

Environment and Sustainability Panel Meeting

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

Thursday, 24 February 2022 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

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Colchester Borough Council

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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 Borough
5. To be a leading voice for environmental sustainability, promoting innovative environmental practices, having influence across the borough 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 BOROUGH COUNCIL
Environment and Sustainability Panel
Thursday, 24 February 2022 at 18:00

The Environment and Sustainability Panel Members are:

Councillor Julie Young
Councillor David King
Councillor Lewis Barber
Councillor Peter Chillingworth
Councillor Mark Cory
Councillor John Jowers
Councillor Lee Scordis

Chairman
Deputy Chairman

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.

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 pecuniary interest or non-pecuniary interest.

The Councillors will be invited to confirm that the minutes of the meeting held on 13 January 2022 are a correct record.

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Members of the public may make representations to the meeting. Each representation may be no longer than three minutes. Members of the public wishing to address the Council remotely may register their wish to address the meeting by e-mailing democratic.services@colchester.gov.uk 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.

The Panel will consider a report presenting the Council's work on promoting sustainable travel. It will outline how sustainable travel is a key part embedded in the Council's Strategic Plan, and how this is linked in with the aims of work carried out by Essex County Council on sustainable travel.

The Panel will consider a report highlighting how the plans and policies for improving the environment will have implications for the Council services, particularly around air quality, waste reduction and planning.

The Panel will consider a report detailing key progress made with the Climate Emergency Action Plan (CEAP), and other relevant updates since the previous meeting on 13th January 2022.

The Panel will consider a report setting out the current Work Programme 2021-2022 for the Environment and Sustainability Panel.

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(not open to the public including the press)

Environment and Sustainability Panel

13 January 2022

Present: Councillor Lewis Barber
Councillor Mark Cory
Councillor Peter Chillingworth
Councillor John Jowers
Councillor David King
Councillor Lee Scordis
Councillor Julie Young

Substitutes: None.

51. Minutes of the previous meeting

RESOLVED that: the minutes of the meetings held on 7 December 2021 be confirmed as a correct record.

52. Pathway to Net Zero by 2030

Ben Plummer, Climate Emergency Project Officer, attended the meeting to present the report and assist the Panel with its enquiries. The report was based on work that had been undertaken for Colchester Borough Council (the Council) by the Carbon Trust, updating the Council's pathway to net zero emissions.

Oliver Patrick, the Carbon Trust, attended the meeting remotely and appraised the Panel of the work that had been undertaken in partnership with the Carbon Trust as part of the Council's decarbonisation strategy and response to the climate emergency. The Council had declared a Climate Emergency in July 2019, which contained an ambitious decarbonisation target to reduce direct operational emissions to net zero by 2030. This included scope 1 and scope 2 emissions which included energy consumption from natural gas, diesel from the Council's fleet, and electricity, together with wider indirect emissions which were sometimes called scope 3 emissions, and which included business travel, waste and water. It was also recognised that the Council should use its influence to empower the borough and drive area-wide emission reductions. The Carbon Trust had provided the Council a baseline carbon footprint in 2019, and had conducted some emissions modelling to identify and prioritise decarbonisation projects. The Panel were advised that the report that had been produced was only a single element of the Council's response to the Climate Emergency, which also included Climate Challenge and Sustainability Strategy Themes.

The Council had been working on several decarbonisation initiatives, and had a clear understanding of how many of its assets would contribute to the 2030 target. The

Carbon Trust (the Trust) had worked with the Council to conduct a review of The Council's assets and approaches and provide an updated pathway projection based on this review, and conduct a review of offsetting to help inform the Council's offset strategy and shape key principles around which this strategy could form. In reviewing key assets, the Trust recognised that the Council had well established plans in relation to its fleet decarbonisation and moving towards a wholly electric fleet, and in relation to the retrofitting of Rowan House which met best practice decarbonisation standard. The Trust therefore focussed on other areas of work such as the building management programme and sheltered housing scheme and had made further recommendations in addition to work the Council had already undertaken. It had been intended to include Leisure World in this review, however, analysis of the site had been restricted due to uncertainty over potential operational changes, and it had therefore been agreed that there was too much ambiguity around the site to be able to include it in the pathway projection at this time.

As a result of the analysis which had been carried out, the Trust had looked to quantify the changes in energy consumption that would be a result of the implementation of the Council's plans, and this had been possible for three of the four assets which had been reviewed; the complete electrification of the Council's fleet, the retrofitting of Rowan House, and the refurbishment of a number of sheltered housing blocks. By 2030, the modelling that had been carried out indicated a reduction of 3,563t of CO₂ on the baseline year leaving a residual emission of 2,617t of CO₂ equivalent, which was the result of the implementation of Council projects and effect of the decarbonisation of the National Grid. It was important to note that the pathway did not constitute an exhaustive list of projects, and represented a snapshot in time of the current position. What was demonstrated by this snapshot was that the Council should seek to use its best efforts to now deliver the electrification of its fleet, as this generated significant savings. Leisure World was also highlighted as a hotspot, and it was recommended that the Council should now spend significant resource developing plans to reduce emissions at the site. Over 75% of project-related emission reductions were expected to come from the electrification of the Council's fleet, with a significant drop in emissions expected in 2026 when the waste collections vehicles were replaced. The use of heat pumps was also expected to have a significant impact on emission reductions by 2030, making up 22% of project-related emission reductions, and the use of heat pumps would be central to the Council's decarbonisation. With regard to the Council's fleet and sheltered accommodation schemes, it was considered that the Council was close to maximising its decarbonisation potential by 2030, and to make further savings would require the pursuit of low carbon heating options in the normal maintenance cycle. These options would, however, be naturally limited by the fabric of the buildings being considered.

Even with the implementation of the projects, and under an accelerated decarbonisation pathway, it was expected that the Council would still have residual emissions left in 2030 which would require offsetting. There was still uncertainty as to what the Council's offsetting strategy would be, and this was largely caused by a lack of availability of guidance and standards, particularly in relation to public sector bodies. In the light of this lack of guidance, a workshop was carried out with Officers to try to identify key principles around which an offsetting strategy could be formed. The workshop determined that attendees had an agnostic approach to offsetting

methods, but did consider that the Council's offsetting strategy should be aligned to a decarbonisation target and that any strategy should prioritise offsets within the Council's sphere of influence and the local borough (known as insetting). The Panel were advised that there was a distinction between removal offsetting and reduction offsetting, with removal offsets serving to actively take carbon from the atmosphere via methods such as afforestation, while reduction offsets sought to reduce the impact of every day function on emission levels through methods such as introducing solar powered energy provision. By the decarbonisation target date, all residual emissions should be offset using removal methods. The workshop provided a very clear preference for the use of insetting, and the Panel were advised that this would require additional research, as typical offset providers would be unlikely to have offsets available in the local area. Although there would be challenges to insetting, the Council was in a strong position to deliver benefits of the strategy to the local area, and the Trust therefore recommended that any offsetting strategy should initially prioritise offsetting within the Council's sphere of influence.

The Carbon Trust made a number of recommendations to the Council as a result of their study in respect of the review of key assets and pathway projection:

- Consolidate existing plans that realize significant emission reduction, such as the decarbonisation of the Council's fleet, which would be a key driver behind the Council's decarbonisation
- Embed carbon reduction in existing Council operations.
- Maintain an active view of the market with a view to taking advantage of favourable developments in technology which would support a reduction in emissions
- Seek clarity over unaccounted hotspot emission sources, such as Leisure World.

Recommendations had also been made with regard to the Council's approach to offsetting:

- Await further guidance and remain informed of any changes to best practice or emerging technology to ensure that the Council was able to remain agile and adapt any strategy as appropriate
- Consider local offsetting
- Target setting, to ensure certainty in the Council's targets and decarbonisation ambitions

Andrew Tyrrell, Client and Business Manager, attended the meeting remotely to address the Panel, which was advised that the Council had a pathway to net zero emissions in place following the declaration of a Climate Emergency in 2019, and there were still eight years to go down this path. The Council's carbon emissions had already been reduced by 3,563t, leaving the Council to find the final 2,617t of carbon reduction required over the coming eight years. It had always been known that some offsetting would be required for the Council to achieve its targets, however the reductions that had been made to date, and would be made in the future, would reduce the final offsetting amount which was required.

In terms of the next steps along the pathway, the Council would now create a Carbon Management Plan which would demonstrate how the reductions from the Council's assets would be maximised, and the Climate Emergency Action Plan

would be maintained and modified as necessary. It was intended to implement all previously agreed sheltered housing plans within the HRA Business Plan, which was to be presented to Cabinet in January 2022. A large amount of work had been carried out in respect of the Council's sheltered housing stock in recent years, and it was considered that the best approach to be taken was to insulate the fabric of buildings to minimise heat loss before introducing technologies which provided a lower carbon energy source, because heat would still be lost from the buildings. Three schemes would be completed before 2030, and a further scheme would be completed after 2030 and the heating system in a building which was already well insulated would be replaced with a system with a lower carbon heat source. The Panel heard that central government would also be lobbied by the Portfolio Holder for Housing and the Portfolio Holder for Environment to seek additional funding to support housing modification, as all councils would be placed under significant pressure in this regard. The Council was in a strong position with regard to the energy efficiency of its housing stock, and registered in the top quartile of efficient stock. New projects would be continually sought, and a key project would be a detailed consideration of the Leisure World facility to seek improvements in the energy efficiency of the site. Leisure World had faced an uncertain future with the restrictions which had been placed upon its operation by the Covid-19 pandemic, and the first priority of the Council had been to get the site reopened for the benefit of both the Council and the public.

Councillor Cory noted that the target which had been set for the Council was to achieve net zero emissions, but he now felt that the aspiration should be to achieve carbon neutrality, as he had some reservations about the use of offsetting. He would, however, support local offsetting which removed carbon from the atmosphere, and hoped that this Panel would work closely with Cabinet over the coming years to ensure that the right investments were made to support the Council's decarbonisation aims. He asked whether the Carbon Trust could give examples, either nationally or globally, of leisure centres and crematoriums which had been constructed or managed on a carbon neutral basis. The Panel were advised that a leisure centre had recently been built in Exeter, which was the first ever to have been built to 'passive house standard', which was considered to be best practice in terms of energy efficiency. With regard to Leisure World, the fabric of the building itself would have a large impact on the type of work which could be undertaken, and reducing the emissions from the site would likely focus on reducing the use of fossil fuels as much as possible. The fact that the site would require retrofitting was an added complication which potentially limited the efficiencies which could be made there. The Panel were not made aware of any crematoriums which had been constructed or managed in an energy efficient way.

Councillor Chillingworth considered that there should be a national definition which the Council could adopt with regard to whether it was aspiring to be carbon net zero, or carbon neutral. He supported the idea of local offsetting, and considered that the Council should explore the possibility of using a solar farm for this purpose, possibly leasing Council land to an operator on which to establish a solar farm. Oliver Patrick explained to the Panel that when Climate Emergencies were being declared, the terms 'net zero' and 'carbon neutrality' were often used interchangeably. It was, however, possible to obtain certification against a publicly available standard called PAS 2060 in respect of carbon neutrality which would allow an organisation or

product to state that it was carbon neutral. There were now also emerging standards for organisations to use in aspiring to become net zero which had recently been agreed with the Science Based Targets initiative, and the Carbon Trust recommended that organisations seeking to become carbon neutral aligned themselves to these standards. There were key differences in the meanings of the two terms being used, with an organisation only have to have a carbon management plan in place, together with an unspecified carbon reduction target to become carbon neutral, with the rest of its emissions being offset. To be considered to be net zero, the Science Based Targets initiative specified that an organisation should have a short term and a long term decarbonisation target, and these should be aligned specifically to a 1.5 degree warming scenario. It was important that there was transparency when using the terminology, and in particular when referring to key criteria. There was a further complication for the Council in relation to being certified as being a 'net zero' organisation, in that the Science Based Targets initiative did not provide this certification for public bodies at this time, although this may change in the future. It was considered that the accepted standards required for achieving 'net zero' were the most credible and robust that were available and these also had relevance to the public sector. The Panel heard that Solar PV could be claimed as a carbon offset as it displaced the need to use less energy efficient sources of electricity, and the ownership of the site itself did not matter if the Council was funding this through an offset fund.

Councillor Jowers noted the large expense which was associated with making the Council's housing stock more energy efficient, and requested some more detailed costings in relation to this so that expenditure could be prioritised. He considered that retrofitting properties to fit heat pumps was a costly and difficult endeavour. He further considered that more consideration needed to be given to larger rural centres in the Council's thinking. Andrew Tyrrell confirmed that a significant piece of work had been carried out in respect of the Council's stock, which would be presented to Cabinet as part of the HRA Business Plan. It was estimated that there would be a requirement for between £82m and £102m of work to be carried out across the Council's approximately 7,000 housing stock properties to reach net zero. The approach in the short term was to focus on the fabric of the buildings, and the Council currently had 991 properties below an energy efficiency rating of C. the national target was to have all properties brought up to this rating by 2035, however, Colchester Borough Council would achieve this by 2030. The energy efficiency of buildings could be improved by the use of common and tested methods such as loft and wall insulation which could be implemented by any builder, however, when technology was being considered to achieve the same result, it was important to remember that this represented a niche market and was improving and becoming cheaper all the time. It was therefore considered more efficient to focus on the building fabric first, and consider other technological solutions as these were further developed and became cheaper in the future. The Panel heard that replacing a boiler with an air source heat pump would cost many thousands of pounds more than simply buying a replacement boiler, and would require changes to the infrastructure of the property in which it was installed. It was therefore considered a risk to carry out this sort of work ahead of improving the building fabric, as investment in technology which although new now, could become obsolete in a relatively short time period would be a waste of resource.

Councillor King considered that the Council needed to consider what changes could be made, at what pace, using what technology and which would be financially prudent. He believed that investments which were overtaken by events or which were destructive of the Council's other priorities, would not be helpful in encouraging the people of the borough to follow the Council's example and make the positive changes that were necessary. He supported Councillor Jowers' comments around costings, and thought that any investments that were made needed to be very carefully considered to ensure the optimum return. There was, for example, little point in making a major investment into heat pumps which would become obsolete within a few years time, having been replaced by newer technology which would be significantly cheaper.

Councillor Young considered that the Council should take whatever steps possible to educate the public, and applauded the work that had been undertaken by the Council to reduce emissions. She noted the expense associated with replacing a boiler with an air source heat pump, and considered that this expense would be beyond the reach of most people, or would not be something that they would prioritise. The Council should help and encourage the public as far as possible towards insulating their properties to increase energy efficiency.

Mandy Jones, Assistant Director – Place and Client Services, advised the Panel that the ambition that the Council had was to be a carbon neutral organisation, with operational net zero emissions within the areas which it could directly control, being scope 1 and 2 emissions. It was considered that government grants would be forthcoming for the retrofitting of properties, and the Council was taking every opportunity to seek these forms of funding to assist the public.

Maggie Ibrahim, Sustainability and Climate Change Manager, attended the meeting remotely and advised the Panel that the Council did not have to wait until 2030 to begin introducing offsetting schemes, and it could be developing and implementing these now. Schemes such as the e-cargo bikes scheme were a way of assisting businesses to reduce their emissions, as well as providing income which could be used to support further offsetting schemes such as solar farms. It was not suggested that the remaining deficit of 2,617t of carbon emissions would all be dealt with by offsetting, and work would continue to reduce emissions as far as possible, although residual emissions which would remain would need to be offset. The Panel heard that the report demonstrated that the Council was on the best practice trajectory with a predicted 5% reduction in emissions yearly.

Oliver Parker advised the Panel that he believed that any offset scheme put forward by the Council should be the subject of very careful scrutiny to ensure that it was held to very high standards. Any scheme should also represent additional offsets from either the private or public sector to avoid claims of 'greenwashing' being levelled at the organisation. With regard to domestic buildings, heat pumps were considered in the industry as the best current option, and Oliver considered that their installation should be prioritised for development, as he felt that waiting for other energy efficient technologies to come forward would delay taking action now to reduce emissions. With regard to locally based offsets, the Council could consider supporting skills training to develop the expertise in the borough to install and maintain new energy efficient heating systems.

Councillor Cory acknowledged that the cost of acting now was high, but considered that the cost, both locally and globally, of not acting to reduce emissions was far greater. The Council had to lead, and accept that leading had an associated cost. He considered that it was better to act now and install heat pumps to generate immediate emission reductions, even if these pumps had to be replaced over the coming years. He would welcome greater regulation from government to ensure that developers delivered carbon neutral housing, even if this were to cost some of their profits. He advised the Panel that the major housing development companies in the country had made billions of pounds in profit over the past two years, and should be required to use these profits to build houses which to a much greater ecological standard.

Councillor Young wondered whether it would be possible for the Council to set requirements for developers in terms of the installation of efficient heating systems, possibly through the Planning regime? Mandy Jones confirmed that the Council's Planning requirements had already set down markers for developers in respect of the ecological standards which were expected, and work was ongoing to see whether or not these could be improved. She confirmed to the Panel that the Council's emerging Economic Development Strategy was likely to focus on green sector development, with strategies aligned with Essex County Council. Funding had been obtained as part of the Additional Restrictions Grant to support local businesses, and it was suggested that some of this be devoted towards helping these businesses improve their green credentials. Councillor King reiterated his desire to receive more information on the decisions which would be taken around emission reduction in the future, together with the cost implications of those decisions and the carbon reduction benefits that were provided, in order that the benefit obtained from any money invested was maximised.

Councillor Chillingworth expressed sympathy with Councillor Cory's stance, but considered that the Council had no control over housing developers, as this was achieved by Building Regulations which were set centrally. He had personally installed a heat pump in his home, which had been expensive; however, even with the increased consumption of electricity that the pump required, it was still cheaper to run than his old gas system.

Councillor Barber noted the cross-party support for the Council's aim to reduce emissions, and agreed with Councillor Cory that the cost of the Council doing nothing was greater than the costs of acting. He noted that even at a local level, there had been an increase in flooding which had impacted on budgets, habitats and lifestyles, and considered it vital that as an organisation, the Council used its influence to try to encourage private sector businesses to follow the example which was being set.

The Panel was directed to a case study which had been included in the papers presented to it, which was The London Plan 2021 which stated that a minimum of 35% of on-site carbon improvement on national Building Regulations must be met by developers, with any shortfall being offset with a cash payment to the relevant London Planning Authority to be used in carbon offsetting projects in the relevant

borough. The Panel would welcome any further information on this Plan, and wondered whether a similar arrangement could be introduced in Colchester.

RESOLVED that: the contents of the report be noted.

53. Climate Emergency Action Plan Update

Ben Plummer, Climate Emergency Project Officer, attended the meeting to present the report and assist the Panel with its enquiries, and highlighted some key areas in the Officers report. The Panel heard that the locations of the new air quality sensors which had been installed in Colchester were identified on the map presented with the papers, in accordance with a request made previously by the Panel. Progress had been made with the electrification of the Council's fleet, with the first hybrid vehicles having recently arrived, and fully electric vehicles were due to arrive in the near future. Electric vehicle charging points had been installed in the Priory Street Car Park as part of a pilot scheme, and would be open to the public in the near future. Further grant funding had been secured for further domestic energy efficiency work from March 2022 and further information would be released nearer to this date. The Essex Schools Green Day was to take place on 6 July 2022 which was an Essex-wide event to which all schools were invited and given the opportunity to demonstrate what they were doing to reduce their environmental impact and raise environmental awareness. The event had been a great success in the previous year despite restrictions imposed in relation to the Covid-19 pandemic, and Councillors were encouraged to support it in any way possible.

Councillor Chillingworth was pleased to see that the Council was working with other local authorities in Essex, and considered that Colchester had much to offer.

Councillor Cory noted that the previous Administration of the Council had an aspiration to provide a 'green' (or living) wall, and wondered whether any progress had been able to be made in this regard. Mandy Jones, Assistant Director – Place and Client Services advised the Panel that consideration had been given to planting in the town, particularly in areas which had the poorest air quality, but that a careful balance had to be struck between the benefits of such planting and the costs associated with maintaining it.

Rory Doyle, Assistant Director – Environment, confirmed that there had been some viability issues with the sites that had been identified for the potential installation of green walls. He did, however, consider that there may be an opportunity to reconsider green walls in the future as part of the diversifying Woodland and Biodiversity Project and was happy to explore this possibility further. Councillor Barber would be keen to work with any other Councillors to explore ways to get such a scheme off the ground. Councillor King would welcome this opportunity, and looked forward to receiving more information around the points of difficulty which were associated with such schemes. He would welcome an update on Colchester Orbital and the Fixing the Link projects. Mandy Jones confirmed that progress had been made with regard to the Orbital, however, this was dependent on what funding

streams could be accessed. More detailed information had been circulated to the Panel prior to the meeting in respect of the work that had been carried out.

Councillor Scordis enquired whether the data from the air quality monitoring sensors could be made publicly available and published by the Council via its' social media platforms. He further asked for clarification around what issues there had been in procuring electric vehicles, and wondered when the cycle parking in St Isaac's Walk was going to open, having received planning permission in September. It was confirmed that the cycle parking was expected to be open early in the year, and further enquiries would be made around the possibility of publishing air quality data and using this to encourage drivers to turn off their engines when stationary. Rory Doyle confirmed that hybrid vehicles were now being used by the Council for its Helpline service, and the Council's small fleet electric vehicles were on order. The full order for these vehicles had not been able to be placed due to issues with the infrastructure needed to support them, which was caused by a slight delay in the Rowan House refurbishment works. However, the required infrastructure was now being installed at Rowan House and there was also the ability to charge the Council's vehicles in St John's car park.

RESOLVED that: the contents of the report be noted.

54. Work Programme 2020-2021

Matthew Evans, Democratic Services Officer, attended the meeting to present the report and assist the Panel with its enquiries. The Panel were asked to approve the addition of an item to the agenda of its meeting in March 2022 in the form of a report examining the Council's approach to community engagement, and also to agree that the item on the Council's Waste Strategy be moved to this meeting. The item that would provide an overview of the Environment Act 2021 would be moved to the February meeting of the Panel.

RESOLVED that the contents of the work programme be noted, and that the proposed amendments be agreed.

24 February 2022

Report of	Assistant Director of Place and Client Services	Author	Jane Thompson Emily Harrup ☎ 508642
Title	Sustainable Travel: Our Approach and work to date		
Wards affected	All		

1. Executive Summary

- 1.1 This report presents the Council's work on promoting sustainable travel. It outlines how sustainable travel is a key part embedded in the Council's Strategic Plan, and how this is linked in with the aims of work carried out by Essex County Council on sustainable travel.
- 1.2 Engagement to date on sustainable travel is also outlined to show how there are both barriers to sustainable travel (such as cost and lack of suitable infrastructure), but also demand from residents to travel more sustainably (for example 68% interested in shared sustainable transport schemes).
- 1.3 Over the past year, the Council has developed a strategic approach to begin to outline the goals and outcomes of the Council's workstreams on sustainable travel. These are associated with increasing the proportion of short journeys made by sustainable travel in Colchester, as well as delivering improvements in air quality.
- 1.4 The report shows how the Council's activities, in the past, present and future, link to the delivery of outcomes and goals. Several notable workstreams contribute to this such as:
 - Fixing the Link
 - Active Travel Fund
 - Town Deal investment in sustainable travel
 - Secure cycle parking facility
 - Shared bike hubs
 - Colchester eCargo bike library
 - Clean Air for Colchester

2. Recommended Decision

- 2.1 To note and support the strategic approach and the development of the goals and objectives in relation to sustainable travel, and how these align with the Council's workstreams on sustainable travel that are delivered with partners such as Essex County Council.

3. Reason for Recommended Decision

- 3.1 The report is just to note and for no decisions to be made.

4. Alternative Options

- 4.1 Not applicable

5. Background Information

Strategic and policy context

- 5.1 The Council has had a focus on supporting journeys made by sustainable travel for many years. Sustainable travel has many beneficial outcomes including reduced emissions, improving physical and mental health, and contributing to boosting the economy. It is a key focus of the Council's Strategic Plan 2020-23 and a theme within the Council's Climate Emergency Action Plan 2021-23. Facilitating sustainable travel is also a key part of the delivery within the Town Deal, with the planned investment to improve the walking and cycling routes from the Town Centre to Greenstead and University of Essex, along with the provision of bikes for Greenstead residents.
- 5.2 To deliver the numerous projects and actions to promote and encourage sustainable travel, the Council has developed good collaboration with Essex County Council (ECC) as the Highway and Transport Authority, alongside other relevant partners for example Transport East and the rail operator. ECC have secured investment through the Active Travel Fund, to improve cycling links across Colchester and this will link in with work occurring as part of the Town Deal.
- 5.3 ECC are in the process of producing the Colchester Future Transport Strategy (CFTS) and we worked closely with ECC in developing its priorities and assessment tool which will assist with measuring schemes ready for investment prioritisation and supporting their work in delivering schemes which promote sustainable travel. Our work aligns with the CFTS approach. ECC's Colchester Future Transport Strategy aim is
- 'To transform Colchester into a place which prioritises active and safe sustainable travel to bring about health, environmental and economic benefits.'*
- 5.4 There are several national government policies and funds, alongside strategies and initiatives being delivered by ECC, that support sustainable travel in Colchester. A summary is included below, and full documents provided in background papers and appendix.

National Government:

- **Bus Back Better Strategy** – Setting out the vision for promoting bus travel in England, including aims to develop greener buses, more efficient services and building back after Covid.
- **Clean Air Strategy** – Outlining how different sources of air pollution will be tackled from transport, home, farming and industry
- **Decarbonising Transport – A better, greener Britain** – Government vision for decarbonising all forms of transport from buses, trains, boats, planes and personal transport (e.g. cars, vans).
- **Gear Change – A bold vision for walking and cycling** – Vision outlining promotion of walking and cycling, and how local authorities will be included within this work
- **Funding pots for sustainable modes of travel** – such as the Air Quality Grant Programme organised by the Department for Environment, Food and Rural Affairs

- **Essex Climate Action Commission 'Net Zero: Making Essex Carbon Neutral' report** – In the report, the commission made several recommendations for promoting sustainable modes of travel.
- **Colchester Future Transport Strategy** – Setting out how investment will be targeted in Colchester and the priorities for each mode using a zonal approach
- **Essex Cycling Strategy** – A strategy to increase the proportion of journeys made by bike and therefore reducing car trips
- **Essex Walking Strategy** – A strategy to increase the proportion of journeys made on foot and therefore reducing car trips
- **Colchester Cycling Action Plan** – Plans which show how investment in cycling will be prioritised
- **Essex Local Cycling and Walking Infrastructure Plans** – Plans which show how investment in walking and cycling routes will be prioritised.
- **E-scooter pilot scheme** – Colchester is one of three district councils supporting the Spin e-scooter pilot that is being facilitated by Essex County Council

Evidence base and engagement on sustainable travel

5.5 The Council's evidence base on barriers and demand for sustainable travel has been developed over time, through engagement carried out through several of the Council's sustainable travel projects as well as the CFTS consultation. Most recently at engagement events carried out in 2021 such as the Eco Festival 2021, the Women's Tour of Britain 2021, and via "on street" discussions, the sustainable travel team identified that residents face several barriers to sustainable travel. These include:

- **Lack of walking and cycling infrastructure** – Such as cycle lanes, safe crossing points, secure cycle parking
- **Expensive or unavailable sustainable transport options** – Such as residents not owning bikes
- **Poor air quality and environment** – making it unpleasant for residents to walk and cycle
- **Poor health of residents** – Residents feeling they lack the fitness to walk and cycle
- **Lack of confidence/perceived safety** – Residents not feeling confident to cycle on the road, and being concerned about road safety

5.6 Where residents highlighted 'physical' barriers (e.g. damaged paths/roads, lack of cycle lanes) to sustainable travel, we got them to indicate where these issues existed directly onto a map. This enabled them to pinpoint specific issues and this information has been shared with ECC.

5.7 Through engagement, residents have indicated that they are interested in using sustainable travel to get around Colchester more and are concerned about the impact motorised vehicles have on air quality. Several statistics that indicate this are shown below from engagement over the last 2 years:

- **68% interested in shared sustainable transport schemes** (i.e. electric bikes, electric cargo bikes and electric car club) – From survey data collected from respondents via the Eco Festival, door knocking and local networks in September 2021
- **87% concerned about pollution levels in Colchester** – Based on responses to the Clean Air for Colchester surveys carried out in 2019-2020

- **84% of Monkwick residents want to walk and cycle more** – based on respondents engaged as part of the ‘Get Monkwick moving’ project in Summer 2021
- **37% of respondents want electric vehicle charging points in car parks** – Based on respondents to the Positive Parking Strategy survey completed in 2020

Sustainable Travel – Our approach to date

- 5.8 Due to the high number, and diversity of projects and workstreams we influence and carry out, it is considered beneficial to map these out, to help identify interlinkages between them and develop a clear vision for promoting and supporting sustainable travel in Colchester and communicate this in a single place.
- 5.9 Officers have begun this process to identify the sustainable travel workstreams the Council is involved and started to identify potential goals and outcomes of the work.
- 5.10 This report highlights the progress that has been made in this process. The goals are:

Goal 1: Increase the proportion of short trips made by sustainable transport

- Outcome 1: More uptake of walking and cycling for short journeys such as for work, shopping, school drop-off.
- Outcome 2: More businesses trialling eCargo bikes and opting for sustainable transport options for regular use.
- Outcome 3: People are aware of the walking and cycling network leading to greater use of routes.
- Outcome 4: People feel confident about locking up their bikes safely in the town centre, so feel more willing to cycle into town.
- Outcome 5: Widespread take up and recognition of the benefits of cycle training to build confidence, safer cycling practices and increase the number of journeys made by bike.

Goal 2: Reduction in air pollutants in the air quality management areas translating into better health

- Outcome 6: Residents and businesses use a range of sustainable shared transport options on a pay as you go basis.
 - Outcome 7: More people switching off their engines when stationary.
 - Outcome 8: Understanding within Colchester Borough Council and Essex County Council as to how the electric vehicle transition should be promoted in Colchester.
 - Outcome 9: Residents understand and feel more supported and confident about transitioning to use an electric vehicle in Colchester.
 - Outcome 10: Shared transport choices are accessible to all sections of our community regardless of income.
- 5.11 We aim to address these goals and outcomes through the Council’s different workstreams outlined in our activities section 5.12. Future work to help achieve the goals and outcomes is outlined in Appendix 1.

Sustainable Travel – Our activities – Past and Present

- 5.12 The Council engages in a variety of different activities to promote and support sustainable travel in Colchester, many of which involve collaboration with key partners and individuals. These are highlighted below, and grouped under two main headings:

Sustainable travel infrastructure workstreams and achievements

- **Lobby for investment** in sustainable transport infrastructure by working with others on strategic documents, new developments and masterplans. Recent examples where we have influenced policy are Transport East's Transport Strategy consultation, ECC's Bus Service Improvement Plan consultation, Strategic Walking and Cycling plans, the town centre master planning work and advising on planning applications.
- **Local Walking and Cycling Infrastructure Plans (LCWIPs)** - Working alongside Essex County Council to deliver sustainable travel infrastructure which set out investment in a network of routes to encourage sustainable travel. This work has enabled ECC to be among the first to present agreed LCWIP plans for town in Essex to Government, putting Colchester in a good position in encouraging investment in infrastructure in Colchester.
- **Active Travel routes in the town centre** being delivered using around £3.6m of Government funding, with Colchester gaining the highest allocation in Essex.
- **Town Deal** - Working with ECC to deliver the LCWIP route 4 from town centre to Greenstead and University. The total costs are around £5m, with ECC's Active Travel Fund (ATF) providing £1.3m and complementing the Town Deal funding of around £3m, with further contributions from S106 agreements.
- **S106 contributions** secured which require that infrastructure supporting and promoting sustainable travel is provided as part of new developments, for example the University accommodations providing S106 funds for walking and cycling improvements in the vicinity of their developments contributing to around £1,500,000 towards sustainable travel projects
- **Fixing the Link** between the Colchester rail station and the town centre to encourage more people to walk the route. This initiative, which included wayfinding and public realm improvements, was one of the first in the country to link up the rail station to the town centre. This has included wayfinding flags, elephants to mark the routes as well as historical information bronze plaques, and the second phase is about to be launched.
- **Secure cycle parking** facility being provided in the town centre. This is expected to be opened in the spring and will provide space to park around 40 bikes, where owners will book a bike parking space via an app. The facility is funded by the Borough Council, ECC and Safer Colchester Partnership and operated by Spokesafe an established London bike parking operator.
- **Colchester Bike Kitchen** will be present in the secure cycle parking facility, providing a community bike maintenance facility supporting bike owners with tools and direction to learn how to maintain their own bikes meaning more bikes on the road and less in the shed.
- **Shared transport hub** being planned in the town centre, which will provide residents with a pay as you go option to use bikes, electric bikes (ebikes) eCargo bikes and an electric car club with two vehicles. This had been funded by DEFRA with £91.7k.
- **The Orbital** - management and promotion of the Colchester Orbital encouraging more people to walk the public rights of way. The Orbital maps for walking and cycling have been produced and are available online. Hard copies of the maps are being printed. Waymarking discs have been sourced and are with the countryside team to install on Council green spaces. Discussion about the removal of some barriers along the Orbital are being discussed with ECC's Public Rights of Way team.

Promoting sustainable travel workstreams and achievements

- **Managing the Colchester Travel Plan Club** to provide support to over 60 organisations in creating travel plans that support sustainable travel to work. A lot of recent work has been going into the CBC travel plan that is hoped to act as a leading travel plan example to share with Colchester Borough Homes and other member organisations
- **Supporting improvements and investment in public transport** by supporting ECC on their Bus Service Improvement Plan initiative.
- Working with ECC and Spin, the e-scooter provider, on the **e-scooter trial** in Colchester to ensure its success. There have now been around 250,000 journeys in the urban area which is a great achievement.
- **Colchester eCargo bike library** project to support businesses and local organisations to make the switch to electric cargo (eCargo) bikes for their operations. Over 12,500 miles have been travelled by the Council and the project champions using the eCargo bikes in just over a year. Case studies from the champions are being drafted and will be shared through business networks such as the Colchester Business Enterprise Agency (Colbea) to continue to increase uptake of the eCargo bikes and promote the Council's short term loan eCargo bike offer.
- **Providing free adult cycle training**, funded by CBC's 3rd successful behaviour change grant from Defra and delivered by Safer Essex Roads Partnership. 44 people have completed training since April 2021, with another 15 pending (as of 11th February 2022) out of a target of 400. Take up will increase significantly from the spring and when the new shared bike hubs open.
- **Creating a shared electric car (e-car) club**, for residents to use, enabling them to borrow an e-car as and when required, removing the costs and hassle of ownership of a private car. Further information on the progression of this action is provide in paragraph 5.13.
- **Clean Air for Colchester project**, promoting no-idling and encouraging walking and cycling for short journeys, to help improve air quality in Colchester. Work streams include the no idling signage trial, evaluation of bikeability training in schools, work on the 'Get Monkwick Moving' project and the CAREless pollution campaign. This latter campaign has been nominated in the 'Consumer Engagement/Marketing Campaign of the Year' category at the [Edie Sustainability Leader Awards](#).

5.13 The Council has also started taking action to support the electric vehicle transition in Colchester. An update on progress to date can be found in appendix 2.

Next steps and recommendations

5.14 This report is for the panel to note the Council's approach to sustainable travel, and how this has been embedded into the Council's Strategic Plan and Climate Emergency Action Plan, as well as linked into ECC strategies and in line with Government strategies. The panel is also asked to note the work carried out to date, alongside the future work outlined in the report and Appendix 1 and give comments and recommendations about the development of the Council's sustainable travel workstreams.

6. Equality, Diversity and Human Rights implications

6.1 There are no equality, diversity and human rights implications of the report.

7. Strategic Plan References

- 7.1 This report directly links to the [Strategic Plan 2020-2023](#) themes of 'Tackling the Climate Challenge and Sustainability', 'Creating safe, healthy and active communities' and 'Growing a fair economy so everyone benefits'.

8. Consultation

- 8.1 There are no consultation considerations at this stage.

9. Publicity Considerations

- 9.1 There are no publicity considerations.

10. Financial implications

- 10.1 There are no financial implications.

11. Community Safety Implications

- 11.1 There are no community safety implications.

12. Health and Safety Implications

- 12.1 There are no health and safety implications.

13. Risk Management Implications

- 13.1 There are no risk management implications.

14. Environmental and Sustainability Implications

- 14.1 The report highlights how the Council is taking on action to promote and support sustainable travel in Colchester. Action in this field will help to reduce emissions throughout Colchester and lead to other positive co-benefits such as improved air quality and physical and mental health.

Background Papers

Government Strategies

[Bus Back Better Strategy](#)

[Clean Air Strategy](#)

[Decarbonising Transport – A better, greener Britain](#)

[Gear Change – A bold vision for walking and cycling](#)

ECC led strategies/documents

[Colchester Future Transport Strategy](#)[Essex Climate Action Commission 'Net Zero: Making Essex Carbon Neutral' report](#)

[Essex Cycling Strategy](#)

[Essex Walking Strategy](#)

[Colchester Cycling Action Plan](#)

[Essex Local Cycling and Walking Infrastructure Plans](#)

[Escooter pilot scheme](#)

Appendix 1

Our Goals and Outcomes

Goal 1: Increase the proportion of short trips made by sustainable transport

- Outcome 1: More uptake of walking and cycling for short journeys such as for work, shopping, school drop-off
- Outcome 2: More businesses trialling eCargo bikes and opting for sustainable transport options for regular use.
- Outcome 3: People are aware of the walking and cycling network leading to greater use of routes.
- Outcome 4: People feel confident about locking up their bikes safely in the town centre, so feel more willing to cycle into town.
- Outcome 5: Widespread take up and recognition of the benefits of cycle training to build confidence, safer cycling practices and increase the number of journeys made by bike.

How we will achieve the outcomes:

- Continue to work with ECC to encourage investment in Colchester for the LCWIP routes and other strategic initiatives, and the delivery of the Active Travel Fund routes to provide infrastructure that supports cycling and walking in Colchester as well as other initiatives to support sustainable travel.
- Continue the development of case studies and promotional material about the Colchester eCargo bike library project to show evidence of the bikes being effective for making deliveries, to help increase business confidence in trying them out. An event to promote eCargo bikes to businesses is also being planned for later in 2022, which the Council will seek to attend to promote the project and eCargo bikes more generally.
- Improve publication of the Colchester Orbital through creation of a paper based map and improving wayfinding along the route. Continued work through the 'Get Monkwick Moving' project will help to make residents aware of the off-road walking and cycling route from Monkwick to the town centre.
- Finish the progression of creating the secure cycle parking facility in the town centre, and take any learnings from this process to think about the locations of future secure cycle parks in Colchester.
- Work with ECC and planning colleagues to ensure new developments are linked to the sustainable travel network and where appropriate require them to contribute towards measures to encourage more walking and cycling making their developments are more sustainable.
- Continue to promote the cycle training offered by ECC, and the evaluation of bikeability training to ensure more children leave school feeling confident in their cycling abilities.
- Work with other organisations to help promote and lobby for sustainable travel within to and through the Borough. For example ECC's Passenger Transport led Bus Partnership, Greater Anglia, the rail operator, Great British Railways (Network Rail), Essex and South Suffolk Community Rail Partnership and Transport East, as well as Government departments when required.
- Continue to work with and support businesses through the Colchester Travel Plan Club to develop and implement robust travel plans to encourage sustainable travel for commuting and work related journeys.

Goal 2: Reduction in air pollutants in the air quality management areas translating into better health

- Outcome 6: Residents and businesses use sustainable shared travel to access a range of transport options on a pay as you go basis
- Outcome 7: More people switching off their engines when stationary
- Outcome 8: Understanding within Colchester Borough Council and Essex County Council as to how the electric vehicle transition should be promoted in Colchester
- Outcome 9: Residents understand and feel more supported and confident about transitioning to use an electric vehicle in Colchester.
- Outcome 10: Shared transport choices are accessible to all sections of our community regardless of income

How we will achieve the outcomes:

- Promote the shared travel hub once created and involve the community in the creation of a second hub in Colchester.
- Continue to develop the no-idling signage trial, with analysis carried out by University of Essex. Ensure we can show that the trial is directly contributing to improvements in air quality by working with ECC to receive daily air quality measurements from the new air quality sensors to be installed in the town centre. The campaign can then be developed based on this more detailed insight.
- Work with Essex County Council to understand where investment should be placed in Colchester to support the electric vehicle transition. Also, continue the investment in electric vehicle charge points in town centre car parks as started with the installation of the charge points in Priory Street Car Park
- Alongside ECC, working to develop the Council's approach to supporting electric vehicles in Colchester, so residents understand when EV charge points will be being installed and where.
- Monitor the usage of the shared travel hub and continue with research of similar facilities to determine suitable pay as you go prices for residents so they are financially accessible. Proceed with working with a resident working group to identify the location of a second shared travel hub, with the aim to deliver further hubs in the future.

Appendix 2: An update on electric vehicles

It has become clear that demand for electric vehicles is increasing across the UK, and this is no different in Colchester. 968 ultra low emission vehicles were registered in Colchester by end of September 2021, a 77% increase from September 2020.

The Council recognises that it needs to support the transition to electric vehicles, in order to meet increasing resident demand and help reduce emissions across Colchester. A start on this has been made and achieved through collaboration with ECC, alongside other partners such as North Essex Parking Partnership (NEPP), Colchester Electric Vehicle Society, Chipside and Mobilize. Currently there are 19 electric vehicle charging points across Colchester borough.

A summary of key activities to date include:

- **June 2021:** Funding secured to create an electric car club in Colchester, with two vehicles to be offered on a shared pay as you go basis. The tender for a car club provider is currently underway with the aim of launching the scheme in Spring 2022.
- **December 2021:** 3 electric vehicle charge points installed in Priory Street car park, one space and point to be used for one of the forthcoming electric car club vehicles.
- **January 2022:** Participation in ECC led workshop with other Essex local authorities to discuss Essex wide electric vehicle strategy. At this meeting each district was requested to recommend 6 locations for installation of on street electric vehicle charge points as part of a planned Office for Zero Emission Vehicles grant bid led by ECC in March 2022.
- **January 2022:** Commencing installation of electric vehicle charge points in Rowan House car park and St John's car park. St John's car park will have 10 charge points to support the CBC and NEPP fleet transition to electric vehicles. 12 charge points will be installed in Rowan House for fleet, staff and visitor use.
- **February 2022:** NEPP are preparing an OZEV bid for installation of electric vehicle charge points in CBC owned car parks, with rollout in 2022 if the bid is successful in several locations such as Napier Road car park, Butt Road car park, Three Crowns Road car park, St Mary's surface car park and the High Street car park in Wivenhoe (the latter to be agreed with Wivenhoe Town Council).

Essex County Council have also installed three on street electric vehicle charge points in Colchester in 2021, one of which is currently operational in Wellesley Road.

24 February 2022

Report of	Assistant Director of Place and Client Services	Author	Maggie Ibrahim Ben Plummer ☎ 508965
Title	Overview of the Environment Act 2021		
Wards affected	Not applicable		

1. Executive Summary

- 1.1 This [Environment Act](#) is “to make provision about targets, plans and policies for improving the natural environment; for statements and reports about environmental protection; for the Office for Environmental Protection; about waste and resource efficiency; about air quality; for the recall of products that fail to meet environmental standards; about water; about nature and biodiversity; for conservation covenants; about the regulation of chemicals; and for connected purposes”.
- 1.2 This report highlights how the plans and policies for improving the environment will have implications for the Council services, particularly around air quality, waste reduction and planning. The report details the implications to each of these service areas where they are currently known. An ongoing consideration of the Act’s requirements and funding mechanisms will be needed by service area leads.

2. Recommended Decision

- 2.1 No decision to make at this time.

3. Reason for Recommended Decision

- 3.1 Note the implications of the Environment Act on the Council’s services and that teams across the Council will be putting plans in place to respond to these.

4. Alternative Options

- 4.1 No alternative option.

5. Background Information

5.1 The Environment Bill went through several readings in parliament and was passed in 2021. The Environment Act is to make provision about targets, plans and policies for improving the natural environment; for statements and reports about environmental protection; for the Office for Environmental Protection (OEP); about waste and resource efficiency; about air quality; for the recall of products that fail to meet environmental standards; about water; about nature and biodiversity; for conservation covenants; about the regulation of chemicals; and for connected purposes.

5.2 Several overall outcomes of the Act were:

- Creation of the Office for Environmental Protection, that will be responsible for holding the government, local authorities and relevant organisations to account in meeting key environmental targets to be established as part of the Act, as well as advising Government on environmental laws.
- Requiring organisations to ‘pay regard to’ environmental principles – with some crucial exceptions. The five principles comprise the integration principle, prevention principle, precautionary principle, rectification at source principle, and the polluter pays principle.
- Requiring the secretary of state for DEFRA (Department for Environment, Food and Rural Affairs) to set long-term legally binding targets on air quality, biodiversity, water, resource efficiency, and waste reduction. These targets must be of at least 15 years in duration and be proposed by late 2022. However, despite lengthy debates arguing for the introduction of legally binding interim-targets to ensure the long-term targets are met, the government did not adopt them.

5.2 This report is for information purposes and details the implications for several services: air quality, waste reduction, and planning.

5.3 Air Quality:

- The Government have set themselves a legally binding duty to produce [two new air quality targets](#) in legislation by **31st October 2022**.
- This will probably be by amending the Air Quality Standards regulations 2010. One of these Air Quality targets is likely to be for a PM2.5 (particulate matter that is 2.5 micrometers in diameter) target. However, it is still to be decided whether this should be a concentration-based approach similar to now i.e., Air Quality Management Areas (AQMA)s and an action plan for exceedances or whether this will be set on an emissions based approach where a list of actions would be given to local authorities and required to be undertaken to reduce PM2.5.
- The other target is still being developed by DEFRA and the Air Quality Expert Group and the Committee on the Medical Effects of Air Pollutants (COMEAP) but advice is that this is going to be a longer-term (15 year) target. Along with these new targets is likely to be an update to the national air quality strategy.
- Any new air quality targets/limits are likely to be consulted upon prior to the deadline.

5.4 The implications of this for Council is that there may be new targets to meet for the management of air quality in Colchester. These can be addressed through the Council's work on improving air quality through the Clean Air for Colchester project, and monitoring of air pollution can be measured and report in the Annual Air Quality Status Report, alongside daily monitoring that will be received through the air quality sensors to be installed in the town centre.

5.5 **Waste and Recycling:**

- The Act also outlines how the government will reduce waste and make better use of resources.
- Three key consultations have been undertaken, the proposals within which will potentially see the biggest changes to waste services in years. These include changes to the ways that services work, the infrastructure required, and the way in which councils' costs are recovered:
 - Extended Producer Responsibility for Packaging (EPR): The proposals cover the mechanisms to make packaging producers responsible for the full net cost of managing packaging that they place on the market. This includes all costs incurred from collection, sorting, and recycling, as well as litter and refuse management costs. This also includes the management of packaging items that are still placed in any non-recyclable residual waste stream.

The reforms seek producers to bear much greater costs for the collection and disposal of packaging waste than at present. Fees paid by producers will be used to support both local authorities and businesses to provide packaging waste management services. In turn, the increased quantity and quality of recycling collected will help producers to meet packaging obligations and demonstrate that packaging placed on the market is properly recycled.

Local authorities which operate efficient and effective services will have their full net costs of managing packaging waste disposed of by households met by packaging producers. This is proposed to include local authority transitional costs in meeting requirements, including the collection of a core set of packaging materials for recycling.

- Deposit Return Scheme (DRS): The proposals instigate upfront deposits for plastic, metal and glass drinks containers, to be reimbursed at return points; aiming to incentivise recycling of these items and improve recycling quality. It is still to be determined through consultation whether this will be an 'on the go' or 'all in' system, the latter including larger bottles and multipack items.

It is proposed that the scope of the deposit return scheme should include the following materials: - PET bottles - Steel and aluminium cans - Glass bottles

- Consistency in household and business recycling: aims to standardise the materials collected across the UK from households and businesses.

Government is committed to achieving a recycling rate of 65% of municipal waste being recycled by 2035 (Colchester Borough rate is currently circa 53%). Aside from landfill tax, there are few other incentives for local authorities or businesses to recycle more and move waste further up the waste hierarchy.

Following the outcome of the second consultation on recycling consistency, the Secretary of State will specify the types of materials to be collected within each recyclable waste stream, in regulations.

These recyclable waste streams must be collected separately from other household waste and they must be collected for recycling or composting. The consistency measures proposed aim to ensure that every home in England will get separate food waste and garden waste collections and all households will also be able to place plastic, paper and card, glass and metal in their recycling bins so that less waste goes to landfill and more is recycled.

- The Environment Act requires that **food waste** must be collected at least weekly, separately from other household waste and from the dry recyclable waste streams (i.e. glass, metal, plastic, paper and card) and sent for recycling or composting. They propose the materials to be collected as food waste from households, businesses and non-domestic premises which is already consistent with the current collection model in Colchester.
- The Controlled Waste (England and Wales) Regulations 2012 allow local authorities to charge for the collection of **garden waste** for recycling. The proposal for free fortnightly collection, was given mixed support at the first consultation stage. Government therefore stated that they would give further consideration to the costs and benefits of the policy before making a decision. The consultation states: a free minimum garden waste collection service provided by local authorities to householders with a garden still offers good carbon emission reduction benefits and other recycling benefits compared to a charged service. If a free minimum collection service for garden waste is introduced for households with a garden, this states that this should be a minimum fortnightly collection service, equivalent to a maximum capacity of 240-litre and local authorities would be able to charge for more frequent collections and/or additional capacity.
- The Government believes it should be feasible to introduce collections and recycling for all **films and flexibles** by no later than the end of financial year 2026/27. Individual local authorities and commercial waste collectors collecting from households will be expected to introduce collections as soon as is feasible ahead of this. These specific requirements would cover all consumer plastic film and flexible packaging. This includes laminated and metallised formats (for example crisp packets), and flexible formats incorporating multiple layers of plastic and/or other materials such as aluminium (for example, pet and baby food pouches). Collections from businesses are proposed to be introduced no later than the end of financial year 2024/25. This recognises that commercial waste collectors can move faster than local authorities to introduce collection of plastic films and flexibles as contracts with their customers are for much shorter time periods.

Government also want to improve the recycling of waste from **non-domestic premises** that produce household waste and relevant waste from businesses. They propose that the dry recyclable waste streams collected from non-household municipal premises should include the same materials as those in the equivalent recyclable waste streams from households, in the financial year 2023/24. This would ensure consistency between what people are able to recycle at home, at school and at work.

Government recognises that these new duties will impose additional costs on local government, and it will follow the new burdens guidance to ensure the costs of new statutory duties for local authorities are covered.

Timeline: Government remain committed to the implementation of packaging Extended Producer Responsibility as soon as possible and propose implementing it through a phased approach commencing from 2023 with the appointment of the Scheme Administrator in early 2023.

Further elements of EPR, including modulation of fees based on recyclability of packaging, payments for the management of litter and payments to businesses for the cost of managing packaging waste would be introduced in Phase 2, from 2024.

The timetable for the consistency in collections set out that for Household collections:

- **Dry recyclable waste streams** – from **October 2023**
- Weekly separate **food waste** collections introduced during **2023/24** financial year
- Separate **garden** waste collections in **2023/24**
- **Plastic film** – phased with a defined end date of the financial year **2026/27**
- Business waste changes should be implemented from 2023/24 with **recyclable plastic films** no later than the end of the financial year **2024/25**

5.6 Planning:

There are a several implications arising from the Environment Act for the Planning Service;

1. All new developments will be required to deliver a ten per cent increase in biodiversity. This includes nationally significant infrastructure projects, such as major energy developments. On sites where these biodiversity gains are secured, they would have to be managed for at least 30 years. A government amendment, introduced in September, would create a duty and power to allow the secretary of state to review, and increase if appropriate, this minimum duration period.
2. The new biodiversity metric, used by planners and developers to calculate their net gain requirement, would be subject to Parliamentary approval. Another government amendment would require the secretary of state to “lay the biodiversity metric and any revised biodiversity metric before Parliament”.
3. Ministers would have to review the amount of land being entered onto new biodiversity gain site registers. Under the bill, a publicly-available "biodiversity gain site register" must be set up for each development site, which must be maintained for at least 30 years after the scheme has completed.
4. The act introduces a new system of spatial plans aiming to boost biodiversity and protect valuable habitats. Local Nature Recovery Strategies (LNRSs) are a new system of spatial strategies for nature, and will cover the whole of England – with no gaps. The environment secretary will appoint a ‘responsible authority’ to lead each LNRS area, and this authority will have to map the most valuable existing habitat for nature, map specific proposals for creating or improving habitat, and agree priorities for nature’s recovery. These responsible authorities are assumed to be county level and above partnerships e.g. Local Nature Partnerships. It is intended to help developers avoid the most valuable existing habitat and focus habitat creation where most appropriate.

5. Species conservation and protected site strategies will be part of LNRs. Feeding into LNRs, the act introduces a "species conservation strategy" as a new mechanism to safeguard the future of particular species at greatest risk, and a "protected site strategy", which will seek to achieve a similar purpose in respect of protected sites. The measures will place a new duty on local planning authorities to cooperate with Natural England and other local planning authorities and public bodies in their establishment and operation.
6. Local authorities will have to produce a biodiversity report every five years. They will need to describe action taken and its impact, and a summary of action taken under the BNG policy. The reports will also provide valuable information to update Local Nature Recovery Strategies.
7. Other key measures in the Act related to Planning:

Trees at home have gained some protection. The act requires local highway authorities to consult with communities before felling street trees - unless the trees qualify for certain exemptions. This could have resource and financial implications for local authorities.

The Act committed to halt species decline by 2030.

Conservation covenants have been formalised. A conservation covenant is an agreement between a landowner and a body such as a charity or public body to do or not do something on their land for a conservation purpose. Conservation covenant agreements will now need to be executed as deeds, rather than just "in writing signed".

6. Equality, Diversity and Human Rights implications

- 6.1 An Equality Impact Assessment has not been completed to assess the implications of the Environment Act as yet. This is because some implications of the Bill are still unclear.
- 6.2 However, as part of the Bill, the creation of environmental targets for water, air, biodiversity and waste should also bring about positive benefits for human health. For example, if further air quality targets are set in air quality management areas, this would help benefit human health in some of the more deprived areas of Colchester.
- 6.3 On the other hand, there will be other measures that may disadvantage some groups, such as the creation of a Deposit Return Scheme. This would raise the costs for consumers to purchase drinks, however this can be redeemed through taking back drinks containers for recycling.

7. Strategic Plan References

- 7.1 The actions established as part Environment Act link to themes and priorities within the Strategic Plan 2020-23 including:

Tackling the Climate Challenge and leading sustainability:

- Air quality across Colchester is improved
- Continue to support residents to reduce, reuse and recycle their waste
- Enhance environments to create more space for nature to grow and thrive through natural seeding and greening

Growing a fair economy so everyone benefits:

- Develop opportunities to ensure the new economy is greener, sustainable and more resilient
- Encourage green technologies and innovative solutions to the Climate Emergency.

8. Consultation

8.1 There are no consultations implications of this report.

9. Publicity Considerations

9.1 There are no publicity considerations from this report.

10. Financial implications

10.1 The financial implications of the Environment Act are as yet unclear for local authorities. However, the Government have laid out that changes to waste services as a result of the Environment Act that impacting upon the costs of local authorities to delivery new statutory duties, will be covered.

11. Health, Wellbeing and Community Safety Implications

11.1 There are no significant impacts on community safety from the Environment Act. However, as highlighted, the Environment Act could bring about health and wellbeing benefits from improved air quality and improvements in biodiversity levels.

12. Health and Safety Implications

12.1 There are no health and safety implications from this report.

13. Risk Management Implications

13.1 There are no risk management implications from this report.

14. Environmental and Sustainability Implications

14.1 The Environment Act will introduce a number of requirements of local authorities, that will ultimately result in the production of better environmental outcomes.

14.2 For example, the creation of local nature recovery strategies and requirement for biodiversity net gain in planning will help provide more protection for valued green space and biodiversity.

14.3 Key changes to the management of waste, including the introduction of a deposit return scheme and consistent recycling collections, will help to capture more waste for recycling and reduce litter. This will benefit biodiversity and improve the aesthetics of our green spaces. Improving the management of green spaces is already a key part of Council projects, with the joint aims of benefitting biodiversity, alongside physical and mental health.

14.4 Although targets for reductions in key air pollutants have not been set as part of the Act, it is clear this is a focus of the Act. The Council's 'Clean Air for Colchester' project already has a focus on improving air quality, and links in with other council projects that promote

sustainable modes of travel which will in turn help to improve air quality. Improving air quality brings both benefits for human health and reductions in pollutants that contribute to climate change.

- 14.5 The introduction of more focus to be on reducing sewage discharge into rivers, waterways and coastlines is also welcome. This alongside, the better management of water supply and demand will be important as the climate changes. The River Colne is a valuable asset, and the Council is already working to understand how it can be managed to preserve its recreational, environmental and aesthetic value.

24 February 2022

Report of	Assistant Director of Place and Client Services	Author	Ben Plummer and Maggie Ibrahim ☎ 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 previous meeting on 13th January 2022.

1.2 Progress includes:

- **Funding for improving energy efficiency** of homes in Colchester available for residents on low incomes and with homes with low energy efficiency through the Government's Green Homes Grant Local Authority Delivery (LAD) Scheme phase 2. Further information can be found at www.colchester.gov.uk/greenhomesgrantlad2, and enquiries/applications for the grant can be made through www.warmworks.co.uk/greenhomesgrant or by calling 0808 196 8255. Promotion has gone out through parish councils, Community 360 and other local community organisations and charities.
- **Further grant funding for improving energy efficiency** has been secured by the Council from Government for delivery between March 2022-March 2023. Funding came from the [Sustainable Warmth Competition](#), and will fund energy efficiency improvements in homes in Colchester. The eligibility requirements will be similar to the LAD scheme phase 2. Communications will be organised in the coming months about this grant funding.
- **A review of the [Council's Climate Emergency Action Plan](#)** has been published by Climate Emergency UK, an organisation set up to document the climate emergency declarations and plans of local authorities, as well as provide support to help local authorities respond to their declarations. [The Council's Action Plan got a rating of 52%](#), greater than the national average of 43% for district councils. This highlights the positive progress made so far on developing the plan, but more action is still required in several areas such as diversity and inclusion, alongside climate adaptation.
- **Electric vehicle charging points** went live at Priory Street car park on 18th January 2022 for public use.
- **Electric vehicle car club** being progressed with tender being written, after liaison with other local authorities to develop this. 1 electric vehicle car club bay has been agreed for Priory Street Car Park, and other locations are being explored.
- **Litter Warriors** has been relaunched, with plans to make improvements to the resident sign up process and requests for litter picking equipment.
- **Funding secured for four new SMART bins** for trialling in Dedham that will use solar technology to compact rubbish and display bin fill levels, sending notifications to operatives to empty the bin only when it's full.
- The Council is participating in a **challenge lab** workshop with the University of Essex. The challenge lab involved university researchers collaborating with the Council to

tackle key challenges we face including climate adaptation, single-use plastics and community engagement. Over the two day workshop, several project ideas are being developed on topics including climate adaptation, single use plastics and oyster conversation which will be put to a judging panel for funding in February.

- **Essex Schools Green Day** has been planned in for 6th July 2022. The day will be about raising environmental awareness in schools and getting schools to demonstrate what they are doing to protect the environment and tackle climate change. The Council will be offering support on this day, as well as contacting other organisations in the borough to see what support they can offer. This follows on from the Go Green Schools project the Council has been doing, which has engaged with 7 primary schools to understand good environmental practice in schools, challenges faced to doing more and what support would be welcome.
- **Climate Action Challenge Fund** made available by Essex County Council for communities to apply to carry out projects that tackle climate related challenges. Community groups, charities and schools can bid for funding of up to £20,000. More information about the fund is available at www.essex.gov.uk/leisure-culture-local-heritage/culture-and-communities.
- The **Eco Festival** has been agreed to take place on 3rd September 2022. The Sustainability, Transport and Climate Change Team are leading in ensuring our sustainable modes of travel work is showcased, along with resident input into existing and future schemes. The festival had a great turn out with over 3500 people attending.
- The Sustainability, Transport and Climate Change Team are feeding into Colchester Institute's **student learning programme** to embed sustainability into curriculum through a pilot.
- The ECC Anchor Group on climate change kicked off with an agreement to **map out local authority Climate Emergency Action Plans** across the local authorities and identify synergies, challenges and gaps. ECC are organising a year of climate action, with more details to be shared in the next meetings.
- The Essex Climate Action Commission are developing a **Climate Focus Area** approach to take up the Commission's recommendations, focussed around the river catchments of the Blackwater and Colne. Colchester is among the local authorities that are in discussion to explore this unique opportunity led by John Meehan and his team (coastal, financial, sustainability experts).

2. Recommended Decision

- 2.1 The Panel is asked 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.

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

- 5.1 The Council has funding to deliver energy efficiency improvements to homes in Colchester that are of low energy efficiency (have Energy Performance Certificate below D) and where residents have a combined income of no more than £30,000/they receive means tested benefits or Council tax reduction. Vouchers of up to £10,000 are available for those living in owner occupier homes to fully cover the costs of improvements such as wall and loft insulation. Those living in rented (private or social) homes can also receive 2/3 (or up to £5,000) of the total costs of efficiency improvements, with their landlord needing to contribute a minimum of 1/3 of overall costs.
- 5.2 This funding has been made available through the Government's Green Homes Grant LAD scheme phase 2. Further information can be found at www.colchester.gov.uk/greenhomesgrantlad2. Residents who think they might be eligible to the scheme should fill in a referral form on the Warmworks website (www.warmworks.co.uk/greenhomesgrant), or call Warmworks on 0808 196 8255. Alternatively, please get in contact with the Council by emailing climate.change@colchester.gov.uk, or calling 01206 508965. The scheme has been promoted through many channels, including through parish councils, Community 360, charities such as Age Concern and also on several social media based community pages.
- 5.3 The Council has been successful in securing further grant funding to improve the energy efficiency of homes in Colchester through the [Sustainable Warmth Competition](#). £689,823 has been secured to deliver energy efficiency improvements to homes, where residents are on low incomes and living in low energy efficiency homes. Part of the funding will go towards securing a new officer to lead the project and ensure it is communicated effectively to the community, along with other associated administration costs. The funding will be delivered between March 2022-March 2023, giving continued support beyond the LAD phase 2 scheme that ends in March 2022.
- 5.4 An assessment of the Council's Climate Emergency Action Plan has been published, as part of a review of all UK local authority climate emergency action plans/strategies conducted by the organisation [Climate Emergency UK](#). The assessment is a review of the content and actions outlined in the action plans, rather than how actions have been implemented. The Action plans have been assessed against many different criteria such as Governance, mitigation and adaptation, commitment and integration, community engagement and communication, amongst others. All plans will be marked on a 'scorecard', enabling comparison of performance between councils. Overall, the Council received a score of 52%, above the national average for district councils of 43%. Strong areas of performance included a consideration of climate action 'co-benefits', 'commitment and integration'. Areas for improvement included consideration of 'diversity and inclusion' within actions and climate adaptation. The Council will take the outcome of the review on board, and look to strengthen the action plan. The full review of all the council climate scorecards can be found [here](#), and the Council's specific review [here](#). A more detailed analysis of the review, and the Council's response to this, will be presented at the next Environment and Sustainability Panel.
- 5.5 The three electric vehicle charging points installed at Priory Street Car Park went live for public use on the 18th January 2022. Further Council owned car parks are being assessed for the inclusion of electric vehicle charging points, and grant funding to do this will be explored this year.



Figure 1: One of the three electric vehicle charging points in Priory Street Car Park in use.

- 5.6 The Council is progressing with the set up of an electric vehicle car club. This will provide residents with electric vehicles that can be shared between users, reducing the need for private ownership of a car for some residents. An electric vehicle car club bay has been secured in Priory Street Car Park, with further locations being explored. The tender is currently being written for the delivery of the scheme and provision of electric vehicle, with advice provided through liaison with other local authorities.
- 5.7 The Council is relaunching its 'Litter Warriors' programme, making the sign up process easier for residents to request litter picking equipment and to arrange collections of litter. Additionally the project is looking to provide additional equipment so volunteers can carry out other activities such as weeding.
- 5.8 Investment had been made to provide four solar-powered SMART bins which will help to make collection of rubbish more efficient. The bins will be installed in Dedham, and provide a compacting feature, enabling rubbish to be crushed so the bin can hold five times more rubbish than a standard bin. A fill indicator will also show when the bin is nearing capacity, and Council operatives can then be notified to empty the bins.
- 5.9 The Council is participating in a challenge lab organised by the University of Essex. The challenge lab process brings together university researchers/staff and staff from an external organisation to brainstorm ideas to tackle a challenge faced by the organisation. University staff apply their own research to think of project proposals to tackle the challenges and these are then posed to an external panel who assess the quality of the proposals. Several ideas are then progressed for implementation. So far, project briefs are being worked up for consideration by an external judging panel to review and award funding for delivery. Possible projects include looking at how a garden could be managed to adapt to a changing climate, a campaign to reduce single-use plastics in the town centre and raising awareness of the environmental benefits of oyster beds.
- 5.10 The Essex Schools 'Green Day' will be taking place on 6th July 2022. The day ran for the first time on 8th July 2021, organised by the lead of the [Multi Schools Council](#). The Council would like to have more schools participating this year, as well as more support available to schools. The Council has already started reaching out to organisations in the borough that could offer support, as well as putting together a support offering itself. Support councillors can offer local schools in their ward would be appreciated. This

follows on from the 'Go Green Schools' project the Council received funding to deliver from the Net Zero Innovation Programme co-ordinated by the Local Government Association and University College London. The project has engaged with 7 primary schools and has given the Council an insight into good environmental practices in schools, where challenges lie and where further support could be provided.

- 5.11 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, 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](#). This information has been circulated with Community 360, Town and Parish Clerks and all councillors.
- 5.12 The date for the upcoming Eco Festival 2022 has been agreed for 3rd September 2022. Last year, the event attracted over 3500 people, and we hope this number will increase this year. The Council will be supporting the event by providing sustainable transport options on the day using eCargo bikes, and will be having several stalls on the day to promote its projects involving sustainable travel, air quality, waste and biodiversity.
- 5.13 The Council is in discussion with Colchester Institute about creating some content for student curriculums based on the Council's environmental action. The Colchester Institute declared a climate emergency in October 2021, and is looking to take further environmental action starting with a £5 million decarbonisation project at the site.
- 5.14 Essex County Council's Climate Action Working Group for Anchor Institutions held its first meeting in January, and identified an exercise to map out all local authority climate emergency action plans and strategies to identify where there are synergies, gaps and opportunities for collaboration. A year of environmental action is planned, with further direction on this to come from Essex County Council in future meetings.
- 5.15 The Essex Climate Action Commission are looking to develop a 'climate focus area' in Essex, specifically in the river catchments of the Blackwater and Colne. Figure 2 shows the scope of the area. The aim is for the area to be a focus for achieving net zero carbon, recovering biodiversity levels and shortening the food supply chain. The project also hopes by enhancing the landscape, that it will lead to new economic opportunities through tourism and recreation opportunities. The area is hoped to be a pilot, where knowledge from the project can be shared across Essex.

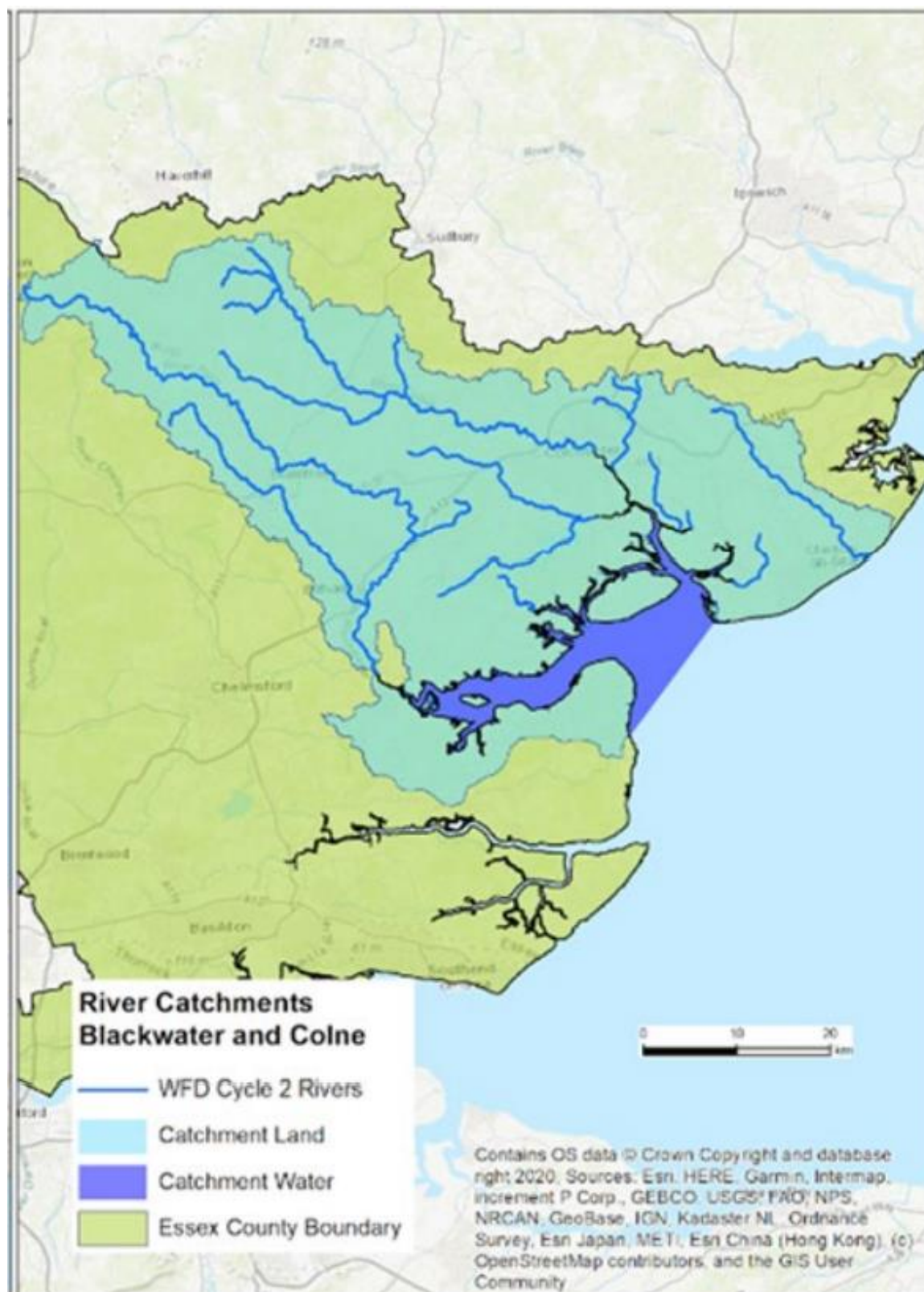


Figure 2: Map showing the suggested boundaries of the Climate focus area (shown in shades of blue for the river and land catchments). The green indicates the whole Essex county boundary.

5.16 For further information on updates in the Climate Emergency Action Plan, see appendix 1.

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.

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.

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.
- 14.2 Provision of supporting infrastructure for electric vehicles, alongside promoting uptake of sustainable modes of travel is a key way to provide residents with options for travelling across the borough sustainably. Many of these methods provide residents with health benefits, alongside cost savings and reductions in emissions.

Climate Emergency Action Plan 2021-23 (24th February 2022 update)

[Theme 1 – Reduce carbon emissions from our buildings & fleet to help achieve a net zero Carbon footprint for Council Services by 2030](#)

[Theme 2 – Produce renewable energy](#)

[Theme 3 – Enhance biodiversity and protect our environment](#)

[Theme 4 – Facilitate walking, cycling and sustainable transport around Colchester](#)

[Theme 5 – Provide sustainable waste management and support residents to reduce, reuse and recycle](#)

[Theme 6 – Enable partnerships and community action for sustainability and low carbon development](#)

[Theme 7 – Ensure sustainable planning and development](#)

[Theme 8 – Change the way we work to achieve our climate commitment](#)

1. Reduce carbon emissions from our buildings & fleet to help achieve a net zero Carbon footprint for Council Services by 2030				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
1.1 Development of a new Carbon Management Plan (CMP) based on insight and evidence gathered from a detailed pathway modelling of the current CBC footprint.	Work with a consultancy to develop a new CMP for 2022-27	Currently contacting businesses/consultancies to gain quotes and expertise to carry out this work	January 2022 – May 2022	New Carbon Management Plan produced by June 2022
1.2 Review CMP 2016-2020 to address any outstanding projects and see if these can be carried out	Review projects to identify technical feasibility and budget available	Actions will be reviewed again when CMP work begins	Jan 21 - Dec 21	Actions reviewed and identified for completion in new CMP if required
1.3 Continue to report on our emissions annually, and look to collect more refined data on our indirect emissions	Explore ways of accessing data from contractors on their emissions in relation to procured goods and services Review other data sources and report annually, including calculating emissions associated with working from home.	Data collection complete Emissions within the net zero target figures, along with indirect emissions for 20/21 have been published on the CBC website Working from home emission figures estimated.	Emissions reported annually	Report on emissions, in better detail where possible.
1.4 Take steps to ensure the council's future electricity	Source Council's electricity from a supplier	Green tariff procured	Dec 20-Apr 21	Get a 100% renewable electricity green tariff in new procurement of utility supplier

1. Reduce carbon emissions from our buildings & fleet to help achieve a net zero Carbon footprint for Council Services by 2030				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
supply is provided by 100% renewably generated sources	<p>providing 100% renewable electricity</p> <p>Explore opportunities for renewable energy generation such as solar PV that can be used to contribute directly to powering Council buildings (see 2.2)</p>	See 2.2	May 2021 – April 2022	Business case produced for generating renewable energy to contribute to powering Council buildings (see 2.2).
1.5 Review our estate and assets to investigate means of increasing energy efficiency of heating, lighting and cooling systems	New Estate Asset Strategy to include decarbonisation plan	Building maintenance programme to involve investigating opportunities for decarbonisation as part of building surveys	April 2021- April 2022	Building Maintenance Survey & Programme includes carbon reduction assessment and activities.
1.6 Decarbonisation of Rowan House, the Council's main office	<p>Replacement of existing heating and ventilation systems with heat pump. Also adding in extra roof insulation and LED lighting</p> <p>Installation of 10 electric vehicle (EV) charge points at Rowan House</p>	<p>Tender out to deliver Rowan House works</p> <p>Groundworks commenced on site but design revisions are necessary due to unforeseen issues. This may have a budget impact but being assessed.</p>	<p>February 2021 – June 2022</p> <p>January 2021 – April 2022</p>	<p>Realization of predicted energy savings during first full year of operation.</p> <p>Installation complete to support purchase of new EVs</p>

1. Reduce carbon emissions from our buildings & fleet to help achieve a net zero Carbon footprint for Council Services by 2030				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
1.7 Creation of an Asset (Housing) Management Strategy that will establish plans for reducing emissions from the housing stock	Reviewing plans for upgrading assets and setting an appropriate target for reducing emissions from the housing stock	On track – Asset Management Strategy findings have been produced and software used to produce scenarios for reducing carbon emissions from housing stock. Carbon Trust also provided support on producing options appraisals for reducing emissions from 4 sheltered housing buildings.	January 21 - September 21	Strategy produced which sets targets for carbon reduction
1.8 Increasing the energy performance of 100 Homes to reduce energy use and tackle fuel poverty	100 Homes Project – Purchasing 100 former Council homes to increase energy performance certificate (EPC) rating to an average of B.	<p>Overall estimated average EPC rating for project is C78 currently. This is higher than the current stock average of C75. Houses are expected to achieve an estimated average of B85. Flats to achieve an estimated average of C74.</p> <p>On completed properties the achieved EPC ratings are: Overall average C80 Houses average B85 Flats average C73</p>	September 2020 – March 2022	Increase EPC rating to average of B for the 100 properties

1. Reduce carbon emissions from our buildings & fleet to help achieve a net zero Carbon footprint for Council Services by 2030				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
1.9 Decarbonising the housing stock through the Housing Improvement Programme (HIP)	<p>Housing Improvement Programme Works to upgrade most energy inefficient properties to an EPC of C or above.</p> <p>Replacement of heating system at Mary Frank House with an air source heat pump (ASHP)</p> <p>Installation of monitoring equipment in accordance with Heating regulations</p> <p>Boiler replacement works – Replacement of outdated and inefficient boilers</p>	<p>On track</p> <p>On track</p> <p>On track</p> <p>On track</p>	April 2021 – March 2022	<p>40 properties to be raised above D in 12 months</p> <p>Installation of ASHP and working to design expectations</p> <p>To be compliant with Heat regulations</p> <p>405 boilers to be replaced, of which 20 will be air source heat pumps</p>
1.10 Redevelopment of Elfreda House to reduce carbon emissions	Redevelopment of Elfreda House to Future Homes 2025 standard	Under construction and due to complete in May 2023	April 2021 – May 2023	Site built to standard to produce no more than 33.4 kg/m ² CO ₂ per year

1. Reduce carbon emissions from our buildings & fleet to help achieve a net zero Carbon footprint for Council Services by 2030				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
1.11 Take a phased approach to the renewal of the fleet to meet our target of having a fully electric vehicle fleet by 2030	<p>Publishing of a first draft of a fleet transition programme towards 2030</p> <p>In 2021, 15 EVs and 4 hybrid vehicles will be purchased to replace existing small vehicles fuelled by diesel</p>	<p>Done</p> <p>Vehicles in process of being procured. Hybrid vehicles put into service 14/01/22.</p> <p>Six electric vehicles are due in at the end of April 2022, the procurement of another nine are on hold due to charging infrastructure delays.</p> <p>Alternative location for a smaller number of fleet, as a first phase now underway and will be located at St John's car park. Chargers due to go live end of January 2022. Second phase of chargers at Rowan House for April 2022</p> <p>Strategy planning and procurement discussions underway.</p>	<p>1st draft produced in December 2020 – reviewed regularly</p> <p>January 2022 – December 2022</p>	<p>Programme published and reviewed as technologies develop</p> <p>Procurement of electric vehicles and achievement of carbon emission savings</p> <p>Procurement of electric vehicles and associated charging infrastructure with achievement of carbon emission savings</p>

1. Reduce carbon emissions from our buildings & fleet to help achieve a net zero Carbon footprint for Council Services by 2030				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
	<p>NEPP fleet review underway and to be published Summer 2021.</p> <p>Procurement of at least 1 EV for the Park Safe scheme in 2021.</p>	<p>2x EVs (Renault Zoes) have been purchased and will become part of NEPPs Park Safe expansion.</p>	<p>May 2021– April 2022</p> <p>October 2021</p>	
1.12 Creation of an EV charging Strategy to guide provision of EV charging at housing developments and in Council owned car parks	Production of an initial strategy to set out guidance for provision of EV charge points	<p>Engagement with EST and ECC ongoing as part of research/ scoping phase.</p> <p>ECC now looking to set up a 'request EV charging' form to centrally collect/identify areas of demand for EV charging.</p>	March 21 – December 2022	Strategy approved and in place

1. Reduce carbon emissions from our buildings & fleet to help achieve a net zero Carbon footprint for Council Services by 2030				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
1.13 Investigate emissions of nitrogen dioxide from Crematorium and explore opportunity to purchase deNox equipment to reduce nitrogen dioxide emissions	<p>Install diffusion tubes upwind of crematorium to measure nitrogen dioxide concentrations in air. Measure nitrogen dioxide as part of cremator emissions testing.</p> <p>Depending on results look to purchase deNox equipment to help reduce nitrogen dioxide emissions from crematorium to improve air quality.</p>	<p>Cremator tests complete. Reviewing results alongside diffusion test modelling to see if there is a case for installing deNox equipment</p> <p>TBC</p>	<p>May 2021 – December 2021</p> <p>TBC</p>	<p>Nitrogen dioxide concentrations measured in air surrounding Crematorium and from cremators</p> <p>TBC</p>
1.14 Develop Milestones and Pathway to reach net zero for direct emissions by 2030.	Work with Carbon Trust to develop milestones for emission reductions between now and 2030.	Findings presented to the Panel on 13 th January.	May 2021- November 2021	Several milestones developed for emission reduction between now and 2030 to ensure we stay on track to reach net zero emissions by 2030.

2. Produce Renewable Energy				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
2.1 Continued development of Northern Gateway Heat Network site to generate low carbon energy	Construction of the main energy centre and beginning to build connections to residential, commercial, health and leisure sites.	D&B post tender contract negotiations	Q2 2021/Connections up until 2027	Heat Network site fully complete and operating
2.2 Explore the creation of a microgrid to link up new sites of solar PV generation and load (buildings) and probably battery storage	Conduct feasibility study and development of a business case for a solar PV farm.	Stage 3 Business case being developed, with the grid capacity issues leading the dependencies	2021/2023	Reducing carbon intensity of Northern Gateway development and ideally provide lower cost energy

3. Enhance biodiversity and protect our environment

[illegible]

3. Enhance biodiversity and protect our environment				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
	<p>on new tree planting sites.</p> <p>Establishment of tree seed nursery at Highwoods Country Park so trees can be grown from seed for future use in project.</p>	Ongoing	Tree seed nursery established, just needs management	Management of nursery, so that future trees planted in the project can be sourced locally.
3.2 Review the Council's Parks and Green Spaces Strategy, exploring opportunities to tackle	Data and consultation will be used to inform the strategy	On track	April 2022 – April 2023	Approval of revised strategy

3. Enhance biodiversity and protect our environment				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
climate change and to safeguard and enhance existing habitats and species.				
3.3 Improve the ecological and amenity value of the riverside lake and island near the Castle Park to enhance biodiversity, capture carbon and allow better access to the site.	Plans in early development and will be expanded on in future update of the action plan	Environment Agency permission received. Sending out for quotes from contractors	tbc	tbc
3.4 Ceasing the use of glyphosate herbicides in Council operations through a phased approach as a way to manage weeds, and encouraging other stakeholders to do the same	<p>Agreement reached to phase out glyphosate use for general maintenance by end of March 2021</p> <p>Alternative ways of managing weeds without glyphosate will commence at the start of the growing season</p>	<p>Complete</p> <p>Will remain ongoing</p>	<p>September 2020 - April 2021</p> <p>April 2021- April 2022</p>	<p>Significant reduction in glyphosate use. Increases in biodiversity found on Council green spaces.</p> <p>New methods adopted for managing weeds going forward.</p>

3. Enhance biodiversity and protect our environment				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
3.5 Trialling 'no mow' or reduced mow approaches to rewild Council green spaces and support biodiversity, particularly pollinators.	<p>14 green spaces identified where areas of reduced frequency mowing will occur, allowing for the growth of grasses and wildflowers, with rewilding approach developed through engagement with Town and Parish Councils</p> <p>Engagement with local schools led to pupils producing designs for signs explaining why the Council is changing its mowing regimes.</p>	<p>Review underway</p> <p>Some schools have helped to produce signage for the activity – this will be installed in February and schools invited to see the signs. Those that have taken part have also been offered 15 native trees and wildflower seeding for their school grounds.</p>	<p>May 2021 – April 2022</p> <p>Ongoing</p>	<p>Weed and verge maintenance policy agreed and implemented</p> <p>Trial for no mow/reduced mow approaches leads to formally adopting new mowing regimes for Council green spaces going forward.</p> <p>Signs developed that help to explain reason for changes to mowing regimes.</p>

4. Facilitate walking, cycling and sustainable transport around Colchester				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
4.1 Continue to support local organisations to encourage active travel through the Travel Plan Club	Work and support local organisations to encourage active travel and reduce reliance on private car for commuting through creating workplace travel plans	<p>Working with CBH to write new travel plan.</p> <p>Working on travel to work survey with University of Essex.</p> <p>Engaging with new travel plan coordinators at Hythe Mills and The Maltings to res-establish and focus their travel planning</p>	Ongoing action	Deliver annual plan of action with helping to review and refresh workplace travel plans
4.2 Implement the Electric Cargo (eCargo) bike project to reduce emissions from travel and operations of the Councils and local organisations	<p>Using eCargo bikes within Council operations to reduce emissions from travel</p> <p>Providing eCargo bikes to 10 organisations (project champions) to break down barriers to using eCargo bikes as a sustainable mode of travel for conducting deliveries and other operations.</p>	<p>Over 10,000 miles completed on eCargo bikes</p> <p>Bikes provided and being used successfully by champions. Giving feedback to Energy Saving Trust on their use.</p>	May 2020-May 2023	<p>eCargo bikes used for several routine Council services</p> <p>Normalisation of ecargo bikes in Colchester and businesses buying their own to replace cars/vans for their operations</p>

4. Facilitate walking, cycling and sustainable transport around Colchester				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
	<p>Loaning eCargo bikes out to local organisations to promote this mode of travel, in a 'try before you buy' approach.</p>	<p>ECargo bikes are now being let out on short term loans. A self-employed maintenance contractor and Cllr Laws are two of the latest individuals to loan the bikes</p> <p>Training for adult Bikeability to support the project has been secured through a further successful Defra grant and is being promoted</p>		
4.3 Improve air quality in the borough by promoting the adoption of no idling and encouraging cycling and walking for shorter journeys	<p>No idling behaviour change campaign led by the community.</p> <p>Launch of new campaign to promote responsible home burning</p> <p>Behaviour change work with a resident community and 4 schools to support walking and cycling for</p>	<p>In process of agreeing 2022 action plan with new actions and focusses for the campaign</p> <p>Engagement events been ongoing including Colchester Library, Firstsite and Fenwick</p> <p>Work continuing with 'Get Monkwick Moving' project as detailed at Panel meeting on 7th December 2021. Continuing to promote the schools toolkit for</p>	<p>June 2019- June 2021 for behaviour change campaigns</p> <p>November 2021 – March 2022</p> <p>March 2021 – August 2022</p>	<p>Post project survey results which demonstrate increased awareness of pollution and its effects and a change in attitudes towards idling (including understanding effectiveness of different signage messaging)</p> <p>Improved public understanding of impact wood burning has on air pollution if not done responsibly.</p> <p>Evidence of increased walking and cycling amongst target schools/resident group</p>

4. Facilitate walking, cycling and sustainable transport around Colchester				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
	<p>short journeys, particularly through air quality management areas (AQMA's)</p> <p>Psychological signage encouraging no idling to be installed in East Street/ Brook Street and monitored for effectiveness.</p>	<p>raising awareness and taking action on air quality in schools.</p> <p>Signs put back up on 8th January. 3 new research assistants. Will monitor the progress of the signage on engine turns offs (and also impact on air quality when new air quality sensors are installed)</p>		Evidence of reduction in air pollution and idling (particularly in Brook St/East St)
4.4 Provide enabling policies and strategies to promote walking and cycling in Colchester	<p>Influence:</p> <p>Colchester Cycling Delivery Strategy SPD</p> <p>Vehicle Parking Standards review</p> <p>ECC's Local Cycling and Walking Investment Plans (LCWIPs)</p> <p>Rail operators Integrated Transport Forum and liaison with Network Rail</p>	<p>New SPD text to be drafted in 2022</p> <p>On track</p> <p>LCWIP 4 plans to be delivered through Town Deal</p> <p>On track</p>	<p>April 2021 – April 2022</p> <p>Ongoing</p>	<p>Influence future developments and lobby for funding</p> <p>Influence others to increase uptake for sustainable travel</p>

4. Facilitate walking, cycling and sustainable transport around Colchester				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
	Essex and South Suffolk Community Rail Partnership	On track	Ongoing	
4.5 Promote walking and cycling routes in Colchester through improving signage and wayfinding	<p>Introduce wayfinding signage along the University to Town Centre routes to encourage walking</p> <p>Making improvements to the wayfinding signage between:</p> <ul style="list-style-type: none"> - Town centre and port - North Station and Colchester General Hospital 	<p>Pending s106 funding allocation – will aim to link in with Greenstead too.</p> <p>On track</p> <p>On track</p>	<p>April 2021 – April 2022</p> <p>April 2021 – April 2022</p> <p>April 2021 – December 2022</p>	Signage improved and more people using the routes on foot
4.6 Improve infrastructure along the route from North Station to Town Centre to encourage	Fixing the Link – Project to encourage those arriving at Colchester Station to walk the route to Town Centre through installing better wayfinding and public realm improvements.	Flags along route are to be replaced. Process starting to do this. Also having conversations in restoring Middleborough fountain as part of the route improvement.	April 2021 – April 2022	Increased numbers of people walking the route, by clear wayfinding and enjoying a quality welcome experience.

4. Facilitate walking, cycling and sustainable transport around Colchester				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
walking and cycling.				
4.7 Map and promote use of the Colchester Orbital	<p>Mapping a circular walking and cycling route around Colchester and ensuring routes are accessible for all.</p> <p>Adding greenery to orbital and expand</p>	<p>Promotion of orbital and other walking and cycling routes being done through active travel pages on CBC website. Hard copy maps to be reprinted.</p> <p>Greening the Orbital final report received – being edited.</p>	<p>Map already produced – Will be updated when required with new information</p>	<p>Map produced that can be used by residents and making changes to route where appropriate to ensure it remains accessible for all</p> <p>Parts of orbital made more natural with added greenery along route.</p>
4.8 Encourage the uptake of alternative sustainable travel methods for work and leisure purposes	<p>Taking part in electric scooter (escooter) trial</p> <p>Colchester Future Transport Strategy – Work with ECC to review consultation responses ready to finalise the Strategy and promote schemes which will help implement the initiatives contained within the Strategy.</p>	<p>Trials proceeding well and agreement to extend until November 2022</p> <p>On track</p>	<p>February 2021 – November 2022</p> <p>February 2021 – December 2021</p>	<p>Learn how escooters could be used as a sustainable mode of travel for getting around Colchester</p> <p>Input into and influence ECC's Strategy to enable projects which promote sustainable travel are taken forward</p>

4. Facilitate walking, cycling and sustainable transport around Colchester				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
	<p>Influence Rapid Transit system linking Garden Communities, park and ride/choose site with town centre, hospital and Colchester Station, route and provision.</p> <p>The Council's Scrutiny Panel to review bus operations in Colchester and to consider how to increase use of this sustainable mode of travel.</p>	<p>On track</p> <p>Draft response to the ECC Bus service improvement plan prepared. Decision run by portfolio holder and submitted for council approval.</p>	<p>April 2021 – April 2022</p> <p>Spring 2021 – Spring 2022</p>	<p>Encourage greater uptake of buses in Colchester</p>
4.9 Facilitate walking and cycling in Colchester by providing suitable infrastructure.	<p>Identifying funding for, and a site in, the Town Centre to create a secure cycle parking facility, and plan how this will be managed.</p> <p>Working with ECC to support the introduction of infrastructure such as segregated cycle lanes and school streets along</p>	<p>Preferred operator for secure cycle park identified and meetings being arrange</p> <p>Active Travel Fund improvements for Colchester agreed and now waiting timescales for implementation</p>	<p>January 2021 – April 2022</p> <p>January 2021 – Summer 2022</p>	<p>Secure cycle parking facility identified and created</p> <p>Improvement of cycling infrastructure in and around the town centre meaning greater uptake of cycling</p>

4. Facilitate walking, cycling and sustainable transport around Colchester				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
	<p>key routes in and around Colchester Town Centre</p> <p>Reviewing S106 funding to plan and work with others to install and improve a range of measures and infrastructure</p> <p>Wivenhoe Trail - identify funding for and implement improvements. Work with partners to agree future maintenance plan.</p> <p>Stanway to Tollgate - identify funding and working with others to initiate improved links</p>	<p>See updates below r.e. Wivenhoe Trail/Stanway to Tollgate</p> <p>Awaiting finalisation and release of funding, and will then work with engineers to identify and plan improvements</p> <p>No further progress – Awaiting results of a new development</p>	<p>April 2021- April 2022</p>	<p>S106 identified and schemes promoted/designed ready for implementation.</p> <p>Funding mechanism identified to implement schemes. Greater numbers of people walking and cycling along the Wivenhoe Trail.</p> <p>Better access between local communities and growing major retail area.</p>

4. Facilitate walking, cycling and sustainable transport around Colchester				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
4.10 Bring an electric vehicle car club to Colchester, alongside a shared bike hub	Identify funding to create a network of electric car club vehicles in Colchester to support sustainable travel and move away from private car ownership	<p>Funding secured for 2 e carclub cars for the town centre through a 3rd successful Defra grant.</p> <p>1 electric vehicle car club bay agreed for Priory Street Car Park</p> <p>Car club specification drafted, with advice sought from other local authorities. To go out to tender in February</p> <p>2 ebike/ecargo bike hubs for residents plan to be set up, with some bikes in process of being procured</p> <p>For the shared eCargo bike/ebike hub, research is currently being completed into how the scheme will be run – e.g. pricing, booking systems. Following up with members of community who are interested in being involved with the community shared bike hub.</p>	January 2021 – December 2021	Car Club provider starts electric vehicle car club in Colchester

4. Facilitate walking, cycling and sustainable transport around Colchester				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
4.11 Develop actions as part of the Positive Parking Strategy that will help to reduce congestion in the town centre and promote sustainability.	<p>Park Active – A project to encourage people to park in car parks on the outside of the town centre – This will help encourage walking/cycling into town and reduce congestion.</p> <p>Installing electric vehicle charge points in Council owned car parks</p> <p>Review usage and requirements of Council car parks to determine the quantity of parking required, where parking should be located and parking tariffs.</p> <p>Promotion of the Park and Ride service in Colchester</p>	<p>Project ongoing</p> <p>Being considered by North Essex Parking Partnership – See 4.12</p> <p>On track</p> <p>Inputted into ECC discussions about Severalls workers parking in Park and Ride site and using Spin scooters to access their work</p>	<p>April 2021 – April 2022 (for all projects)</p>	<p>Fewer cars parking in the town centre and encouraging active travel</p> <p>Charge points installed to support a transition to electric vehicles</p> <p>Ensuring car parking is used more efficiently and in a way that promotes active, and greener forms of travel.</p> <p>More people using the Park and Ride service.</p>

4. Facilitate walking, cycling and sustainable transport around Colchester				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
4.12 Deliver Electric Vehicle (EV) charging infrastructure in CBC car parks	<p>Pilot/Developmental project with MiPermit.</p> <p>Installation agreed into Priory Street car park with a Phase 2 rollout to be considered supported with Office for Zero Emission Vehicles (OZEV) funding through the On-Street Residential Chargepoint Scheme (ORCS) scheme.</p>	<p>2 EV charging points (3 sockets) have been installed and commission to the MiPermit Park & Charge system from 18th Jan 2022.</p> <p>Further sites have been assessed and are being considered for EV charging, using grant funding from the ORCS scheme.</p>	<p>August 2021-December 2021 (Phase 1)</p> <p>November 2021-April 2022 (Phase 2)</p>	<p>Meeting customer/residential demand for EV charging.</p> <p>Meeting additional demand for EV charging and building a fully functioning network of charging points within the Borough.</p>

5. Provide sustainable waste management and support residents to reduce, reuse and recycle				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
5.1 Improve systems for collecting household waste, recycling, food and garden waste with a focus on waste minimization, increased recycling and composting	Re-establishing textiles recycling collections	Action complete	Completed in April 2021	Reintroduction of the service
	Rolling out programme to encourage residents to separate cans and glass	Action complete	Completed in June 2021	Reduced contamination of cans/glass and reduced operational time on these collection routes
	Improving recycling equipment distribution to residents	New 'click and collect' service launched November 2021	April 2021 – April 2022	Improve solutions for distributing recycling containers, bags and sacks to residents working with local community stockists and preventing abuse. Customer Satisfaction measure at 4/5 for Click & Collect and 3.6/5 for Deliveries.
	Calendars and missed bin reporting to be personalized	Personalised calendars and Missed Bin reporting rolled out	April 2021 – July 2021	Calendars data automated and driven from Fusion Route data
	Route Optimisation	Dry Recycling Routes optimised around the introduction of new Waste Vehicle	November 2021	All customers (Kerbside and Flats) can report a missed bin based on our collection schedules

5. Provide sustainable waste management and support residents to reduce, reuse and recycle				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
	Strategic Options to support Growth	Route 19 introduced for dry recycling within 1 week of vehicle delivery.	Winter 2021/2022	Planned resilience introduced.
5.2 Develop trade waste collection service to offer further commercial recycling collections for businesses	Establish profitability of current operations and identify new recycling options for businesses	Community Engagement Warden for Waste appointed to manage all Business Waste sales. Credit Control processes reviewed for nonpaying customers	April 2021 – April 2022	Improved commerciality of trade waste collections Improve customer experience based on customer need, demand and feedback
5.3 Improving communication with Colchester residents to improve participation in recycling and waste minimization work	Establishment of Community Education and Engagement team to deliver this work	New social media campaign ran between August-December 2021 on tips for reducing, reusing and recycling, collaborating with local organisations and residents Education and Engagement Wardens starting to develop new programmes of work, including working with local school on naming of 'food waste trucks'	April 2021 – April 2022	Data insight captured and used to inform a communication and campaign plan Food Waste naming competition held in Q3 21-22. Further themed Schools engagement planned for Q4

5. Provide sustainable waste management and support residents to reduce, reuse and recycle				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
5.4 Work actively within communities to promote recycling, reuse, upcycling and repairing opportunities	Introduction of new Community Engagement and Education Team within Neighbourhood Services, working collaboratively with the Community Engagement Team	<p>Education and Engagement Wardens starting to develop new programmes of work, including visiting 'hot spot' areas and talking to local residents.</p> <p>Re-launching Litter Warrior project, with improvements to the sign-up process and requests for litter picking equipment/litter collections. Also adding in extra volunteer tasks such as weeding of paths.</p>	April 2021 – ongoing action	<p>Community group engaged and suitable campaign delivered around this topic</p> <p>Litter Warriors project extended to support weeding of pathways whilst undertaking litter picks with full recycling of green waste</p>
5.5 Explore trialling smart waste technology to improve efficiency of waste collections in the Borough	<p>Support the introduction of smart waste technology within new developments</p> <p>Explore funding opportunities for the introduction of 'smart' waste bins</p>	<p>Four new SMART bins procured for Dedham for a technology and operations trial</p> <p>Order for route technology placed and to be implemented in the coming month.</p>	October 2021 – April 2022	<p>Incorporate smart waste technologies into Waste Strategy</p> <p>Assess effectiveness of Smart technology to inform next steps in deploying Smart Technology across the borough</p> <p>Smart Trackers procured for the Cage Vans to enable tracking of litter bin emptying routes</p>

6. Enable partnerships and community action for sustainability and low carbon development				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
6.1 Support community organisations in the borough to help deliver environmental benefits within communities	Work with community organisations/individuals to help spread the message of their work and provide expertise where required.	New webpages developed that signpost to community groups providing support/information on environment/climate change.	Ongoing	Raise awareness of existing community groups that are acting to produce positive environmental change
	Support the Dedham Value Area of Outstanding Natural Beauty (AONB) and Stour Valley project team to produce a 5 year Management Plan to conserve and enhance natural beauty.	On track	Ongoing	Continue to support the project team to help protect the AONB site for future generations of people/wildlife.
	Support the delivery of Eco Festival 2021 with Council staff volunteering and contributing to the event where possible.	Complete Planning is now beginning for Eco Festival 2022.	March 2021 – September 2021 Feb 2022- Sept 2022	

6. Enable partnerships and community action for sustainability and low carbon development				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
6.2 Provide opportunities for residents to participate in Council decision making and action on environmental issues	<p>Provision and promotion of the 'have your say' option at the Environment and Sustainability Panel (ESP)</p> <p>Providing opportunities for residents to volunteer on Council environmental projects such as tree planting and monitoring air quality.</p>	<p>To be reviewed</p> <p>Litter Warrior programme offers opportunities for volunteering. Shared travel hubs work is also involving a volunteer working group to help deliver project</p>	<p>Sept 2020 – Ongoing</p> <p>Ongoing action</p>	<p>Increased numbers of residents attending Panel meetings to have their say on what action they would like the Council to take on the climate emergency</p> <p>More opportunities provided for residents and increased numbers of residents taking part in this.</p>
6.3 Support the Colchester Business Centre (Colbea) to develop policies and practices within their corporate strategy to include corporate environmental responsibility	Develop key performance indicators (KPIs) in Colbea's lease agreement for the North Colchester Business Incubation Centre	Colbea agreed to include environmental impact / carbon reduction in its lease KPIs for the North Colchester Business Incubation Centre from 2021 onwards	Will be subject to annual review March 2021 – April 2022	Maximise use of resources and minimise the occurrence of activities that may cause negative environmental impacts.

6. Enable partnerships and community action for sustainability and low carbon development				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
6.4 Collaborate with the University of Essex to ensure actions we develop are informed by academic expertise (where appropriate)	<p>Take part in a university 'challenge lab' to co-develop with researchers, solutions to a particular climate challenge in Colchester</p> <p>Build rapport with researchers on existing Council projects, and understand the expertise available at the University.</p>	<p>Took place in January/February 2022. Project briefs being worked on for judging panel for February 2022.</p> <p>Latest engagement with University of Essex involved University researchers presenting to Council staff about participatory budgeting. Ongoing relationship with University of Essex on many projects.</p>	<p>September 21/2022</p> <p>Ongoing</p>	<p>1 challenge lab completed, with solutions developed to tackle a climate challenge in the borough</p> <p>Continue work with the University of Essex to inform design/operation of our projects and actions.</p>
6.5 Work with anchor/key organisations in the borough to promote the uptake of sustainable actions across the borough and improve engagement on taking action on climate change.	Creation of a network of key organisations in Colchester to share learning on good practice and provide a platform for ideas developed to be informed by detailed resident engagement.	Group was successful, but has been dissolved, being replaced by the Essex Anchor Climate Action Working Group.	April 2021 – January 2022	Network developed that is effective for sharing solutions to tackle climate related challenges, ensuring these are informed by resident views.

6. Enable partnerships and community action for sustainability and low carbon development				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
6.6 Increase engagement with schools in Colchester to promote and support awareness raising and behaviour change around environmental issues	<p>Pilot a project with one primary school in Colchester to understand the challenges with embedding environmental content into lessons and school life, and use this to better design resources to help schools reduce their environmental impact</p> <p>Conduct interviews/focus groups with other primary schools to understand challenges faced with becoming more environmentally friendly and to understand best practice that can be shared between other schools</p>	<p>Project environmental days went well at pilot school and followed up with further days in November 2021, supported by Together We Grow CIC and Essex Wildlife Trust.</p> <p>In process of finishing final activities and organising handover to Together we Grow CIC</p> <p>Interviews/surveys carried out with teachers to understand challenges and state of play. Interviews/visits carried out with 6 other primary schools displaying good environmental practice. This information will be shared with other primary schools in early 2022.</p> <p>.</p>	January 2021 – March 2022	<p>A document of 'learnings' produced that summarises the challenges schools face with engagement on environmental issues</p> <p>Best practice collected which can then be shared with schools to help them become greener.</p>

6. Enable partnerships and community action for sustainability and low carbon development				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
	Prepare resources and support that Council can offer to Schools to support the Essex Schools Green Day on 6 th July 2022	Have shared this date with Essex County Council, and will be encouraging all Essex local authorities to support their schools in taking action for the environment and climate change on this day, alongside getting local organisations on board to support.		
6.7 Develop a Climate Emergency communications and engagement plan which will support the delivery of, and engagement around, the Council's Action Plan.	<p>Survey with residents to help understand how residents prefer hearing about work to tackle the climate emergency.</p> <p>Use survey insight to develop an external communications plan with key messages and content to deliver to our residents.</p>	<p>Survey completed – Insights noted and informing communications plan</p> <p>Comms Plan with key dates developed and is adapted as we go.</p>	<p>March 2021 – April 2021</p> <p>May 2021 – ongoing</p>	<p>Survey completed with residents and used to inform Communication and Engagement plan</p> <p>External Communication Plan produced and is updated regularly.</p>
6.8 Collaborate with Essex County Council and other local authorities in	Take part in Carbon Reduction Across Essex (CORE) meetings with other	Attending when these take place, alongside District and Borough Climate Action Forum	Ongoing action	Build up a relationship with Essex County Council and other Essex LA's to help share learning

6. Enable partnerships and community action for sustainability and low carbon development				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
Essex and those in the UK to share learnings around work on the climate emergency	<p>Essex local authorities.</p> <p>Where appropriate, join grant funding bids with ECC to increase access to funding for environmental projects</p> <p>Participate in national local authority forums such as the Collective for Climate Action to share learning and ask questions about work on the climate emergency.</p>	<p>No grant bids to join at current time, but sharing Essex Climate Challenge Action Fund for Communities</p> <p>Regular activity in forums</p>	<p>Ongoing action</p> <p>Ongoing action</p>	<p>Opportunities utilised to collaborate with ECC on grant funding bids</p> <p>Use forums to gain ideas, knowledge and experience from other LAs on how to tackle the climate emergency.</p>
6.9 Communicate with Town and Parish Councils to understand how we can work together to tackle the climate emergency and	<p>Sharing resources with Town and Parish Councils that will help them reduce their environmental impact.</p> <p>Conduct a presentation with Town and Parish Councils to share our</p>	<p>Continue to regularly share resources with Town and Parish Councils that may be of interest to them around climate change and sustainability.</p> <p>Presentation to Town and Parish Councils went well on 24th June, with opportunities for Towns/Parishes to tackle the</p>	<p>Ongoing action</p> <p>June 2021</p>	<p>Successful collaboration and communication with Town and Parish Councils on climate emergency related work.</p>

6. Enable partnerships and community action for sustainability and low carbon development				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
ensure this reflects the wishes of communities we serve	<p>work, and show how they can take action on the climate emergency</p> <p>Provide opportunities to collaborate on Council projects e.g. eCargo bikes, Rewilding plans</p>	<p>climate emergency highlighted in this.</p> <p>Residents provided opportunity to join working group to discuss creation of shared travel hub.</p>	Ongoing action	

7. Ensure sustainable planning and development				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
7.1 Create a Planning Sustainability Checklist so decision makers can understand the sustainability of proposals	Planning Sustainability Checklist is drafted, brought to the ESP and then following consultation the Checklist will become a local validation requirement	ESP approved consultation on the Checklist in January 2021.	October 20 – May 2021	Checklist is required & used by decision makers Greatest success will be if developers incorporate sustainability measures highlighted in the checklist
7.2 Create & adopt a new Supplementary Plan Document (SPD) on sustainability and carbon reduction	Creation of a new Supplementary Planning Document to provide guidance and encouragement to developers to consider carbon reduction and sustainable design within new developments (including biodiversity net gain)	A sub-group of the Climate Opportunities Working Group (COWG) has been set up to work on the SPD with work on this to begin Spring 2022.	January 2022 – January 2023	Supplementary Planning Document adopted and used as a material planning consideration
7.3 Information on sustainable travel choices to be included in marketing of residential properties for developments where there are good sustainable transport options to encourage reduced car use and ownership.	Provision of leaflet detailing walking and cycling routes, as well as public transport options in the locality of the development Research and training for members on car free developments in accessible locations	On track	April 2021 – April 2022	Information on sustainable travel options is included in all new homes

7. Ensure sustainable planning and development				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
7.4 Consideration given to car free developments and other approaches to reducing car parking provision and encouraging car free lifestyles	Adoption of new ECC parking standards, which includes car free developments	On track	April 2021 – April 2022	More developments in Colchester to become car-free in accessible locations and support car-free lifestyles

8. Change the way we work to achieve our climate commitment				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
8.1 Development of the Climate Challenge and Sustainability Strategy to provide oversight for the Council's work on the climate emergency	<p>Review previous Environmental Sustainability Strategy, Action Plan and Strategic Plan 2020-2023.</p> <p>Develop strategic themes for Strategy and to guide action plan</p> <p>Produce full strategy, detailing key outcomes and objectives for each strategic theme and provide opportunity for consultation on this</p>	<p>Action complete</p> <p>Strategic themes of this document created and shared on website and on social media.</p> <p>Being developed further with internal teams</p>	<p>Dec 2020 – March 2021</p> <p>March 2021 – June 2021</p> <p>May 2021 – Autumn 2022</p>	New strategy created
8.2 Ensuring internal strategies and policies are consistent with the climate change emergency	Review of internal core strategies with at least 3 updated to show consideration of the climate emergency – This will include the Housing Asset Management Strategy	On track	February 2021 – February 2022	<p>At least 3 key strategies reviewed and updated by 2022</p> <p>Future workplans for these strategies to embed decarbonisation and sustainability as detailed in the supporting strategy</p>
8.3 Write and agree an internal data management plan which sets out roles and responsibilities for	Set up monitoring and reporting template for Climate Emergency Action Plan which will align with reporting to Environment and Sustainability Panel	Complete	January 2021 – March 2021	Monitoring and reporting plan produced

8. Change the way we work to achieve our climate commitment				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
data capture and verification as well as a timetable for reporting				
8.4 Develop a learning and development programme for staff (and members) on climate change and environmental issues to help increase awareness and promote behaviour change	<p>Utilise training for planning officers provided by Essex County Council (ECC) to help planners understand how they can mitigate environmental impacts within their role.</p> <p>Deliver a presentation to councillors explaining the Council's climate emergency declaration and how councillors can support this work.</p> <p>Use resources developed by the Carbon Literacy Project to deliver sessions to staff to increase awareness of climate change, and the action we can take within our roles to reduce our environmental impact.</p>	<p>On track - Signposted free training for two councillors to Cllr Crow and Cllr Ellis</p> <p>Complete</p> <p>Postponed, and instead doing shorter presentations to staff to keep them engaged with opportunities for environmental action.</p>	<p>June 2021/Dec 2021</p> <p>June 2021</p> <p>September 2021 – April 2022</p>	<p>Planning staff become more aware of how to practically implement steps to reduce environmental impacts in the work they do e.g. with developers</p> <p>Pilot session delivered with small group of staff and then rolled out more widely to increase staff environmental awareness</p>

8. Change the way we work to achieve our climate commitment				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
8.5 Embed consideration of the environment and climate change within internal communications to promote awareness and behaviour change of environmental issues and the climate challenge	Develop an internal comms strategy to plan out how to inform staff of environmental work and projects.	Messages planned as and when and adapted to key events/actions.	Ongoing action	Strategy developed
	Run a pilot behaviour change challenge to promote the uptake of environmentally friendly behaviours	Pilot run, and will inform future engagement with staff	March 2021 – April 2021	Pilot run successfully and insights used to inform future engagement with staff

8. Change the way we work to achieve our climate commitment				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
8.6 Strengthen assessment of environmental impacts in all levels of Council decision making	<p>Develop sustainability and carbon reduction assessment (and associated guidance) to help staff consider and reduce the environmental impacts/emissions throughout their projects, drawing on learnings from the environmental checklist originally developed.</p> <p>Creation of internal KPIs linked to environmental performance to monitor how Council operations and projects are becoming more environmentally friendly e.g. emissions reporting, all staff completing sustainability and carbon reduction assessments.</p>	<p>New Sustainability & Carbon Reduction Assessment produced (with guidance) within project management, launched in May 2021. Progress of assessment completion is being monitored and staff are so far completing these well.</p> <p>Two KPIs have been developed. These are annual emissions reduction and percentage of projects with completed sustainability and carbon reduction assessments</p>	<p>February 2021 – May 2021</p> <p>Ongoing action</p>	<p>New assessment and guidance created that staff use effectively to increase their knowledge of environmental impacts/emissions from their projects and how these can be reduced.</p> <p>Progress seen regarding several KPIs - i.e. consistent reductions in emissions, 100% of staff completing sustainability and carbon reduction assessments</p>

8. Change the way we work to achieve our climate commitment				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
8.7 Improve our procurement processes so that environmental considerations are made within sourcing goods, service and works	<p>Develop guidance to help staff include more environmental considerations within procurement specifications.</p> <p>Review use of Social Value Portal (SVP) and its ability to help the Council work with greener contractors and recognise the positive env benefits delivered through specific contracts</p>	<p>Started by reviewing 3 current contract specifications and bidder responses to identify future improvements.</p> <p>Completed as part of report to Panel on 7th December. From 2022, work will be done to help support companies to use the portal and see how the Council can use it most effectively to understand the social value of companies it works with.</p>	<p>January 2022- December 2022</p> <p>September 2021 – December 2021</p>	<p>Procurement specifications developed that support carbon reduction and sustainability</p> <p>The Council is more informed about the environmental credentials of the contractors it works with</p>
8.8 Reviewing the Council's Travel Plan to ensure this continues to promote sustainable travel to staff	Review the Council's Travel Plan in light of changes to staff working location patterns to ensure Travel Plan facilitates sustainable travel to staff going forward	<p>Results from travel plan survey with CBC staff are currently being analysed.</p> <p>Additional Dr Bike session held at Shrub End Depot, repairing 13 bikes and giving out lights, helmets, puncture repair kits.</p> <p>Contributing to purchase of new cycle storage at Shrub End Depot.</p>	January 2021 – March 2022	Council Travel Plan reviewed and updated

8. Change the way we work to achieve our climate commitment				
Action	How will action be achieved?	February 24th update	Date Started/ Finish	Measurement of Success (MoS)
8.9 Reduce the environmental impacts of events organised by Colchester Events Company	Review the Events Policy and associated documents to see how events could be made more sustainable in the long term.	Inspired by the Eco Festival, a sustainable events guide is being written, in collaboration with Eco Colchester – Will use this to review Events Policy for improvements on environmental sustainability.	September 2021 – April 2022	<p>Successfully pilot several ways to make an event more environmentally friendly in 2021</p> <p>A revised Events Policy and other documents that help to promote sustainability further in events.</p>
8.10 Ensure our ICT systems are environmentally sustainable	<p>Ensure that sustainability is considered in the lifecycle of using ICT equipment (from procurement to disposal)</p> <p>Use of the cloud to store files resulting in lower emissions than using a data centre (more efficient equipment used for operating cloud)</p>	<p>On track - Ongoing</p> <p>Current CBC practice</p>	<p>Ongoing action</p> <p>Ongoing action</p>	<p>Council assesses need for ICT equipment and looks to dispose of equipment responsibly after use (e.g. getting it repaired, giving to other organisations to reuse, sending parts for recycling)</p> <p>Calculator provided by Microsoft to show and estimate our IT based emissions savings from storing files in the cloud.</p>

Environment and Sustainability Panel

Item
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24 February 2022

Report of	Assistant Director Corporate and Improvement Services	Author	Matthew Evans ☎ ext. 8006
Title	Work Programme 2021-2022		
Wards affected	Not applicable		

1. Executive Summary

- 1.1 This report sets out the current Work Programme 2021-2022 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 2021-2022.

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 2021-22

Environment and Sustainability Panel
Meeting date / Agenda items -
Environment and Sustainability Panel - 24 June 2021
<ol style="list-style-type: none">1. Work recap and plan for the year ahead.2. Climate Emergency Action Plan – Progress Update.
Environment and Sustainability Panel – 22 July 2021
<ol style="list-style-type: none">1. Waste & Recycling and the Environment Bill2. Climate Emergency Action Plan – Progress Update
Environment and Sustainability Panel – 16 September 2021
<ol style="list-style-type: none">1. Woodland and Biodiversity Update2. Climate Emergency Action Plan – Progress Update

Environment and Sustainability Panel – 7 December 2021
<ol style="list-style-type: none"> 1. Social Value Portal and green procurement 2. Climate Emergency Action Plan – Progress Update
Environment and Sustainability Panel – 13 January 2022
<ol style="list-style-type: none"> 1. Pathway for net zero emissions by 2030 2. Climate Emergency Action Plan – Progress Update
Environment and Sustainability Panel – 24 February 2022
<ol style="list-style-type: none"> 1. Sustainable Modes of Travel 2. Overview of the Environment Act 2021 3. Climate Emergency Action Plan – Progress Update
Environment and Sustainability Panel – 22 March 2022
<ol style="list-style-type: none"> 1. Summary of progress in 2021/2022 2. Draft Waste Strategy 3. Community Engagement update

