

Environment and Sustainability Panel Meeting

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

Tuesday, 31 January 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:

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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 it’s goal to be net carbon neutral by 2030.

COLCHESTER CITY COUNCIL
Environment and Sustainability Panel
Tuesday, 31 January 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 to the meeting and remind those participating to mute their microphones when not talking. The Chairman will invite all Councillors and Officers participating in the meeting to introduce themselves. The Chairman will, at regular intervals, ask Councillors to indicate if they wish to speak or ask a question and Councillors will be invited to speak in turn by the Chairman. A vote on each item of business will be taken by roll call of each Councillor and the outcome of each vote will be confirmed by the Democratic Services Officer.

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 29 November 2022 are a correct record.

Environment and Sustainability Panel draft minutes 29-11-22 7 - 14

6 Have Your Say! (Hybrid 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. In addition a written copy of the representation will need to be supplied for use in the event of unforeseen technical difficulties preventing participation at the meeting itself.

7 Sustainable Travel Projects Update 15 - 24

This report updates on the City Council's sustainable travel projects and sets out the progress made since the development of "Sustainable Travel - Our Approach"

8 Climate Emergency Action Plan Update 25 - 28

This report details key progress made with the Climate Emergency Action Plan (CEAP), and other relevant updates since the last meeting on the 29 November 2022.

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

9 **Climate Emergency Action Plan Update - Part B**

Not for Publication Appendix for the Climate Emergency Action Plan Update.

Environment and Sustainability Panel

29 November 2022

Present: Councillor Tracey Arnold (Deputy Chair)
Councillor Molly Bloomfield
Councillor Michelle Burrows
Councillor Andrew Ellis
Councillor Richard Kirkby-Taylor
Councillor Kayleigh Rippingale
Councillor Lee Scordis (Chair)
Councillor Michael Spindler

Substitutes: Councillor Laws for Councillor Sue Lissimore
Councillor Barber for Councillor William Sunnucks

76. Have Your Say!

Rik Andrew attended the meeting and addressed the Panel in accordance with Colchester City Council's Have Your Say! provisions. The Panel heard that 90% of airborne pollutants came from vehicle exhaust emissions, and as a result of this Colchester's chronic traffic congestion was a great concern, requiring more action than the minor mitigation measures which were being discussed by the Panel. Mr Andrew supported the Future Transport Strategy for Colchester in principle, but wondered when action would be taken to transform Colchester to a city which was active, safe and sustainable? The Panel heard that a new station had been constructed at Cambridge North using the existing mainline, and it was suggested that a new station could be built at Colchester East on the mainline, serving Tendring. Mr Andrew questioned the description of a bus as a rapid transport system, and called for consideration to be given to the implementation of a tram system in Colchester. He queried the need for a new link road, which was guaranteed to introduce more traffic when the only way to improve air quality was to reduce traffic.

Councillor Scordis, in his role as Chair of the Panel, acknowledged that more work was needed to help improve air quality, however, he noted that management of the city's infrastructure was largely down to Essex County Council as the Highways Authority, and therefore often out of the direct control of the City Council. He suggested that improvements to public transport were of key importance, but required funding, which was an issue given the extreme budgetary pressures faced by most Councils.

Mandy Jones, Assistant Director – Place and Client Services, advised the Panel that there were several areas of current work that would support active travel, in particular the Masterplan work which was happening in the city centre which would include a future transport plan produced in conjunction with Essex County Council.

Councillor Barber declared a non-pecuniary interest in the discussion by virtue of his role as Deputy Cabinet Member for Highways for Essex County Council. Although improvements to the public realm were desired by everyone, one of the main difficulties which was encountered was obtaining funding to support this. Schemes were being considered which would improve the transport links in the city, and some of the focus of discussions between the City and County Council's was focussed on revolutionising the transport strategy to drive up footfall in the town centre.

Mr Andrew appreciated the future planning which was taking place, but considered that traffic issues needed to be addressed more urgently. He did not believe that his suggestion of a new railway station on the existing line had been considered as part of transport planning work.

In discussion, the Panel believed that the possibility of an additional railway station had been considered some years ago, but had been found to be impractical. Councillor Scordis, as Chair of the Panel, would liaise with the relevant Cabinet Member before providing a written response to Mr Andrew addressing the possibility of reconsidering a new station, or delaying the new link road.

77. Carbon Management Plan and the Council's emissions

The Panel considered a report outlining how the Council would take forward the options outlined in its Heat Decarbonisation Plans.

Ben Plummer, Climate Emergency Project Officer, attended the meeting to present the report and assist the Panel with its enquiries. The Officer's report set out the Council's emissions for the financial year 2021/2022, in terms of the volume of gas and electricity consumption, fleet emissions, and staff commuting. Work had been undertaken with Ingleton Wood, a consultant involved in site surveys of Council buildings in order to identify energy saving measures which could be implemented in the properties. Heat decarbonisation plans were now being received for each of the buildings which set out the current status of each building and provided a set of options which could be considered to increase future energy efficiency, including the net cost of buying and running any improvements.

The reports were being considered at present, and it was accepted that some of the buildings may be more problematic to improve than others. Once all the plans had been assessed, it was intended to bring a further report back to the Panel in the new year seeking feedback on future plans and ideas.

RESOLVED that: the contents of the report be noted.

78. Department for Environment Food and Rural Affairs (DEFRA) Air Quality Project Update

The Panel considered a report providing an update on the DEFRA funded air quality behaviour change projects, covering roadside signage, the CAReless Pollution Campaign, and the Homeburning Campaign, together with a new funding bid that is currently being considered by DEFRA.

Emily Harrup, Transport and Sustainability Joint Lead, attended the meeting to present the report and assist the Panel with its enquires. The Panel heard that air pollution contributed to 36,000 deaths every year, at a total cost to the National Health Service (NHS) of £157m per year, and 1 in 20 deaths in Colchester were linked to poor air quality. There were currently 3 Air Quality Management Areas in Colchester, and it was considered that disadvantaged communities were most likely to be affected.

Belinda Silkstone, Environmental Protection Manager, attended the meeting and addressed the Panel. The Panel heard that there were 65 diffusion tubes within Colchester which measured the pollutant nitrogen dioxide at various points across the borough, together with a continuous monitoring station at Brooke Street. An annual status report was produced for DEFRA including monitoring data and any actions which had been taken under Colchester City Council (the Council)'s Air Quality Plan. This report was appraised by DEFRA, who indicated whether or not they approved the actions that had been taken with regard to air quality in the city.

The DEFRA grant bids which had been made were to support work undertaken with respect to Colchester's Air Quality Management Areas, and although it was not possible to influence infrastructure within the city as the Council was not the Highway Authority, it was possible to influence behaviour in a bid to improve air quality. Overall, air quality was improving, but there remained some hotspots, and these hotspots were identified to the Panel on a map of the city centre. Air quality was improving, and in 2021 exceedances had only been registered in Osborne Street, Mersey Road and the end of Brooke Street.

Emily Harrup advised the Panel that the first DEFRA funding had been received in 2019, and since then 4 successful bids had brought in over £746,000 in funding towards behaviour change projects. It was considered that the successful bids had been supported by the Council's asses-based community approach to tackling pollution, working with communities and taking an educational approach. Awareness of the harm caused by air pollution had increased, and the quality of the air had improved.

The Panel received an update on the Council's roadside signage project which considered how psychological behaviours change messages could be used in road signs. The project was in partnership with the University of Essex, who were able to explore the impact of the signage on the number of drivers switching off their engines. The messages used were grounded in different psychological approaches to social influence, and these had already been proven to be successful in short term trials. It was, however, the Council's intention to determine whether these behaviour changes could be sustained over a longer period of time. Signs had been positioned

at 3 locations, East Gates level crossing, and the north and south side of Brook Street, and the study was carried out between February 2021 and September 2022, when data from over 150,000 vehicles was collected. The data collected showed that the signs had triggered a distinct increase in the number of drivers switching off their engines with a peak average being a switch off rate of 26%, which represented an increase in engine switch offs of 11% compared to baseline data. Colchester's was the only long term study on the effectiveness of signage, and it had produced similar results to short term studies in this area in terms of the number of switch offs. It was therefore proposed to make the signage a permanent feature, with further consideration being given to additional signage in other areas of the Air Quality Management Area. Signage was cost effective and low maintenance, it had been demonstrated that long term static signs were most effective, and the most effective messages had been encouraging drivers to join in with others (social norms). An additional message had been trialled warning motorists of the dangers to their health caused by idling and this had been a very successful message.

With regard to the Council's CAREless campaign, a film had been prepared demonstrating residents making use of the toolkits which had been provided by the Council and which would be circulated to the Panel after the meeting. Businesses had been approached to engage them with the project, including delivery drivers who were perceived to be a penitential issue with regard to idling. Results from the first 12 months of the project, with 56% of drivers saying that they were switching off their engines more often, increasing to 65% outside schools. The campaign had received national recognition and had been highly commended in Edie's National Sustainability Leaders Awards 2022.

The Panel heard that an additional project which had been run from December 2021 to March 2022 had been the Homeburning campaign which had sought to raise awareness of the health impacts of home fires and log burners. Castle and Christchurch wards had been targeted as these were found to have the highest numbers of burners, with users being encouraged to take positive action to 'burn safe, burn better, burn cleaner and burn less'. Homeburning events had been delivered at a number of locations, and had been well attended, with a 19% increase in awareness of the dangers of home burning being recorded. It was intended to re-run the campaign over the Christmas period 2023, and a particular area for concern was the indication that people would open up their fireplaces as these were seen as a potential free or cheaper source of heat.

Care had been taken to promote the legacy of the campaign in local communities, and street scape messaging was planned in conjunction with a local artist, and work supporting Clean Air Colchester would be ongoing. Other local authorities had approached the Council seeking advice on the methods that had been used and other areas of good practice.

An additional bid for funding had been submitted to DEFRA for £310,770, and it was hoped that this money would be used in conjunction with planned infrastructure changes to fill gaps in knowledge, resources and support, with a focus on travel behaviour change for journeys up to 3 miles from the city centre.

The Panel was interested in the contact which had been made with Deliveroo, and wondered whether there was a designated place for delivery drivers to be able to park without fear of receiving fines while they waited for food to be prepared. It was suggested that those working in the gig economy should not face the fear of fines while they were working, and it was considered that engines may be left idling in a bid to avoid receiving a parking ticket. A Panel member noted that the volume of delivery drivers who could be parked on the pavement at any one time could be a source of anxiety for pedestrians and wondered whether a firmer approach to this issue may be appropriate, or whether delivery companies could be encouraged towards more environmentally friendly transport options like e-bikes. Emily Harrup advised the Panel that it was intended to work closely with Deliveroo and other delivery companies in the future, and a wide range of options would be considered.

Mandy Jones reminded the Panel that DEFRA favoured an educational approach to the issues which had been raised, with particular focus on behavioural insights and behaviour change. The methods which had been used by the Council to tackle air quality issues had been successful in instigating behaviour change and raising awareness of air pollution issues. Studies which had been carried out in other local authorities demonstrated that the use of enforcement practices to encourage behaviour change had not been as effective, although all options would be considered by the Council. The Panel heard that the work which had been undertaken was nationally recognised, and Emily Harrup was highly lauded and had been invited to speak at conferences, explaining the projects which had been undertaken.

In discussion, the Panel sought clarification on evidence showed that sustained signs long term would have a continuous benefit, and it was confirmed that the study did show that long term signs which were based on psychological messaging were effective. It was suggested that methods for reducing carbon in the atmosphere could be considered as part of this work, but the Panel heard that DEFRA did not provide funding for projects aimed at reducing pollution already in the air, but only those which sought to remove or reduce pollution at source. A Panel member noted that there was a significant space at the top of Brooke Street which was owned by Essex County Council Highways, and which could support the planting of a tree to improve the area.

A Panel member suggested that additional signage could be installed further down roads affected by air pollution, and not just at traffic lights and junctions, and this would be explored, although the locations of signs was limited by the availability of load bearing traffic infrastructure to mount them on.

In response to a question from a Panel member, Belinda Silkstone confirmed that the responsibility for air quality management did with the borough authority, however, it was anticipated that the forthcoming Environment Bill would give Essex County Council more of a duty to work collaboratively with borough councils. Essex County Council were putting together an Air Quality Management Strategy for Essex, and the Council had been invited to collaborate on this.

RESOLVED that: the contents of the report be noted.

79. 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 September 2022.

Ben Plummer, Climate Emergency Project Officer, attended the meeting to present the report and assist the Panel with its enquiries. The attention of the Panel was drawn to the work being carried out by the Planning Policy Team on the creation of 3 new Supplementary Planning Documents (SPDs) that would help interpret the adopted Local Plan. The SPDs related to sustainability, and covered biodiversity, active travel and climate change in relation to developments. What the SPDs would contain would be best practice guidance within developments, and they would be submitted to the Local Plan Committee at the start of 2023. The Panel was invited to submit any ideas or areas of good practice which they would like to be considered for inclusion in the SPDs.

The Council had launched an e-cargo bike delivery service in the city centre in the run up to Christmas. The service would enable shoppers in the city centre to drop their shopping off as a designated hub on Priory Walk and continue to enjoy the city centre without their shopping, and have the shopping delivered to the home on either the same day, or the next day.

The Council's electric vehicle car club had also been launched, and the first car was available in Priory Street car park, and it was hoped that the scheme would expand over time into different suitable locations.

The Panel applauded the idea of the e-cargo bike delivery service, considering that it would enable shoppers to walk or cycle to town without the need to worry about how to get their shopping home.

In discussion, the Panel wondered whether it would be possible to consider other locations for the electric car club, particularly in under used car parks or in areas where levels of car ownership were low. Emily Harrup confirmed to the Panel that it was planned that the initial 2 electric car clubs would be located in the city centre, however, consideration was also being given to requesting that the clubs formed part of new developments, and it was intended that work would be undertaken with local communities to identify suitable locations for additional clubs in the future.

Turning to the proposed SPDs, a Panel member requested that consideration be given to the prohibiting of fake plastic grass, and addressing the trend of turning front gardens into additional car parking spaces, both of which impacted on drainage and surface runoff. Support was offered for road speed restrictions of 20mph in new developments, and it was requested that consideration be given to requiring secure cycle parking to be provided in all new developments, whether the developments were residential or commercial. It was suggested that consideration should be given to the use of sustainable building materials, such as timber frames or limecrete. Consideration should also be given to requesting as high a level of BREEAM rating as possible from developers.

Mandy Jones, Assistant Director – Place and Client Services, advised the Panel that the SPDs would be referred to the Local Plan Committee, and that some early engagement work had already taken place which the Panel had been invited to. As drafts were prepared it was intended that there would be further engagement with the Panel and with the public as well.

RESOLVED that: the contents of the report be noted.

80. Work Programme 2022-2023

Matthew Evans, Democratic Services Officer, attended the meeting to present the report and assist the Panel with its enquiries.

RESOLVED that: the contents of the work programme be noted.

18 January 2023

Report of	Assistant Director of Place and Client Services	Author	Emily Harrup Jane Thompson Mike Polom
Title	Sustainable Travel Projects Update		
Wards affected	All		

1. Executive Summary

- 1.1 This report updates on the City Council's sustainable travel projects and sets out key progress made since the development of "Sustainable Travel – Our Approach". This document outlines two key goals and ten outcomes which were informed by the Strategic Plan objectives, Sustainable Travel policies, the Climate Emergency Action Plan (CEAP), community engagement feedback and other national and local guidance. The two goals are to:
 - Increase the proportion of short trips made via sustainable transport
 - Reduce air pollutants in the Air Quality Management areas translating into better health
- 1.2 The main report shows that there has been great work undertaken with some significant achievements that are set out below. Amongst the highlights are the lowering of pollution levels in Air Quality Management Areas, successes with the ongoing and expanding e-Cargo bike projects, and the creation of Colchester's first e-car club by the City Council. Another significant piece of work is the current work on the Active Travel Supplementary Planning Document, which will support Essex County Council (as highway authority) in their bids for Government funding for Colchester infrastructure projects, as well as enable Colchester City Council (as planning authority) to require developers to contribute towards the strategically aligned and planned infrastructure and facility improvements.
- 1.3 A key finding from the community engagement undertaken has shown that residents are willing to travel sustainability if they are given the right infrastructure and support.

2. Recommended Decision

- 2.1 To help the community in their desire to travel sustainably by supporting the work of the Sustainable Travel team in working with the County Council and partners to deliver infrastructure and projects to enable travel behaviour change.
- 2.2 Support the progress being made by the City Council in delivering the key goals and outcomes for sustainable travel in Colchester.

3. Reason for Recommended Decision

- 3.1 To ensure that the Panel is content with the progress made to date and has the chance to feedback on ongoing work.

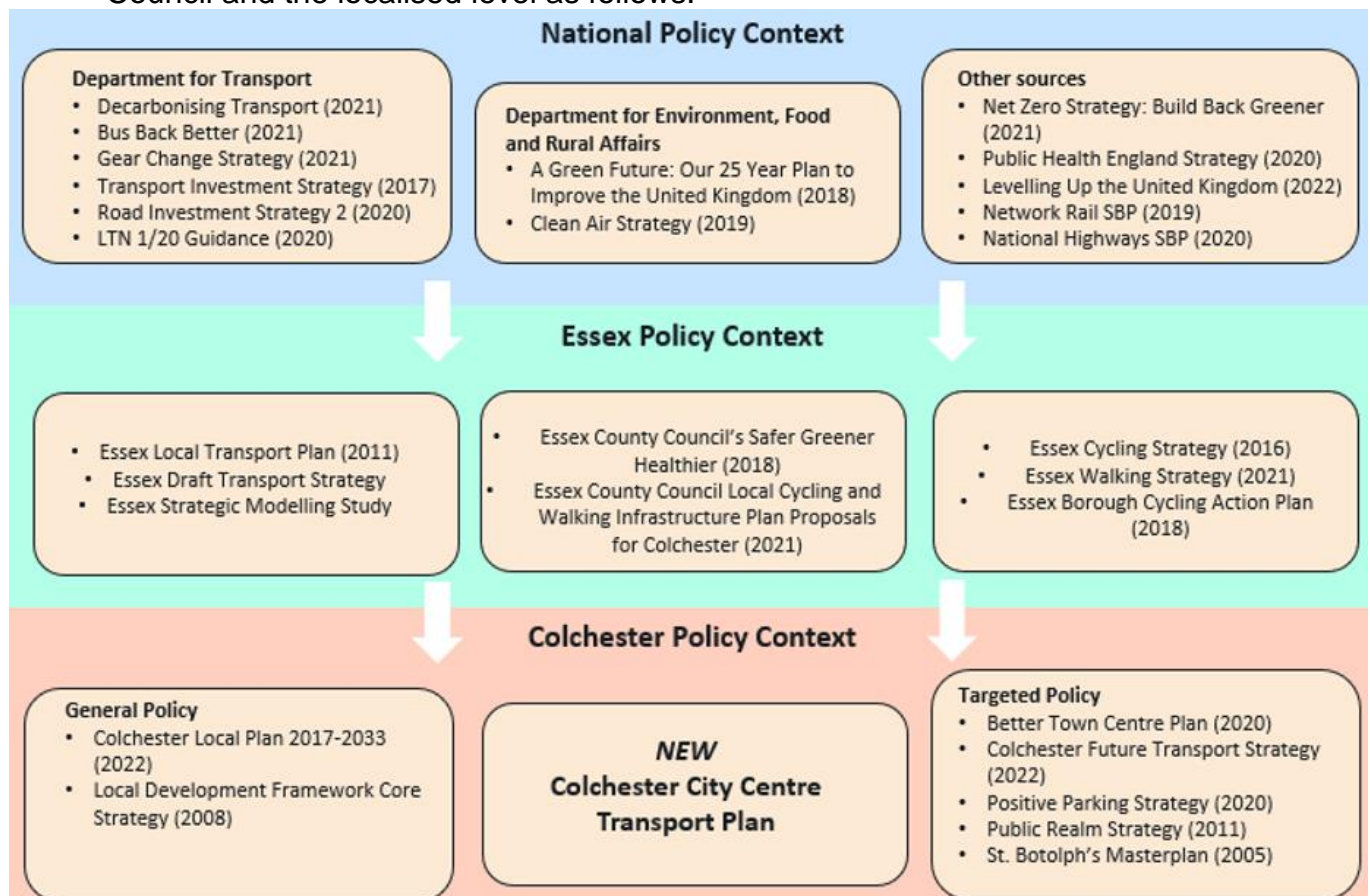
4. Alternative Options

- 4.1 Not Applicable

5.0 Sustainable Travel Progress/Updates

5.1 Background

- 5.1.1 Essex County Council (ECC), as the Highway and Transport Authority, are responsible for developing sustainable travel infrastructure to support an increase in walking, cycling and public transport use. The County Council works with Government bodies to develop policies to ensure infrastructure is provided, and is the responsible authority to make funding bids, for example the Active Travel Fund administered by Active Travel England.
- 5.1.2 ECC translate this requirement to the City, Borough and District Councils in Essex to develop sustainable travel infrastructure at the local level. In Colchester this is outlined in their Colchester Future Transport Strategy. However, the Council (and our Sustainable Travel team's work) influences, complements, supports and builds on the work of ECC and we work in close collaboration with them. Our own projects, which build on those of the County Council, go beyond physical highway infrastructure changes to also provide facilities, support and services to enable behaviour change locally. The aligned work, and close partnership approach, has resulted in Colchester successfully achieving a high level of investment, delivering more schemes and being a front runner with innovations and momentum in sustainable travel compared to other towns or cities in Essex.
- 5.1.3 Our Sustainable Travel team have regular meetings and dialogue with ECC and other partners to ensure Government, regional, county and local policies and aspirations are reflected in the work we do, to ensure policies are joined-up and projects are carried out which make the best use of ours and our partners' resources.
- 5.1.4 The policy context therefore flows down from national level, through County level, to City Council and the localised level as follows:



5.2 Our Goals

- 5.2.1 At the April 2022 Panel meeting the Panel reviewed the Council's approach to delivering sustainable travel for Colchester through two goals, and ten key outcomes. The two goals are to:
1. Increase the proportion of short trips made via sustainable transport
 2. Reduce air pollutants in the Air Quality Management areas translating into better health
- 5.2.2 In order to meet our goals, we work to develop, secure and deliver a number of developer and externally funded infrastructure and behaviour change projects. We also work closely with the County Council and other partners to lobby for investment in Colchester and influence and input into proposed plans and strategies such as the Local Cycling and Walking Investment Plan (LCWIP), Town Deal, City Centre Master Planning etc.
- 5.2.2 The current projects we are delivering are being funded by £880.5k in grants successfully secured from government departments such as Defra, £1.7m secured through s106 agreements for projects in east Colchester, £120k from partners involved in Fixing the Link, £90k from partners involved in helping to deliver the Secure Bike Park project and approximately £30k per annum in local business and organisation contributions to host the Colchester Travel Plan Club.
- 5.2.3 The below outlines the projects and progress we have made during 2022 towards achieving our two goals and associated ten outcomes. These all contribute to meeting the needs of the community identified through our engagement over the past three years.

5.3 Community Engagement and Partnership Working

- 5.3.1 Over the last three years we have carried out community engagement to help inform the development of our projects. Genuine engagement has "sense checked" our direction and provided an evidence base for what the community really want; and identify how we need to support them to use active travel.
- 5.3.2 We follow an Asset Based Community Development (ABCD) approach to our work, being led by what the community tell us they want and need, co-producing solutions and letting the community lead where possible. We work with many different partners some (not all) of which are listed below:
- ECC Sustainable Travel team, Highways (Infrastructure) and Passenger Transport (Bus, P&R)
 - City Centre BID
 - Transport East
 - University of Essex
 - Clean Air Colchester
 - Colchester Bike Kitchen
 - Colchester Cycle Campaign
 - Colchester eCargo Bike delivery service
 - Colchester Institute
 - Destination Colchester
 - Enform
 - Enterprise car club
 - ESNEFT
 - GO4 Café/New Town Bike Kitchen
 - NEECGG
 - NHS and patient participation groups
 - Residents' Associations
 - Tier the e-scooter and e-bike provider
 - Town and parish Councils
 - Civic Society
 - Walk Colchester

- 5.3.3 During 2022 we attended 6 community events, talking to over 800 local residents. 200 people tried an eCargo Bike and 170 signed up for updates on our shared transport projects.
- 5.3.4 Of the top three concerns highlighted in relation to cycling, the overwhelming message from the community (again) in 2022 was fear of cycling on the roads. Lack of signage and bike security and theft were the second and third concern. The top concern regarding the lack of segregated and joined up infrastructure reflects trends elsewhere and remains the main barrier stopping people from cycling in Colchester. This needs to be tackled if genuine travel choice is to be provided and highlights the importance in delivering the Active Travel Fund, Town Deal and Local Cycling and Walking Investment Plan (LCWIP) cycle routes to enable people who don't currently cycle to have the confidence to try it.
- 5.3.5 ECC has produced an LCWIP which includes a number of routes for investment in Colchester. The first route to be implemented is the east-west route from Lexden Road to East Hill as part of the County Council's success in obtaining Active Travel Funds from government. This scheme will be followed by the East Hill to University and Greenstead route, which is also supported by the City Council's Town Deal. The Town Deal project includes other investment in the city centre to improve the walking and cycling environment.
- 5.3.6 We also took a barriers map to each event asking the public to place coded stickers on areas of Colchester where they found a barrier to cycling, whether lack of cycle paths, lack of parking, lighting, physical obstacles etc. The map can be viewed here: [2022 Events Map – Cycle Barriers Map](#) This will be shared with ECC and partners to contribute to the evidence base to help support funding for new and improved infrastructure.
- 5.3.7 On the positive side 88% of those asked said that they would definitely cycle for more journeys of 1 to 3 miles if there was more cycle infrastructure separated from cars 95% of those asked said they would replace some car journeys with eCargo Bikes if they had access to a shared scheme. The other 5 top areas of support that the community said they wanted was:
1. Guidance on how to maintain their bike and do simple repairs
 2. A detailed map showing the cycle infrastructure
 3. Information on where to park their bike securely when out
 4. Advice on cycling with children
 5. Support to build confidence to cycle.
- 5.3.8 A number of these issues were able to be addressed by the Council attendees at the events through signposting to our own projects or services provided by local partners (such as ECC, Colchester Bike Kitchen etc). Those that we don't currently have funding for, for example an up to date cycle network map we have incorporated into a funding bid to Defra, outcome pending February 2023.

5.4 Colchester Projects Related to "Goal 1" (*Increase the proportion of short trips made via sustainable transport*)

- 5.4.1 To generate more uptake of walking and cycling for short journeys such as work, shopping, school drop off (etc) the Council has:
- Lobbied for investment in sustainable transport infrastructure with the City Council responding to ECC's consultations on Park and Ride service and Bus Service Improvement Plan as well as assisting with the production of the Colchester Future Delivery Strategy.
 - Started reviewing the adopted Local Cycling and Walking Infrastructure Plans with ECC to better reflect where investment is needed.

- Worked with ECC in designing and delivering the Active Travel Fund routes, for example the east-west route from Lexden Road to East Hill.
- Identified funding and worked with others in helping to implement Town Deal LCWIP4 route which joins the east-west route at East Hill and travels to the University and Greenstead.
- Identified student development S106 contributions for projects to help walking and cycling in east Colchester and planning the projects' delivery, for example the Walking with Words wayfinding project delivering an innovative experience and encouraging more people to walk the route from the University and the student accommodations to the city centre and including a link from the University to Greenstead.
- Planned and identified around £120,000 funding for Fixing the Link phase 2 which encourages walking between the main rail station and the city centre, which will see trees in planters installed in North Station Road, and designs prepared for a planting and lighting scheme on Albert roundabout
- Worked with Planning colleagues in developing the Active Travel SPD which will require developers to contribute towards active travel infrastructure and measures.

5.4.2 The City Centre eCargo Bike delivery service is part of a £188k funded Defra project to support residents to walk, cycle or use public transport to get into town or to park in outlying car parks. This will reduce driving through the AQMA as well as support economic growth in the City Centre as shoppers can purchase bulky items with the confidence, they can be delivered home, as well as staying in Colchester for longer to make use of leisure and entertainment facilities. The project includes developing logistics software that will interface with parcel lockers in Napier Road car park and at the park and ride, allowing shoppers to choose multi-modal active travel journeys.

- Ran a trial Christmas Delivery Service in the weeks leading up to Christmas 2022. Shoppers were able to drop their shopping at a town centre logistics hub in Priory Walk, and have it delivered to their home for a small charge.
- We worked closely with the City Centre BID to promote and market the trial alongside their Christmas promotions.
- The main focus of the trial was to test logistics software, route optimisation and speak to members of the public to gauge interest and understand their needs.
- The trial replaced 61 miles of van deliveries with electric cargo bikes, equating to at least 30kg of CO2 saved and fewer vehicles congesting the city centre.
- Response from the public was overwhelmingly positive, with 100% of feedback rating the service between 8 and 10 out of 10, and 100% of feedback stating users would recommend the service to a family or friend.

5.4.3 The Council has also been working to help and support more businesses trialling eCargo Bikes and adopting sustainable transport options. By the end of 2022 our eCargo bike fleet had collectively ridden 30,000 miles saving 9 tonnes of CO2e. In addition we have:

- Refreshed the eCargo Bike champions, with businesses borrowing a bike on short term loan becoming Champions to replace inactive ones including GO4 café/Urban Beauty and Raymond Grey – Carpenter.
- Provided free short-term loans of eCargo Bikes to Together We Grow with discussions underway with Colchester Garrison, Youth Enquiry Service, Maldon district Council and Provide.
- Presented at National Cycle City Active City Sheffield conference and ECC's Autumn Sustainability conference
- The Colchester Travel Plan Club continued to work closely with over 15 local businesses and organisations as paying Travel Plan Club Members (and 100 associate members) to develop and implement workplace travel plans. This has included a new

site-wide travel plan for the University of Essex and Northern Gateway and developing a new travel plan for Colchester City Council.

- The Travel Plan Club officer has advised planning colleagues on planning applications which require a travel plan, including engaging directly with the applicants to ensure their developments have active and sustainable travel at their core.
- Continued to work with bus operators to negotiate and implement discounts for Travel Plan Club members, especially in a world of more flexible working.
- Created a pool ebike/ecargo bike booking system for staff for the return to Rowan House as well as supporting Shrub End and Highwoods Country Park with move to ebikes/cargo bikes

5.4.4 Our eCargo bike champions continue to support us in making cargo bikes more visible in Colchester and have enabled us to develop some strong business cases for using eCargo bikes which will help us promote the short term loan scheme in 2023. We are working in partnership with The City Centre BID to promote and develop the City Centre eCargo Bike Delivery service to encourage business to business use of the service as well as for use by customers. The Colchester Travel Plan Club continues to be a conduit to engage with businesses and make them aware of all of our sustainable travel projects. We are regularly sought out by other councils for advice on how we are setting up and running our eCargo bike projects as well as being asked to present at conferences. We have been asked to participate in the DfT'S Local Authority ecargo bike grant round table discussion in February 2023.

5.4.5 To make sure people are aware of the cycle network leading to greater use of them the Council has been working on ways to promote this and publicise it so that information is more widely available. At the events we attended this year we promoted the cycle network.; however, progress with this outcome is hampered by lack of an up-to-date cycle infrastructure map. ECC's cycle map was last updated in 2016 and there are no funds to update it at present in the difficult financial climate. Consequently, we have applied for funding from Defra to create a new and up to date map for Colchester.

5.4.6 Notwithstanding the above challenge, some 338 Monkwick residents have been directly engaged with and a further 1,542 indirectly through a small Defra funded project to promote the off-road walking and cycle route from Monkwick to the City Centre. Legacy projects include an information board to show the route and mark the start of the route that many residents weren't aware of. The signposting along the route is also going to be improved.

5.4.7 To ensure that people can feel more confident about locking their bikes safely in the city centre, and feel more willing to cycle into the city, the Council has been working on several projects. The progress during 2022 includes the following:

- A premises was identified for the Secure Bike Park (SBP), an operator commissioned and around £90,000 funding identified to deliver this project. This is now in final legal stages and should complete soon ready to open in Spring 2023.
- The Secure Bike Park agreement has also been evolved so that the premises will also host the Colchester Bike Kitchen and shared eCargo Bike hub.
- In line with the opening of the Secure Bike Park a review will be carried out of the existing on-street parking provision to make cycle parking safer and more convenient for all of the city's shoppers and visitors.

5.4.8 There has also been work undertaken to deliver the outcome "to promote widespread take up and recognition of the benefits of cycle training to build confidence, safer cycling practices". In 2022:

- Over 100 adults have received a free Cycle Training session funded by our Defra funding, free cycle training will continue into 2023.

- Working in partnership with ECC and Anglia Ruskin University, pupils and parents were engaged through focus groups and online surveys to identify what further support could be provided to enhance Bikeability training for year 6 children. 227 survey responses were received, 96 children participated in a focus group, 6 interventions have been identified and will be tested with 4 schools in early 2023.

5.5 Colchester Projects Related to “Goal 2” (Reduce *air pollutants in the Air Quality Management areas translating into better health*)

- 5.5.1 To support residents and businesses to use a range of shared transport on a pay as you go basis, in 2022:
- Colchester’s first electric car club car offering pay as you go driving was launched in November 2022 in Priory St car park. A second will follow in another Town Centre location. There are 17 members so far.
 - A Council led eBike/eCargo bike hub is being developed to be based in the SBP. The ebikes/cargo bikes were used at the summer 2022 events for Try Outs.
 - We are supporting the GO4 café and community volunteers to set up a volunteer led shared eCargo Bike hub, the bikes have been ordered and storage currently being investigated.
 - We are currently exploring an on street eBike hire scheme with Tier
 - We have inputted into ECC’s plans to develop a Shared Transport Hubs policy and supported them and Tier with the onstreet eScooter scheme
- 5.5.2 These projects are all contributing towards providing a range of affordable and flexible shared transport options to give the local community transport choice without having the cost and hassle of owning multiple types of vehicle. The car club vehicles are the first in a network that will develop through developer section106 commitments and through partnerships with the business community. Through setting up the community led eCargo Bike hub, all the learning is being collated to develop a guide to support other local communities wanting to do similar. These are our first steps towards a longer term ambition of being able to offer the community Mobility As A Service (MaaS) where all forms of shared transport including public transport are integrated through one platform making booking a complete journey using multiple shared transport modes seamless for the user.
- 5.5.3 There is national evidence that access to shared transport schemes reduces car use, reduces emissions and benefits health. (CoMoUK)
- 5.5.4 To advocate more people switching off their engines when stationary, the Council has:
- Completed psychological based messaging on No Idling signage study in Brook Street and Eastgates with a peak switch off of 26% evidenced; an increase in 11% from baseline figures.
 - Worked with 23 local schools providing assemblies, school’s tool kit, resources and banners
 - Worked with businesses such as McDonalds, Hiscox and St Helena Hospice
 - Developed a resident toolkit that has been used by St Mary’s Resident association, Mill Road Patient Participation Group and many individual local residents
 - Developed a no-idling policy which can be shared with local businesses and organisations to implement on their sites.
 - Exploring sites for murals to emphasis importance of clean air in the streetscape
- 5.5.5 CCC’s CAREless Pollution campaign received national recognition at the 2022 Edie Sustainability Leaders awards gaining highly commended for Consumer Engagement/Marketing campaign of the year.

- 5.5.6 The different activities are working towards a sustainable legacy where residents, businesses and schools will have access to a range of materials and resources to carry out their own activities to discourage engine idling with support from voluntary group Clean Air Colchester, Colchester Travel Plan Club and the CCC Transport & Sustainability team. We will be seeking planning permission to put the no idling signage up permanently in Brook St, Eastgates and potentially other locations in the AQMA. Evaluation of the CAREless Pollution campaign will commence in April 2023.
- 5.5.7 To advance the outcome of “Understanding with ECC and CCC what is needed to transition to EV’s” The Council has:
- Attended a workshop with ECC to discuss strategy development
 - NEPP had a stall at the Eco Festival to gather feedback from people interested in EV’s. 22 survey responses were received.
 - Engaged with other private sector and local authorities who have installed EV Rapid Charging stations (working with Colchester Amphora Energy Ltd, ECC and NEPP)
 - Analysed electricity grid capacity, future supplies and demands (engaging with UKPN)
 - Looked at early options for locations for EV rapid charge points, and the market context within which this could be delivered
- 5.5.8 To facilitate that residents’ feel more supported and confident about transitioning to use an electric vehicle in Colchester, it is currently considered that this is an area to develop once a strategy is available and requires some dedicated resource. However, the electric vehicle market is moving increasingly rapidly, and naturally the marketplace will also lead on this behaviour change as vehicles become more frequently seen on roads, better understood, and myths begin to be unwrapped.
- 5.5.9 To increase the Shared Transport choices that are available to all sections of our community regardless of income:
- We attended 6 community events across different areas of Colchester offering eCargo Bike Try Outs this included Monkwick, Newtown and The Mayors Diversity Festival to ensure that we are reaching out to the underserved areas of our community
 - The eCargo bike hubs will be priced to cover their costs rather than make a profit.
 - The car club offers reduced membership for residents on low income.
- 5.5.10 Shared transport schemes as well as offering more sustainable transport options offer access to a range of transport without the cost of owning it. Costs can be controlled due to the services being pay as you go. This will support the community to reduce personal car use and car ownership as well as reducing household costs. Providing affordable services that can be accessed by all has been central to our shared transport projects. Once the projects are launched we will be looking at how they can be promoted and extended out into other areas of our community.
- 5.5.8 The Council has undertaken some targeted work to promote cleaner air and behaviour changes so that we can improve air quality. Generally across the borough air quality is improving, however some hotspots remain and in 2021 three locations exceeded the 40 µg/m3 air quality objective’s these were Mersea Road, Brook Street and Osborne Street. All these locations are within the borough’s declared air quality management areas.

6. Equality, Diversity and Human Rights implications

- 6.1 This report has no specific equality, diversity and human rights implications, however sustainable travel can help support families and people on low income by enabling options

to travel to work, education or services without the need to own and run a private car. Examples include the Get Monkwick Moving project.

7. Strategic Plan References

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

<i>Tackling the climate challenge and leading sustainability</i>	<ul style="list-style-type: none"> • <i>Respond to the Climate Emergency</i> • <i>Conserve and enhance biodiversity</i> • <i>Enable more opportunity for walking and cycling around Colchester.</i>
<i>Creating safe, healthy and active communities</i>	<ul style="list-style-type: none"> • <i>Build on community strengths and assets</i> • <i>Tackle the causes of inequality and support our most vulnerable people</i> • <i>Provide opportunities for young people.</i>
<i>Growing a better economy so everyone benefits</i>	<ul style="list-style-type: none"> • <i>Enable Economic Recovery from Covid-19 ensuring all residents benefit from growth</i> • <i>Work with partners to deliver a shared vision for a vibrant town</i> • <i>Create an environment that attracts inward investment to Colchester and help businesses to flourish.</i>

8. Consultation

8.1 There are no consultation considerations for this paper, although many of the projects referenced have community engagement elements within them and success in promoting sustainable travel will involve engagement and education of others to influence behaviour change more widely.

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, however the projects have attracted significant investment, for example

- Over £4.5m for the Active Travel/ Town Deal LCWIP4 route from East Hill to University/ Greenstead
- Around £2.5m Active Travel route from Lexden Road to East Hill
- £1.7m s106 funds mainly from student accommodation providers in east Colchester enabling a number of projects to be implemented for example Walking with Words and Animating King Edward Quay
- £800.5k for a number of Defra funded Clean Air projects
- £120k fixing the Link phase 2 project
- £90k Secure Bike Park in city centre
- £30k per annum to host and coordinate the Colchester Travel Plan Club
- Additionally Town Deal projects including those improving public realm encouraging more walking and cycling.

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 sustainable and active travel helps increase activity and access to work, education and leisure meaning a benefit to physical and mental health. Also, cleaner air will help reduce the 1 in 20 deaths currently attributed to poor air quality in the city. (Public Health England)

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

[Sustainable Transport – Our Approach](#)

[Colchester Future Transport Strategy](#)

31st January 2023

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

1. Executive Summary

- 1.1 This report details key progress made with the Climate Emergency Action Plan (CEAP), and other relevant updates since the last meeting on 29th November 2022.
- 1.2 Progress update highlights for this meeting include a focus that:
- **6 Heat Decarbonisation Plans** identifying possible measures that can contribute to decarbonisation and increasing energy efficiency within Council assets have been received.
 - The **Council's Climate Emergency Action Plan** has been updated, alongside a 'What you can do' document for residents that is now on the Council's website. This fits alongside the 2021-2022 climate highlights infographic so information is available on the Council's climate action from past, present and looking forward.
 - **Climate Emergency UK** are going to be externally reviewing and scoring all UK Councils on their climate action from February 2023. The national review will specifically "score" actions carried out by each authority and publish results in the Autumn. More information about the process can be found [HERE](#).
 - Delivery of **£206,000 of funding** for energy efficiency improvements via the **Green Homes Grant Local Authority Delivery Scheme Phase 3**, contributing to the installation of measures such as solar PV, cavity wall insulation and loft insulation.
 - The popular '**Trees for Years**' programme where residents can collect free trees and shrubs will be returning soon, with collection locations, dates and times to follow.
 - **Climate Action Challenge Fund** made available by Essex County Council for community groups, parish councils, charities and schools to apply for up to £20,000 to carry out projects that tackle climate related challenges, see [HERE](#). So far 11 applications have been received from organisations based in Colchester.

2. Recommended Decision

- 2.1 To note the contents of the report and to provide any guidance on the progress being made with areas of the action plan, or ongoing work in these areas. Of particular interest, councillors are pointed towards the creation of the SPDs, and to advise on anything they would like reflected in these documents, in terms of guidance to developers.

3. Reason for Recommended Decision

- 3.1 To ensure that the Panel is content with the progress made to date and has the chance to feedback on ongoing work.

4. Alternative Options

- 4.1 Not Applicable

5. Key updates

Heat Decarbonisation Plans

- 5.1 At the previous meeting, it was outlined that the Council had worked with Ingleton Wood to have building surveys completed at six Council buildings to identify opportunities for increasing the energy efficiency and reducing emissions of these buildings. These buildings were:
- Leisureworld
 - Town Hall
 - Crematorium
 - Natural History Museum
 - Hollytrees Museum
 - Castle Museum
- 5.2 Heat Decarbonisation Plans were produced for each building, detailing all the decarbonisation opportunities available alongside the associated costs, carbon savings and cost payback times. The aim was to scope what could be possible, but that is not to say that all of the works should be undertaken; however, for the first time it provides us with quantifiable data on the emission saving potential and the cost to achieve it. This will enable informed analysis and plan making over coming months, to enhance the existing pathway to net zero between now and 2030. It also enables us to start aligning works across our assets, including planning for any repairs and maintenance to consider this new information so that buildings can be dealt with holistically over a short, medium and longer term.
- 5.3 Headline results from the plans were that the total achievable emissions savings that could be achieved if all measures in the Plans were delivered would be **1,590.4 tCO₂e**. This would leave the Council with an emission footprint of **1,027 tCO₂e in 2030**. The cost of delivering every opportunity identified to decarbonise these buildings would be **£10.28m** of works.
- 5.4 The Council is now reviewing these plans to see which measures are appropriate, and to see how they can be sequenced and planned into a timeline. Many factors will influence this process including grant timelines, other planned building maintenance, payback times amongst others. Consideration also needs to be given to value for money, and whether in some case an individual element may not be the best way to mitigate the current carbon emissions; in which case this would feed into our Offsetting strategy. For example, some buildings are listed, and this is a constraint on making them retain heat, or install certain measures that would disrupt their fabric or affect their heritage value.
- 5.5 Related to this work, the Council has also advertised an Energy Manager role. The self-funding role would be to get a better understanding of the Council's energy usage and bills, to explore opportunities to save energy and emissions at the Council's buildings more intelligently. This includes exploring energy saving measures (like technology, submetering, motion sensors or timing controls, insulation, LED lighting) as well as opportunities to change staff behaviours to save more energy. The dedicated resource will be able to understand buildings, how they are used by service areas, and how to support those inside the buildings to change without harm to performance of their services. It also provides the individual service areas with a central point of contact responsible for these matters outside of their own daily operational work, and where lessons learnt can be coordinated and shared.

Climate Emergency Action Plan Update

- 5.6 The Council has published the updated version of its Climate Emergency Action Plan to highlight actions that are taking place during 2022-2023. This can be viewed on the Council's [sustainability webpages](#)
- 5.7 Alongside the CEAP, a 'What you can do' document for residents, outlining how they can take action to reduce their environmental impact, and a climate highlights infographic which shows key actions the Council took to reduce emissions and environmental impact across the organisation and borough in 2021-2022. Therefore, there is now comprehensive information on the Council's past, present and planned work on tackling climate change available to view.

Climate Emergency UK Review

- 5.8 All UK Councils will be having their climate action reviewed by Climate Emergency UK, a charity that support and lobby a range of organisations for further action on climate change. The organisation previously rated all [UK council Climate Action Plans](#) publishing results in early 2022 which can be seen here. An analysis of the Council's score can be seen [here](#), alongside a Council report that reviewed this [here](#) (page 6 onwards).
- 5.9 In the Council Climate Action Scorecards, climate action that has taken place from January 2019-March 2023 will be reviewed by Climate Emergency UK, using a publicly available draft methodology which can be viewed [here](#). The process will take place from February-Summer 2023 and will include a 'right of reply' period for the Council to respond to the draft mark for its climate action. The confirmed rating of the Council's climate action is scheduled to be published in Autumn 2023.

Green Homes Grant Local Authority Delivery (LAD) Scheme Phase 3

- 5.10 The Council has been supporting the delivery of £206,000 of funding for energy efficiency improvements to households on low incomes and living in energy inefficient properties. This funding has been delivered through the Green Homes Grant Local Authority Delivery (LAD) Scheme Phase 3. The grant funding has been spent on properties with installations completed up until the end of November 2022. Many more properties and measures are being moved forward, with further funding to be spent by end of March 2023.

Trees for Years'

- 5.11 The Council's 'Trees for Years' programme will be returning in 2023 to give out free trees and shrubs to residents to support the environment and wildlife. Trees and shrubs will be able to be chosen using an online form, and then collected from one of the available pick-up locations. A set of locations to collect the trees from are being determined, alongside collection dates and times and these will be published shortly on the Council's website and shared on social media.

Climate Action Challenge Fund

- 5.12 Essex County Council have launched a [Climate Action Challenge Fund](#) pot for communities to bid into to carry out projects that tackle a climate related challenge. Community groups, parish councils, charities and schools amongst others can bid for funding of up to £20,000 and is open until March 31, 2023 or until funds last. Further information about the fund and its guidelines can be found [here](#).

- 5.13 This information has been circulated with Community 360, Town and Parish Clerks and all councillors. So far 11 applications have been received from organisations in Colchester.

“No Idling” Enforcement

- 5.13 At previous Panel meetings an update on enforcing “no idling” engines near schools was requested. This update is provided via a confidential appendix as it contains sensitive financial information.

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, although several of the projects referenced have consultation elements within them and success in tackling climate change will involve engagement and education of others to influence behaviour change more widely.

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. The Heat Decarbonisation Plans will enable financial considerations to be planned regarding which measures can be delivered in our buildings over the coming years and will be considered in future budget decisions and project planning (business cases etc).

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. The projects being undertaken will have positive impacts.

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.