings**. Work will continue in 2023 to create a plan identifying which measures should take place in each of the buildings, and to identify funding sources. This will align with wider asset management work, budget setting for 2023/23 and future years, and continue alongside aims to produce more energy savings in Council buildings in the short-term.
- **Completing decarbonisation of Rowan House**, the Council's main office, including the installation of an air source heat pump, roof insulation, LED lighting, mechanical ventilation and heat recovery system, alongside the installation of 12 electric vehicle charge points in the car park.
- **Procurement** of six electric vans for the Council fleet that will contribute to emissions reductions from the Council, adding to 4 hybrid vehicles and the electric vehicles being used by North Essex Parking Partnership. The impact these vehicles make on the Council's overall emissions reductions will be captured for the first time in the Council's emissions report for financial year 2022/23.

Produce renewable energy

- 5.4 Key highlights from this theme include:

- Continued progression of developing the **Northern Gateway Heat Network** to provide low carbon heat to 650 homes, nearly 35,000m² of commercial space and a health village. Now awaiting confirmation of when development build out will take place, with the design work of heat network completed ready to enable activation of installation when needed.
- Feasibility work for a **solar park and microgrid**, which will contribute to powering the Northern Gateway development with renewable electricity, has continued and is being progressed towards a planning application in summer/autumn 2023.

- **Increasing our understanding of the potential of heat network (zones)** for providing heat to a range of buildings, keeping track with the Government's work on heat network zoning and its continued support of this form of heat generation.

Enhance biodiversity and protect our environment

5.5 Key highlights from this theme include:

- **Introduction of 10 cheviot goats to Highwoods Country Park** to help graze scrub vegetation to support the restoration of a wildflower meadow.
- **Tree planting** delivered through Local Authority Treescape Fund and Queen's Green Canopy project, and supporting The Conservation Volunteers with the planting of a '[Miyawaki forest](#)' (also known as a 'tiny forest') at a local primary school.
- **Partnership with [Market Field Grows](#)** for them to deliver tree planting activities across the borough. The organisation's aim is to provide employment opportunities for young people with disabilities.
- Launch of project with supporting funding and guidance for community groups to help create **new community orchards**.
- **Installation of signage** at several of the Council's green spaces where no mowing is taking place between March-September in order to support the growth of wildflowers and grasses to support pollinators and other insects. This project has also worked to support Wivenhoe Town Council with their approach to 'no mow, no sow', where they are leaving verges to 'wild' and enable the growth of wildflowers.
- Continued trials and implementation of approaches to support biodiversity through changes to maintenance of green spaces through **ban on glyphosate-based products** (extended to Colchester Borough Homes maintained sites) and **reduction in mowing** on many green spaces.

Facilitate walking, cycling and sustainable transport around Colchester

5.6 Key highlights from this theme include:

- **Progressing the £120,000 of partnership-funded Fixing the Link "Phase 2" projects** to encourage walking between the main rail station and the City Centre, which will include the "trees in planters" soon to be installed in North Station Road, along with a key planting and lighting scheme on the Albert roundabout to be installed later in the 2023 planting season.
- **Worked with Essex County Council** to feedback information about active travel routes including the East-West cycle route from Lexden Road to East Hill, extension from East Hill to University and Greenstead route and other Local Cycling and Walking Infrastructure Plans (LCWIPs).
- Supported the **ecargo bike delivery service with their Christmas delivery service trial**, enabling people to have their shopping delivered to their home for a small charge by eCargo bike. The trial helped replaced 61 miles of van deliveries, reducing emissions produced within the city centre. Work to build on the trial will continue in 2023, working with the City Centre BID and other organisations.
- **Over 30,000 miles collectively travelled by eCargo bikes** in the eCargo bike library by a range of organisations, with a refresh of eCargo bike champions and further short term loans of bikes provided.

- Support provided to **local businesses and organisations with the development and implementation of workplace travel plans** to encourage more sustainable and active travel through the Colchester Travel Plan Club. Officers have continued to work with bus operators to secure discounts for Travel Plan Club members.
- **Over 100 adults in Colchester received free cycle training** to improve their cycling confidence. This availability of free training will continue in 2023, with more information available [here](#).
- **Offering Colchester's first electric car club car** in Priory Street car park, enabling people to borrow the car as and when needed.
- **Successful trial of psychological based messaging to encourage no-idling** on Brook Street and Eastgates, increasing vehicle engine switch offs by an increase of 11% on baseline figures at peak switch off rates.
- **Increased engagement and awareness about air quality through the [CAREless Pollution Campaign](#)**, working with 23 local schools to provide a school toolkit and other resources, collaborating with businesses such as McDonalds and St Helena Hospice, and developing a resident toolkit for improving knowledge about air quality. The project was 'highly commended' at the 2022 Edie Sustainability Leaders Awards in the 'Consumer Engagement/Marketing campaign of the year'. Resources have also been developed through the [home burning campaign](#) to raise awareness of the pollution produced from wood burning stoves and open fires, in an effort to encourage residents to burn better fuels (such as well seasoned wood) and to burn less to help improve local air quality and reduce harm to human health.

Provide sustainable waste management and support residents to reduce, reuse and recycle

5.7 Key highlights from this theme include:

- **Installation of 4 smart bins in Dedham** to help with litter management and to improve the efficiency of waste collections. The solar-powered bins have a compacting feature enabling more waste to be stored in them, and can notify Council staff when the bins are almost full to indicate they need emptying.
- **Creation of litter picking hubs around Colchester**, that provide residents with litter picking equipment, hi-vis jackets and bin bags enabling them to pick up litter on-the-go.
- **Begin the development of a new Recycling and Waste Strategy** to improve collections of waste around the borough, aligning this with actions to come out of the Environment Act.

Enable partnerships and community action for sustainability and low carbon development

5.8 Key highlights from this theme include:

- **Supported 11 schools** as part of the Essex Schools Green Day 2022, a day dedicated for all schools to take part in environmental learning and awareness activities, by providing donated gardening and outdoor resources to them alongside giving several assemblies about climate change and the Council's climate action.
- **110 bikes donated** through the 'Community Cycle' project that were repaired and given out to those local community groups and individuals most in need.

- **Strengthened partnership with University of Essex** on several projects, including work with schools on raising environmental awareness, no idling signage evaluation, single use plastics reduction and coastal protection.
- **Delivery of the 16th year of Trees for Years**, to provide residents with new trees and shrubs for their gardens that will help support biodiversity.
- **Presentation to Town and Parish Councils** about opportunities for them to tackle climate change and support offered throughout year to help with actions they wanted to implement to reduce their environmental impacts and greenhouse gas emissions.
- **Supported delivery of the 2nd Eco Festival** organised by En-Form and Eco Colchester. The Council had a presence at this event with several stalls promoting Council projects, as well as helping for the transportation of equipment and materials to and from the site using the Council's eCargo bikes.
- **Participation in the Climate Action Anchor working groups co-ordinated by the Essex Climate Action Commission**, to collaborate on plans for climate action across Essex with key organisations like University of Essex, NHS hospitals and other local authorities. The main action delivered in the past year through the group was the support provided to develop training for frontline workers on fuel poverty awareness to increase their awareness of ways they can help residents to reduce their bills, get access to grants for energy efficiency and be able to point them to further support available.

Sustainable planning, built environment and green economy

5.9 Key highlights from this theme include:

- Integrating 'planet' as one of the four themes of **Colchester's Economic Strategy 2022-2025**, to ensure that work to support economic development within the borough considers its impact on the environment and how businesses can adapt to changing climate impacts and associated business markets.
- Supported and promoted the **net zero business support and business cost reduction programmes** delivered by the Colchester Business Enterprise Agency (COLBEA) that focussed on helping business to understand more about carbon emissions and their carbon footprints, and ways to cut their costs through reducing energy and waste, amongst other elements.
- Secured funding through Essex County Council for **professional retrofit training to be rolled out in Colchester**. The funding will enable local people to become qualified in different roles required to deliver retrofit to the required Publicly Available Specification (PAS) 2035 standards that Government are demanding to deliver retrofit funding. The Council will work with local training providers to deliver the training for the roles of retrofit co-ordinator (person with overall responsibility for each stage of project), retrofit advisor (deliverer of advice to householders or clients on different retrofit measures) and retrofit assessor (carrying out assessment of home to identify which measures may be suitable for the home).
- Delivery of **funding from Government for energy efficiency improvements for households on low incomes and living in energy inefficient homes**. Funding has come through two schemes; Green Homes Grant Local Authority Delivery Scheme Phases 2 and 3, with total spends through both to be determined in the coming months.

Change the way we work to achieve our climate commitment

5.10 Key highlights from this theme include:

- **Delivery of Dr Bike sessions at Shrub End Depot**, to provide bike repairs to staff bikes and cycling related support to aid cycling to work. **A new cycle shelter** was also installed to provide a more secure facility for staff to lock their bikes up whilst at work.
- Development of **e-learning training for staff to make them more aware of climate change and environmental issues**, the Council's role in reducing emissions and environmental impacts and linking this back to how staff can make a difference, both in their work role and at home, to reduce their environmental footprint. The training has been developed and is aimed to be launched from June 2023. Member training was held on the actions within the Council's Climate Emergency Action Plan in September 2022.
- Running a **behaviour change campaign focussing on reducing quantities of printing completed and postage** sent by Council staff. This aimed to raise awareness of the alternatives to sending and sharing information by print and post that could help to reduce costs and environmental impacts such as the digital hybrid mail (Hi-mail) service, alongside enabling staff to collect information through digital formats rather than on paper forms.
- **Revise the Council's Travel Plan** in light of changes to working patterns to ensure staff are provided with support to travel sustainably (by walking, cycling, public transport etc.) to and for work. The benefits provided by staff through the travel plan include public transport discounts, a salary sacrifice scheme for bikes and the opportunity to use pool bikes (including electric bikes) for attending meetings, visits or events.
- **Environmental steps being taken by the Colchester Museums team**, including the repurposing and reuse of materials from old exhibitions into new exhibitions, reducing use of single use plastic materials in the museum shops, getting staff trained in 'carbon literacy' and starting an Environmental Champions group to identify ways for museum operations to become greener and how museums can be used to raise environmental awareness.

Plans for 2023

5.11 The Council published its Climate Emergency Action Plan 2022-2023 in January 2023. This outlines actions the Council will seek to deliver throughout 2023 (and some beyond this), that will help to reduce environmental impacts and greenhouse gas emissions within the Council and across the borough. Some key actions from this (and that have emerged since its publishing) are outlined below:

- **Developing a Carbon Reduction and Management Plan to detail energy efficiency and decarbonisation measures to complete within CCC buildings** including timelines for these works, costs and paybacks and greenhouse gas emission savings.
- Investigate opportunities to take onboard learning from the 'building with nature' project looking at the potential to **collect and use waste oyster shell to then be placed on the coastline with seeded oyster larvae at Mersea to accelerate the oyster reef formation**. These reefs have the potential to help act as a natural breakwater to counter sea level rise to slow coastal erosion and reduce storm damage.

- Continue to build on learnings of ‘No Mow approach’ and implement at more Council green spaces where appropriate to help with the naturalisation and less intensive maintenance of these spaces that can support biodiversity.
- Build on masterplan for Cymbeline Meadows to be a nature reserve, including creating new habitats and management of the site to support biodiversity
- Using £310,770 of funding received from Department for Environment, Food and Rural Affairs (DEFRA) to continue work on air quality, including funding resource for 2 full time officers; 1 to engage with businesses about sustainable travel and 1 to focus on community engagement with schools and residents about air quality. Funding will also go towards producing an up to date Cycle Colchester map, an update of the Cycle Colchester website, developing a short term eCargo bike loan scheme for residents alongside a ‘Care for your air’ e-learning module for businesses.
- Link in within Essex County Council and other partners to deliver active travel projects linked with the Town Deal work, including the **provision of 750 free bikes through the ‘Pedal Power’ scheme in Greenstead**.
- Support GO4 café and volunteers in Newtown to set up a **shared eCargo bike hub** for residents to access eCargo and electric bikes on a pay as you go basis.
- **Open the secure cycle park in the city centre** for residents to access an app based secure facility to lock their bikes, alongside providing access to electric/eCargo bikes on a pay as you go basis for residents and the Colchester Bike Kitchen for bike repairs and maintenance that will both be based in the secure cycle park.
- Investigate opportunity to work with Tier (escooter provider) to **set up an electric bike pay as you go hire scheme** to enable residents to have access to these for work and leisure journeys.
- **Use S106 contributions to develop projects to support walking and cycling in east Colchester**, including the ‘Walking with Words’ wayfinding project and looking to develop projects to make the King Edward Quay site at the Hythe more welcoming and interesting for students and others to use this area, and the links this has with walking and cycling routes to Wivenhoe and Rowhedge.
- Build on progress made with the ‘Get Monkwick Moving’ project to **improve signposting along the offroad walking and cycling route from Monkwick to the city centre**.
- **Delivering improvements identified along the Fixing the Link route** as detailed in paragraph 5.6.
- **Continue the development of the Recycling and Waste Strategy** that will help align the Council’s waste collections with requirements of the Environment Act, alongside delivering a service that is more efficient and financially sustainable.
- Work with the University of Essex and the Business Improvement District (BID) to **identify ways to raise awareness and create support for businesses to reduce their use of single-use plastics**. Ideas being looked at are research into alternative materials to be used instead of single-use plastics for common plastic items used by businesses, creation of awareness materials and an award scheme for businesses taking action to reduce their use of single-use plastics.
- Work with **Essex County Council and other public sector partners with the creation of an Essex wide communications campaign** to increase environmental awareness and promote actions that can be taken to reduce environmental impacts, along with other co-benefits such as saving money and improving health.

- Developing **three new supplementary planning documents (SPDs) on active travel, climate change and biodiversity**. These SPDs all help to outline expected best practice in terms of environmental sustainability. The biodiversity SPD has now been published for consultation, and the other two SPDs are nearing the final draft stage.
- **Supporting delivery of further domestic energy efficiency grant schemes** such as phase 4 of the Energy Company Obligation Flex (ECO4) scheme and potentially phase 2 of the Home Upgrade Grant (HUG2) scheme. The Office for gas and electricity markets (Ofgem) hold the funding for ECO4 which is sourced from medium and large energy suppliers who are obligated to provide measures to support low-income, fuel poor and vulnerable households with reducing energy use. HUG2 is a government funded scheme, specifically focussing on improving the energy efficiency and decarbonisation of homes off the gas grid (i.e. their main heating fuel isn't gas). CCC was part of a consortia bid with other Essex local authorities for this funding stream and is waiting to hear back on the outcome of this application.

6. Equality, Diversity and Human Rights implications

6.1 This report has no equality, diversity and human rights implications.

7. Strategic Plan References

7.1 All of the updates provided in this report contribute to the Strategic Plan 2020-2023 theme of 'Tackling the Climate Challenge and Sustainability'.

8. Consultation

8.1 There are no consultation considerations for this paper.

9. Publicity Considerations

9.1 There are no specific publicity considerations.

10. Financial implications

10.1 There are no specific financial implications from this paper.

11. Community Safety Implications

11.1 There are no specific community safety implications from this paper.

12. Health and Safety Implications

12.1 There are no health and safety implications from this report. Many of the projects being undertaken will have positive impacts that support increased physical and mental health

13. Risk Management Implications

13.1 There are no risk management implications from this update.

14. Environmental and Sustainability Implications

14.1 The updates mentioned in this report are all relevant to tackling climate change and/or improving the environment. Actions and projects highlighted in the report all have co-benefits outside of environmental improvements for residents.



Environment and Sustainability Panel

Item
9

21 March 2023

Report of	Strategic Director - Place and Client Services	Author	Emily Harrup
Title	Air Quality – Schools activity.		
Wards affected	All		

1. Executive Summary

- 1.1 This report updates on the activities being undertaken locally to change driver behaviour around schools to improve air quality. Members have requested this update following concerns about the level of engine idling outside schools and the impact this has on children's health and development as part of their consideration as to whether legislation to fine drivers who idle their engines outside schools should be adopted. Included is an overview of Healthy School Streets provided by Essex County Council and an update on the City Council's CAREless Pollution campaign activity with schools.
- 1.2 In 2019 the City Council received funding from Defra to develop a No Idling campaign. The campaign aimed to raise awareness of air pollution and its impact on health and to implement a campaign to encourage drivers to switch off their engine every time they wait. In 2021 a further successful Defra bid funded the continuation of this work. In 2023 a fifth successful Defra bid is providing further funding to embed the campaign within schools and to cement the peer-to-peer approach to encourage schools to support each other.
- 1.3 The CAREless Pollution campaign was developed following extensive community engagement of which schools were a key target audience. During phase 1 of the campaign (Oct 2020 – Oct 21) we worked with 13 primary schools. In phase 2 (Oct 2021 – to date) we are working with or have shared materials with 28 schools.
- 1.4 As part of the evaluation of phase 1 of the CAREless Pollution campaign, a survey was conducted outside Colchester schools in the Autumn of 2021. Feedback from 101 parents and carers was received.
- 1.5 Respondents were asked how their behaviour had changed compared to 12 months earlier and if they switch off their engine more or less. 65% of respondents said that they switch off more than they did before suggesting the campaign is impacting positively on behaviour.
- 1.6 Of the 35% who hadn't changed their behaviour 21% of parents/carers said they never switch off their engine. This reaffirms that idling outside schools is a problem, and it underscores that this audience should continue to be a priority for the educational campaign.

2. Recommended Decision

- 2.1 For the panel to support and help facilitate the ongoing educational approach to changing driver behaviour around schools in relation to engine idling and active travel.

2.2 To support ECC's plans for school streets and the CAREless Pollution campaign by:

- Providing funding where possible (particularly towards Healthy School Streets)
- Use community connections to help develop a volunteer network to increase capacity and therefore localised action
- Provide named contacts and introductions at local schools
- Encourage schools to engage and take up support offered

3. Reason for Recommended Decision

3.1 To continue the current educational approach to discourage engine idling outside schools and to support activity to make it easier and safer for children to walk, scoot and cycle to school through reducing vehicle movements outside schools during school drop off and pick up.

4. Alternative Options

4.1 Not Applicable

5.0 Activity to discourage engine idling outside schools

5.1 Essex Healthy School Streets

5.1.2 Healthy Schools Streets is an initiative to improve road safety around schools, encouraging more walking, wheeling and cycling and protect children from the damaging health effects of air pollution and to improve activity levels and road safety around schools.

5.1.3 Essex County Council is responsible for delivering schools streets as it requires making changes on the Highway. Essex County Council defines a healthy school street as 'any street outside a school where changes have been made, in particular to make drivers aware that they are in close proximity to schools. ECC want to encourage as many children as possible - as well as their parents/carers - to walk, cycle or scoot to school, particularly for shorter journeys.

5.1.4 There are several different approaches to implementing school streets. Essex County Council's approach is not based on the Hackney model, which demarcates streets around a school as Pedestrian and Cycle Zones at set times in the morning and afternoon, but rather focuses on a combination of behavioural and physical interventions based on persuasion and enforcement if supported by the local and school communities. The attached slides set out ECC's approach to Healthy School Streets.

5.1.5 ECC are currently developing a School Street Strategy aiming for completion in the summer of 2023. The strategy will include a set of criteria that will inform how to prioritise funding. The ethos of ECC's approach is to listen to schools, parents and residents and develop solutions based on a localised agenda.

5.1.6 With limited funding ECC will prioritise schools that demonstrate an appetite for collaboration and change and are in areas with significant traffic congestion issues. Schools will be expected to show commitment and proactivity towards encouraging a change in behaviour through developing their own Travel Plan and working towards national Modeshift accreditation.

5.1.7 ECC has undertaken community Healthy Schools Streets surveys across selected parts of Essex to better understand local school parent/pupil, resident and business needs and concerns relating to travelling within their area.

- 5.1.8 Working with Sustrans, in Winstree Road, Colchester where there are 5 schools which are located close to each other, a Community-Led Street Design (CLSD) has so far introduced tactile paving and new kerbing. This project had a working group made up of local residents, parents, Councillors, North Essex Parking Partnership (NEPP) and other stakeholders. ECC are currently working with NEPP to commission a Parking Study for Winstree Road and some of the surrounding area. The aim of the study is to collect data on the number of cars parking in the vicinity, as well as understanding the reasons why parents/staff may be using these areas. While the original has now been concluded future work will be carried out under the Healthy School Streets programme and associated funding streams.
- 5.1.8 Healthy School Streets are currently being looked at for schools located on roads just off Lexden Road (apart from Kingswode Hoe) and the school off North Station Road. Schools in these areas are being engaged with and a survey has recently been carried out regarding Norman Way, Sussex Road, Rembrandt Way, Constantine Rd, Wellesley Road and surrounding roads. Views were sought on the community's lived experience of the area, and this feedback will help inform how the Healthy Schools Street project in this area develops.

5.2 CAREless Pollution background

- 5.2.1 CAREless Pollution is a Defra funded campaign that was developed in 2019 to encourage drivers to switch off their engine whenever they wait. The campaign was co-produced with the community following 3 months of intense community engagement where over 3000 views were gained. A stakeholder and advisory group were then involved in the development of the campaign materials and campaign delivery.
- 5.2.2 Feedback from the community showed that concerns about the health of their loved ones was a key factor that would influence personal behaviour when it came to engine idling and campaign materials were formulated with health as a key message and motivator.
- 5.2.3 Creating a sustainable legacy where the community through Clean Air Colchester a local volunteer group were equipped and enabled to continue the campaign once the funding was finished was a key objective of the project.
- 5.2.4 Working with local schools within or close to the AQMA was a key focus of the initial project and that work is outlined in section 5.3.
- 5.2.5 In 2021 a further successful bid to Defra enabled the Council to continue the campaign with the aim of further embedding it within the community but with a move towards a more peer to peer approach. This was due to concerns raised by volunteers about the level of abuse from the public when asking drivers to switch off their engine. This included outside schools as well. Hence moving to a more pupil focused approach empowering children with knowledge and information to influence their parents.
- 5.2.6 In February 2021 a 5th successful bid to Defra has secured further funding to continue to work with schools to expand the CAREless Pollution campaign.

5.3 CAREless Pollution school's activity – core schools in or near the AQMA

- 5.3.1 The CAREless Pollution campaign has undertaken the following specific work with schools located in or near the AQMA. This includes St James', St John's Green, St Thomas More's and St Georges.

5.3.2 St James' Primary School

St James' hosted the campaign's main Clean Air Day activity in June 2021, which saw us run a stunt with a giant Zorb ball (to represent the ball of toxic air pollution trapped in a stationary car with the engine idling). The event was filmed by ITV Anglia and featured on the local news as well as in the Gazette. The campaign banner has been displayed on the railings outside the school and students have completed the Key Stage 2 activities from the campaign toolkit, which has included writing down their individual pledges for how they will tackle air pollution, writing letters home to their families about the issue and a tree planting scheme in the school grounds. We have a meeting with the Head Teacher scheduled at the end of March 2023 to discuss plans for continued support of the campaign amongst staff and pupils.

5.3.3 St Thomas More's Primary School

During 2022, pupils at the school have been involved in a programme of activities to raise awareness of air pollution. This included a group of pupils from the Eco Club borrowing the Council's portable monitors to take air quality readings outside their school and on East Hill over a period of three months and analysing the results. They also displayed the campaign posters around the school site. Year 6 students took part in a street demonstration along Brook Street on Clean Air Day in June 2022, to promote the campaign to passing vehicles. This generated a full-page story in the Colchester Gazette, including photographs.

5.3.4 St John's Green

The school has been engaging with both pupils and parents, making use of free campaign materials by sending out a postcard in each child's book bag. They have used our template social media graphics to raise awareness on the school's Facebook page and put up an outdoor banner in the turning circle outside the school entrance.

5.3.5 St Georges

We have made regular contact with the school but to date no specific activities have been scheduled. We hope they will participate in awareness-raising for Clean Air Day 2023.

5.4 Activity with other Colchester schools

5.4.1 Unity Primary Academy

As part of the School's Green Day activity, the CAREless Pollution team used the Zorb ball as a conversation starter about the dangers of air pollution. We ran activities with Year 4, 5 & 6 pupils including a quiz and air pollution monitoring around the school site.

5.4.2 Cherry Tree Academy

Pupils decorated the campaign emoji masks in a creative activity to explore how air pollution makes them feel. Pupils also participated in a whole-school assembly run by the CAREless Pollution team and undertook air quality monitoring outside the school.

5.4.3 Home Farm Primary

Pupils borrowed air quality monitors to use around the school site and recorded their findings, which were then shared with other pupils. The school also received some campaign materials including posters and postcards to display and hand out.

5.4.4 St Mary's School

Year 8 pupils, all members of the school's Eco Team, used monitoring sheets and portable air quality monitors to measure air quality outside their Senior School site on Lexden Road. The results were shared with other pupils at the school during a themed assembly. The school has several of our outdoor signs on the railings facing Lexden Road.

5.4.5 Colchester Prep & High School

To mark Clean Air Day in June 2022, the Headteacher used the ready-to-go assembly presentation in our Toolkit for Schools. In addition, members of the school's Eco Club have been monitoring air pollution in the streets surrounding the school and devising a range of solutions, notably planting urban vegetation, to help improve air quality. Outdoor signs have been placed at both entrances to remind visitors to the school to switch off their engines. The school has recently been awarded the Eco Schools Green Flag and has applied for external funding to extend their air quality work.

5.4.6 Additionally:

- Social media posts to promote the campaign – CCHSG, St Benedict's, St Helena, Roach Vale Primary
- Signs at the school gates/on railings – Hamilton, Stanway Fiveways Primary, Stanway, Birch Primary (in addition to St John's Green, St James', St Mary's and CPHS mentioned above)
- Information about the campaign included in e-communications to parents – Stanway Fiveways Primary, Birch Primary, Kendall
- Posters up within the school – Brinkley Grove
- Emoji mask activity – North Primary
- Campaign materials distributed to parents – Philip Morant

We have also been in direct contact with a range of other primary and secondary schools, reminding them about the Toolkit materials and offering support for any upcoming events or themed days they may be running. This includes: CRGS, Gosbecks, Hazelmere, Birch, Iceni Academy, Highwoods, Parsons Heath, Queen Boudica and Oxford House, as well as maintaining ongoing contact with the previously mentioned schools.

5.5 Evaluation of CAReless Pollution phase 1

5.5.1 As part of the evaluation of the first phase of the campaign in Autumn 2021, a survey was conducted among 101 parents/carers outside Colchester schools. Almost two-thirds (62%) of respondents reported spontaneous awareness of information or promotional materials about a campaign in Colchester to encourage drivers to switch off their vehicle engines when stationary. A similar number (63%) stated that they had specifically seen information or materials about the CAReless Pollution campaign. This is around 50% more than amongst the general public who participated in the street survey and is likely to reflect the more intense campaign activity that has taken place in and around schools.

5.5.2 Parents and carers were asked whether they felt the campaign messages were useful and important. Almost four-fifths (79%) of respondents agreed 'Yes, definitely' and an additional one in six (15%) said 'Yes, a bit'. Only a small minority (6%) felt that the messages were not useful or important.

5.5.3 Just under one-third (31%) stated that they switch off their engine some of the time and one-fifth (21%) saying they always switch off. This compares with 23% of the general public we surveyed on the streets of central Colchester saying some of the time and 9% saying always.

5.5.5 Respondents were asked how their behaviour has changed as compared to 12 months ago and if they switch off their engine more or less. Two-thirds (65%) of respondents say that they switch off more than they did before. This suggests that the campaign is impacting on behaviour and is encouraging a positive improvement. Among the one-third (35%) that answered no included those for whom there had been no change.

5.5.6 One-fifth (21%) of parents/carers responded that they never switch off and this reaffirms that idling outside schools is a problem, and it underscores that this audience should continue to be a priority for the campaign. We know from anecdotal reports by schools and other parents that there seems to be a resistant minority who continue to idle on a regular basis. This cohort are therefore the primary target for our ongoing behaviour change work. The qualitative feedback we have received suggests that among some parents and carers they don't believe that their actions have a significant impact and that they have their engines running in order to keep the heating or air conditioning running while they wait.

5.5.7 Qualitative feedback from teachers who have been involved with the campaign has consistently been positive with compliments about the quality, usefulness and effectiveness of the materials produced. Our approach is therefore to extend awareness of the existing materials to more schools, and to future cohort of students within the existing schools we are working with, rather than produce additional materials.

5.6 CAREless Pollution Phase 2 evaluation

5.6.1 In May 2023 we have scheduled to evaluate Phase 2 of the campaign. This will again compromise a street survey among randomly selected members of the general public, as well as targeted evaluation among business and schools. The school evaluation will include quantitative and qualitative data from teachers, parents and carers.

5.7 Next steps for CAREless Pollution campaign

:

5.7.1 In February 2023 we were awarded £310k from Defra following a 5th successful bid to continue work delivering sustainable travel initiatives to improve air quality.

5.7.2 Over the last year, engagement with schools, residents and businesses has shown that although there is interest and a momentum building in understanding the damaging effects of air pollution and the desire to make changes, there is still a gap in knowledge, understanding, experience and confidence that prevents widespread travel behaviour change.

5.7.3 Specifically in relation to schools, experience since our initial successful Defra bid in 2020 had shown that engagement with schools is difficult and takes time. Schools are time and resource poor with even the most committed of schools struggling to deliver additional activities. We have seen increasing demand from schools looking for help to address idling and reduce pollution outside their gates, hence the following commitments were built into our bid and will be delivered during 2023 and 2024 by a new and dedicated Clean Air Resident and Schools community engagement officer.

- A continued focus on 'no idling' work, getting more schools using the toolkit and strengthening the peer-to-peer work with support from the multi schools' council.
- Expanding the pollution monitoring section of the schools' toolkit to include walking and cycling.
 - We will build upon the strengths of the existing toolkit and relationships with schools to include more information on walking and cycling; something which is missing from the current toolkit.
 - We will work with schools to broaden the scope of the toolkit to include lesson plans and activities that link to pollution generated from different modes of travel to help bring to life the difference walking and cycling to school can make to the air quality in addition to switching off the engine.

- Create a checklist for schools with easy measures for reducing pollution and highlighting where to get support. Bringing together information from ECC, 3PR and Living Streets.
- Explore a mapping tool for schools engagement to provide primary schools with sustainable travel information to support and influence the journey to school

5.7.4 Once we have more schools on board, the campaign better established and have a network of schools who can help each other, we will be in a stronger position to step back with some confidence that the work can continue in the hands of volunteers and Clean Air Colchester with reduced support from the Council.

5.8 Synergies, collaboration and joint working

5.8.1 We and ECC face the same challenges with working more closely with schools to address engine idling and irresponsible driver behaviour outside of schools. Our recent successful Defra bid will provide the officer time needed to explore all the synergies between the different school related projects and to improve communication and a more coordinated and collaborative approach which will enable more bespoke and intense work with Colchester schools to address idling but also encourage a move away from driving to school.

6. Equality, Diversity and Human Rights implications

6.1 This report has no specific equality, diversity and human rights implications; however, it should be noted that it is often the most vulnerable and disadvantaged that are most impacted on by poor air quality, which highlights the importance of our commitment to improve air quality.

7. Strategic Plan References

7.1 The projects outlined in this report help meet three of the objectives contained in the strategic plan:

- Tackling the climate challenge and leading sustainability
- Creating safe, healthy and active communities
- Growing a better economy so everyone benefits

8. Consultation

8.1 There are no consultation considerations for this paper, although these projects all involve close community engagement.

9. Publicity Considerations

9.1 There are no specific publicity considerations.

10. Financial implications

10.1 There are no specific financial implications from this paper. These projects are already being funded via Defra and other government departments.

11. Community Safety Implications

11.1 There are no specific community safety implications from this paper.

12. Health and Safety Implications

12.1 There are no health and safety implications from this paper, however cleaner air will help reduce the 1 in 20 deaths currently attributed to poor air quality in the city. (Public Health England) Enabling children to travel safely to school by foot, scooter and bike will help increase activity, independence and physical and mental health.

13. Risk Management Implications

13.1 There are no risk management implications from this paper.

14. Environmental and Sustainability Implications

14.1 The projects and initiatives outlined in this report are all relevant to tackling climate change and/or improving the environment as well as increasing the level of sustainable transport, allowing people to reduce their car use. Actions and projects highlighted in the report all have co-benefits outside of environmental improvements for residents.

Background Papers

Essex County Council slides on Healthy Schools Streets
CAReless Pollution campaign activity in schools sheet

WHAT IS AN ESSEX “HEALTHY SCHOOL STREET?”

“A healthy school street is any street outside a school where changes have been made to make walking and cycling safer, greener and healthier”

This differs from ‘Hackney model’ which goes straight to closure and enforcement



WHY ARE HEALTHY SCHOOL STREETS NECESSARY?

1

Reduce exposure to pollution

- 65 schools in Essex within 1 km of high pollution
- Air pollution is one of the top 10 threats to global health according to WHO
- Children in highly polluted areas are 4X more likely to have reduced lung function

2

Improve physical and mental health and wellbeing:

- 30% of children are overweight or obese
- 80% of boys and 72% of girls are physically inactive
- Children who cycle have higher levels of psychological wellbeing

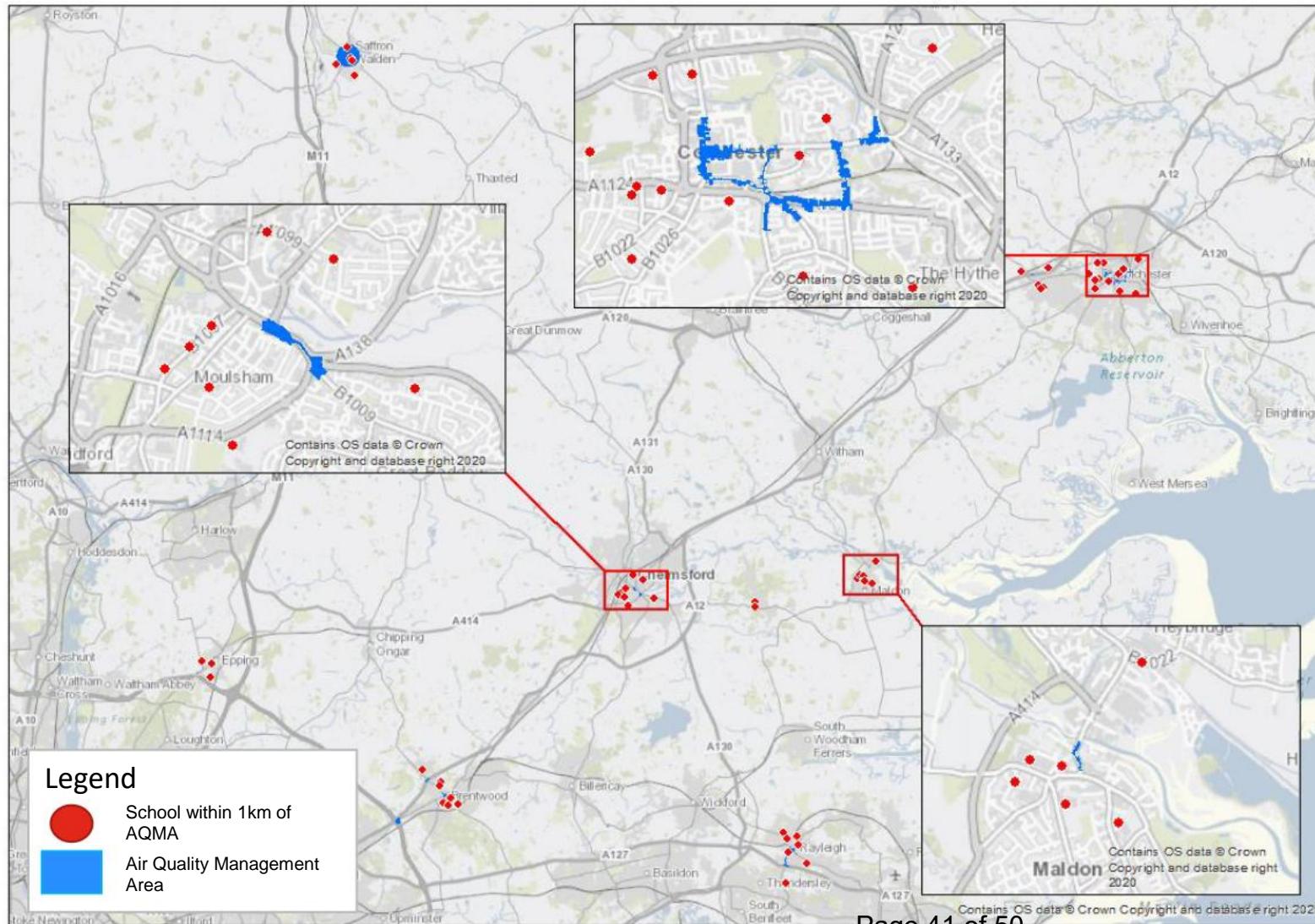
3

Improve road safety

- Evidence shows children / parents feel streets are congested and unsafe for children, compounded by dangerous parking
- Data on why children don't walk to school includes:
 - 60% said traffic speed
 - 35% said unsafe parking
 - 30% said overcrowding of traffic

SAFER
GREENER
HEALTHIER

SCHOOLS IN AREAS OF HIGH POLLUTION



There are **approximately 65 schools in Essex within 1 kilometre** of where Air Quality Objectives are exceeded.

Even assuming a conservative estimate of just 200 children per school, this means **13,000 children are exposed** to high levels of damaging air pollutants several times a day.

SAFER
GREENER
HEALTHIER

HOW DO YOU CREATE A HEALTHY SCHOOL STREET?

Combination of behavioral *and* physical interventions, and enforcement:

Behavioural

- Education within schools e.g., Abbie Ayre (theatre in schools)
- Walk / cycle to school competitions e.g., Modeshift Stars
- Parking campaigns such e.g., 3PR



Physical

- Building cycle routes
- Improving the walking routes / walking buses
- Park & Stride
- Introducing speed restrictions
- Setting up Controlled Parking Zone / Red zones
- Closing the road to motor traffic e.g., caterpillar gates
- Improved public realm- street art



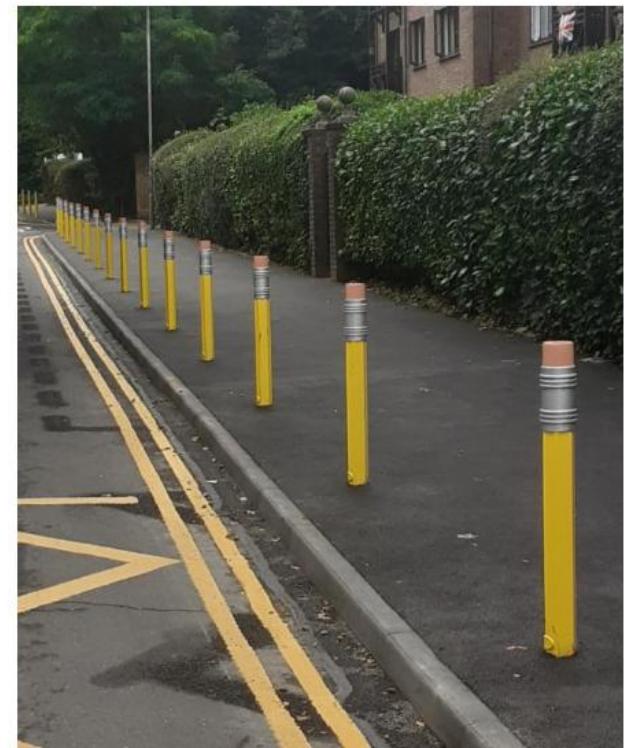
Enforcement

- Cameras
- Enforcement officers
- Policy

**SAFER
GREENER
HEALTHIER**

WHAT ARE WE DOING IN ESSEX?

- ~10 healthy school streets being developed through the Active Travel Fund
 - Delivered phase 1 of Sawyers Hall Lane, Brentwood and Lancaster Way and Gilchrist Way in Braintree and Trinity Way, Chelmsford
- Delivered phase 1 of our flagship school street, Winstree Road in Stanway
- Developing a school street strategy and toolkit
- Creating a School Streets Design Manual for developers - design out the need to drive
- Launched trial of 'Home Run' car share scheme for Tendring Primary & Stebbing
- Partnership with Sustrans and Living Streets to utilize national best practice
- 3PR parking campaign with Parking Partnerships
- 1 school transport planning officer working with as many schools as possible
- Working with Active Essex on healthy school initiatives
- Healthy school streets cost ~£250K - £1M per street, depending on complexity. Total allocation in 23/24 design budget is £160K (1 zebra crossing and a small amount of road surfacing on 1 street).



HEALTHY SCHOOL STREETS ONE PAGER

SCHOOL STREETS IN ESSEX

SAFER
GREENER
HEALTHIER

OUR AMBITION:

All pupils walk, scoot or cycle all, or part of their journey to school.

HOW WILL WE DO THIS?

PHASE 1: Engage with local communities

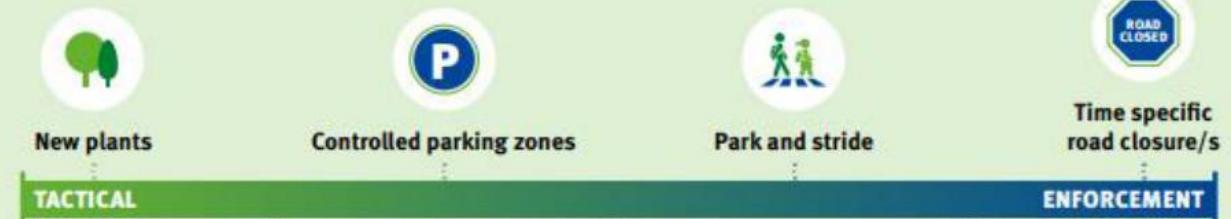
PHASE 2: Implementation

Deliver a range of bespoke solutions to make schools streets in Essex safer, greener and healthier.



Engagement will include:

- Understanding the barriers using school journey data and local issues
- Facilitating discussions to shape a local solution together
- Trialling ideas with opportunities for feedback before designs are finalised





CAReless Pollution is working with schools across Colchester to raise awareness of the importance of clean air, and the sources of air pollution. The campaign can support your school with ideas and materials. Here are some examples of the activities taking place in local schools which we hope will inspire your school to get involved.

St Thomas More's Primary School

Pupils have been making use of the **free loan of our portable monitors** to take air quality readings outside their school. They also took part in a **street demonstration** on Clear Air Day to raise awareness among passing vehicles



St James' Primary School

Pupils have hosted a Clean Air Day awareness raising event and put up the CAReless Pollution campaign **banner outside their school** to remind vehicle drivers to switch off their engines at drop-off and pick-up. They have also completed the Key Stage 2 activities, **made a pledge** about how they will help to bring air pollution levels down, **wrote letters** to their parents/carers and **planted trees**.



St John's Green Primary School

Today is Clean Air Day and the theme is 'Protecting Children's Health from Air Pollution' 😊 🌱 🌿
🚗 Breathing bad air from air pollution can cause heart problems and stroke and it is linked to 1 in 20 deaths in Colchester. Find out more at www.colchester.gov.uk/cleanair

St John's Green Primary School

The school has been engaging with both pupils and parents, making use of **free campaign materials** by sending out a postcard in each child's book bag. They have used our template **social media graphics** to raise awareness on the school's Facebook page and put up an **outdoor banner** in the turning circle outside the school entrance.

Colchester Prep & High School

To mark Clean Air Day, in June 2022, the Headteacher used the **ready-to-go assembly presentation** in our Toolkit for Schools. In addition, members of the school's **Eco Club** have been monitoring air pollution in the streets surrounding the school and devising a range of solutions, notably planting urban vegetation, to help improve air quality. **Outdoor signs** have been placed at both entrances to remind visitors to the school to switch off their engines. The school has just been awarded the Eco Schools Green Flag.



Cherry Tree Academy

Pupils decorated the CAREless Pollution campaign emoji masks in a creative activity to explore how air pollution makes them feel. Pupils also participated in a **whole-school assembly** and undertook **air quality monitoring**.



St Mary's School

Year 8 pupils, all members of the school's **Eco Team**, used monitoring sheets and **portable air quality monitors** to measure air quality outside their busy Lexden Road site. The results were shared with other pupils at the school during a themed **assembly**.

Do you feel inspired? Our free Toolkit for Schools has everything you need to help pupils understand about air pollution and the actions they can take to improve air quality, including:

- ★ Assembly presentation
- ★ Short film
- ★ Class based activity sheets linked to the curriculum
- ★ Free loan of portable air quality monitors and monitoring sheets

You can download the Toolkit for Schools at www.cleanaircolchester.org in the 'For Schools' section.





Environment and Sustainability Panel

Item
10

21 March 2023

Report of	Assistant Director Corporate and Improvement Services	Author	Matthew Evans ☎ ext. 8006
Title	Work Programme 2022-2023		
Wards affected	Not applicable		

1. Executive Summary

1.1 This report sets out the current Work Programme 2022-2023 for the Environment and Sustainability Panel. This provides details of the reports that are scheduled for each meeting during the municipal year.

2. Recommended Decision

2.1 The Panel is asked to note the contents of the Work Programme for 2022-2023.

3. Reason for Recommended Decision

3.1 The Work Programme of this Panel is kept under review throughout the municipal year to ensure that business is progressed and Members have the opportunity to review upcoming agenda items.

4. Alternative Options

4.1 This function forms part of the Panel's Terms of Reference and, as such, no alternative options are presented.

5. Background Information

5.1 The Environment and Sustainability Panel deals with existing and emerging environmental issues, and will focus on carbon footprint reduction and monitoring and supporting the Council's Climate Emergency Action Plan.

5.2 The Panel's Work Programme will evolve as the Municipal Year progresses and items of business are commenced and concluded. At each meeting the opportunity is taken for the Work Programme to be reviewed and, if necessary, amended according to current circumstances.

6. Standard References

6.1 There are no particular references to publicity or consultation considerations; or financial; equality, diversity and human rights; community safety; health and safety, environmental and sustainability implications or risk management implications.

7. Strategic Plan References

7.1 Environmental Sustainability is integral to the delivery of the Strategic Plan's priorities and direction for the Borough as set out under the four themes of growth, responsibility, opportunity and wellbeing.

WORK PROGRAMME 2022-23

Environment and Sustainability Panel
Meeting date / Agenda items -
Environment and Sustainability Panel - 22 June 2022
<ol style="list-style-type: none">1. Overview of progress on climate emergency2. Climate Emergency Action Plan – progress update.
Environment and Sustainability Panel – 19 July 2022
<ol style="list-style-type: none">1. Blue and Green Infrastructure Strategy2. Climate Emergency Action Plan – Progress Update
Environment and Sustainability Panel – 20 September 2022
Meeting postponed.

Environment and Sustainability Panel – **02 November 2022**

1. Draft Climate Emergency Action Plan reiteration
2. Colchester Waste & Recycling Strategy Development
3. Woodland and Biodiversity Project update

Environment and Sustainability Panel – **29 November 2022**

1. Carbon Management Plan and the Council's Emissions
2. Clean Air for Colchester
3. Climate Emergency Action Plan – Progress Update

Environment and Sustainability Panel – **31 January 2023**

1. Active Travel and Electric Vehicles Update
2. Climate Emergency Action Plan – Progress Update

Environment and Sustainability Panel – **21 March 2023**

1. Waste and Recycling Strategy Update
2. Climate Emergency Action Plan update/Summary of the year
3. CAReless Pollution and schools

