Public Document Pack

Date of meeting **Monday, 27th November, 2023**

Time **7.00 pm**

Venue **Astley Room - Castle**

Contact Geoff Durham - 742222

Castle House
Barracks Road
Newcastle-under-Lyme
Staffordshire
ST5 1BL

Health, Wellbeing & Environment Scrutiny Committee

AGENDA

PART 1 – OPEN AGENDA

1 APOLOGIES

2 DECLARATIONS OF INTEREST

3 MINUTES OF PREVIOUS MEETING **(Pages 3 - 8)**

To consider the Minutes of the last meeting of the Committee.

4 UPDATE FROM CABINET ON ITEMS RAISED BY THE COMMITTEE

5 STAFFORDSHIRE HEALTH & CARE OVERVIEW & SCRUTINY **(Pages 9 - 12)**

To receive feedback from members of this committee who attended the meetings of Staffordshire Health & Care Overview & Scrutiny Committee.

6 WALLEYS QUARRY ODOUR ISSUES **(Pages 13 - 30)**

7 NEWCASTLE TOWN CENTRE – COMMUNITY
8 SAFETY PARTNERSHIP **(Pages 31 - 44)**

8 REVIEW OF ENVIRONMENT STRATEGY & ROAD MAP TO NET ZERO **(Pages 45 - 96)**

9 WORK PROGRAMME **(Pages 97 - 100)**

10 PUBLIC QUESTION TIME

Any member of the public wishing to submit a question must serve two clear days' notice, in writing, of any such question to the Borough Council.

11 URGENT BUSINESS

To consider any business which is urgent within the meaning of Section 100B (4) of the Local Government Act 1972.

12 DATE OF NEXT MEETING

Members: Councillors Adcock (Vice-Chair), Barker MBE, Brown, Crisp, Dymond, S Jones, Northcott, Reece, Richards, Wilkes (Chair) and Wright

Members of the Council: If you identify any personal training/development requirements from any of the items included in this agenda or through issues raised during the meeting, please bring them to the attention of the Democratic Services Officer at the close of the meeting.

Meeting Quorums :- Where the total membership of a committee is 12 Members or less, the quorum will be 3 members….Where the total membership is more than 12 Members, the quorum will be one quarter of the total membership.

SUBSTITUTE MEMBER SCHEME (Section B5 – Rule 2 of Constitution)

The Constitution provides for the appointment of Substitute members to attend Committees. The named Substitutes for this meeting are listed below:-

If you are unable to attend this meeting and wish to appoint a Substitute to attend in your place you need go:

- Identify a Substitute member from the list above who is able to attend on your behalf
- Notify the Chairman of the Committee (at least 24 hours before the meeting is due to take place)

Officers will be in attendance prior to the meeting for informal discussions on agenda items.

NOTE: THERE ARE NO FIRE DRILLS PLANNED FOR THIS EVENING SO IF THE FIRE ALARM DOES SOUND, PLEASE LEAVE THE BUILDING IMMEDIATELY THROUGH THE FIRE EXIT DOORS.

ON EXITING THE BUILDING, PLEASE ASSEMBLE AT THE FRONT OF THE BUILDING BY THE STATUE OF QUEEN VICTORIA. DO NOT RE-ENTER THE BUILDING UNTIL ADVISED TO DO SO.

HEALTH, WELLBEING & ENVIRONMENT SCRUTINY COMMITTEE

Thursday, 7th September, 2023
Time of Commencement: 7.00 pm

View the agenda here

Watch the meeting here

Present:	Councillor Ian Wilkes (Chair)		
Councillors:	Adcock	Dymond	Reece
	Barker MBE	S Jones	
	Brown	Northcott	
Apologies:	Councillor(s) Crisp and Wright		
Substitutes:	Councillor Gillian Burnett -Faulkner (In place of Councillor Nicholas Crisp) Councillor Dave Jones (In place of Councillor Ruth Wright)		

Officers:	Becky Allen	Landscape & Community Manager
	Krestal Al-Daami	Rough Sleeper & Homelessness Lead
	Nesta Barker	Service Director - Regulatory Services

Also in attendance:	Councillor David Hutchison	Portfolio Holder - Sustainable Environment
	Councillor Stephen Sweeney	Deputy Leader of the Council and Portfolio Holder - Finance, Town Centres and Growth

1. **APOLOGIES**

2. **DECLARATIONS OF INTEREST**

Cllr Northcott declared a non-pecuniary interest in relation to item 5. The Chair declared a non-pecuniary interest later on under item 7 for working where provides accommodations to the homeless.

3. **MINUTES OF PREVIOUS MEETING**

Cllr Brown asked if members could have sight of the tree maintenance program referred to in item 4 of the minutes of the previous meeting. Officers confirmed this would be arranged.

Resolved: That the minutes of the meeting held on 14th June 2023 be agreed as accurate record.

4. **UPDATE FROM CABINET**

There were no requests for Cabinet update in matters previously raised by the Committee. The Portfolio Holder for Sustainable Environment said he would liaise with the relevant service director and get back to Cllr Brown regarding tree planting strategy. The portfolio holder then gave an overview on the food waste discussion that took place at the last Cabinet meeting and the related procurement process that had been agreed.

Resolved: That the update be noted.

Watch the debate here

5. **STAFFORDSHIRE HEALTH & CARE OVERVIEW & SCRUTINY**

Resolved: That the District & Borough Council Digest from Staffordshire County Council Health & Care Overview & Scrutiny Committee be received.

Watch the debate here

6. **WALLEYS QUARRY UPDATE**

The Service Director for Regulatory Services presented an update report on the problematic odours associated with Walleys Quarry and progress made liaising with the operator.

Members raised questions and responses were provided as follows:

- Cllr Brown asked about the correlation between hydrogen levels and complaints and whether this extended to incidents reported. – This varied and a clear link couldn't be established.

- Cllr Adcock welcomed the work done and wondered about monitoring stations other than those mentioned in the officer's report. – No information had been received and could be presented at this moment.

- Cllr Jones asked about the reliability of the system now in place in the event of odours coming back in the cold months and what would be the process if it were to occur. – The situation was very different from the previous year. Practices and processes were regularly updated and regular meetings were taking place with the operator so that the right action was taken at the right time. The respect of the abatement notice was being monitored and legal action could be undertaken in the event of a breach resulting in statutory nuisance.

  Cllr Jones commented that residents may be more sensitive to odours than they were in the past and while lower levels of pollution may be recorded the number of complaints may still rise.

Resolved: That the contents of the update report be noted.

Watch the debate here

7. **HOMELESSNESS - REVIEW OF NEW ARRANGEMENTS**

The Rough Sleepers & Homeless Lead gave an overview on the development of roles and activities to support individuals who were or had been homeless and rough sleeping. The Service Director for Regulatory Services added a note on homelessness as a result of changes in personal circumstances and Newcastle Housing Advice.

Members asked questions and responses were provided as follows:

- Cllr Reece wondered of there were any contingency plans in case of suspension of funding. – Funding had been received since 20218 and was secured until 2025. Provided there would still be a need then, which would be demonstrated, the agreement would be renewed.

- Cllr Jones wished to have more information on the role of veterans' charities. – The Council was working closely with those and veterans concerned by homelessness were signposted to the right place.

- Cllr Burnett asked how to differentiate rough sleepers in a tent from travellers and eviction procedures. – It was the responsibility of the land owner, to take action to move people on. The Council was focusing on trying to find a more permanent resolution of the issue in terms of homelessness.

- Cllr Barker didn't know what to do when witnessing altercations involving homeless people. – Incidents were to be reported to the police. The Chair commented that details of who to contact would be useful for cases of mental health episodes for which the police was powerless. Information would be provided by officers after the meeting.

Resolved: 1. That the report on the Homelessness Review of New Arrangements be received.

2. That views on the roles and activities included in the review be provided.

Watch the debate here

8. **REVIEW OF ALLOTMENT WAITING LIST**

The Landscape and Community Manager presented a review on the current situation in terms of allotment waiting list and strategy going forward.

Members asked questions and responses were provided as follows:

- Cllr Dymond suggested that unused tennis courts be used for raised beds and additional plots.

- Cllr Jones wondered why recommendations about involving developers in providing allotment plots were not implemented through section 106. – The recommendations formed part of the most recent Open Spaces strategy and were therefore not featured in previous developments.

- Cllr Reece asked when plots were inspected by officers and how many were currently being neglected. – Inspections were taking place twice a year around springtime and the autumn. 98% of the plots were occupied.

- Cllr Reece suggested that applicants who don't have a garden or only a small one take priority when allotments were being allocated. – This could be considered when updating the policy.

Resolved: 1. That the report be received.

2. That views on potential affordable and sustainable community solutions to address the demand for allotment plots be provided.

Watch the debate here

9. **CHIEF FIRE OFFICER - Q & A**

The Chief Fire Officer gave a verbal update on recent matters relating to firefighting of which the recent inspection undertaken by His Majesty Inspector for Constabulary and Fire and Rescue Services and the current situation with regard to each recommendation.

The Deputy Chief Fire Officer then went through the ongoing trial in response to the motion recently brought to Council allowing the deployment of crews of three instead of four which was already proving to be successful in terms of response time and rescue of residents.

Members asked questions and responses were provided as follows:

- Cllr Jones wished to have more information about what would have happened in the cited case of the tumbler dryer fire if the neighbours hadn't intervened. – The fire would have escalated and the situation would have been much more dangerous.

- Cllr Reece asked if the previous availability of fire appliances could be maintained. – Firefighters were being trained and this was taking time but progress was underway to meet again the previous figures.

- Cllr Brown wondered if the trial would be done if all resources were available. – Money was not always solving problems and on call service was mostly about availability, proximity to the fire station and readiness to drop everything.

- Cllr Adcock asked about timescales. – The trial was due to conclude in December and would be scrutinized through the Fire Services governance to decide whether it was to continue or not.

- Cllr Jones wished to know more about the technologies used and whether crews of three would be able to operate them. – The reduced crew would come to get the work started as soon as possible and be joined afterwards by other crew members to help operate the whole of the equipment.

The Chair expressed his respect for the work and experience of the Chief Fire Officer and the firefighting team.

Cllr Jones suggested that the team comes back after December to report on the outcomes of the trial once completed.

Resolved: That the item be scheduled again at a later meeting of the Committee for the Fire Services team to come back and report on the trial following its completion in December.

Watch the debate here

10. **CYCLE ROUTES & LANE PROVISION**

Staffordshire County Council Head of Connectivity Strategy gave a presentation on Cycle Routes in Newcastle-under-Lyme.

Members asked questions and responses were provided as follows:

- Cllr Barker asked about social prescribing. – The project consisted in working alongside GP surgeries on the prescription of physical activities with an element of social interaction.

- Cllr Jones asked if communication had been engaged with the hospital regarding nearby cycling routes. – The standards required by the government were that cycle routes be segregated from both pedestrians and traffic. The County Council had picked a route that was safer and quieter and were keen to engage with cycling groups.

- Cllr Reece asked for clarification regarding the first map included in the presentation. – Details were provided.

- Cllr Dymond asked how the main cycling routes were identified. – The data was collected using Geographic Information Systems (GIS).

Resolved: That the presentation be received.

Watch the debate here

11. **WORK PROGRAMME**

The Vice-Chair confirmed the request for the Chief Fire Officer and his team to come back at the meeting after December to present the outcomes of the trial.

The request to have an item about involving leisure centres to tackle child obesity was reiterated and would be discussed with officers.

Cllr Heesom suggested that someone from the police team comes to speak about right care and right person.

Cllr Jones wondered if the NHS dental care could also be added.

Resolved: That the work programme be noted.

Watch the debate here

12. **PUBLIC QUESTION TIME**

There were no questions from members of the public.

13. **URGENT BUSINESS**

There was no urgent business.

14. **DISCLOSURE OF EXEMPT INFORMATION**

15. **HOMELESSNESS CONFIDENTIAL APPENDIX 2**

16. **DATE OF NEXT MEETING**

Resolved: That the next meeting be held on 27th November 2023.

Councillor Ian Wilkes
Chair

Meeting concluded at 9.08 pm

Staffordshire County Council

Local Members Interest
N/A

Health and Care Overview and Scrutiny Committee – Monday 27 November 2023

District and Borough Health Scrutiny Activity

Recommendation

I recommend that:

a. The report be received, and consideration be given to any matters arising from the Health Scrutiny activity being undertaken by the Staffordshire District and Borough Councils, as necessary.

Summary

- The Committee receives updates at each meeting to consider any matters arising from the Health Scrutiny activity being undertaken by the Staffordshire District and Borough Councils.

Background

2. The Health and Social Care Act 2001 confers on local authorities with social services functions powers to undertake scrutiny of health matters. The County Council currently have responsibility for social services functions but, to manage health scrutiny more effectively, they have agreed with the eight District/Borough Councils in the County to operate joint working arrangements.

3. Each District/Borough Council has a committee in which holds the remit for health and wellbeing scrutiny matters and matters that have a specifically local theme. The Health and Care Overview and Scrutiny Committee will continue to deal with matters that impact on the whole or large parts of the County and that require wider debate across Staffordshire.

4. District and Borough Councils each have a representative from the County Council Health and Care Overview and Scrutiny Committee as a member of the relevant committee with remit for health scrutiny matters. The County Councillors will update the District and Borough Councils on matters considered by the Health and Care Overview and Scrutiny Committee. A summary of matters considered by this committee is circulated to District and Borough Councils for information.

5. It is anticipated that the District and Borough Councillors who are members of this committee will present the update of matters considered at the District and Borough committees to the Health and Care Overview and Scrutiny Committee.

6. The following is a summary of the health scrutiny activity which has been undertaken at the District/Borough Council level since the last meeting of the Health and Care Overview and Scrutiny Committee on 28 November 2022.

7. **Cannock Chase District Council**

   Cannock Chase's Health, Wellbeing & The Community Scrutiny Committee last met 18 September 2023.

   Date of next meeting: 5 December 2023

8. **East Staffordshire Borough Council**

   The Scrutiny Health and Well Being Committee met on 12th September 2023

   Date next meeting: 12 December 2023

9. **Lichfield District Council**

   Lichfield District Council's Overview and Scrutiny Committee met on 14 September 2023.

   Date of next meeting: 14 November 2023

10. **Newcastle-under-Lyme Borough Council**

The Health, Wellbeing & Environment Scrutiny Committee last met on 7 September 2023.

Date of next meeting: 27 November 2023.

11. **South Staffordshire District Council**

    South Staffordshire Councils Wellbeing Select Committee last met on 6th June 2023. An update was provided to the last meeting.

    Date of next meeting Tuesday 10th October 2023

    To consider:

- Performance update South Staffordshire Community Safety Partnership
- Air Quality
- Healthwatch Staffordshire update

12. **Stafford Borough Council**

    Stafford Borough Council's Community Wellbeing Scrutiny Committee last met on 5 September 2023.

13. **Staffordshire Moorlands District Council**

    The Health & Wellbeing Committee met on 27 September 2023.

    Members considered a presentation on the Move More Strategy and the Chair advised the Committee that a special meeting was being arranged at the County Council in relation to the West Midlands Ambulance Service. He would provide feedback to members following this meeting.

    The next meeting is scheduled to take place in December 2023. It was suggested that representatives from Better Health Staffordshire be invited to this meeting.

14. **Tamworth Borough Council**

    The Committee met on 21 September 2023, however had no specific health related items.

    Date of next meeting: 17 October 2023

Link to Strategic Plan

Scrutiny work programmes are aligned to the ambitions and delivery of the principles, priorities, and outcomes of the Staffordshire Corporate Plan.

Link to Other Overview and Scrutiny Activity

The update reports provide overview of scrutiny activity across Borough and Districts, shares good practice, and highlights emerging concerns which inform work programmes for Health and Care Overview and Scrutiny Committees across Staffordshire.

List of Background Documents/Appendices:

Council	District/ Borough Representative on CC	County Council Representative on DC/BC
Cannock Chase	Cllr David Williams	Cllr Phil Hewitt
East Staffordshire	Cllr Monica Holton	Cllr Philip Atkins
Lichfield	Cllr Leona Leung	Cllr Janice Sylvester-Hall
Newcastle	Cllr Ian Wilkes	Cllr Ian Wilkes
South Staffordshire	Cllr Val Chapman	Cllr Kath Perry
Stafford BC	Cllr Ann Edgeller	Cllr Ann Edgeller
Staffordshire Moorlands	Cllr John jones	Cllr Keith Flunder
Tamworth	Cllr Chris Bain	Cllr Thomas Jay

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NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

CORPORATE LEADERSHIP TEAM'S

REPORT TO CABINET

07 November 2023

Report Title: **Walleys Quarry – Odour Issues**

Submitted by: **Chief Executive**

Portfolios: **Sustainable Environment; One Council, People & Partnerships**

Ward(s) affected: **All**

Purpose of the Report

Key Decision Yes ☐ **No** ☒

To update Cabinet on the latest position regarding the problematic odours in the Borough associated with Walleys Quarry.

Recommendation

Cabinet is recommended to:

1. Note the contents of this update report.

Reasons

To ensure Cabinet is kept updated on the ongoing work regarding the problem odours associated with Walleys Quarry landfill.

1. Background

1.1 For a number of years, parts of the borough have suffered from foul odours from the Walleys Quarry Landfill Site in Silverdale operated by Walleys Quarry Ltd, part of the RED Industries group of companies. The Environment Agency (EA) is the lead regulator for such sites, testing and enforcing compliance with the permit under which the site operates. The Council also has a role in influencing the operation and performance of such sites, where an operator fails to comply with actions required under an abatement notice issued by the Council in relation to any statutory nuisance caused by the site.

1.2 In March 2021, Council held an extraordinary meeting to receive the report of the Economy, Environment and Place Scrutiny Committee review into the Walleys Quarry issues, and to debate a motion demanding the immediate suspension of operations and acceptance of waste at the Walleys Quarry Landfill site.

1.3 Following extensive work, officers determined that the odours from the Walleys Quarry site amounted to a Statutory Nuisance and, on 13 August 2021, served an Abatement Notice on Walleys Quarry Ltd. (WQL). Following an appeal by Walleys

Quarry Ltd, and a successful mediation process, His Honour District Judge Grego approved the settlement that the parties had reached and issued a court order upholding the Abatement Notice and dismissing WQL's appeal on 6 October 2022.

1.4 The Council continues to assess the prevalence of odours off site. If there are further instances of statutory nuisance identified which amount to a breach of the Abatement Notice, the Council's Enforcement Policy will guide the process to be followed [Reference: Environmental Health enforcement policy – Newcastle-under-Lyme Borough Council (newcastle-staffs.gov.uk)]. This would determine what action the Council would take, and whether that would be formal or informal. Enforcement is usually considered sequentially but should the circumstances or nature of the breach be such, escalation direct to prosecution is possible. The Council would need to obtain the consent of the Secretary of State before it is able to prosecute an offence of breaching an abatement notice, as the site is permitted by the Environment Agency.

1.5 Officers maintain an ongoing dialogue with Walleys Quarry Ltd, and with other agencies involved with the issue. Cabinet has received monthly updates on the issues relating to the odours, and Council has also been regularly updated.

2. Complaint Data

2.1 Below is a schedule of complaints received by the Council and by the Environment Agency over the last 3 months, on a weekly basis. Historical complaint data is attached to this report as Appendix 1.

	Complaints to NuLBC	**Complaints to Environment Agency**
July 2023 03/07/23 - 09/07/23	18	46
10/07/23 - 16/07/23	20	54
17/07/23 - 23/07/23	15	73
24/07/23 - 30/07/23	28	97
August 2023 31/07/23 - 06/08/23	21	67
07/08/23 - 13/08/23	7	30
14/08/23 - 20/08/23	10	44
21/08/23 - 27/08/23	8	38
28/08/23 - 03/09/23	11	59
September 2023 04/09/23 - 10/09/23	26	71
11/09/23- 17/09/23	12	72
18/09/23- 24/09/23	8	31
25/09/23-01/10/23	8	26
October 2023 02/10/23 – 08/10/23	8	37
09/10/23 - 15/10/23	29	64
16/10/23 - 22/10/23	22	81

23/10/23 - 29/10/23	26	115
30/10/23 - 05/11/23	4	

2.2 Officers highlight any odour events where 10 or more odour complaints have been recorded. There has been 1 odour event in the month of October:

- Wednesday 25 October 2023 - 13 odour complaints

The overall trend of complaints remains downward, albeit with “spikes” in complaints from time to time when odours are prevalent.

3. Air Quality & Health

3.1 The Council, Staffordshire County Council, and the Environment Agency have jointly funded a campaign of air quality monitoring utilising three static air monitoring stations. The Environment Agency manage and operate these air quality monitoring stations. Data from these stations has been routinely published weekly by the Environment Agency.

3.2 Hydrogen sulphide levels have previously been reported and reviewed as part of this report and a full data set provided in Appendices. On 5 October, the Environment Agency provided an update, alerting the community to a problem with the reliability of the Hydrogen Sulphide (H2S) monitoring data collected at the monitoring stations. This update is available at the following link Latest News | Engage Environment Agency (engagementhq.com)

3.3 Following the EA announcement, NULBC Officer undertook odour assessments at set locations using the calibrated mobile Jerome monitor(s). Monitoring was undertaken for 5 minutes at set locations on 7 separate dates namely;

- 09 October (6 locations),
- 10 October (6 locations)
- 11 October (6 locations)
- 12 October (6 locations)
- 16 October (5 locations)
- 17 October (7 locations)
- 18 October (7 locations)

The monitoring was undertaken on weekdays and during normal working hours. It is acknowledged that this was a ‘snapshot’ and potentially did not represent levels experienced by the community over a 24-hour period. However, it was important to react to the EA announcement that the levels at MMF (Mobile Monitoring Facility) 9 indicated ‘under reporting’ of hydrogen sulphide.

Officers undertook 54 odour assessments in total (note: at some locations there was a second Officer undertaking odour assessments).

Odour related to the landfill was detected on 13 out of 54 odour assessments. The highest level of hydrogen sulphide detected was 4.18ppb (over a period of 5 minutes) at Cemetery Road. The remaining readings were below 4ppb. For reference the monitoring range for the Jerome monitors is 3ppb – 10,000ppb.

3.4 On 19 October 2023, the EA calibrated the H2S analysers in MMF1 and MMF2. The EA have sufficient confidence in the raw data recorded for the week commencing 16 October 2023 to allow the EA to restart publishing data from MMF1 and MMF2. The latest H2S data is set out in the table below, defining the proportion of the time periods where H2S levels were above the WHO Odour Annoyance guideline of 7ug/m3.

3.5 The latest H2S data is set out in the table below, defining the proportion of the time periods where H2S levels were above the WHO Odour Annoyance guideline of 7ug/m3.

Time Period	Percentage of time the location recorded hydrogen sulphide concentrations above the WHO annoyance guideline level		
	MMF1	MMF 2	MMF 9
02 October – 08 October 2023			0%
09 October – 15 October 2023			9.4%
16 October – 22 October 2023	0.9%	0.0%	7.8%
23 October – 29 October 2023	13.7%	3.0%	10.4%

Environment Agency Regulatory and Enforcement Action

3.6 The Environment Agency has continued to provide updates on their regulatory activity on the Walleys Quarry Landfill and can be accessed here: https://engageenvironmentagency.uk.engagementhq.com/hub-page/walleys-quarry-landfill

3.7 These updates reflect regular EA officer presence at the site to review progress with the Contain Capture Destroy strategy. The Compliance Assessment Reports (published on the EA website) provide further details of the site visits undertaken.

3.8 The following table provides a summary of the published CAR (Compliance Assessment Report) forms since the last Cabinet report:

Date of Report	Date issued	CAR Reference	Assessment	Compliance score
24/08/23	30/08/23	DP3734DC-0472621	Site inspection unannounced) to assess current engineering works and general compliance with permit conditions	0
08/09/23	18/09/23	DP3734DC-0474301	Site inspection (unannounced) to assess current engineering works and general compliance with permit conditions	4

22/09/23	26/09/23	DP373DC-0475663	Site inspection (announced) to assess current engineering works and general compliance with permit condition	0

3.9 On 19 October 2023, the EA issued WQL with a Regulation 36 Enforcement Notice following an unannounced site inspection on 2 October 2023, when officers were not satisfied that the remedial actions required in respect of Phase 4 had been completed. WQL has previously been given until 30 September 2023 to install any missing temporary clay capping over the flanks of tipping Phases 1,2,3 and 4.The EA stated that WQL 'has had a reasonable time to either install any missing temporary capping or provide Construction Quality Assurance validation reports to demonstrate that the required capping had been installed to the required standard'.
The Enforcement Notice requires outstanding capping to be completed by 12 December 2023. 'That is, before the onset of winter when conditions for capping are more difficult and there is poorer air dispersion.' The EA anticipate that 'this will reduce the risk of exposure to emissions of landfill gas for the community'.

4. Key Performance Data

4.1 Through the settlement agreement both Walleys Quarry Ltd and the Council have developed key performance indicators in relation to relevant data from each organisation. These key performance indicators are shown in Appendix 2 and 3.

4.2 The data from the Council covers the period from August to November 2023, and provides complaint numbers and officer assessments.

4.3 The data from Walleys Quarry Limited provides data on waste acceptance, odour management, landfill operations, landfill gas management, leachate management and information relating to the EA regulator as the primary regulator of the site. The KPI data and explanatory notes for October is awaited and will be contained within Appendix 3.

5. Proposal

5.1 Cabinet is recommended to:

- note the contents of this update report.

6. Reasons for Proposed Solution

6.1 To ensure Cabinet is kept updated of the ongoing work to address the issues associated with the odours from Walleys Quarry landfill and to keep under review opportunities to further action.

7. Options Considered

7.1 To provide regular updates to Council.

8. Legal and Statutory Implications

8.1 Part III of the Environmental Protection Act 1990 is the legislation concerned with statutory nuisances in law. This is the principal piece of legislation covering the Council's duties and responsibilities in respect of issues relating to odour nuisance:

- The Environmental Protection Act 1990, section 79 sets out the law in relation to statutory nuisance. This is the principal piece of legislation covering the Council's duties and responsibilities in respect of issues relating to odour nuisance.

- The relevant part of Section 79 defines a statutory nuisance as any smell or other effluvia arising on industrial, trade or business premises which is prejudicial to health or a nuisance. The Council is responsible for undertaking inspections and responding to complaints to determine whether a statutory nuisance exists.

- Where a statutory nuisance is identified or considered likely to arise or recur, section 80 of the Act requires that an abatement notice is served on those responsible for the nuisance. The abatement notice can either prohibit or restrict the nuisance and may require works to be undertaken by a specified date(s).

- It is then a criminal offence to breach the terms of the abatement notice. Because the site is regulated by the Environment Agency under an Environmental Permit, the council would need to obtain the consent of the Secretary of State before it is able to prosecute any offence of breaching the abatement notice.

- The Act provides powers in respect of a breach. If a person on whom an abatement notice is served, without reasonable excuse, contravenes or fails to comply with any requirement or prohibition imposed by the notice, they shall be guilty of an offence. If this is on industrial, trade or business premises shall be liable on conviction to an unlimited fine. It is a defence that the best practicable means were used to prevent, or to counteract the effects of, the nuisance.

9. Equality Impact Assessment

9.1 The work of the Council in this regard recognises that the problematic odours in the area may impact on some groups more than others. The work is focussed on minimising this impact as soon as possible.

10. Financial and Resource Implications

10.1 Dedicated officer resource has been allocated to continue the Council's work regarding Walleys Quarry Landfill.

10.2 From April 2023 there is £100k reserved for legal action associated with Walley Quarry landfill site. In the event that formal action is required, a separate report will be brought to full Council to approve additional funds.

11. Major Risks

11.1 A GRACE risk assessment has been completed including the following main risks:

- Failure to achieve a reduction in odour levels;
- Community dissatisfaction at odour levels;
- The ability to take enforcement action against abatement notice;
- Failure to evidence a breach of the abatement notice;
- Secretary of State refuses permission to undertake prosecution proceedings.

11.2 Controls have been identified and implemented in order to control these risks; the main controls include:

- Provisions in settlement agreement ensures greater transparency for public;
- Provisions in settlement agreement ensures regular meetings with Walleys Quarry which enable issues to be discussed;
- Dedicated officer resource for Walleys Quarry work has been secured;
- Continued air quality monitoring provision;
- Robust procedure for investigating complaints with experienced officers;
- Specialist expert advice maintained;
- Multi-Agency partnership working continues.

12. Unsustainable Development Goals (UNSDG)

13. Key Decision Information

13.1 As an update report, this is not a Key Decision.

14. Earlier Cabinet/Committee Resolutions

14.1 This matter has been variously considered previously by Economy, Environment & Place Scrutiny Committee, Council and Cabinet on 21 April 2021, 9th June 2021, 7th July 2021, 21st July 2021, 8th September 2021, 13th October 2021, 3rd November 2021, 17th November, 1st December 2021, 12th January 2022, 2nd February 2022, 23rd February 2022, 23rd March 2022, 20th April 2022, 7th June 2022, 19th July 2022, 6th September 2022, 18th October 2022, 8th November 2022, 6th December 2022, 10th January 2023, 7th February 2023, 13th March 2023, 5th April 2023, 6th June 2023, 18th July 2023, 19th September 2023, 17th October 2023.

15. List of Appendices

15.1 Appendix 1. Historical Complaint data
15.2 Appendix 2. NUL Key Performance Data
15.3 Appendix 3. WQL Key Performance Data

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Appendix 1 – Historic Complaint Numbers

Week Ending	Complaints to NuLBC	Complaints to Environment Agency	Week Ending	Complaints to NuLBC	Complaints to Environment Agency
2022			25-Sep	14	79
09-Jan	73	352	02-Oct	13	58
16-Jan	258	1045	09-Oct	42	102
23-Jan	134	651	16-Oct	52	165
30-Jan	25	139	23-Oct	73	186
06-Feb	16	64	30-Oct	30	82
13-Feb	31	120	06-Nov	27	116
20-Feb	49	166	13-Nov	23	86
27-Feb	40	264	20-Nov	60	113
06-Mar	118	571	27-Nov	2	70
13-Mar	72	285	04-Dec	19	47
20-Mar	224	1126	11-Dec	43	163
27-Mar	412	1848	18-Dec	22	114
03-Apr	243	1072	25-Dec	12	45
10-Apr	132	895	2023		
17-Apr	156	752	01-Jan	11	39
24-Apr	65	310	08-Jan	12	32
01-May	49	213	15-Jan	13	25
08-May	39	193	22-Jan	47	118
15-May	35	160	29-Jan	51	149
21-May	43	134	05-Feb	13	66
29-May	20	81	12-Feb	26	115
05-Jun	27	169	19-Feb	7	39
12-Jun	42	234	26-Feb	3	15
19-Jun	25	263	05-Mar	7	13
26-Jun	28	208	12-Mar	12	74
02-Jul	9	54	19-Mar	23	63
09-Jul	4	34	26-Mar	19	56
16-Jul	14	72	02-Apr	51	103
23-Jul	21	52	09-Apr	45	152
30-Jul	12	93	16-Apr	11	64
06-Aug	22	124	23-Apr	48	101
13-Aug	32	133	30-Apr	148	278
21-Aug	11	79	07-May	50	150
28-Aug	12	89	14-May	53	164
04-Sep	10	30	21-May	147	320
11-Sep	9	64	28-May	90	210
18-Sep	13	83	04-Jun	24	43

Week Ending	Complaints to NuLBC	Complaints to Environment Agency
11-Jun	19	75
18-Jun	76	154
25-Jun	80	170
02-Jul	40	99
09-Jul	18	46
16-Jul	20	54
23-Jul	15	73
30-Jul	28	97
06-Aug	21	67
13-Aug	7	30
20-Aug	10	44
27-Aug	8	38
03-Sep	11	59
10-Sept	26	71
17-Sept	12	72
24-Sept	8	31
01-Oct	8	26
08-Oct	8	37
15-Oct	29	64
22-Oct	22	81
29-Oct	26	115

Appendix 3 – NUL Key Performance Indicators

NULBC		Information	Measurement	August 2023	September 2023	October 2023
KPI 1	COMPLAINTS	Complaints reported to NULBC	Number	42 Number of unique properties reporting complaints = 31 Rating 0 = 0 complaints Rating 1 = 0 complaints Rating 2 = 0 complaints Rating 3 = 3 complaints Rating 4 = 15 complaints (35.7%) Rating 5 = 8 complaints (19.0%) Rating 6 = 16 complaints (38.1%) % of complaints reporting odour entering the property = 40 (95.2%) % of complaints reporting health effects= 31 (73.8%)	63 Number of unique properties reporting complaints = 36 Rating 0 = 0 complaints Rating 1 = 1 complaints Rating 2 = 1 complaints Rating 3 = 6 complaints Rating 4 = 15 complaints (23.8%) Rating 5 = 20 complaints (31.7%) Rating 6 = 20 complaints (31.7%) % of complaints reporting odour entering the property = 59 (93.7%) % of complaints reporting health effects = 46 (73.0%)	87 Number of unique properties reporting complaints = 50 Rating 0 = 0 complaints Rating 1 = 2 complaints Rating 2 = 2 complaints Rating 3 = 12 complaints Rating 4 = 14 complaints (16.1%) Rating 5 = 21 complaints (24.1%) Rating 6 = 36 complaints (41.4%) % of complaints reporting odour entering the property = 73 (83.9%) % of complaints reporting health effects = 63 (72.4%)
KPI 2		Complaints reported (daytime 07:00-23:00)	Number	30	52	71
KPI 3		Complaints reported (night-time 23:00-07:00)	Number	12	11	16
KPI 4		Highest number of complaints during the period	Date (number of complaints)	01/08/23 (12 complaints)	15/09/23 (10 complaints)	25/10/23 (13 complaints)
KPI 5	AIR QUALITY	Percentage exceedance Odour	%		MMF1 - data not reported	Data not published to date

		Annoyance Guideline (Hydrogen Sulphide 30-minute average)			MMF2 - data not reported	
					MMF9 - 6%	
KPI 6		Monthly Average H_2S	ug/m3 over the month		MMF1 - data not reported	
					MMF2 - data not reported	
					MMF9 - 1.7ug/m3 (1.1ppb)	
KPI 7	H_2S PEAK LEVEL	Level measured over a 5-minute period Date & Time	ug/m3		MMF1 - data not reported	
					MMF2 - data not reported	
					MMF9 - 19.99ug/m3 (03/09/23 @ 23:35)	
KPI 8	OFFICER ASSESSMENTS	Odour Rating - Officer odour assessment (5 minute)	Max Odour Rating	Not reported as odour assessments < 5 minutes	Not reported as odour assessments < 5 minutes	54 odour assessments 13 odour assessment detected landfill related odour of which 1 assessment had a maximum intensity rating of 4 (17/10/23)

Date of Explanatory Notes: October 2023

KPI 1 and KPI 2 Waste Acceptance

No non-conformances have been received from the regulator within the period.

1695 loads inspected within the period, with 0 loads rejected.

KPI 3 and KPI 4 Odour Management

No non-conformances have been received from the regulator within the month, with two site regulatory inspections confirming no direct offsite odour detected by Environment Agency officers. The Agency assessments cover a wide scope of permit conditions including engineering, containment, operational activities, landfill gas management, odour and pest management.

65, odour tours conducted by WQL, with 65 reflecting no odours experienced. Contemporaneously with these odour tours, checks on the gas collection and treatment infrastructure, site engineering and operations and local weather factors were reviewed to ensure all appropriate actions were being undertaken. No non-conformances were identified during these times. And all appropriate actions were being taken.

KPI 5 and 6 Active Tipping Area

The overall current landfill 122,238m2. The active area is confined to Cell 2. The current active area remains contained and measures some 24,635m2. This is aligned with the approved capping and phasing plan, as agreed with the Environment Agency. The active operational area is progressively covered during the day to minimise the time that fresh waste remains uncovered. This is in line with best practice and our operating techniques. We retain healthy stockpiles of cover material to facilitate this progressive covering.

KPI 7 Temporary Capping

Currently, 25,765m2 of the surface area of the facility is temporarily capped, either using a high specification, low permeability engineering clay or an installed geomembrane. This is in line with the capping and phasing plan for the facility, as agreed with the Environment Agency and an increase on the previous period. Maintenance works continue to clay capped areas in line with the agreed (by the Environment Agency) CQA (Construction Quality Assurance) specifications.

Permanent Capping

Relating to permanent capping, 55,700 m2 of the surface area of the facility is capped, by the installation of a low permeability geomembrane. This is in line with the capping and phasing plan for the facility, as agreed with the Environment Agency with all permanent capping works being conducted under the process of Construction Quality Assurance (CQA). Areas of additional capping, completed in September are being accurately measured and will be reported subsequently. On completion of the permanent capping works, cover soils continue to be imported to the facility as part of the site restoration process.

KPI 8 - 10 Landfill gas management

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WQL continues to undertake the extensive regime of surface emission surveys, as agreed with the Environment Agency. A FID survey was conducted in September 2023. T

The concentration of H2S at the facility remains within expected limits and in October, averaging 1,648ppm at the Gas Utilisation Plant (GUP), as measured by CLP Envirogas Ltd and representing a small increase on the previous period.

The volume of gas captured at the facility remains within expected limits, at 3,097m3/hr, comparable with the previous period. The flow rate has remained high and consistent across the period. WQL continue to review this position and drive the gas management contractor, CLP Envirogas Ltd, to ensure that gas collection is continually reviewed to assess relevant developments that can be made.

KPI 11 Landfill Gas Management - Landfill Gas Management Plan

The LFGMP continues to be developed by WQL and adopted by CLP Envirogas Ltd. From Appendix A of this document, three actions remain open and in progress, namely:

Site Specific Balancing Plan – this is being developed by WQL, in conjunction with the Environment Agency and CLP Envirogas Ltd. A draft has been received and is being reviewed, prior to agreement and submission to the Environment Agency.

Regular monitoring, requested by the Environment Agency of CLP Envirogas Ltd continues and is likely to remain in place.

Installation of horizontal wells in active operational areas continues as the site develops, in line with the approved LFGMP.

The LFGMP has been reviewed and issued to the Environment Agency, with comments received from the regulator on 2 June 2023 following the submission on 15 January 2023. The draft LFGMP has been discussed with NuLBC and was submitted to the Environment Agency on 14 August 2023 for approval, with further comments received 6 October. WQL has requested a meeting with the Environment Agency to discuss the points raised, which will be supported by an external, independent expert consultant, specialising in this area of expertise.

KPI 12 Leachate Management Plan

In relation to the LMP, a specialist drilling contractor has been obtained and the work (well drilling and installation) commenced in late August 2023. This will see the installation of 5 replacement leachate wells at the facility. The works are scheduled to conclude in late October.

KPI 13- 15

2nd October 2023

0476949 – general site inspection and engineering review. CCS2 score received, relating to a administrative variation between the CQA submission and operational activity. Discussions are ongoing with Environment Agency.

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26th October 2023

No CAR received to date. – general site inspection. No compliance scores received.

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WALLEYS QUARRY KPI REPORT

Date of Report: 6-11-23				
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
KPI 1	WASTE ACCEPTANCE	Non-conformance raised with waste operator	CCS score(s) including summary and actions.	0 Non-conformance raised with operator. 0 CCS scores received
KPI 2		No of loads inspected.	each	1695 loads received. 1695 loads inspected.
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
KPI 3	ODOUR MANAGEMENT	Non-conformance raised with waste operator	CCS score(s) including summary and actions.	0 Non-conformance raised with operator. 0 CCS scores received. 0 non conformances identified.
KPI4		No of odour tours No of odour tours where odour detected off site		65 tours 0 external odours.
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
KPI 5	ACTIVE TIPPING AREA	Operational Surface area total	m3	122,.238m2
KPI 6	ACTIVE TIPPING AREA	Active tipping area	m3	24,267m2
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
KPI 7	CAPPING OF OPERATION AREA	Temporary capping Permanent capping	m3 m3	Temporary Capping 25,765m,2 (21%) Permanent Capping 55,700m2 (46%) Total Capped area 81,465m2 (67%)
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
KPI 8	LANDFILL GAS MANAGEMENT	Surface & Gas infrastructure emission surveys	Number of remaining matters open in the month	0
KPI 9	LANDFILL GAS MANAGEMENT	Concentration of Hydrogen Sulphide in 'raw' bulk gas	ppm	1,648ppm – recorded from CLP H2S GUP input data

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WALLEYS QUARRY KPI REPORT

KPI 10	LANDFILL GAS MANAGEMENT	Landfill Gas capture rate (monitored at the GUP)	m3/hr	3,097m3/hr - averaged across period
KPI 11	LANDFILL GAS MANAGEMENT	Appendix A LGMP Gas Management Plan (live document)	Progress including summary and actions	See explanatory notes
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
KPI 12	LEACHATE MANAGEMENT ACTION PLAN	Actions (13 actions)	Progress including summary and actions	See explanatory notes.
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
KPI 13	PRIMARY REGULATOR	Compliance Assessments Visits	Number undertaken for which CAR form issued to operator	Two visits within the period: 2nd October 2023 – DP3734DC/0476949 26th October 2023 – DP3734DC/
KPI 14	PRIMARY REGULATOR	Compliance Assessments Visits	Number Undertaken where a CCS score is raised with operator, including summary and actions	1 regulatory compliance assessments undertaken which resulted in a compliance assessment score – see explanatory notes.
KPI 15	PRIMARY REGULATOR	Compliance Assessments Visits	Number Undertaken where no CCS score is raised with operator, including summary and actions	1 regulatory compliance assessments undertaken which resulted in 0 compliance assessment scores

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NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

REPORT TO HEALTH, WELLBEING AND ENVIRONMENT SCRUITNY COMMITTEE

27 NOVEMBER 2023

Report Title: **Newcastle Town Centre – Community Safety Partnership**

Submitted by: **Service Director – Neighbourhood Delivery**

Portfolios: **Community Safety and Wellbeing**

Ward(s) affected: **Town**

Purpose of the Report	**Key Decision** **Yes** ☐ **No** ☒
To provide the committee with an overview of work that has been delivered by the Community Safety Partnership in line with the Community Safety Strategic Assessment and Priorities for 2023-2024.	
Recommendation **That Committee:-** **1. Receive the report.**	
Reasons To update the Committee on the ongoing Community Safety Partnership work around Newcastle Town Centre.	

1. Background

1.1 The Council, Staffordshire Police, and other agencies work collaboratively under the umbrella of the Community Safety Partnership to identify and address community safety issues across the Borough.

1.2 Like many other towns and cities across the UK, Newcastle town centre experiences issues relating to crime and anti-social behaviour which can have a negative impact on community perceptions of the town. To address this, a number of initiatives are in progress which are being jointly planned and delivered by the Council, the Police and other Community Safety Partnership agencies.

1.3 This report focuses on the initiatives which are in place or planned, to tackle community safety and anti-social behaviour in the town centre specifically. There are other initiatives in progress to tackle other related elements such as serious crime, homelessness and vulnerability which are not covered in this report.

1.4 The Council has set up a new team, the Mobile Multi-Functional Team (MMF) which brings together a cohort of staff who deal with various community safety, environment enforcement and neighbourhood issues across the Borough. The team has a significant focus and presence in the town centre, and works closely with the police and other partners to carry out prevention, enforcement and clean up operations.

2. Issues

2.1 Newcastle is a vibrant market town with a bustling night time economy. The town centre has been identified as a hotspot location for ASB and Precision Policing in the Community Safety Strategic Assessment carried out by the Police, Fire and Crime Commissioner. The issues in the town centre are not unique to Newcastle and are replicated in other town and city centres across the County and the UK.

3. Statistics

3.1 The following table provided by Staffordshire Police as of November 2023, illustrates data for Newcastle town centre. Although there are minor increases in serious violence (6%) and theft from motor vehicle (3%), there are notable decreases in all other areas including crime and anti-social behaviour, from 2022.

.

Crime	-3%
ASB	-10%
Burglary Commercial *more town specific than residential.	-12%
Robbery	-18%
Serious Violence	6%
Other Violence	-20%
Theft of Motor Vehicle	-10%
Theft from Motor Vehicle	3%
Possession of weapons	-5%

3.2 Across the Borough, the Council and the Police have served 47 Community Protection Warnings and 26 Community Protection Notices (24 and 16 in Newcastle Town Centre respectively). These interventions are designed to target particular individuals who have been engaging in ASB and have proved to be a successful tool in this regard. Work is continuing to gather evidence, in conjunction with town centre businesses, to build evidence to allow this approach to be used to tackle further individuals.

4 Projects

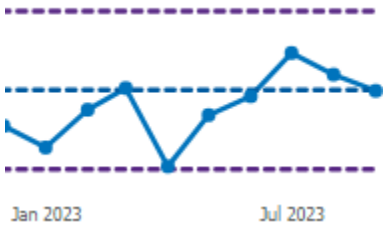
4.1 There are a number of projects and initiatives in progress to address issues in Newcastle Town Centre:

- **Public Space Protection Order (PSPO)** – The town centre PSPO was made in January 2023. This order defines a suite of prohibitions in order to address problematic behaviour in and around the town centre. Non-compliance with the PSPO results in a Fixed Penalty Notice (FPN) of £100. See attached appendix A.

  Training has been completed across all Neighbourhood Policing Teams in Newcastle to be able to enforce this and the MMF team also have the power to take enforcement action. A joint approach has been agreed whereby the police and the MMF team will work together to regularly enforce the PSPO.

- **Safer Nights** – this is a police led operation in relation to the Night Time Economy (NTE). This runs on Friday and Saturday evenings. Briefing commences at 22.00 and the team are out on the ground at 22.30 – 02.30. This includes 1 Police Sergeant and 6 Police Constables. Activities involved include: high visual profile and engagement, walk through venue checks and toilet checks, licencing checks, CCTV, Door Staff details, occasional drug swipe tests, taxi checks, PSPO and ASB enforcement where required.

- **Operation Saltmine** – Funded by the Police Fire and Crime Commissioner (PFCC) this operation involved the deployment of 2 dedicated police officers to conduct patrols in and around the town centre (identified as part of Precision Policing) on hotspot days for a period of 6 weeks. The funding has since been continued until the end of March 2024. In addition to deploying additional resources through overtime, the police are working with Cambridge University to ensure the tactics deployed are the best available through 'Evidenced Based Policing' and can contribute to organisational learning in solving ASB problems in the future. There have been 43 shifts so far this year on Operation Saltmine with a combination of PC's and PCSO's. Tactics have involved, Arrest, Stop Search, PSPO enforcement, 'Hot Spot Policing', Community engagement.



The above shows the ASB trend line in Newcastle Town Centre. The centre line is the Local Policing Team (LPT) average. ASB is below average for the area until the summer holiday period where a seasonal spike is expected. Although it should be noted that this spike has been much smaller this summer than previous years.

In April 2023 Newcastle Town Centre reached the lowest limit for ASB which has not been achieved since before 2021.

- **Safe Space** – Launched in March 2022 and funded through the PFCC the safe space was opened on the Ironmarket to provide help and support to women and girls during the night time economy. The project is run in partnership with Newcastle Business Improvement District (BID). The space is open from 9pm-2am on Fridays and is staffed by volunteers.

- **Street Medics** – Funded as part of Safer Streets Round 4, the project deploys street medics in the town centre from 9pm- 2am on key Friday and Saturday nights throughout the year. The medics act as a triage to reduce the demand on A&E services.

- **Safer Streets Round 4 (SSR4**) – the Council has been hugely successful in being one of the chosen recipients of SSR4, and as part of this project the following initiatives have been completed or are nearing completion.

  CCTV – implementation of additional CCTV cameras in and around the town centre to cover remaining "blind spots".
  Environmental Works – a number of trees in the town centre have been pruned to improve CCTV coverage.
  Gating – gating installation and improvements at alleyways across the town centre.
  Education Package – package being developed as part of SSR4 with the Personal Social Health and Economic (PSHE) Co-ordinators. The package is to be shared with partners for delivery in educational establishments.
  ASB campaign material – ASB campaign material has been designed by the PFCC and the artwork has been distributed across Staffordshire for local Community Safety Partnerships to promote in their localities.

- **Community Foundation Funding** – provided by the PFCC this has funded the following projects:

  Installation of gating at Beattie Avenue
  Purchase of 3 x knife bins to be used in partnership with Staffordshire Police for Knife Amnesty.

- **Precision Policing** – this is an analytical report created to understand Staffordshire Police hotspots for vulnerability and crime. This aims to ensure that there is a more long term and partnership focused approach to resolving issues. The purpose of this model is to look at the wider social and economic issues and not just crime. This ensures that all partners understand the specific threats to the community in hotspot areas so all agencies are tailoring efforts in the same way. Newcastle Town Centre was selected for issues such as ASB, Serious Acquisitive Crime, Violence & Weapons and Drugs. This is why a number of tailored activity and supporting meeting structures are in place to ensure that this is coordinated between partners.

Classification: NULBC **UNCLASSIFIED**

- **Security Marshalls** – this project was launched in December 2021 and funded as part of the 'Welcome Back Fund' post Covid. The scheme included 2 marshals to patrol the town centre, both to assist people in observing covid guidelines and also to engage with individuals or groups involved in ASB. The project was extended until November 2023 through additional funding from UK Shared Prosperity Fund and Newcastle BID and this function is now being absorbed into the Council's Mobile Multi-Functional Team.

- **Partnership Drop In** – this is held in the Safe Space on the third Thursday of each month. Hosted by Newcastle BID, the Council and Staffordshire Police, it is a drop in for businesses and members of the public to discuss issues in and around the town centre.

- **Weekly Enforcement Meeting** – partnership meeting with the police and the Council to discuss key individuals causing problems in the town centre and agree a joint approach to appropriate interventions.

4.2 The above initiatives, alongside other ongoing police and partner agency work, have resulted in the following outcomes in Newcastle town centre:

- Reduction in ASB by 10%.
- Reduction in reported crime by 3%
- Increase in engagement with the community and businesses
- Increase in CCTV cameras in and around the town centre – providing a vital tool in terms of collation of evidence for crime and ASB.
- Improved partnership working and co-ordination of intelligence and resources to tackle crime and ASB

5 Recommendation

5.1 That the Committee receive the report.

6 Reasons

6.1 To provide an update to Committee on the Community Safety Partnership work around Newcastle Town Centre.

7 Options Considered

7.1 The Community Safety Partnership structure enables a range of options to be considered to address specific issues, and appropriate interventions agreed between partners.

8 Legal and Statutory Implications

8.1 The Council, the police and other agencies in the Community Safety Partnership have a range of powers and duties available to enable appropriate interventions and enforcement action.

9 Equality Impact Assessment

9.1 An Equality Impact Assessment has been updated in relation to enforcement activities undertaken by the Council.

10 Financial and Resource Implications

10.1 There are no additional financial or resource implications directly relating to this report.

11 Major Risks & Mitigation

11.1 Without the Community Safety Partnership, there would be limited resource and capacity to deal with crime and ASB.

11.2 There would therefore be a risk of an increase in crime and ASB across the Borough, and in the town centre in particular.

11.3 Lack of funding could result in no delivery of some community safety projects that assist with reducing vulnerability and early intervention projects for low level asb. The Community Safety Partnership pools resources and enables targeted funding bids to be made for identified priority projects.

12 UN Sustainable Development Goals (UNSDG)

12.1 The proposal contributes towards the following UNSDGs:

12.2 This project contributes to the UN Sustainable Development Goals above as follows:

- Good health and well being – this projects will help to support the well being of residents at this location who have suffered from anti-social behaviour and crime

- Peace, justice and strong institutions – it will help to bring those who cause ASB to justice by assisting the Police and preventing these locations from experiencing Crime and ASB.

13 Key Decision Information

13.1 Not applicable.

14 Earlier Cabinet/Committee Resolutions

14.1 None.

Classification: NULBC **UNCLASSIFIED**

15 List of Appendices

15.1 Appendix A: Public Space Protection Order Newcastle Town Centre.

16 Background Papers

16.1 None

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NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

ANTI-SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014

PUBLIC SPACE PROTECTION ORDER NUMBER 1 OF 2023 (the "ORDER")

AREA OF NEWCASTLE-UNDER-LYME TOWN CENTRE

THIS ORDER may be cited as Newcastle-under-Lyme Borough Council, Public Spaces Protection Order Number of 2023.

Newcastle-under-Lyme Borough Council exercises its powers under Section 59, 64 and 72 of the Anti-Social Behaviour, Crime and Policing Act 2014 ("the Act") and under all other enabling powers, hereby makes the following order:

1. This Order shall come into operation on 19th January 2023 and shall have an effect for 3 years thereafter, unless extended by further order under the Councils statutory powers.

2. This Order relates to the part of Newcastle-under-Lyme Borough Council, area of Newcastle Town Centre as shown edged red on Appendix 1 ("the Exclusion Zone").

3. The Council is satisfied that the conditions set out in Section 59 (2) of the Act have been met. Namely, that anti-social behaviour and criminal activities have been carried out within the Exclusion Zone. These activities have had a detrimental effect on the quality of life of those in the locality, and it is likely that the activities will be carried out within that area and have such an effect.

4. The Council is also satisfied that the conditions set out in Section 59 (3) of the Act have been met. Namely, that the effect or likely effect of the activities is, or is likely to be, of a persistent or continuing nature and that these activities are unreasonable and justify the restrictions imposed by this Order and that it is in all the circumstances expedient to make this Order for the purpose of reducing crime and/or anti-social behaviour in a public place.

PROHIBITIONS:

1. Engaging in behaviour likely to cause harassment, alarm or distress within the Exclusion Zone. Examples include, but are not limited to the following activities:
    a. Congregating in a group of three or more persons within the Exclusion Zone following a request from an Authorised Person that such group must disperse.
    b. Being verbally abusive to any other person within the Exclusion Zone.
    c. Using or threatening to use violence against any other person within the Exclusion Zone.
    d. Possessing or using of an aerosol and/or any item intended to cause defacement within the Exclusion Zone.
    e. Having in their possession open cans, bottles or other unsealed receptacles containing alcoholic beverages (including empty receptacles) within the Exclusion Zone.
    f. Carrying out any form of graffiti on any surface within the Exclusion Zone.
    g. Failing to cease to consume alcohol and/or surrender alcohol when requested to do so by a police officer or other authorised person.

h. Not to consume alcohol within the exclusion zone unless within a licenced premises or within a designated area subject to a street traders licence.

i. Ingesting, inhaling, injecting, smoking or otherwise using intoxicating substances including novel psychoactive substances within the Exclusion Zone.

j. Persistent and aggressive begging, causing obstruction, harassment and threatening behaviour, which could cause intimidation.

k. Failing to deposit litter of any form in any area other than in a designated receptacle.

l. Not to urinate / defecate in public view.

m. Not to discard hypodermic needles or syringes in a public space (except in an appropriate sharps container)

n. Occupying a tent or other temporary structure in a manner likely to create a health and safety risk for other people.

o. Obstructing a building or exit, stairwell or highway after being asked to move by an authorised officer.

FIXED PENALTY NOTICES AND OFFENCES:

1. It is an offence for a person without reasonable excuse to engage in any activity that is prohibited by this Order.

2. In accordance with section 63 of the Act, a person found to be in breach of this Order by consuming alcohol or by refusing to surrender alcohol to an authorised person is liable on summary conviction to a maximum penalty of a level 2 fine or to a Fixed Penalty Notice..

3. In accordance with section 67 of the Act, a person found to be in breach of this Order other than by consuming alcohol or by refusing to surrender alcohol to an authorised person is liable on summary conviction to a maximum penalty of a level 3 fine or to a Fixed Penalty Notice..

APPEALS

1. In accordance with section 66 of the Act, any interested person who wishes to challenge the validity of this Order on the grounds that the Council did not have the power to make the Order or that a requirement under the Act has not been complied with may apply to the High Count within six weeks from the date upon which the Order is made.

DEFINITION AND EXEMPTIONS:

1. Order may be cited as the '*Newcastle-under-Lyme Town Centre Anti-social Behaviour Public Spaces Protection Order*'.

2. '*Authorised Person*" a person authorised by the Newcastle-under-Lyme Borough Council including employees, partnership agency or contractor. Such authorised person must produce their authorisation upon request.

3. '*Intoxicating substances*' means substances with the capacity to stimulate or depress the central nervous system but does not include tobacco, alcohol or vaporisers.

Given under the Common Seal of
Newcastle-under-Lyme Borough Council
On the

.....19th.....day of .....January.....2023

THE COMMON SEAL of the

COUNCIL

Was hereunto affixed
In the presence of:

Martin T. Hamlet
..... Authorised Officer

CHIEF EXECUTIVE
..... Designation

4. *'Persistent and aggressive'* in the context of begging means sitting or loitering in a public space with any receptacle used to contain monies for the purpose of begging, soliciting payment, harassing and threatening such that could cause intimidation.

5. Consuming alcohol in breach of a PSPO is not an offence under S.67 of the Act. However, under S.63 of the Act it is an offence to fail to comply with a request by a Police Officer or an Authorised Person to cease drinking or surrender alcohol that a person has been or intends to drink in breach of the prohibition in the PSPO. This is also liable on summary conviction to a fine not exceeding level 2 on the standard scale. If alcohol is confiscated, it can be disposed of by the person who confiscates it.

RESTRICTIONS AND PENALTY:

1. The Council is satisfied that the conditions set out in Sections 59, 64 and 72 of the Act have been satisfied and that it is in all the circumstances expedient to make this Order for the purposes of prohibiting the Activities within the Exclusion Zone. The effect or likely effect of this is, or is likely to be, of a persistent or continuing nature, such as to make this unreasonable, and justifies the restrictions imposed by this Order.

2. It is an offence for a person without reasonable excuse to engage in Activities which are prohibited by this Order.

3. No person shall:

   a. Obstruct any authorised officer in the proper execution of their duties;

   b. Obstruct any other person carrying out an act which is necessary to the proper execution of any contract associated with this order;

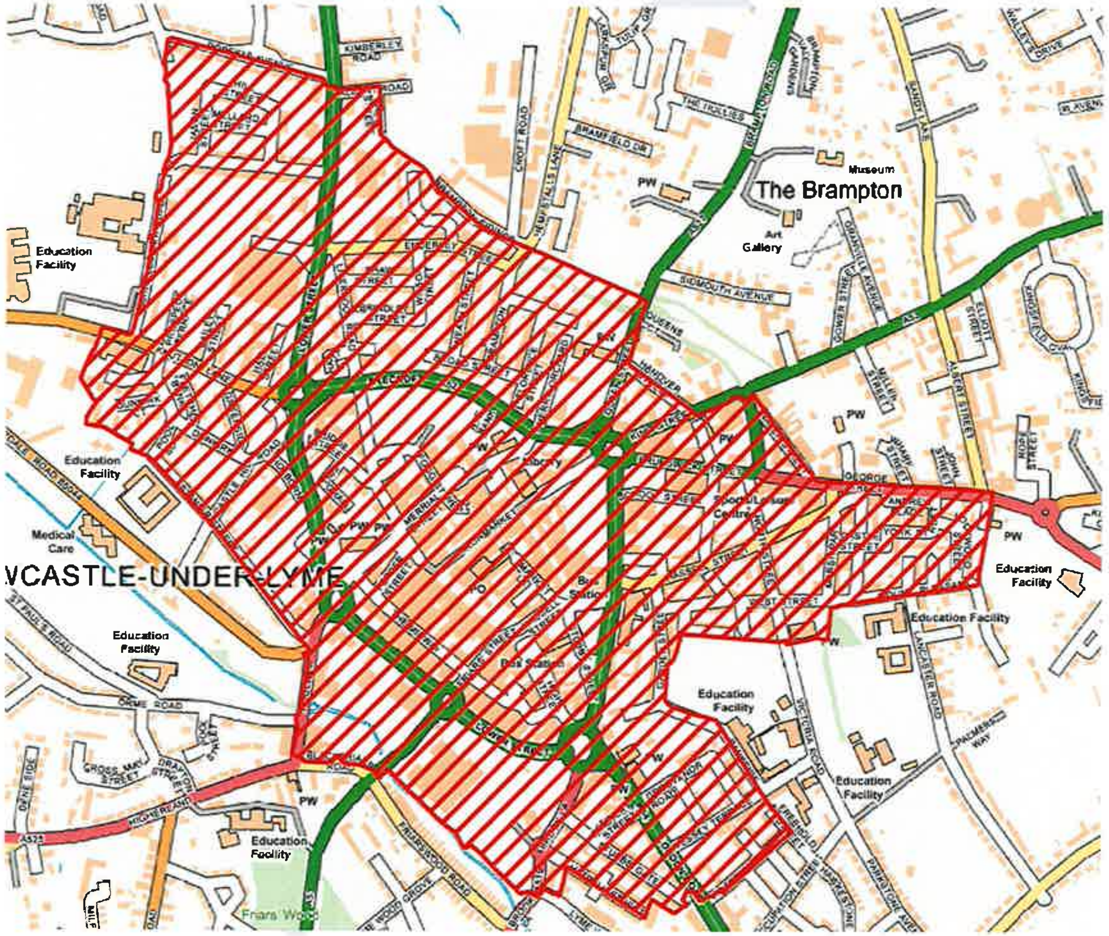
4. A person found to be in breach of this Order shall be liable on summary conviction to a maximum penalty of level 3 on the standard scale or a Fixed Penalty Notice of £100.

APPENDIX:

A street plan of Newcastle-under-Lyme Borough Council, Area of Newcastle Town Centre showing the Exclusion Zone edged in red.

PUBLIC SPACE PROTECTION ORDER NUMBER 1 of 2023 (the "ORDER")

AREA OF NEWCASTLE-UNDER-LYME TOWN CENTRE ("the Exclusion Zone")



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NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

CORPORATE LEADERSHIP TEAM'S REPORT TO

Cabinet
17 October 2023

Report Title: **Review of Environment Strategy & Road Map to Net Zero.**

Submitted by: **Service Director – Sustainable Environment**

Portfolio/s: **Sustainable Environment**

Ward(s) affected: **All**

Purpose of the Report

To provide Cabinet with a progress update towards achieving the aims of the Council's Sustainable Environment Strategy and to consider the recently produced Road Map to net zero for the Councils Operations and Estate.

To note the progress in reducing carbon emissions from the Council's Operations and Estate by 50% over the last ten years.

Recommendation

That Cabinet

1. **Notes the progress made in the various facets of the Council's Sustainable Environmental Strategy and other linked initiatives.**

2. **Notes the 50% reduction in the carbon emissions from the Council's Operations and Estate over the last 10 years.**

3. **That Cabinet considers the findings and recommendations of the Road Map to Net Zero and builds them into the Action plan for an updated Sustainable Environment strategy moving forward.**

4. **That Cabinet refers the progress update and 2023/2024 Action Plan to the Health, Wellbeing & Environment Scrutiny Committee for scrutiny and comments.**

Reasons

To review progress and plans towards the aims of the Council's Sustainable Environment Strategy and linked initiatives including the Council's Nature Recovery plans, Urban Tree Planting Strategy, UN Sustainable Development Goals and Climate Emergency Plans.

To enable the Council to move forward to achieve its net zero target for its own operations by 2030

1. Background

1.1 The Council adopted its Sustainable Environment Strategy in December 2020. The Strategy is a landmark document that sets out the Council's commitment to the sustainable environmental future of the Borough and is an over-arching strategy, under which a range of other linked and related plans and initiatives sit.

1.2 There are 4 Priority Outcomes associated with the Strategy as follows:

- Reduce the reliance on the use of fossil fuels.
- Reduce carbon and other damaging emissions.
- Minimise waste and increase recycling.
- Offset residual carbon emissions.

1.3 In early 2023 the Council commissioned expertise in development of a costed Road Map to Net Zero for the Councils own operations and estate to reach net zero by 2030. Operational buildings have had in-depth surveys and analysis undertaken over the summer, looking at the fabric of the buildings, heating and lighting infrastructure, current insulation, and energy consumption. In addition the Council's vehicle fleet has been subject to an in-depth analysis, which includes the ten year fleet replacement programme. Extracts from the report for analysis undertaken for the Councils buildings and fleet are shown in appendix 2 and 3.

1.4 Development of the roadmap provides a strategic overview of the key priority areas for action and milestones needed for NULBC to reach net zero greenhouse gas emissions by 2030.

1.5 The Roadmap does not set out the 'how', 'who' or the actions needed to achieve the milestones – this is important to stress. It is a strategic framework to help assess what is currently in place and what is needed to get to where The Council collectively needs to be; and then to monitor progress over time.

1.6 The NULBC Roadmap has been commissioned to show that the net zero target can be realistically met, through a wide range of implemented measures and changes to reduce carbon emissions in the Councils own estate and operations, and can be adopted at scale and pace over the next decade across the Borough.

2022 /2023	**2023 – 2027**	**2028 - 2030**
Get Going	**On our Way**	**Achieving our Goal**
Understanding what needs to be done, and when to accelerate those actions.	Expectation that low carbon is the norm and doing well on the journey to net zero.	Choosing low/zero carbon has become routine, culturally embedded, and self-regulating.

1.6 The Roadmap will form the basis for a revised Sustainable Action Plan for the Council, to achieve its net zero target for its operational buildings and fleet.

2. Progress to date

2.1 The Sustainable Environment Strategy (SES) is currently being delivered through an action plan, which identifies a range of actions, which covers an initial 5 years period which is coming to an end. There are a number of linked plans and initiatives that have been agreed and adopted by the Council as follows:

- UN Sustainable Development Goals
- Climate Emergency declaration
- Nature Recovery declaration
- Urban Tree Planting Strategy

2.2 The commissioned roadmap has identified the areas where the Council needs to take action in reducing its own emissions to net zero. The report focuses on the two largest contributors to carbon emissions, our buildings heating and lighting, and our operational vehicle fleet. These areas fall into scope 1 and 2 of our responsibilities under the Climate Act 2008.

2.3 The SES action plan has been updated, detailing progress, made to date, and is attached to this report as an appendix 1.

2.4 It is worth highlighting the positive actions which have been commissioned and or completed as part of the SES action plan, which are positively reducing the Councils carbon emissions, notably –

- Introduced the use of Hydrotreated Vegetable Oil (HVO) fuel, as a clean alternative to diesel in its HGV fleet, reducing carbon emissions for those vehicles by 90% during the first 6 months of 2023.
- Planted 14,947 in the first four phases of the urban tree planting strategy over 21 sites.
- Provided sustainability training to all employees and members of the Council, and begun looking into enhanced carbon literacy training for Scrutiny, Cabinet and senior managers
- Reduced the Council's own carbon emissions by 43% since 2019, and by 50% over the past 10 years.

2.5 In addition the Council is an active partner in the Staffordshire Sustainability Board (SSB), made up of senior members and officers with responsibility for sustainability and climate change for all ten local authorities in Staffordshire. Through its work with the SSB, the Council has supported and contributed to the following initiatives developed and recommended by the board. –

- Achieved all ten actions of the SSB's base pledges (see appendix 5)
- Signed up to and supported a County wide communications plan for climate change action, and hosted a 'Carbon Bubble' event in Newcastle town centre in May 2023.
- Signed up to ad supported the County Councils Electric Vehicle (EV) strategy
- Signed up and supported the County Councils Climate Change Adaptation Strategy.

3. Proposal

3.1 Cabinet notes the progress made in the various facets of the Council's Sustainable Environmental Strategy (SES) and other linked initiatives. The table below presents the current

achievements of the SES Action Plan since its implementation. The “#” represent the different actions in the SES Action Plan Progress Tracker.

NEWCASTLE UNDER LYME BOROUGH COUNCIL

Sustainable Environment Strategy Progress

Overarching

- Continued engagement with Keele University focused around their Smart Energy Network Demonstrator (SEND) and Hydex to act as a case study for NuLBC. (#10 & #32)
- Joined Sustainability West Midlands (SWM) ad APSE Energy to share and learn best practices in the sector. (#11)
- Commissioned and completed a Net Zero Roadmap for the Councils built estate, which will drive an updated Sustainable Environment and Decarbonisation Action Plan in April. (#12, #27, #34 & #40)
- Created a dedicated full time Environmental Sustainability Officer. (#13)

Minimising Waste and increase Recycling

- The Council and all Staffordshire authorities agreed on base pledge and work programme as part of SSB (Staffordshire Sustainability Board) where NuLBC is the second highest performer for recycling. (#30)

NEWCASTLE UNDER LYME BOROUGH COUNCIL

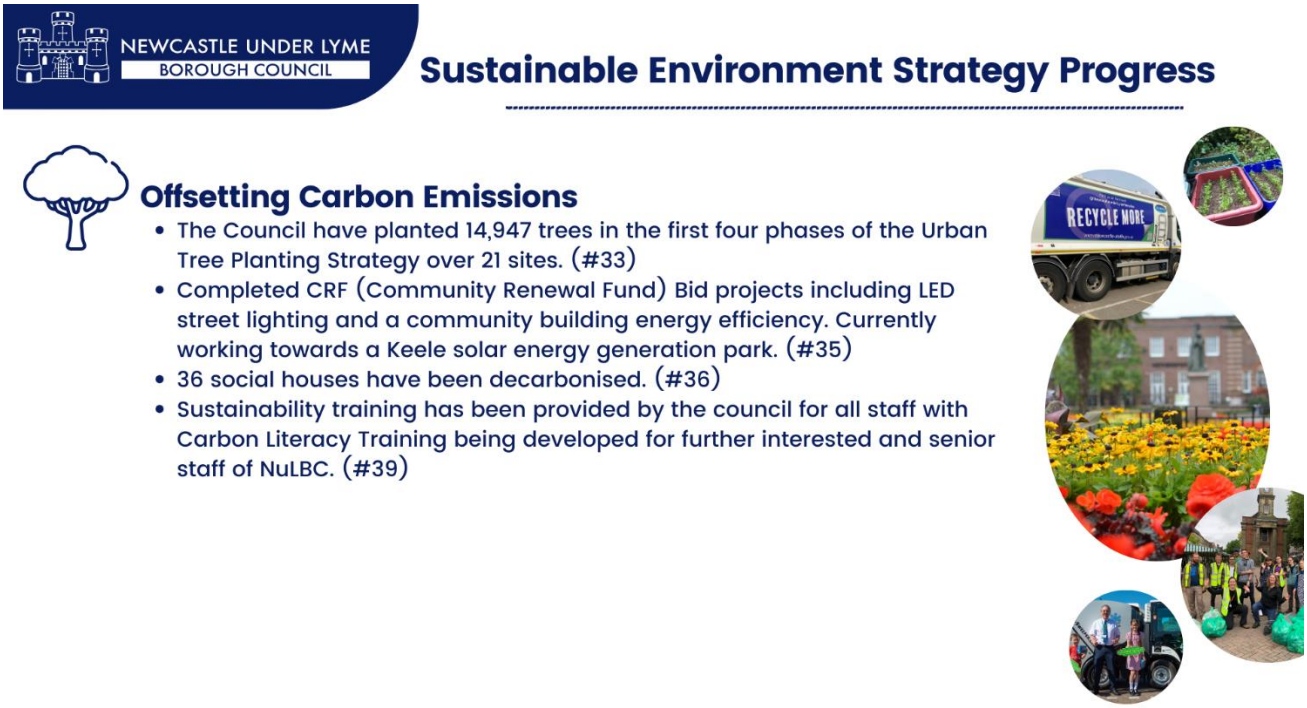
Sustainable Environment Strategy Progress

Reducing our Reliance on Fossil Fuels

- The Council is supporting initiatives such as cycle routes developments like at Keele roundabout. (#15)
- The Council introduced a salary sacrifice scheme for EV's for employees. (#16)
- The Council received a bid from LETIS (Low Emission Taxi Infrastructure Scheme) to develop 8 rapid electric vehicle charging point within the Borough for taxis and completed the installation of electrical vehicle charging points in NuLBC managed car parks for customer use. (#17)
- The Council formally adopted the County EV Strategy January 2023. (#18)

Reducing Emissions

- Through route optimisation with Streetscene Operations, the fleet has seen a 20% reduction vehicle use for litter bin emptying, making operation more cost effective and energy efficient. (#22)
- The Driver CPC and ECO Driving programs has been agreed for 2023/2024 and aims to increase driver positive behaviours and well-being. (#23)
- The Council set to effect behaviour changes and optimise energy usage with data captured by Wi Bees Data Loggers. (#24)



Please see the full action plan document "Sustainable Environment Strategy Action plan 2022-2023 Updated Progress October 2023" in Appendix 1.

3.2 That the scope 1 and 2 emissions recommendations emanating from the roadmap are agreed and built into the councils revised SES moving forward, namely –

Operational buildings Heat Decarbonisation (See Appendix 2 for background information)

- To reduce the energy (electricity & gas) consumption and demand of the Councils built estate with energy efficient interventions such as…
  - Fabric upgrades (Double glazing and insulation)
  - Heating (such as air source heat-pumps) and DHW (Domestic Hot Water) upgrades
  - Lighting upgrades from Incandescent to LEDs
  - BEMS (Building Energy Management Systems) and energy metering upgrades
  - Fan, motor and pumps upgrades
  - Behavioural changes

  All achieved within the built estate by our 2030 net zero goal (with additional offsetting if needed).
- To increase the renewable energy supply of the Councils built estate through the installation of solar PV on owned buildings by our 2030 net zero goal. Where gas still needs to be used (such as Bradwell Crematorium) offsetting should occur to reach net zero.
- To use the Faithful & Gould (F&G) Heat Decarbonisation Roadmap to drive net zero initiatives within the district of Newcastle-under-Lyme Borough Council to decarbonise all buildings and sites by our 2050 net zero goal.

Vehicle Fleet Transition (See Appendix 3 for background information)

- To transition all the Councils vehicles (such as light and heavy commercial vehicles) and assets (such as tractors and mowers) in the Councils fleet from fossil fuelled

vehicles to zero emissions vehicles (ZEVs) by our 2030 net zero goal. The fleet should all be transitioned to electric vehicles unless there is an opportunity to use other better renewable technology/energy such as hydrogen.

- To responsibly operate and maintain none transitioned and transitioned vehicles in the Councils fleet to ensure long life and cost effectiveness.
- To increase charging infrastructure and implement a Charge Management System (to optimise and manage electrical loads) at the relevant sites (such as the Knutton Depot) for newly transitioned fleet vehicles (light and heavy commercial).
- To optimise fleet utilisation by rationalising the fleet through utilisation, energy use and productivity surveying.
- To use the Evenergi Fleet Transition Plan to drive net zero initiatives within the district of Newcastle-under-Lyme Borough Council to decarbonise all transportation by our 2050 net zero goal.

Biodiversity and Nature Recovery

- To continue and expand the Urban Tree Planting Strategy to drive carbon capture and offset emissions that are leftover from technological upgrades of the built estate and fleet.
- To include Biodiversity Net Gain (BNG) in all new developments the Council undertakes to ensure the net gain of biodiversity in the areas we develop.

Governance and Planning

- To implement a dynamics planning framework (embedded in the SES and Decarbonisation Action Plan) for site and transport decarbonisation to ensure an accountable and achievable timeline of assigned actions that can drive the Council to net zero by 2030 within its built estate.
- In line with the new SES Action Plan, to ensure Biodiversity will be a strong priority within the action plan and will be embedded within all actions in the updated action plan.
- To ensure that all service directorates whether directly or indirectly involved in the sustainability and decarbonisation of the Council, will be included in the revision of the SES Action Plan to ensure their own strategies, plans and staff have sustainability embedded within their services. Examples of this include procurement creating a sustainable procurement policy for the entire organisation and its services, planning embedding sustainability into new Local Plans and strategies and HR facilitating a commuting to work sustainably campaign.
- To review and apply for funding opportunities to drive the Councils heat decarbonisation and vehicle fleet transition goals t become a net zero council. Funding opportunities are available from a multitude of government supported organisations such as Salix Finance, mentioned in the Heat Decarbonisation Roadmap.

3.3 Taking account of the recommendations of the roadmap process together with the review of actions completed as part of the SES that a revised and updated SES is bought back to Cabinet in April 2024.

3.4 The roadmap will become a decarbonisation project plan prioritising initial ‘quick wins’ to embed the project and direction of travel.

3.5 That Cabinet refers the progress update to the Health, Wellbeing and Environment Scrutiny Committee for scrutiny and comments.

3.6 As part of the work in revising and updating the SES a carbon budget will be established in line with best practice. Current investigations suggest tools like the Staffordshire Business and

Environment Network 'Carbon Footprint Tool' may be the most effective tool available at this time.

3.7 The revised Sustainable Environment Strategy (which includes the decarbonisation project plan as the action timetable) needs to be alignment with the Medium Term Financial Strategy, Asset Strategy and regeneration projects moving forward.

3.8 The revised Strategy will also need to align with Landscape management and land holding management (including parks, open spaces and so on) with regard to implementing biodiversity net gain and adaptation requirements.

4. Reasons for Proposed Solution

4.1 The Sustainable Environment Strategy sets out the Council's ambition to be an exemplar local authority in both caring for, and enhancing our environment. Adapting to and mitigating the effects of climate change means changing the way we do things for the long-term benefit of the Borough.

4.2 To evolve the Council's Sustainable Environment Strategy, as a 'living' document with linked plans and initiatives with particular focus on its journey to net carbon zero.

5. Options Considered

5.1 There is no other option to meet the statutory challenges posed by the legislation.

6. Legal and Statutory Implications

6.1 The Climate Change Act 2008 has the following provisions:

- Carbon targets and carbon budgeting - The Act places the government under a legal duty to reduce greenhouse gas emissions by 80% below 1990 levels by 2050

- The Committee on Climate Change - The Act also establishes the Committee on Climate Change, an independent, expert body to advise government on the appropriate level for the targets, budgets, and on matters relating to mitigation and adaptation. The Committee will submit annual reports to parliament on progress towards the targets and the government must respond to this report.

6.2 Councils Duty to reduce carbon emissions - There are currently no statutory requirements for local authorities to set or negotiate targets to reduce their own or area wide emissions. However the Borough declared a Climate Emergency in April 2019 and committed to reach net zero for its own operations by 2030.

6.3 In 2020/2021, the Council reduced carbon emissions associated with its operations by 21.5% or 593 tons. It will be noted that this reduction will in part have been achieved during the Covid pandemic. Through the One Council programme, the Council is working to ensure that some of the working practices utilised during the pandemic are built into the Council's core business model.

6.4 All Local Authorities also have a "biodiversity duty" under the Natural Environment and Rural Communities Act 2006.

7. Equality Impact Assessment

7.1 There are no adverse equality impacts identified as a consequence of this report. Specific actions contained within the proposed revised SES Decarbonisation Action Plan will need to consider any equality impacts on a project by project basis.

7.2 However, a number of the UN Sustainable Development Goals which the Council is a signatory to relate to issues of social justice and fairness.

8. Financial and Resource Implications

8.1 There will be financial and resource implications arising from this report.

8.2 However, the Council has formally recognised a climate emergency and in doing so it acknowledges that there is a real need to act now and plan in how to tackle the environmental threats posed by climate change. This need to act will require a balance to be found between the prioritisation of funding for projects and the duty to be accountable for the way in which public funds are used.

8.3 The Roadmap has identified capital expenditure of £7.4 million is required up to 2030 to decarbonise the Council's operational buildings. Costs for replacement fleet utilising zero and ultra-low emission vehicles, estimated at £10.76m, have been confirmed as being adequately covered under the Council's existing ten-year fleet replacement programme budget. Further work is underway to ascertain the impact on future capital expenditure from carbon offset.

8.4 The Council recognises that it will need to make bold decisions where there is a good business case to deliver the right outcomes for our residents and businesses that consider both financial and environmental returns for that investment. The return on investment (ROI) for many of the projects required is demonstrably quicker as the required technologies become more widely used.

8.5 To make further progress on this agenda, the 2022/2023 approved Council budget includes the provision of £100,000 within the Borough Growth Fund to enable tree planting within urban greenspaces, preparation of a roadmap to achieving a net zero Council and progress schemes and initiatives contained in the SES Action Plan.

8.6 External funding will continue to play an important part in allowing projects to come forward and the work detailed earlier in this report in respect of the Community Renewal Fund is an example which needs to be followed more widely. Officers have recently made a public Sector Decarbonisation Fund (PSDF) bid for energy reduction measures at the J2 Leisure centre, if successful this will achieve significant reductions in energy, which has seen significant increases over the last year or so, as well as a reduction in carbon emissions.

9. Major Risks

9.1 There are overarching risks of inaction in respect of the Council's response to the environmental threats caused by:

- rising carbon emissions (reputational damage, potential statutory penalties from carbon reporting requirements),
- climate change (excessive urban heat impacts, excess deaths, flooding, air pollution etc.),
- habitat loss (failure to meet statutory Biodiversity Net Gain in developments),
- plastic pollution (poor quality water and increasingly toxic soils

- poor use of dwindling natural resources (increased pressure on fuel costs).

9.2 As a result, Councils around the UK and Governments around the world are responding to these threats and public calls for a robust and rapid reduction, and mitigation measures as well as reigniting environmental strategies. Many have declared Climate Emergencies with the aim of accelerating action to achieve carbon neutrality, consider how to mitigate the effects of climate change and change how resources are used.

9.3 There are growing expectations that Councils take a leading and decisive role in this respect and there are reputational risks to the Council in not acting positively.

9.4 Any risks associated with specific projects contained within the proposed Action Plan will be assessed and considered on a project-by-project basis.

9.5 That forthcoming or future projects may not have sufficiently been screened for their carbon impact during planning stages, and negate the investment made in other carbon reduction projects.

9.6 A specific detailed risk register for this aspect of the Council's work will be presented to Cabinet.

10 UN Sustainable Development Goals (UNSDG)

10.1 The Sustainable Environment Strategy and linked initiatives will support the realisation of the aims of UN SDG 3, 4, 6, 7, 8, 10, 11, 12, 13, 14 & 15.

11 Key Decision Information

11.1 Approval of the report is considered a key decision as it impacts on all Wards in the Borough. It has been included in the Forward Plan.

12 Earlier Cabinet/Committee Resolutions

12.1 There are several previous Council, Cabinet and Scrutiny Committee reports.

13 List of Appendices

13.1 Appendix 1 – Sustainable Environment Strategy Progress on action plan Report

13.2 Appendix 2 – Site Heat Decarbonisation Background

13.3 Appendix 3 – Vehicle Fleet Transition Background

13.4 Appendix 4 – Extract from Corporate Risk Assessment system (GRACE) for decarbonisation.

13.5 Appendix 5 - SSB Base Pledges

14 Background Papers

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1. Urban Tree Planting Strategy
2. Sustainable Environment Strategy
3. Sustainable Environment Strategy Action Plan 2022-2023
4. Climate Emergency Motion
5. Natures Recovery Motion
6. UN Sustainable Development Goals

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Newcastle-under-Lyme Sustainable Environment Strategy

2023 Update

Our Commitment for Newcastle-under-Lyme

Newcastle under Lyme is dedicated to ensuring a sustainable future that leads to improvements within our communities and we will continue to strive to reduce our own impact on the environment in everything we do.

NEWCASTLE UNDER LYME BOROUGH COUNCIL

November 2020

Sustainable Environment Strategy Action Plan 2022/2023

Foreword by Councillor David Hutchison

Portfolio Holder for Sustainable Environment

Since the climate emergency declaration and the publishing of the Sustainable Environment Action Plan (SES Action Plan) in 2019, Newcastle-under-Lyme Borough Council has been focused on various overarching sustainability targets, reducing our reliance on fossil fuels, reducing our emissions as an organisation, minimising our waste and increasing recycling and finally offsetting emissions. Over the last ~5 years the Borough Council has made some great progress in implementing the actions outlined in the SES Action Plan and as result the council have reduced their carbon footprint by 50% in the last 10 years.

The Borough Council now has the responsibility to become Net Zero within its own operations by 2030 and within the entire Borough by 2050 through installing renewable technology, decarbonising buildings and transportation, and influencing behaviour changes. The Council has received extensive consultation on multiple operational sites and the entire fleet to map the cost and time it will take to decarbonise the built estate and fleet by 2030. The decarbonisation of the Councils built estate will act as a case study to drive net zero initiatives within the residences, businesses and transport systems in the Borough to achieve a net zero Borough by 2050.

With the new net zero consultation data the Council will facilitate the creation of an updated SES Action Plan which will focus both on the Councils 2030 and 2050 goals for net zero but include embedded targets on scope 3 emissions such as procurement and commuting, increasing biodiversity and influencing sustainable behaviour change. The Borough Council is committed to these targets to ensure the Borough does everything in it's power to reduce the impact it has on climate change and the environment.

Sustainable Environment Strategy Action Plan 2022/2023

Overarching

Reduce our reliance on Fossil Fuels

Reducing Emissions

Minimising waste and increase recycling

Offsetting Carbon Emissions

Sustainable Environment Strategy Action Plan 2022/2023

Overarching

Action	By when?	Progress to date
1. The Staffordshire Climate Change Adaptation & Mitigation Report has been finalised and key policy recommendations will inform policies in the Local Plan to ensure that new development will seek to mitigate the impact on climate change.	At the adoption of the Local Plan	Local Plan been out for consultation. Analysis of results now taking place
2. The following policy principles are likely to be taken forward in the emerging Local Plan:-		
3. Presumption in favour of wind energy development on unconstrained areas (which will be identified on the Policies Map), subject to specific criteria on design, siting, amenity impact etc.	At the adoption of the Local Plan	As above
4. Electric vehicle charging points should be included in all developments' parking proposals. Where use of existing parking facilities are being utilised, contributions towards electric vehicle infrastructure is likely to be required;	At the adoption of the Local Plan	as above
5. Requirement that all development should be adaptable to climate change and help reduce carbon emissions by including, wherever appropriate, decentralised and renewable and low carbon sources.	At the adoption of the Local Plan	As above
6. Requirement on proposals for major developments to submit a sustainability statement demonstrating consideration of energy efficiency measures and low carbon technologies;	At the adoption of the Local Plan	As above
7. Requirement for all development and energy proposals that would generate significant surplus or waste heat should take all practicable measures to utilise that heat to meet local energy needs;	At the adoption of the Local Plan	As above
8. Requirement to connect into the heat network or be designed to do so where this is planned or exists, unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is impracticable;	At the adoption of the Local Plan	As above
9. The Report also recommends consideration of a carbon offset fund. Should the Council choose to adopt this, the level of charge set would need to be tested in a Viability Report and additional resources may be required to manage this fund.	At the adoption of the Local Plan	As above
10. Continuing to engage with Keele University (possible Staffordshire University) to explore what they are doing in relation to reducing carbon/becoming carbon neutral and to examine if the Council can learn anything from the work being undertaken.	2022/2023	Constructive progress made with Keele, focused around their Smart energy demonstrator and Hydrex projects.
11. To explore if there is any national best practice examples and/or guidance to support the delivery of such work.	2022/2023	jioned Sustainability west Midlands and APSE energy to share and learn from best practice.
12. Commission a base line study and roadmap plan to reach carbon neutrality for the Council's operations by 2030.	2022/2023	Commissioned and completed. Action plan by April 24
13. Create a dedicated Environmental Sustainability Officer post for initial 12 month period.	2022/2023	Completeed appointed - 1.33 FTA's in post on perminant basis.

Sustainable Environment Strategy Action Plan 2022/2023

Reduce our reliance on Fossil Fuels

Action	By when?	Progress to date
14. An Air Quality Final Business case will be considered by Cabinet for submitting to DEFRA which will include a package of measures to be implemented with respect to Air Quality improvements.	2022/2023	Submission date moved to 2024, It was mentioned this action would contribute to a net increase in carbon emissions.
15. Staffordshire County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) 2020-2030 establishes a programme of improvements for pedestrians and cyclists to include better access and improved cycle routes for the residents of the Borough.	2020/2030	Council supporting initiatives, cycle routes around Newcastle currently being constructed Eg Keele rondabout
16. Promote the Council's agile working policy and Green Travel Plan, encouraging Car Sharing, Cycle Loans, and Annual Bus Travel Card for its employees to reduce CO2 from travel to work.	Ongoing	Continue supporting, Council introduced salary sacrifice scheme for EV's for employees
17. A consortium bid, funded by Low Emission Taxi Infrastructure Scheme, has approved eight rapid electric vehicle charging points to be installed within the Borough. To complete the installation of electrical vehicle charging points in car parks managed by the Borough for customer usage.	2022	Complete
18. Staffordshire County Council have developed an EV strategy for the County. The Council will use this as a basis for its borough-wide strategy. Continue to investigate further opportunities for on street parking charging points.	2022/2023	Cabinet formaly adopted County EV strategy in January 23.
19. To consider future amendments of policy and further consultation and adoption to the Taxi/PHV policy.	2025	ongoing - workstream of Staffordshire Sustainability board.
20. To assess the suitability and applicability of financial support schemes from the Office of Low Emissions Vehicles grants for new vehicles/grant for second hand (loan schemes to support purchase of New and Used vehicles).	2025	Ongoing
21. To assess schemes established by Local Authorities such as Birmingham/Coventry/Nottingham with respect to electrical vehicles and its associated infrastructure improvement and to incorporate learning for the Council.	2025	Ongoing

Sustainable Environment Strategy Action Plan 2022/2023

Reducing Emissions

Action	By when?	Progress to date
22. Build on vehicle route optimisation work in recycling, waste and fleet service and extend it to other parts of the Council's operations to reduce vehicle mileage and emissions.	Ongoing	Work has been undertaken with streetscene fleet, resulting in 20% reduction in vehicle use for litter bin emptying
23. To continue to provide driver CPC training and offer ECO driving aimed at Driver behaviour and well-being.	Ongoing	Programme agreed for 2023/24
24. Based on the data captured by Wi Beees Data Loggers, for utilities consumption, the Council will seek to effect behaviour changes and optimise energy usage.	2023	Complete
25. Monitor and utilise the data from the new “e-telligent” packages of building management systems.	2022/2023	Actions as part of RoadMap decarbonisation plan for Council Buildings
26. To appoint an energy specialist in- house or to engage an external specialist Consultant with the remit of reducing carbon emissions across the Council’s portfolio.	2022/2023	to be considered as part of the action plan above.
27. The Council has appointed external consultants to assess the feasibility of deploying low carbon technologies, across the Council's landholdings and buildings.	Ongoing	ongoing - workstream of Staffordshire Sustainability board.
28. Continue to work collaboratively with Keele University to explore new energy efficient schemes such as district network heating.	2022/2023	Ongoing
29. The Council has made preliminary assessment of the type of street lighting for which the Council is responsible for, 382 lights of which only 4 are currently LED. To develop a proposal/business case to install LED to Council’s owned street lighting.	2022/2023	Ongoing

Sustainable Environment Strategy Action Plan 2022/2023

Minimising Waste and increase Recycling

Action	By when?	Progress to date
30. To review what neighbouring authorities are delivering as part of their carbon reduction/carbon neutrality programme, examine if there might be benefits from a combined public sector L.A. approach.	2022/2023	Base pledge and work programme agreed by all Staffordshire authorities as part of Staffordshire Sustainability Board. Good progress being made. Newcastle second highest performer for Recycling in Staffordshire.
31. To engage with the Staffordshire Chamber of Commerce to understand the messages/guidance they are providing to the business sector on CO2 neutral energy tariffs.	2022/2023	Ongoing
32. To explore what local medium to large size private sector organisations are doing in relation to reducing carbon / becoming carbon neutral (examine any learning from the work being undertaken).	2022/2023	Work with Keele and staffs University's as well as SBEN.

Sustainable Environment Strategy Action Plan 2022/2023

Offsetting Carbon Emissions

Action	By when?	Progress to date
33. Continue the planting of trees on Council owned land as part of the Urban Tree Planting Strategy and declare planted sites Urban Carbon Capture Areas.	2022/2023	Planted 14,947 in the first four phases of the urban tree planting strategy over 21 sites.
34. Explore the feasibility of installing a 30kw array of solar thermal-PV hybrid at south facing roofs of NULBC central Depot. Battery Solutions for the Depot. To store excess energy from the solar panels.	2022/2023	forms part of action plan for RoadMap - Building decarbonisation plan.
35. Implement Community Renewal Fund (CRF) Bid projects for sustainable energy solutions. Including LED street lighting, community building energy efficiency and feasibility of Keele solar green energy generation.	2022/2023	Completed, initiatives such as Solar farm being taken forward.
36. Social Housing & Decarbonisation Fund	2022	36 houses did receive decarbonisation funding and were refurbished and decarbonised.
37. Prepare a Nature Recovery Action Plan in conjunction with Staffordshire Wildlife Trust	2022/2023	Ongoing
38. J2 Tree Planting Scheme - to plant a tree for every new Member signed up at J2.	2022/2023	Scheme is designed and ready for implementation
39. Progress Carbon Literacy Project	2022/2023	Sustainability training provided to members and staff across the Council. More indepth Carbon litteracy training being developed for roll out in 2024.
40. Explore Long Life/Long Term Energy Storage opportunities	Ongoing	Part of RoadMap to net zero decarbonisation action plan being developed.

Appendix 2 – Building/Site Heat Decarbonisation Background

The Heat Decarbonisation Roadmap, commissioned through Faithful and Gould (F&G) consulted on a number of sites in the Councils operational estate. Those sites and their calculated costs and actions to decarbonise are presented below as combined site and individual site case studies.

All figures, tables, data and attached analysis in Appendix 2 are derived from the Faithful and Gould (F&G) Heat Decarbonisation Roadmap.

A glossary of abbreviations has been provided below.

Appendix G. Glossary of Terms/Acronyms

- HDP - Heat Decarbonisation Plan.
- BSE - Building Services Engineering.
- HVAC - Heating, Ventilation, and Air conditioning.
- NZC - Net Zero Carbon.
- PV - Photovoltaic.
- kWh - Kilowatt hour.
- tCO_2 - One Tonne of Carbon Dioxide.
- ASHP - Air Source Heat Pump.
- Quick wins - Interventions that are easy, fast, and economical to implement.
- LED - Light Emitting Diode; type of lighting.
- KPIs - Key Performance Indicators.
- FM - Facilities Management.
- Soft landings - Government scheme adopting a strategy to ensure a smooth transition from construction to occupation ensuring optimal operational performance.
- Salix finance - non-departmental public body, wholly owned by the Government administering funds on behalf of the Department for Energy Security and Net Zero.
- DESNZ - Department of Energy Security and Net Zero.
- LCSF – Low Carbon Skills Fund.
- PSDS – Public Sector Decarbonisation Scheme.
- Climate emergency - A critical and urgent situation characterised by rapid and severe changes in global climate patterns, driven primarily by human activities, which pose significant threats to ecosystems, societies, and the planet's long-term sustainability.
- Decarbonisation (Built Environment) - The process of reducing or eliminating carbon emissions associated with construction, operation, or maintenance of buildings and infrastructure, typically through sustainable design, energy efficiency measures, and the adoption of low-carbon technologies.
- Retrofit – The process of enhancing or upgrading existing buildings, infrastructure, or systems to improve energy efficiency, sustainability, and functionality. Often done through incorporating innovative technologies and design principles.
- Building fabric – The physical components and materials that make up a building's envelope, including walls, roofs, floors, and cladding, which collectively determine the building's structure integrity, thermal performance, and weather resistance.
- GHG - Green House Gases.
- UK-GBC - UK Green Building Council.
- Climate Change Act - A legislative framework implemented by governments, aimed at addressing and mitigating the impacts of climate change through the establishment of binding policies and targets to reduce GHG emission and promote sustainable practices across industries.
- Carbon Budget Orders - These are regulatory measures and mechanisms established by governments, which allocate a specific allowable amount of carbon emissions over a defined period to different sectors or entities, with the goal of controlling and reducing overall GHG emissions to meet climate targets.
- SBTi – Science Based Targets initiative.
- M&E – Mechanical & Electrical.
- MEP – Mechanical, Electrical, and Plumbing.
- BMS – Building Management System.
- BEMS – Building Energy Management System.
- VRV/VRF - Variable Refrigerant Volume/Flow.
- Radiant electric - Refers to a heating system that utilises electric radiant heating elements, such as wires or panels, to emit infrared radiation for heating indoor spaces. Offering an efficient and direct method of heating without the need for traditional heating ducts, forced-air systems, or use of solid fuel.
- DX split - Refers to a type of air conditioning system where the cooling process is achieved through direct expansion (DX) of a refrigerant, typically in a split-system configuration, involving separate indoor and outdoor units. A DX split system that can work a reverse cycle to provide both heating and cooling is a heat pump.
- POU - Point of Use - A system or device that provide specific services or functions (domestic hot water for the context of this report) at the location where they are needed, on a smaller scale and localised basis, enhancing energy efficiency while reducing resource wastage and distribution losses.
- DHW - Domestic Hot Water.

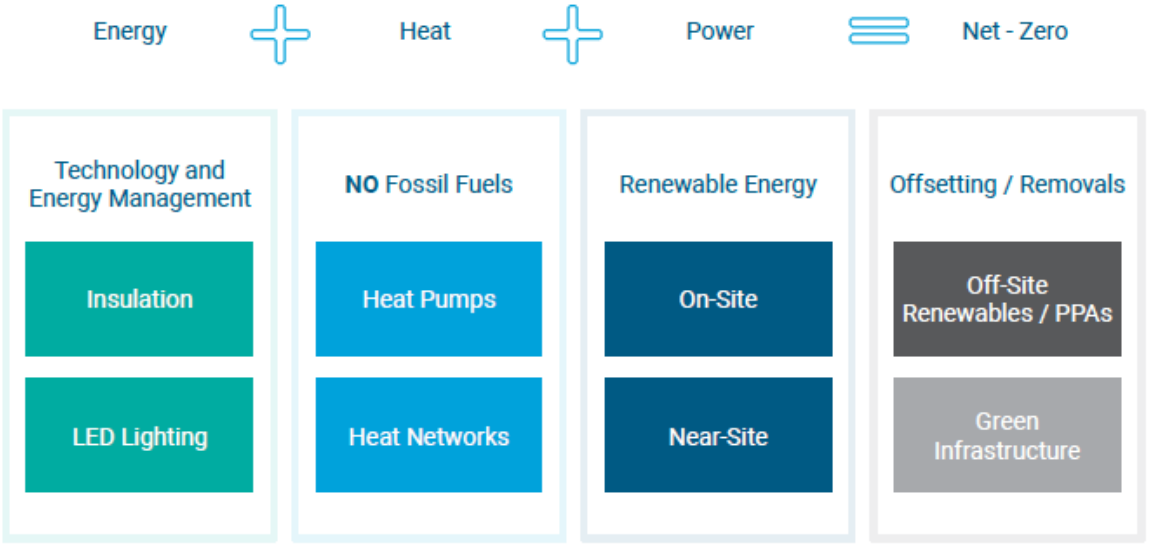
<u>Combined Site Heat Decarbonisation Case Study:</u>

This section presents and analyses the combined site heat decarbonisation data from Faithful and Goulds (F&G) commissioned Heat Decarbonisation Roadmap for the Council. The data below focuses on the cost, energy, carbon savings and intervention type for the combined built estate that was surveyed by F&G.

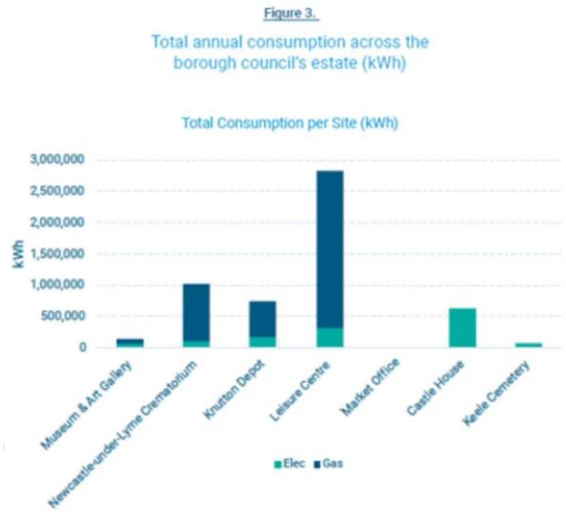
F&G were commissioned to deliver a roadmap to net zero for the Council. To explain what net zero meant in the case of this report F&G included Figure 2 (Pg.12) which shows that energy, heat and power decarbonisation technology and implementation of that technology will achieve Net Zero.

<u>Figure. 2</u>

Process towards Net Zero Carbon buildings



Figures 3 and 4 below display the total annual consumption in kilowatt-hour and total carbon emissions in tonnes of carbon dioxide equivalent for gas and electricity consumption across the 7 of the sites that were reviewed by F&G. As seen in the tables below the J2 (Jubilee 2) Leisure Centre is the largest consumer of gas and electricity which makes it the largest emitter of greenhouse gas in the Councilsoperational estate. The more a site/building consumes in gas and electricity the more emissions we can expect to be associated with that site. Other notable mentions are the Bradwell Crematorium (labelled as Newcastle-under-Lyme Crematorium) and Knutton lane Depot which both have high gas use and low electrify use. Compared to a building like Castle House which uses no gas whatsoever you can see how electrifying different buildings can decrease the relative emissions and impact.



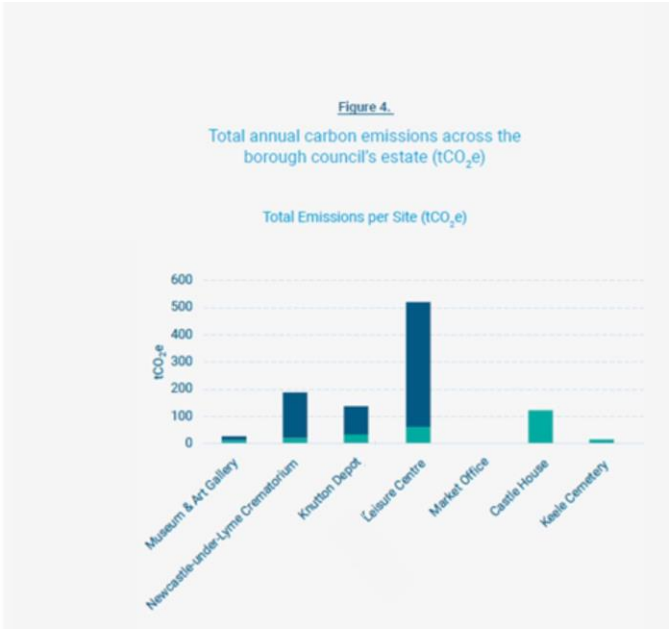


Figure 5 shows the breakdown of energy consumption at each site reviewed. It has been broken down by space heating, domestic hot water (DHW), lighting and other. “Other” is attributed to energy consumers such as the furnaces at the crematorium and the water heating for the leisure centre which as seen below are the main culprits for large amounts of energy consumption. Space heating as seen in the figure below also contributes to the significant amount of energy consumption from the council’s operational estate, showing the need for decarbonisation methods especially for space heating and “other” energy consumers.

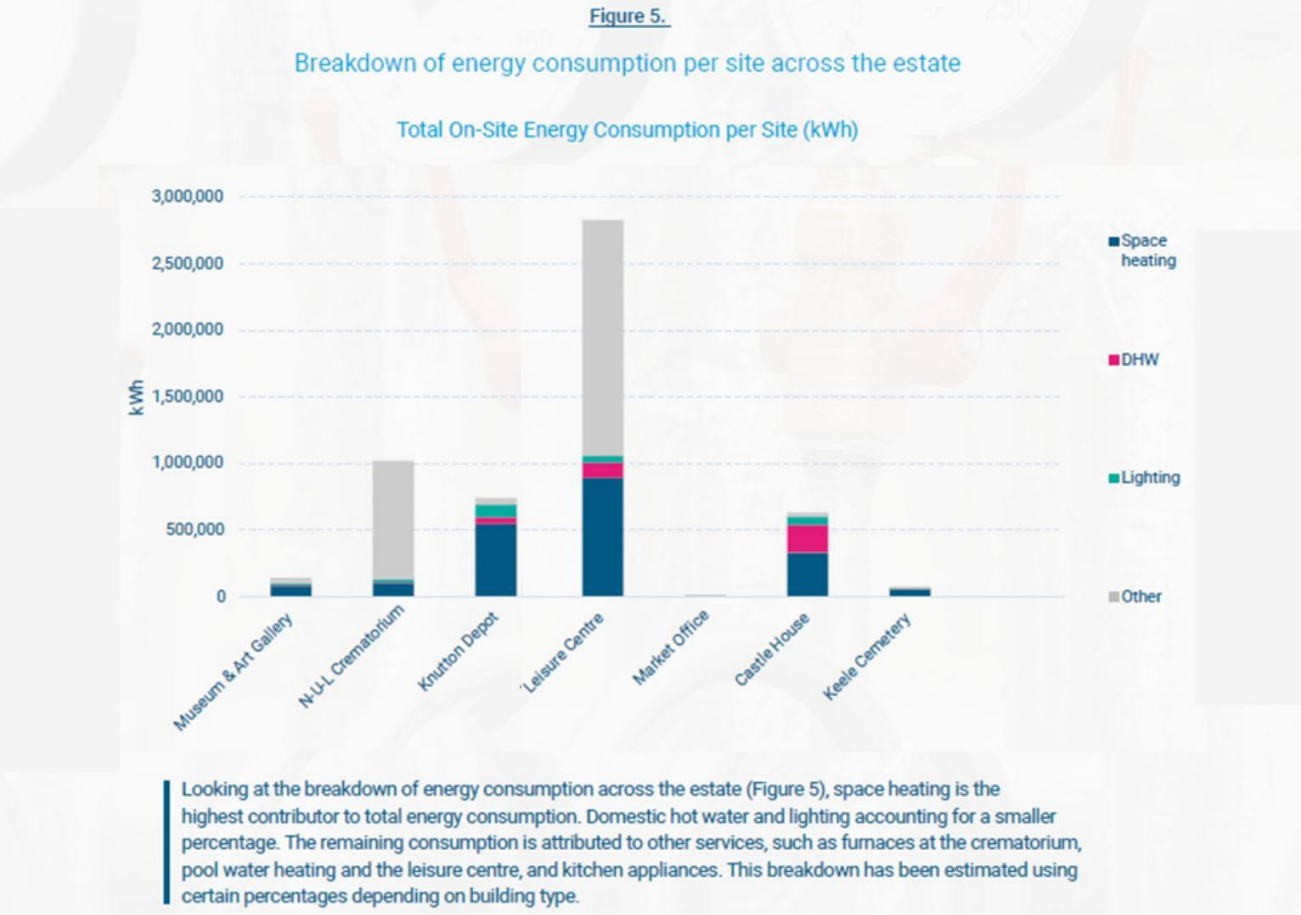


Figure 11 shows the substantial decrease in energy use by 2030 from the recommended interventions, most notably in gas consumption. The reason electricty consumption increases is due to the decarbonising interventions like air source heat pumps that use electricty instead of gas. The leftover 666,236 kWh of gas at 2030 is due to the crematorium furnaces and some other consumers that still don't have the adequate technology to replace gas yet, which means that energy use which contributes to our emissions will have to be offset somewhere else until decarbonised replacements mature. However the great decrease in gas consumption means that even with an increase in electricty usage, the overall energy usage of the Councils operational estate decreases by almost half the original amount with these interventions by 2030.

Figure 11.

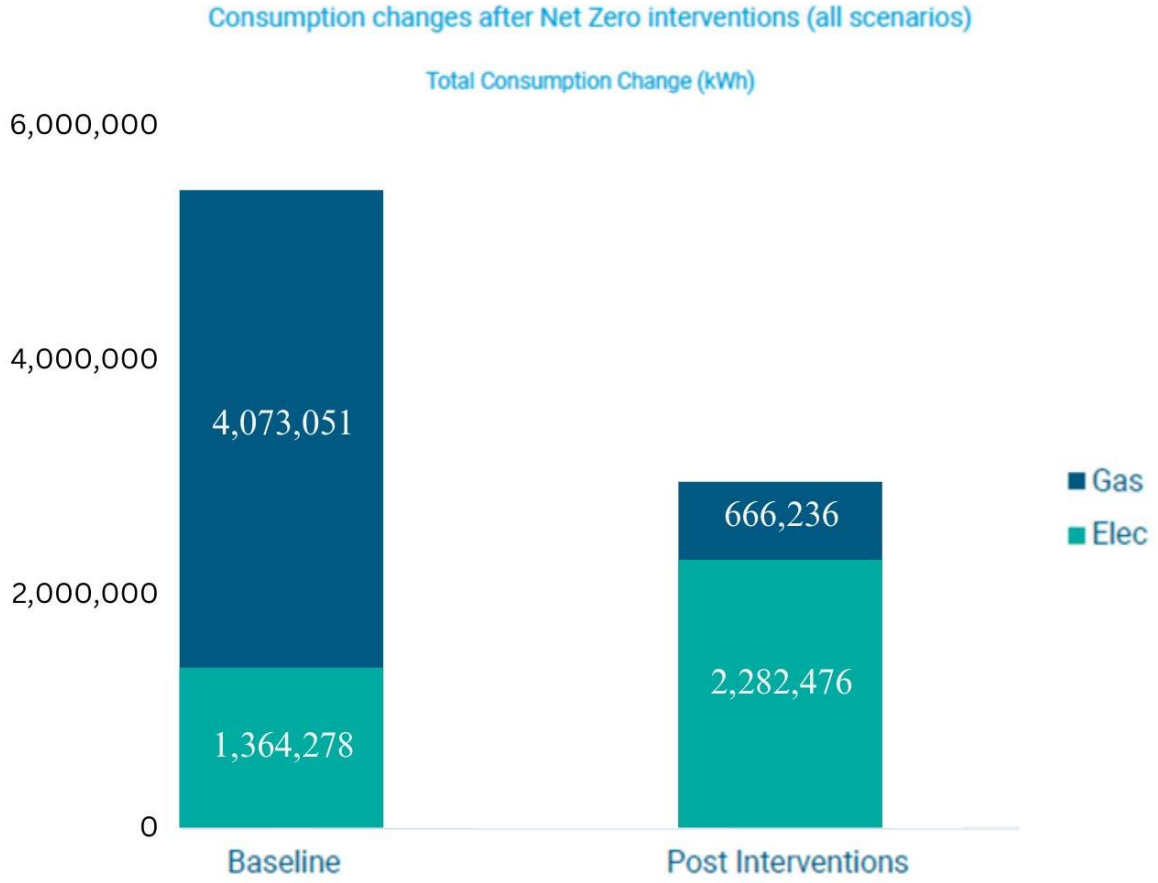


Table 17 breaks down the indivudal costs of all the installations of different interventions for each site needed by 2030. The most costly sites include Jubilee 2 Leisure Centre and Knutton Depot which will together will cost the council over £6M to implement the below interventions. The total amount needed to decarbonise these operational buildings and sites reviewed below will cost a £7,396,287 by 2030. The largest contributor to the cost will be fabric upgrades (insulation, windows etc.) and heating and DHW installations.

Overview of Measures

Table 17 provides a site-by-site breakdown of the recommended measures across the 9 sites, highlighting the associated costs with each technological/fabric intervention.

Table 17. Site and cost breakdown of recommendations

Site Name	Behaviour Change	Fabric Up-grades	LED Install	Heating & DHW Install	PV Install	BMS/Controls Upgrade	Cooling Upgrade	Vent Upgrade	Total
Museum & Art Gallery	£178	£394,518	£17,056	£143,324	£0	£63,688	£0	£3,750	£622,514
Newcastle-under-Lyme Crematorium	£626	£283,633	£32,755	£211,564	£36,700	£52,632	£0	£7,500	£625,411
Knutton Depot	£632	£1,420,936	£44,664	£525,920	£42,000	£129,410	£0	£3,000	£2,166,561
Leisure Centre	£1,786	£0	£119,392	£3,438,300	£0	£106,600	£170,000	£10,000	£3,846,078
Market Office	£10	£1,335	£971	£4,853	£2,310	£607	£0	£750	£10,835
Castle House	£1,465	£0	£5,952	£0	£49,600	£0	£0	£0	£57,017
Keele Cemetery	£172	£0	£13,720	£0	£33,400	£20,580	£0	£0	£67,872
Total	£4,869	£2,100,420	£234,510	£4,323,961	£164,010	£373,517	£170,000	£25,000	£7,396,287

Table 21 shows the carbon reduction opportunities across the operational sites studied, focusing on how much total carbon was saved by installing the interventions from the roadmap. The most costly sites are the Leisure Centre (Jubilee 2) and Knutton Depot, however as seen below they will contribute the most carbon savings out of all the sites.

Table 21.

Carbon reduction opportunities across the estate

Site	Floor Area (m^2)	Total Carbon Saved (tCO_2em today's factors)	Cost of Interventions
Museum & Art Gallery	1,061	14	£622,514
Newcastle-under-Lyme Crematorium	877	31	£625,411
Knutton Depot	2,571	96	£2,166,561
Leisure Centre	4,264	280	£3,846,078
Market Office	24	1	£10,835
Castle House	4,960	14	£57,017
Keele Cemetery	343	9	£67,872

A decarbonisation plan which centres around the properties would require an investment of circa **£7,396,287** and would **save a total of 502 tonnes of CO2e**. Targeting the 'worst offending buildings' could be an effective tool for the Council as they push towards Net Zero.

Individual Site 2030 Heat Decarbonisation Case Study:

This section breaks down the data from the Faithful & Gould (F&G) Heat Decarbonisation Report for each of the operational sites as individual cases. It breaks down the cost, energy, carbon savings and intervention type for each site with short analysis.

= Not Applicable

= No Data

Acronyms Glossary:
ASHP = Air Source Heat Pump
VRV = Variable Refrigerant Volume
RE = Radiant Electric
DX = Direct Expansion
POU = Point of Use Water System

When an **N** is used after the mention of a certain intervention, this means that this intervention has already been installed and is working on the relevant site OR the intervention is not needed on the site for it to become net zero.

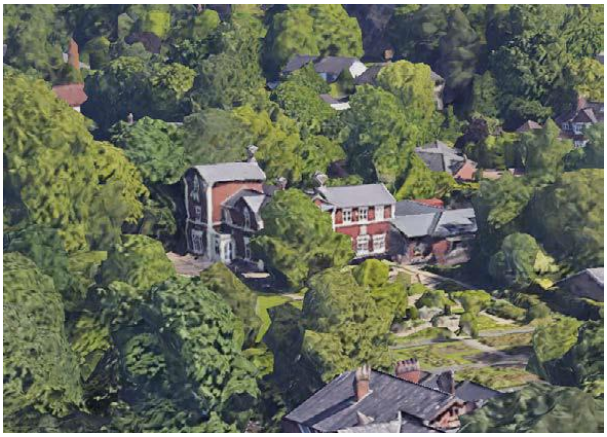
The carbon saving data in this section is derived by adding all carbon saving data located in the table below (Appendix C in the F&G report) in which the total is derived from subtracting the "Additional Elec from Htg & DHW Upgrade" as these upgrades decrease the carbon savings of interventions as they increase electricity usage. Total amounts may differ from calculations made with data presented as they are totals are rounded.

Appendix C. Carbon Saving of Implementation Measures (2022 Carbon Conversion Factors)

tCO_2e Savings by Building (today's factors)										
Site	Behaviour Change	Fabric Upgrades	LED Install	Htg & DHW Upgrade	Additional Elec from Htg & DHW Upgrade	PV Install	BMS Upgrade	Chiller Upgrade	Vent Up-grade	Total
Museum & Art Gallery	1.32	5.06	0.74	7.68	3.71	0.00	2.83	0.00	0.36	14.27
Newcastle-under-Lyme Crematorium	9.36	4.39	3.04	8.28	3.70	6.03	3.67	0.00	0.26	31.32
Knutton Depot	6.85	40.14	6.35	52.89	28.94	6.90	10.54	0.00	1.42	96.16
Kidsgrove Townhall	2.86	15.08	1.89	12.06	2.40	4.49	5.19	0.00	1.95	41.12
The Guildhall	1.31	5.01	1.23	6.30	1.69	0.00	2.62	0.27	0.82	15.87
Leisure Centre	25.99	0.00	5.35	418.05	197.45	0.00	21.94	3.94	2.09	279.92
Market Office	0.04	0.04	0.06	0.30	0.00	0.38	0.06	0.00	0.04	0.93
Castle House	6.09	0.00	0.25	0.00	0.00	8.15	0.00	0.00	0.00	14.49
Keele Cemetery	0.72	0.00	0.48	0.00	0.00	5.49	1.97	0.00	0.00	8.65
Total	54.53	69.72	19.39	505.55	237.89	31.45	48.83	4.21	6.94	502.75

Museum & Art Gallery

The Brampton Museum is a 1061m^2 building comprising a 2 storey 1854 solid brick building and a large 2020 single story extension. The Bramptom Museum will cost £622,514 to retrofit for net zero but would reduce its energy use by 77,864 kWh which saves a total amount of 14.27 tCO_2e per year based on the interventions implemented.



Total Cost of Interventions: **£622,514**
Total Energy Use Reduced: **77,864 kWh**
Total Carbon Saved: **14.27 tCO_2e**

Heat Decarbonisation Recommendations	**Relevant Actions** (Y/N) **Y** = YES **N** = NO	**Cost of Relevant Actions** (£)	**Total Cost** (£)	**Energy Consumption Before** (kWh)	**Energy Consumption After** (kWh)	**Carbon Saving** (tCO_2e)
Behaviour Change	**Y**	£178	£178	Gas 77,864	Gas 0	1.32
Fabric Up-grades	Wall **N** Roof **Y** Glazing **Y**	0 £14,595 £379,922	£394,518			5.06
LED Install	**Y**	£17,056	£17,056	Electric 62,682	Electric 62,682	0.74
Heating & DHW Install	**Heating** ASHP **Y** VRV RE DX **DHW** POU **Y** ASHP	£142,324	£142,324			7.68 -3.71 = 3.97
PV Install	**N**					
BMS/Controls Upgrade	**Y**	£63,688	£63,688			2.83
Cooling Upgrade	**N**					
Vent Upgrade	**Y**	£3,750	£3,750			0.36
Total		**£622,514**	**£622,514**	**140,546 kWh**	**62,682 kWh**	**14.27 tCO_2e**

Table 1. Museum & Art Gallery site heat decarbonisation, energy and cost breakdown

Newcastle-under-Lyme (Bradwell) Crematorium

Bradwell crematorium comprises the chapel and crematorium building, and a remote site which has been converted to an office and accommodation at the site entrance. Bradwell Crematorium will cost £625,411 like the Museum to retrofit for net zero but would reduce its energy use by around 168,459 kWh which saves a total amount of 31.32 tCO_2e per year based on the interventions implemented. Due to the gas furnaces and currently having no decarbonised equivalent the gas usage that could be eliminated will have to remain until the technology is available to replace them.

Total Cost of Interventions: **£625,411**
Total Energy Use Reduced: **168,459 kWh**
Total Carbon Saved: **31.32 tCO_2e**

Heat Decarbonisation Recommendations	**Relevant Actions** (Y/N) **Y** = YES **N** = NO	**Cost of Relevant Actions** (£)	**Total Cost** (£)	**Energy Consumption Before** (kWh)	**Energy Consumption After** (kWh)	**Carbon Saving** (tCO_2e)
Behaviour Change	**Y**	£626	£626	Gas 913,765	Gas 798,269	9.36
Fabric Up-grades	Wall **Y** Roof **Y** Glazing **N**	£40,015 £243,618 0	£283,633			4.39
LED Install	Offices **Y** Chapel **Y**	£11,760 £29,995	£32,755	Electric 105,518	Electric 52,555	3.0
Heating & DHW Install	**Heating** ASHP **Y** VRV **Y** RE DX **DHW** POU **Y** ASHP	£211,564	£211,564			8.28 -3.70 =4.58
PV Install	**Y**	£36,700	£36,700			6.03
BMS/Controls Upgrade	Offices **Y** Chapel **Y**	£17,640 £34,992	£52,632			3.67
Cooling Upgrade	**N**					
Vent Upgrade	**Y**	£7,500	£7,500			0.26
Total		**£625,411**	**£625,411**	**1,019,283 kWh**	**850,824 kWh**	**31.32 tCO_2e**

Table 2. Newcastle-under-Lyme (Bradwell) Crematorium site heat decarbonisation, energy and cost breakdown

Knutton Depot

Knutton Depot is a large property constructed in the 1960s which contains large unheated factory style units, a heated vehicle workshop area and a two-storey office accommodation. Knutton Depot will cost £2,166,561 to retrofit for net zero but would reduce its energy use by a significant 529,308 kWh which saves a total amount of 31.32 tCO_2e per year based on the interventions implemented. It is the 2nd most costly of site surveyed however one of the most impactful on our net zero goals.

Total Cost of Interventions: **£2,166,561**
Total Energy Use Reduced: **529,308 kWh**
Total Carbon Saved: **96.16 tCO_2e**

Heat Decarbonisation Recommendations	**Relevant Actions** (Y/N) **Y** = YES **N** = NO	**Cost of Relevant Actions** (£)	**Total Cost** (£)	**Energy Consumption Before** (kWh)	**Energy Consumption After** (kWh)	**Carbon Saving** (tCO_2e)
Behaviour Change	**Y**	£632	£632	Gas 571,342	Gas 0	6.85
Fabric Up-grades	Wall **Y** Roof **Y** Glazing **Y**	£1,015,232 £51,178 £354,526	£1,420,936			40.14
LED Install	Offices **Y** Workshop **N**	£44,664	£44,664	Electric 169,351	Electric 211,386	6.35
Heating & DHW Install	**Heating** ASHP VRV **Y** RE **Y** DX **DHW** POU **Y** ASHP	£525,920	£525,920			52.89 -28.94 =23.95
PV Install	**Y**	£42,000	£42,000			6.90
BMS/Controls Upgrade	Offices **Y** Workshop **Y**	£111,660 £17,750	£129,410			10.54
Cooling Upgrade	**N**					
Vent Upgrade	**Y**	£3,000	£3,000			1.42
Total		**£2,166,561**	**£2,166,561**	**740,694 kWh**	**211,386 kWh**	**96.16 tCO_2e**

Table 3. Knutton Depot site heat decarbonisation, energy and cost breakdown

Leisure Centre (Jubilee 2)

Jubilee 2 is a multipurpose leisure complex which incorporates a main pool, learner pool, fitness centre, dance studios and café. It was constructed in 2011 and includes ground, first and second floor levels with a combination of single and double height spaces. Jubilee 2 (J2) will cost £3,846,078 to retrofit for net zero but would reduce its energy use by around 1,588,192 kWh which saves a total amount of 279.92 tCO_2e per year based on the interventions implemented. J2 is the largest emitter of all sites and should be a priority when it retrofitting NuLBC's built estate due to the vast paybacks those would provide.

Total Cost of Interventions: **£3,846,078**
Total Energy Use Reduced: **1,588,192 kWh**
Total Carbon Saved: **279.92 tCO_2e**

Heat Decarbonisation Recommendations	**Relevant Actions** (Y/N) **Y** = YES **N** = NO	**Cost of Relevant Actions** (£)	**Total Cost** (£)	**Energy Consumption Before** (kWh)	**Energy Consumption After** (kWh)	**Carbon Saving** (tCO_2e)
Behaviour Change	**Y**	£1,786	£1,786	Gas 2,510,080	Gas 0	25.99
Fabric Up-grades	Wall **N** Roof **N** Glazing **N**					
LED Install	**Y**	£119,392	£119,392	Electric 318,422	Electric 1,240,310	5.35
Heating & DHW Install	**Heating** ASHP **Y** VRV RE DX **DHW** POU ASHP **N**	£3,438,300	£3,438,300			418.05 -197.45 =220.6
PV Install	**Y**	£280,000	£280,000			
BMS/Controls Upgrade	**Y**	£106,600	£106,600			21.94
Cooling Upgrade	**Y**	£170,000	£170,000			3.94
Vent Upgrade	**Y**	£10,000	£10,000			2.09
Total		**£3,846,078**	**£3,846,078**	**2,828,502 kWh**	**1,240,310 kWh**	**279.92 tCO_2e**

Table 6
Table 4. Leisure Centre (Jubilee 2) site heat decarbonisation, energy and cost breakdown

Market Office

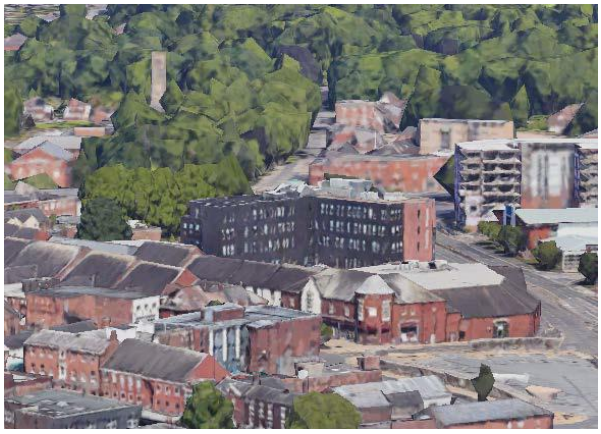
The Market offices is a 24m^2 single storey with brick walls and a pitched roof over, built in 2002. The Market Office will cost £10,835 to retrofit for net zero but would reduce its energy use by around 4,798 kWh which saves a total amount of 0.93 tCO_2e per year based on the interventions implemented. Of the 9 sites the Market Office costs the least however would be a 'quick win' for NuLBC to accomplish.

Total Cost of Interventions: **£10,835**
Total Energy Use Reduced: **4,798 kWh**
Total Carbon Saved: **0.93 tCO_2e**

Heat Decarbonisation Recommendations	**Relevant Actions** (Y/N) **Y** = YES **N** = NO	**Cost of Relevant Actions** (£)	**Total Cost** (£)	**Energy Consumption Before** (kWh)	**Energy Consumption After** (kWh)	**Carbon Saving** (tCO_2e)
Behaviour Change	**Y**	£10	£10	Gas 0	Gas 0	0.04
Fabric Up-grades	Wall **N** Roof **Y** Glazing **N**	£1,335	£1,335			0.04
LED Install	**Y**	£971	£971	Electric 4,279	Electric -519	0.06
Heating & DHW Install	**Heating** ASHP VRV RE DX **Y** **DHW** POU **N** ASHP	£1,335	£1,335			0.30
PV Install	**Y**	£2,310	£2,310			0.38
BMS/Controls Upgrade	**Y**	£607	£607			0.06
Cooling Upgrade	**N**					
Vent Upgrade	**Y**	£750	£750			0.04
Total		**£10,835**	**£10,835**	**4,279 kWh**	**-519 kWh**	**0.93 tCO_2e**

Table 5. Market Office site heat decarbonisation, energy and cost breakdown

Castle House



Castle House is a 4,960m^2, four storey, modern building constructed in 2017. Castle House will cost £57,017 to retrofit for net zero but would reduce its energy use by around 74,927 kWh which saves a total amount of 14.49 tCO_2e per year based on the interventions implemented. As a newer development Castle House is already independent of gas and would only need some basic net zero interventions.

Total Cost of Interventions: **£57,017**
Total Energy Use Reduced: **74,927 kWh**
Total Carbon Saved: **14.49 tCO_2e**

Heat Decarbonisation Recommendations	**Relevant Actions** (Y/N) Y = YES N = NO	**Cost of Relevant Actions** (£)	**Total Cost** (£)	**Energy Consumption Before** (kWh)	**Energy Consumption After** (kWh)	**Carbon Saving** (tCO_2e)
Behaviour Change	**Y**	£1,465	£1,465	Gas 0	Gas 0	6.09
Fabric Up-grades	Wall **N** Roof **N** Glazing **N**					
LED Install	**Y**	£5,952	£5,952	Electric 629,920	Electric 554,993	0.25
Heating & DHW Install	**N**					
PV Install	**Y**	£49,600	£49,600			8.15
BMS/Controls Upgrade	**N**					
Cooling Upgrade	**N**					
Vent Upgrade	**N**					
Total		**£57,017**	**£57,017**	**629,920 kWh**	**554,993 kWh**	**14.49 tCO_2e**

Table 6. Castle House site heat decarbonisation, energy and cost breakdown

Keele Cemetery

Keele cemetery is a 343m^2, single storey, modern building constructed in 2010. Keele Cemetery will cost £67,872 to retrofit for net zero but would reduce its energy use by around 44,753 kWh which saves a total amount of 8.65 tCO_2e per year based on the interventions implemented. Like castle house the cemetery is a newer development so only needs basic interventions to become net zero.

Total Cost of Interventions: **£67,872**
Total Energy Use Reduced: **44,753 kWh**
Total Carbon Saved: **8.65 tCO_2e**

Heat Decarbonisation Recommendations	**Relevant Actions** (Y/N) **Y** = YES **N** = NO	**Cost of Relevant Actions** (£)	**Total Cost** (£)	**Energy Consumption Before** (kWh)	**Energy Consumption After** (kWh)	**Carbon Saving** (tCO_2e)
Behaviour Change	**Y**	£172	£172	Gas 0	Gas 0	0.72
Fabric Up-grades	Wall **N** Roof **N** Glazing **N**					
LED Install	**Y**	£13,720	£13,720	Electric 74,108	Electric 29,355	0.48
Heating & DHW Install	**N**					
PV Install	**Y**	£33,400	£33,400			5.49
BMS/Controls Upgrade	**Y**	£20,580	£20,580			1.97
Cooling Upgrade	**N**					
Vent Upgrade	**N**					
Total		**£67,872**	**£67,872**	**74,108 kWh**	**29,355 kWh**	**8.65 tCO_2e**

Table 7. Keele Cemetery site heat decarbonisation, energy and cost breakdown

Appendix 3 – Vehicle Fleet Transition Background

This report presents the case studies from the Evenergi Fleet Transition Plan set out as combined fleet data, light fleet data, heavy fleet data and plant and equipment data. All the data provided below is derived from the commissioned Fleet Transition Plan provided by Evenergi.

To learn more about the Councils fleet transition plan, the full Evenergi plan/report the supplementary documents are available if requested.

An abbreviation list has been provided below.

Abbreviation	Meaning
BAU	Business as Usual
BEV	Battery Electric Vehicle
CMS	Charge Management System
EVSE	Electric Vehicle Supply Equipment
FCEV	Fuel Cell Electric Vehicle
HEV	Hybrid Electric Vehicle
ICEV	Internal Combustion Engine Vehicle
IPCC	Intergovernmental Panel on Climate Change
NULBC	Newcastle Under Lyme Borough Council
PHEV	Plug-in hybrid electric vehicle
TCO	Total cost of ownership
ZEV	Zero emissions vehicle

The Evenergi Fleet Transition Plan presents 3 main scenarios Business as usual (BAU), Economic scenario and leadership scenario which generate different costs, timelines of transitions and feasibility of transitions as shown in the figure below (. In this Appendix the focus will be on the Leadership scenario which will deliver a net zero fleet by 2030.

Fleet transition scenarios

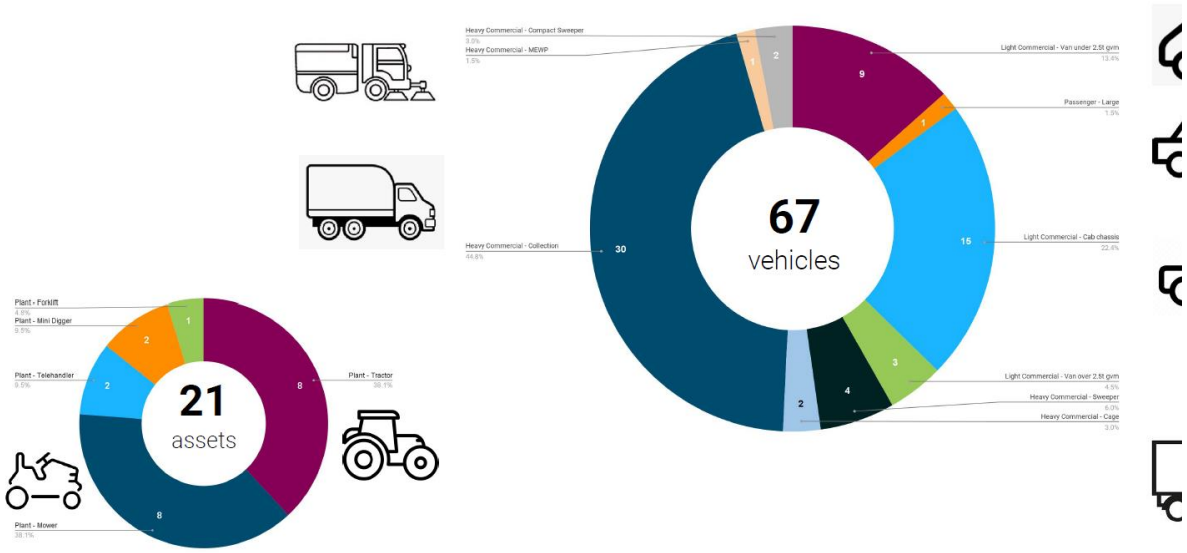
The fleet transition analysis considers two zero emission transition options (economic and leadership) them against a business-as-usual (BAU) scenario for both vehicles and associated infrastructure.

01	**Business as usual (BAU)**	• Replace ICE with ICE • Lowest cost modelling
02	**Economic scenario**	• Replace ICE with EV only if there is cost pa total cost of ownership profile • Lowest cost modelling
03	**Leadership scenario**	• Replace ICE with EV only if there is cost pa total cost of ownership profile • Force all vehicles to EV by last replacemer as there is fit-for-purpose suitability

Combined Fleet Transition Case Study

This section presents the combined fleet data of the Councils fleet surveyed by Evenergi, derived from the Evenergi Fleet Transition Plan. The section provides summary analysis and figures/tables to present the cost, energy, carbon savings and interventions needed by 2030 for the combined Council fleet to become net zero.

The figure below shows that the Councils fleet consists of 88 total assets which includes 28 light vehicles, 39 heavy vehicles and 21 plant equipment. As seen below the largest proportion of vehicles the Council use are heavy commercial vehicles which consists mostly of our recycling and waste collections vehicles.



The figure below maps the transition readiness of the Council and describes the steps that which the Council needs to take to assess the feasibility of transitioning our 88 assets. The transition steps/barriers range from zero emission vehicle model availability, good data on requirements, meeting energy requirements, charging solutions begin available and finally economic viability.

Transition readiness

Readiness to transition considers a number of factors (ie hurdles to overcome) to assess the feasibility of transitio vehicle in the fleet

ZEV Model Availability
High level comparison of vehicle functional requirements vs. those available on the market

Good Data on Requirements
Data exists to confidently understand the requirements and hence select a zero emissions vehicle which will work operationally

Can Meet Energy Requirements
Daily energy requirements for the vehicle are within the limits of what can be delivered with currently available zero emissions vehicles

Charging Solution Available
Vehicle logistics and operations allows for realistic charging solution to be utilised

Economic Viability
Total cost of ownersl comparison vs traditional vehicle options to ensure val is being created

The below figure shows the readiness of the current zero emissions vehicle market for the transition that the Council must make by 2030 to become net zero. The most notable mention is that most light vehicles will definitely be able to transition however zero emission heavy vehicles are still a new technology and being tested which makes them less ready for our transition needs and will hopefully be available in the market before 2030.

Market transition readiness

Typically the light vehicle fleet has less barriers to a complete transition, whereas currently the heavy veh have less vehicles that have fit-for-purpose suitability

Hurdles to Assess Transition Feasibility

	Total Pool	Zero Emissions Availability	Good Data on Requirements	Can Meet Energy Req'ts	Charging Solution Available	Ec Viabi
Passenger cars & SUVs	1	Maturing	Yes	100%	Yes	
Cab chassis and pickup trucks	15	Immature	Yes	79%	Yes	A f D
Vans and buses	12	Immature	Yes	87%	Yes	
Heavy - Light Duty	3	Immature	Yes	80%	Yes	A f D
Heavy -Medium Duty	9	Immature	Yes	77%	Yes	A f D
Heavy - Heavy Duty	18	Immature	Yes	79%	Yes	A f D

The below figure describes when zero emissions vehicle (ZEV) transitions and infrastructure upgrades will be made in the leadership scenario Evenergi have created which focuses on our net zero goal by 2030. Most notable is the signifcant amount of ZEV trnaisitons that are required in the year 2024 and 2027 which amounts to 36 transitioned vehicles. Another

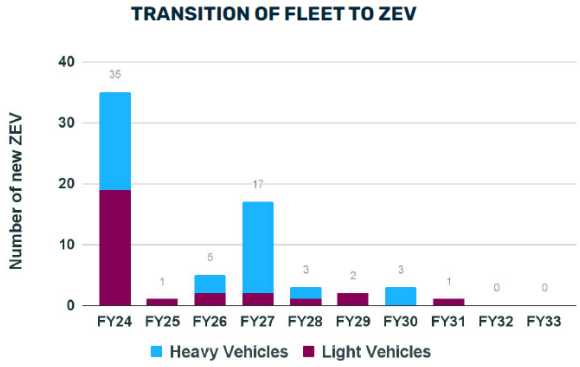
notable mention is the signifcant amount of infrastructure upgrades that must be made in 2024, 2027 and 2029 which together will cost the Council around £750,000.

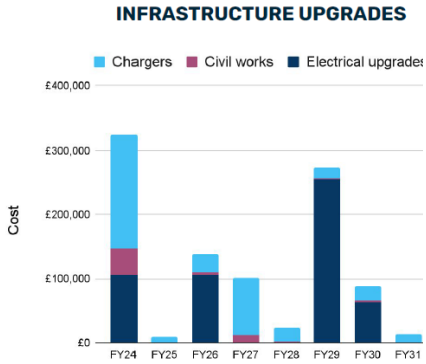
Scenario Analysis - A leadership transition

Under a leadership scenario all of the light and heavy vehicle fleets will transition by 2033 and this will require si ready in 2024. Many more light vehicles transition in this scenario.

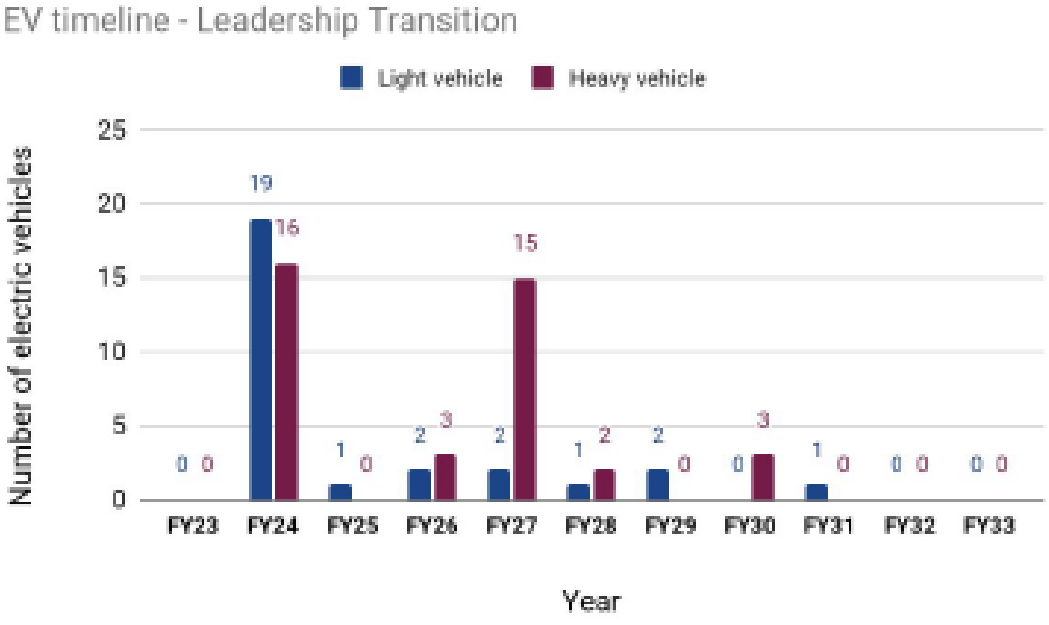
In this scenario EVs are selected based on a superior TCO or forced at the last transition prior to 2030. As in the previous sce for purpose check rules out vehicles that can not meet the duty requirements from transitioning.

In this scenario all 67 vehicles (28 light vehicles and 39 heavy vehicles) are electrified before 2033. This scenarios sees many vehicles transitioning than in the economic scenario. Many of the early transitions between FY24 and FY27 are light commer chassis. Major infrastructure upgrades at the depot site are required from 2024 to support the increase of EVs in the same ye spillover to 2033 is due to the replacing period of vehicles, where some vehicles only see their first (suitable) replacement aft





The below figure shows the comparison between light and heavy vehicle trnasitions that will be made overtime for our 2030 net zero goal. Most light vehicles will transition in 2024 due to the availability of the technology based on the leadership model and heavy vehicles will transition in 2024 and 2027 based on the time it takes for the relevant technology to develop and come to market.



The figure below focuses on the amount of vehicle fleet emissions from 2023 till 2033 based on different transition scenarios. It shows that by transitioning quicker (leadership scenario) that emissions would be reduced by around 96% once all transitions are completed by the early 2030s.

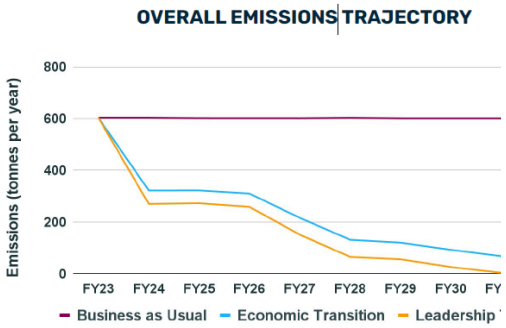
Impact on vehicle operating emissions FY24 to FY33

The economic transition achieves a 85% reduction in emissions by 2030; 96% reduction in fleet emissions is ach leadership scenario by 2030.

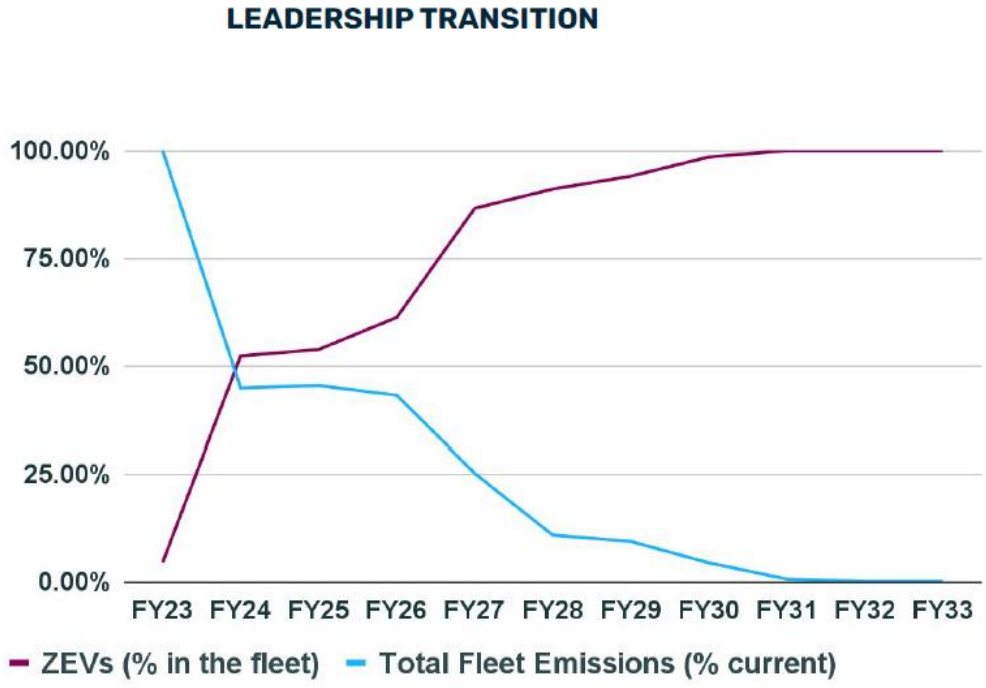
The economic scenario transition provides a total CO2 emissions reduction of around 4300 tonnes over the transition perio - FY33) compared to BAU with annual emissions dropping by 85% by 2030. Under this scenario a large number of light vehic some of the heavy vehicles are yet to transition by FY30.

The leadership scenario results in total CO2 emissions reduction of around 4900 tonnes compared to BAU with annual em dropping by 96% by 2030. The remaining emissions are predominantly from heavy vehicles that are yet to transition.

Scenario (light and heavy vehicles)	Total CO_2 emissions FY 24 - FY33 (tonnes)	Total emissions reduction (tonnes)	CO_2 emissions FY30 (tonnes)	Emissions reduction (%)
BAU	6,014	N/A	601	0%
Economic	1,706	72%	93	85%
Leadership	1,104	82%	26	96%



Based on the leadership transition scenario the figure below shows the transition of vehicles in the fleet compared to the level of emission from the vehicle fleet. It shows that as more vehicles in the the Councils fleet are transition to zero emission vehicles (in purple) that emissions greatly decrease from the fleet to 0 (in blue).



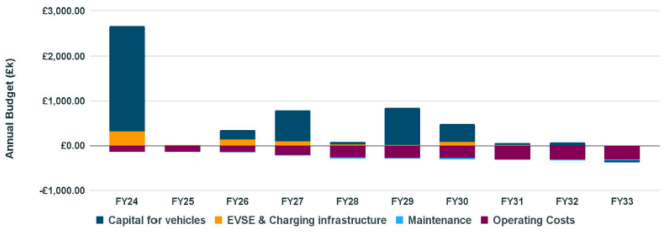
The figure below, based on the leadership scenario shows the cost associated with transitioning the Councils fleet by 2030 to become net zero. The most significant cost is

predicted to occur in 2024 with the transition of the bulk of light and heavy vehicles and the costs of the infrastructure needed to support those transitioned vehicles. Overall the entire cost of transitioning to ZEVs, vehicle maintenance thereafter, operating costs and infrastructure capital expense is predicted to be around £10.76M.

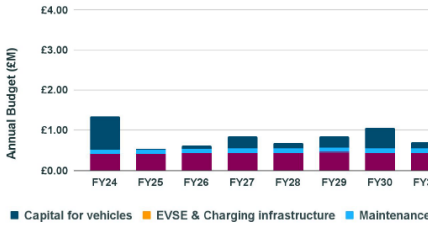
Scenario Analysis - Leadership transition FY 24 to FY33

The leadership scenario requires £2.86M extra over the period to FY33. Higher upfront vehicle purchases and the n deploy infrastructure are only partially offset by operating and maintenance savings during the period to FY33.

YEAR ON YEAR COST DIFFERENCE COMPARED TO BAU

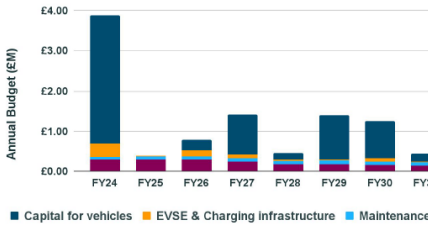


BUSINESS AS USUAL



Overall financial summary NPV 2023 to 2032			
Capital costs	**BAU (£M)**	**Leadership transition (£M)**	**Difference**
Vehicle operating costs	£4.41	£2.08	£2.34 M savings
Vehicle maintenance	£1.00	£0.84	£0.15 M savings
Vehicle capital expenses	£2.49	£7.11	£4.62 M additional
EVSE & charging capital expenses	£0	£0.73	£0.73 M additional
Total	**~£7.90**	**~£10.76**	**~£2.86 M additional**

LEADERSHIP TRANSITION



The table below displays the overall transition summary of each scenario generated from the associated costs of each action, amount of vehicles transitioned and the associated emissions. To see the full breadth of the actions needed for the fleet please address the leadership column as this is the suggested path NuLBC take to become net zero by our 2030 goal.

Overall Transition Summary

Total Cost of ownership

- The economic costs are lower in terms of vehicle TCO but the additional costs for infrastructure capital expenses pushes it to a higher NPV vs. BaU
- Due to the current timeline dynamics that include a 7 year timeframe between 2024 and 2030, as well as he replacing periods of the fleet, the leadership scenario is similar to the economic scenario from a total cost of ownership perspective.

Fleet transition

- The leadership scenario achieves 100% light and heavy vehicle transition to net zero. Whereas the economic achieves 54% light and 97% heavy by 2033. This is mostly due to the low utilisation of light commercial vehicles.
- Economic scenario sees a 90% emissions reduction vs. BaU and the Leadership scenario 100% reduction by 2033.

	Overall summary FY24 to FY		
Capital costs	**BAU (£M)**	**Economic transition (£M)**	**t**
Vehicle operating costs	£4.41	£2.20	
Vehicle maintenance	£1.00	£0.86	
Vehicle capital expenses	£2.49	£6.44	
EVSE & charging capital expenses	£0	£0.60	
Total	**~£7.90**	**~£10.10**	
Light Vehicles that are EVs (period end)	**3**	**15**	
% of Light Vehicles that are EVs (period end)	**11%**	**54%**	
Heavy Vehicles that are EVs (period end)	**0**	**66**	
% of Heavy Vehicles that are EVs (period end)	**0%**	**97%**	
Annual CO2 emissions in tonnes (period end)	603	61	
Emissions reduction (%)	0 %	90 %	

The pie chart below shows the associated current carbon emissions of the Councils vehicle fleet. Most notable is that the collection freighters, sweepers and cab chassis accoutn for around 89% of the Council's current emissions with many of the light vehciles making up the rest of our fleet emissions. In total the Councils fleet emmitts around 590 tonnes of CO2e

per year. Note that all data was taken after the introduction of Hydrotreated Vegetable Oil (HVO) into 2023 of the collections vehicles in the fleet, which show a 90% decrease in the emissions from the heavy collection vehicles.As shown in the firue below even on HVO the emissions from those collection vehicles still contirbute to the Council's total.

Carbon emissions combined

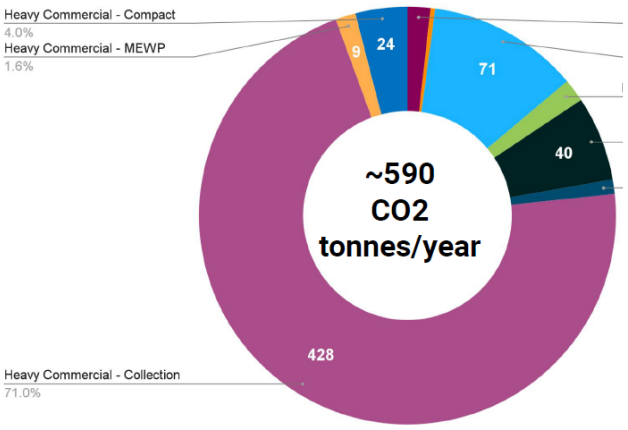
Collection freighters, Sweepers and Cab Chassis collectively account for around 89% of the Council's fleet CO

Collection freighters, Sweepers and Light commercial cab chassis are the largest emitters of CO2 emissions in the Council's fleet, collectively contributing around 89% of total emissions as seen on the chart. This is due to their predominance in the share of total vehicles and their relatively higher levels of utilisation.

Transitioning these three vehicle types to EVs will therefore be key for the Council to mitigate a large share of the fleet's CO2 emissions.

Looking at the share between light and heavy vehicles, it is seen that heavy vehicles are contributing to around 84% of total fleet emissions (~496 tonnes out of ~590 tonnes of total fleet CO2 emissions annually).

It should be noted that 23 heavy vehicles are indicated to use HVO as the main fuel. The carbon emissions of HVO can be upto 90% lower than diesel.



The figure below shows the total key recommendations from Evenergi for the Council's fleet to become net zero by 2030. The recommendations are seperated by 10 key themes.

Key Recommendations

Many recommendations have been made based on this study. The key recommendations are shown below

01	Improve fleet productivity	• Consider if low utilisation vehicles can be removed (ie work plac • Ensure all vehicle selection leading to large and heavier vehicles
02	Prepare, conduct and initial replacements	• Continue with light vehicle EV trials. Expand trials to regional are • Look to begin trials of heavy electric vehicles.
03	Prepare for scaled deployment	• Set and communicate a transition target. • Develop detailed plans for charging infrastructure for depot site.
04	Use a framework for planning with frequent updates	• Develop and implement a planning framework to continually up • In future iterations consider what TCO levers can be utilised to f
05	Engaging the workforce	• Utilise change management principles and communication to e • Expose staff to EVs through trials and training sessions.
06	Engage the broader community	• Collaborate with industry and other organisations on shared sol infrastructure to minimise rollout costs. • Maintain ongoing engagement with suppliers of light and heavy
07	Vehicles with high energy requirements	• Focus on the majority of vehicles that have energy requirements • Ensure data such as telematics is analysed and available for rev
08	Internal policy & procedures	• Ensure policy and procedures do not disadvantage electric vehic ensure EVs are considered on both financial and social benefits
09	Implement iterative Planning Framework	• NULBC should focus on an iterative process for transitioning its the evolutionary nature of the ZEV market, while continuously im capturing opportunities of ZEVs.
10	Maximise the centralised depot approach	• NULBC can maximise the value of a centralised depot approach that include advanced CMS and others, exploring access to flexi

Light Fleet Transition Case Study

This section presents the light fleet data of the Council surveyed by Evenergi, derived from the Evenergi Fleet Transition Plan. The section provides summary analysis and figures/tables to present the cost, energy, carbon savings and interventions needed by 2030 for the Councils light fleet to become net zero.

The figure below details the 28 assets the Council has in their light vehicle fleet. The light vehicle fleet is mostly composed of cab chassis with the rest being light commercial vans and a passenger vehicle.

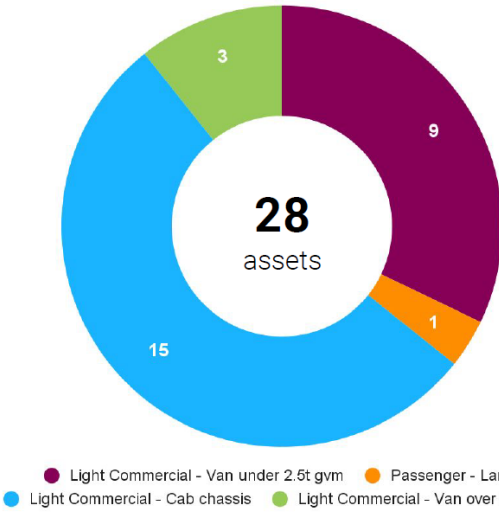
Light fleet composition

The light vehicle fleet consists of predominantly light commercial vehicles and vans. Several EV models availal market currently to cater for these models.

Vans of Cab chassis body type comprise the largest share of the light vehicle fleet, represented mainly by Vauxhall Movano.

Light vans (under 2.5t gvm) forms the second largest part of the fleet are represented mainly by Peugeot Partner, including three Nissan E-NV200 electric vans. Other vehicles in the fleet are vans over 2.5t represented by Ford Transit.

Several EV models available in the market currently to cater for all segments of light commercial vehicles included in the council's fleet.



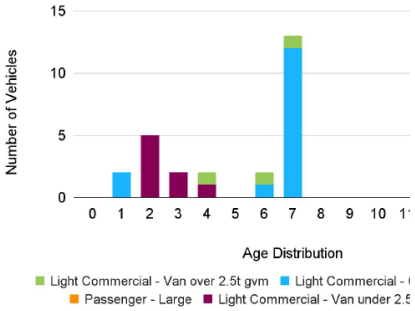
The figures below show the age distribution and time to replacement for the light vehciles in the Council's fleet. The oldest and most light vehicles (cab chassis mostly) are 7 years old with the majority of the rest being fairly new (0-4 years old). For the vehciles which are 7 years old, that make up most of the fleet will have to be replaced in the next year to ensure they are transitioned before major maintenance needs and to decarbonise them.

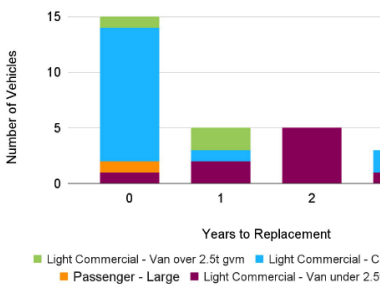
Age distribution & time to replacement - light fleet

Over 50% of the fleet is scheduled to be replaced in the near term - most of these are light commercial vehicles and vans.

The typical holding period based on the current council's policy is 5 or 7 years. The age chart (top) shows that vehicles are spanning in the range of 1 to 7 years with exception to the only passenger car and a van which are kept beyond their replacement time.

Light commercial cab chassis are mainly the oldest vehicles in the fleet, majority are 7 years old which contribute to the spike in the replacement graph (bottom).





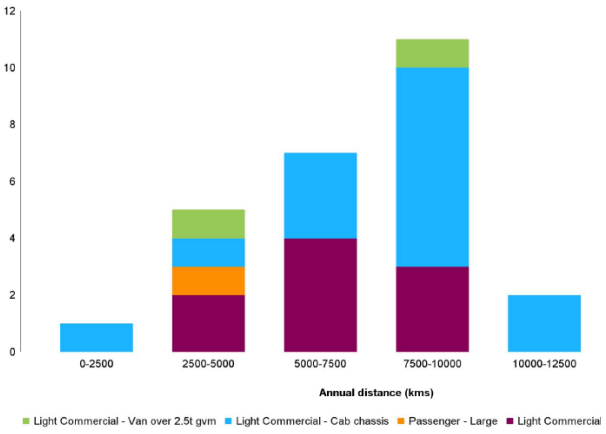
The table below shows the utilisation of the Council's light fleet and shows most light vehicles are used for an annual distance of 7500-10,000 kms. This shows a relatviely low utilisation which may show the need to decrease the total amount of light vehicles in the fleet to cosnolidate energy.

Annual utilisation - light fleet

The fleet has a low utilisation. Around 85% has annual utilisation of <10,000 kms, which can pose an economic c transition these vehicles.

Cab chassis span over an annual utilisation range of 2,000 to 15,000 kms with average utilisation of ~8,000 kms. Vans span over a similar range, with an average utilisation of 7,000 kms.

~20% of the fleet has an annual utilisation below 5,000 kms.



The table below shows the max daily energy requirements of a transitioned light vehicle fleet. It is estimated that all vehicles in the fleet based on current utilisation wouldn't need a second charge in a full day's duty cycle. Most transitioned light vehicles will only require 10-20 and 20-30 kWh per day to run.

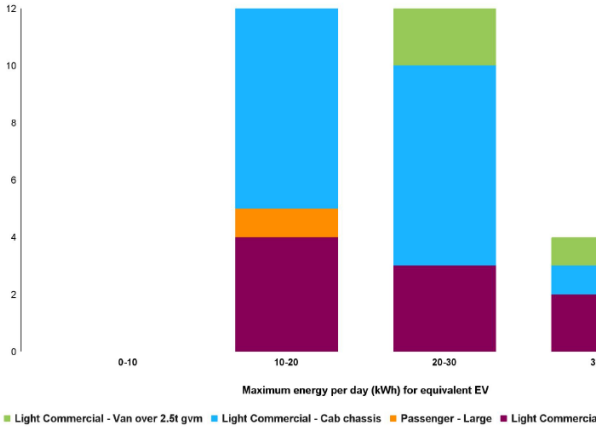
Max daily energy requirements - light fleet

It is estimated that, if transitioned to electric, all vehicles in the fleet will be able to complete a full day's duty cycle need for secondary charge.

Available battery sizes on standard models vary with vehicle type and size. Small passenger vehicles typically have standard batteries in the 60kWh or less range. 60-80kWh is typically available in the medium SUVs with longer range options up to 110kWh.

Smaller light commercial vans have EV variants with batteries in the range of 50kWh, with some options upto 75kWh. Larger LCVs and minibuses are available in battery sizes ranging between 40-100kWh.

The next slide is a combination of utilisation and maximum energy requirements with each vehicle represented by a dot. Generally vehicles most suited to electrification are right on the x-axis (higher utilisation) and lower on the y-axis (lower maximum requirements).



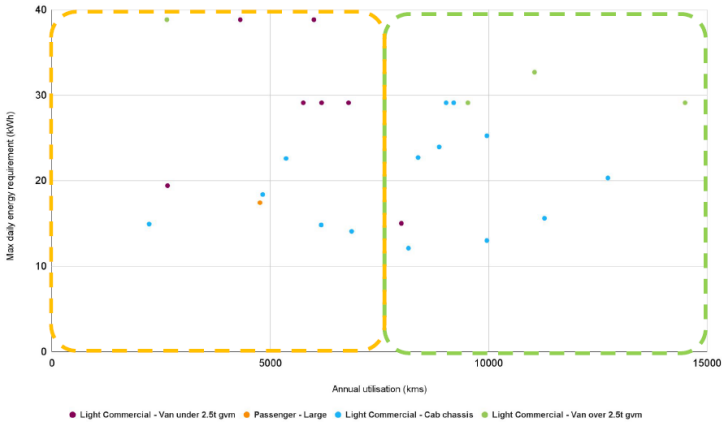
The scatter plot graph below shows the entire light vehicle fleet and the associated suitability to transition based on energy requirement and annual utilisation. The vehicles located in the green area are of high utlisiationa nd relatively low energy requriements which makes them most economical to transitiona nd run. However the light vehicles located in the yellow/orange area are of lower utlisation and potneitally higher nergy requirement which mean they are less economical to transition and run. This begs the question if the Council

should supercede vehicles like the 1 large passenger vehicle and some light commercial vans and should optimise it's light vehcile fleet use to ensure the vehicles the Council does have are used to their full potential. Which in turn would decrease the amount of vehicles in the fleet and optimise the one's the Council do have to decrease energy and resource waste.

Maximum energy requirement and utilisation scatterplot

Generally vehicles most suited to electrification have higher utilisation and lower maximum requirements.

Typically not economical without subsidy due to low utilisation



Typically most suited to transi

** **Note:** boxes are indicative. Full assessment that includes future technology evaluation is provided in the final transition plan*

The graph below shows the carbon reduction of transitioning the Council's light vehicle fleet. Under the leadership scenario the light vehcile fleets emissions would decrease by 73% and 6% of current levels by 2030.

Light vehicle transition CO2 reduction

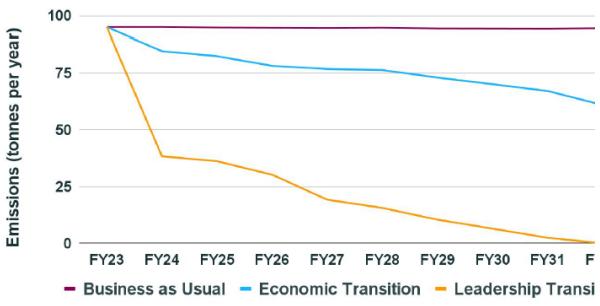
Light vehicle emissions fall to 73% and 6% of current levels by FY30 under the economic and leadership scenarios.

Light vehicle emissions fall to 73% and 6% of current levels by FY30 under the economic and leadership scenarios, respectively.

Under the economic transition, emissions fall to 63% of the current values by FY33. Largest reductions occur from FY28 to FY32 in line with relatively larger number of vehicles transitioning in those years.

Under the leadership transition scenario, emissions see a steeper decline in the early years, reaching zero in FY32 when all light vehicles are transitioned.

Note: FY31 includes emissions for those vehicles transitioning in FY31.



The graphs below show number of light vehicles that would need to be transitioned and the relative cost of those transitions by year. Most of the zero emission vehicle transitions would occur during 2024 which means the associated cost in the first year would be relatviely over £400,000. Overall transitioning the entire light vehicle fleet at NuLBC would cost around £1,011,000, which may mean optimsiing the lfeet could come at a lower cost as there would be less vehicles to transition.

Light vehicle transition analysis - Leadership scenario

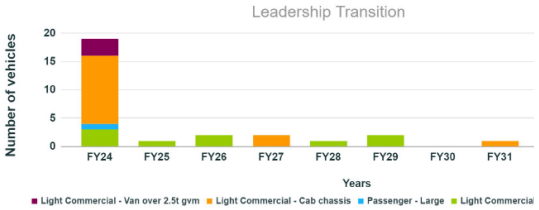
Leadership scenario: 100% of the light vehicle fleet will transition, with a total additional cost of £383K however between FY24, FY27 and FY30 an additional £628K is required to fund extra capital required for EVs.

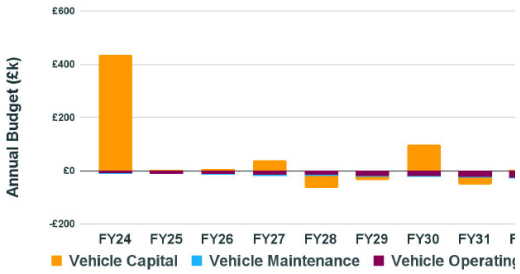
In the leadership scenario, 100% of the fleet will transition to electric vehicles by FY35. By FY30 96% of the fleet will transition.

The operating and maintenance savings fully offset the higher upfront capital spend over the whole period but only partially in FY24, FY27 and FY30.

The leadership scenario has a higher cost over the full period in the order of £383K however £628K additional needs to be spent between FY24, FY27 and FY30.

Note: These values do not include costs associated with charging infrastructure. These are added into the combined summary.





Heavy Fleet Transition Case Study

This section presents the heavy fleet data of the Council surveyed by Evenergi, derived from the Evenergi Fleet Transition Plan. The section provides summary analysis and figures/tables to present the cost, energy, carbon savings and interventions needed by 2030 for the Councils heavy fleet to become net zero.

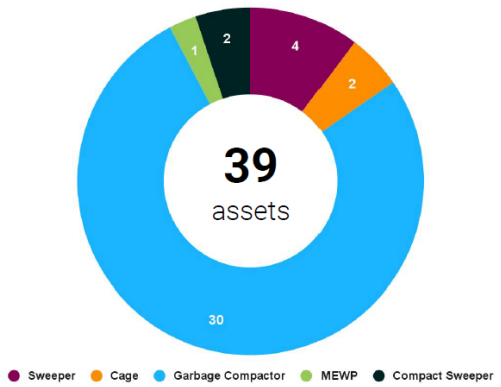
The first figures below show the heavy fleet composition at the Council based on the amount of each type of vehicle and how heavy they weigh in KG. Most of the fleet is consists of collection vehicles which consist of the heaviest vehicles in the fleet which mean they are the moste energy intensive.

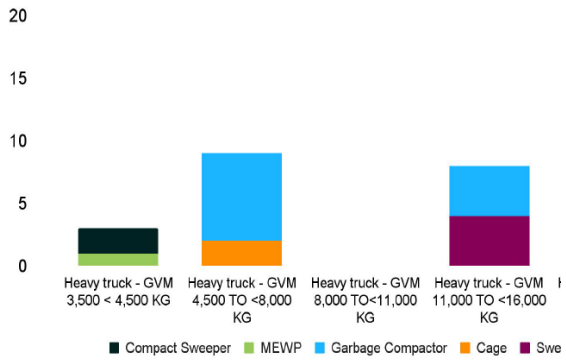
Heavy fleet composition

Majority of the heavy fleet comprised of Collection freighters, with potential for electrification in all GVM ranges than two-thirds of the fleet fall in the higher GVM band (from 11t - >16t).

Collection freighters and Sweeper trucks are the most significant groups by body type, comprising ~87% of the heavy vehic

The British EV market continues to mature for the high and low GVM heavy vehicles with options also available for specia such as the Collection freighters (eRCVs) and gritters. Electric compact sweepers (GVM<3.5t) have been adopted by m across the UK that could also replace the compact sweepers in Newcastle Borough Council's fleet.





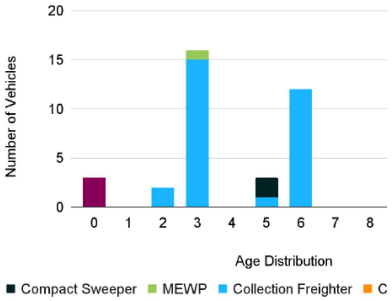
The graphs below show the age and time to replace different heavy vehicles in the Council's fleet. More specifically it shows that most heavy vehicles in the fleet are 3 or 6 years old with a couple younger and older outliers. The second graph shows that the older vehicles in the heavy vehicle fleet (after ~7 years old) should be scheduled for replacement/transitioning in the first iteration of this action plan and that many of the Council's collection vehicles need to be replaced and transitioned after another 4 years.

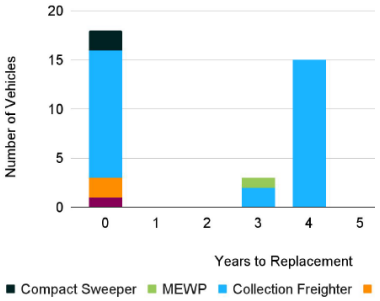
Age distribution & time to replacement - heavy fleet

Around 46%of the fleet is scheduled to be replaced immediately - mostly are Collection freighters.

The typical holding period based on the council's current policy is either 4, 6 or 7 years. The age chart (right) shows that vehicles are spanning to the range of 1 to 6 years with exception to cage and sweeper trucks which are kept beyond the holding period.

Based on the age profile and the holding periods, all of the fleet is due for replacement in the next seven years, with 18 trucks due for replacement immediately.





The graph below shows the annual utilisation of the Council's heavy vehicle fleet. The fleet in total has an average utilisation of 9000 kms with the collection vehicles being the most utilised among the entire heavy vehicle fleet. The majority of heavy collection vehicles are utilised over 10,000 kms.

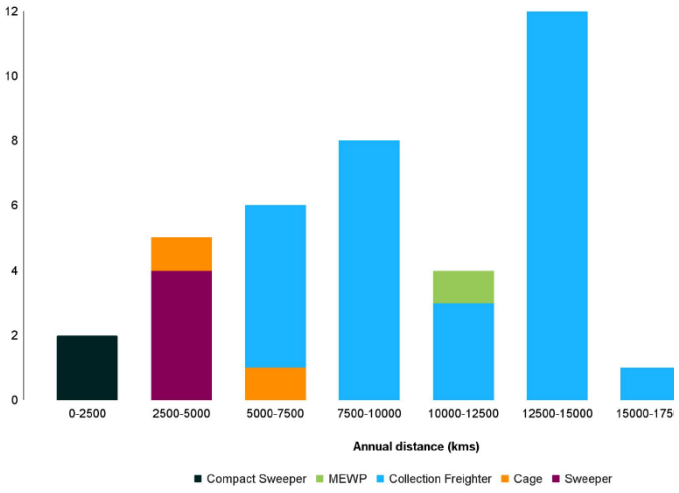
Annual utilisation - heavy fleet

The fleet has an average utilisation of 9000 kms with Collection freighters being the most utilised among the fle

More than half of the fleet is seen to have low utilisation levels (<10,000 kms with 9 vehicles under 5,000 kms annually), which might impact the economic viability of transitioning them to EVs. Most of these vehicles are Collection freighters and sweepers.

The Council should consider the potential for consolidation of these vehicles or increase their utilisation subject to other considerations.

The highly used trucks on the right-hand side of the graph are mostly Collection freighters with an average utilisation around 10,000 kms .



The graph below shows the max daily energy requirements for the Councils heavy vehicle fleet. It details how around 90% of heavy vehicles have a max daily energy requriement of less than 250kWh which indicates a favourable energy requirement for EV alternatives. Most collection vehicles see middle amount of daily energy requireent whilst regualr swepepers need the most daily energy to run their services. Compact sweepers, cage and MEWP heavy vehciles use the least amount of energy on a daily basis.

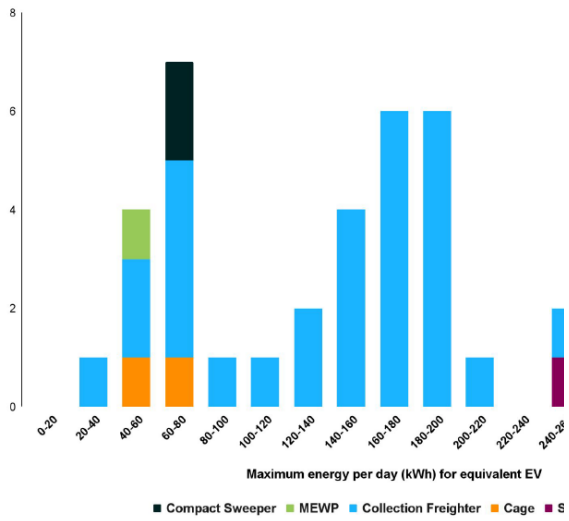
Max daily energy requirements - heavy fleet

Around 90% of the heavy vehicles are seen to have maximum daily energy requirements of less than 250k favourable energy requirements from a battery capacity perspective.

Available battery sizes on standard EV truck models tend to vary, with smaller light duty trucks (less than 8t GVM) having battery sizes of 140kWh and medium duty trucks with current batteries up to 220kWh. Heavy duty trucks (GVM >16t) are seeing battery capacities in excess of 350kWh. Battery capacities are expected to continue to increase as battery technologies and energy densities improve.

Around 90% of the heavy vehicles are seen to have maximum daily energy requirements of less than 250kWh, indicating favourable energy requirements from a battery capacity perspective.

The next slide combines utilisation and maximum energy requirements to assess vehicles most suitable for electrification.



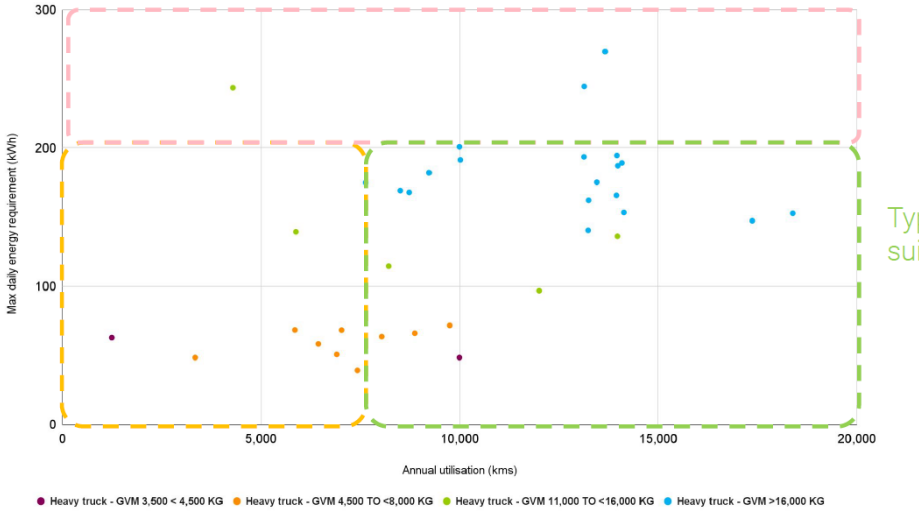
The scatterplot graph below shows the most heavy vehicles the most suited for transitioning based on the annual utilisation and max daily energy requirements of different heavy vehicles. It shows that the highly used 16,000 KG and above vehicles are most suited for transition out of the entire heavy vehicle fleet and that heavy vehicles such as the 4,500 to 8,000 KG are somewhat suited for transition. Some vehicles across the spectrum are not suited to be transitioned based on their low utilisation and high energy requirement which means the Council should look into optimising their heavy vhicle fleet to ensure all vehciles are being used to their full potential and can be transitioned and used on solely one charge per day.

Maximum energy requirement and utilisation scatterplot

Generally vehicles most suited to electrification have higher utilisation and lower maximum requirements.

Typically too high energy demands for single charge and all day operation

Typically not economical without subsidy due to low utilisation



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***Note:** boxes are indicative based on current technology. Full assessment that includes future technology evaluation is provided in the final transition plan*

The line graph below shows the reduction in emissions as the amount of heavy vehicles are increased and presents the data based on different transition scenarios. By 2030 emissions from the heavy fleet could fall to less than 5% based on the economic and leadership scenario which would see a full decarnisation and optimisation of the heavy vehicle fleet by 2030.

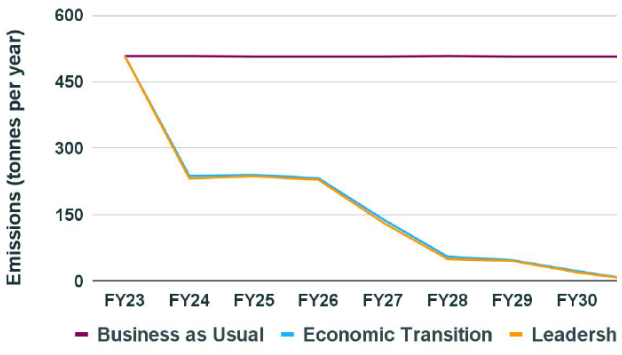
Heavy vehicle transition - CO2 operating emissions reduction

The economic and leadership transition scenarios provides a similar CO2 reduction profile for the two scena emissions falling to less than 5% of current levels by FY30

The similarity in transition timelines for the economic and leadership scenarios for heavy vehicles provides a similar emissions reduction profile, with the carbon output falling to 4.5% of current levels by FY30 in the economic case and 3.9% in the leadership.

The leadership scenario reduces heavy fleet emissions to zero by FY33 when all vehicles are transitioned to electric vehicles.

In the economic case, one vehicle from the heavy fleet remains as an ICE vehicle due to its lower utilisation. The vehicle is currently fuelled with crude oil based diesel fuel, if switched over to HVO fuel it would give larger emission reductions.



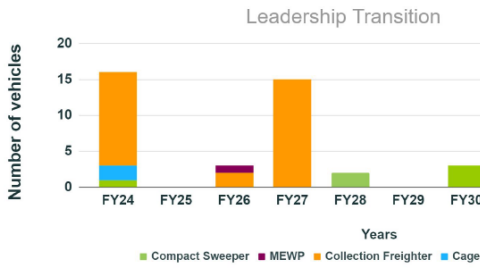
The graphs below show the timeline of heavy vehicle transitions and the relevant costs for those transitions based on the leadership scenario that .The heavy vehicle fleet at the Council would see most transitions to zero emissions vehicles duirng 2024 and 2027 of heavy vehciles and that for the total decarbonisation of the heavy fleet it would cost around £7.96M up to 2033. The most costly of years for the transition of the heavy vehicle fleet would be 2024, 2027 and 2029.

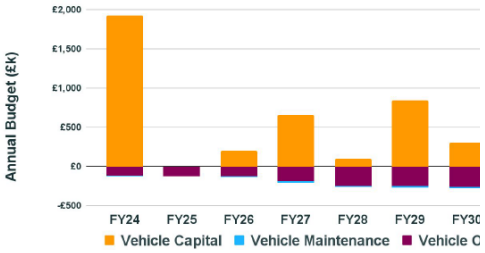
Heavy vehicle transition analysis - Leadership scenario

All of the heavy vehicles could transition to EVs, with a total cost of ~£7.96 million up to FY33.

In the Leadership scenario, all of the heavy fleet (39 vehicles) are expected to transition to electric by FY30.

The leadership transition scenario has a higher total cost compared to the BAU over the full period to FY33 in the order of ~£1.90M. This is a net result of £2.16M savings in operating costs and £126k savings in maintenance that partially offset the higher capital for vehicles increase of £4.18M.





Plant and Equipment Transition Case Study

This section presents the plant and equipment data of the Council surveyed by Evenergi, derived from the Evenergi Fleet Transition Plan. The section provides summary analysis and figures/tables to present the cost, energy, carbon savings and interventions needed by 2030 for the Councils plant and equipment to become net zero.

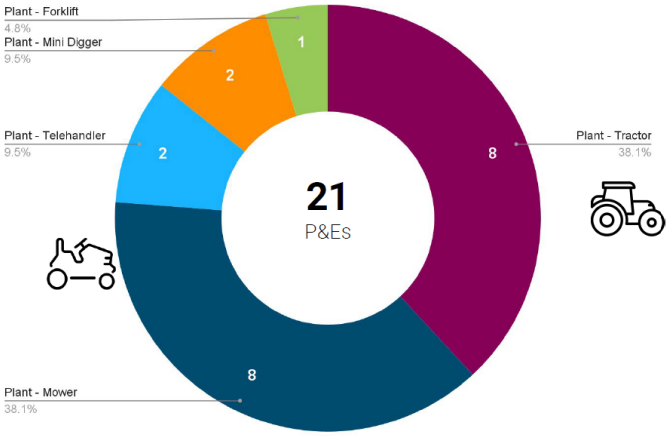
The pie chart below shows the amount of plant and equipment assets that the Council own and what it consists of. There are 21 P&Es (Plant and Equipment) mostly composed of tractors and mowers. Other P&Es include a forklift, mini diggers and tele handlers.

Plant composition

The council has light and heavy Plant & Equipment. Tractors and mowers are the prominent of the fleet.

The majority of the Council's P&E fleet are small light plant equipment, predominantly diesel powered, mainly represented by Massey Ferguson tractors and Ransome HR300 mowers, together they account for more than two thirds of the council's Plant & Equipment. Other P&Es in the fleet include mini diggers and telehandler.

The P&E fleet has a combined annual diesel fuel consumption of almost 35,500 litres, with the highest consumption by equipment type of tractors and telehandlers.

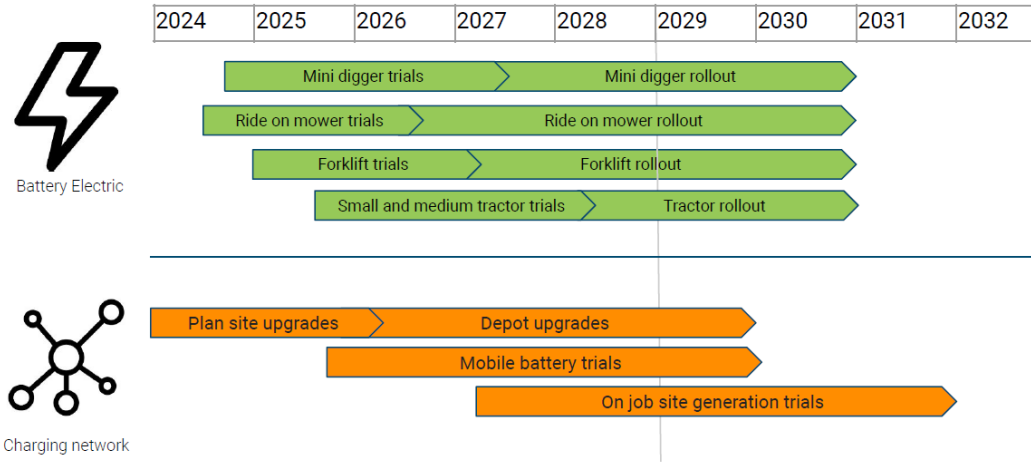


The figure below shows the transition plan for P&Es at the Council. Much of the technology for these is still in devleopemnt and wuld need to be tested and trialed in the early 2020s befor being rolled out before 2030 as seen on the figure. To learn more about the development of P&E technology and the barriers and risks they may cause please read after page 75 in the full Evenergi Fleet Transition Plan.

Next steps to transition plant and equipment

A staged approach to the transition is recommended for NULBC focusing current fit-for-purpose market ava total cost of ownership suitability. Periodic reevaluation will be required to update the plan.

The NULBC plat equipment fleet of 21 vehicles currently show low utilisation which typically does not show an optima from a total cost of ownership perspective. Below is an indicative suggested timeline for replacing NULBC plant e starting with Ride on Mowers.



Sustainable Environment

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Risk	Impact Measures	Risk Description	Implication	Potential Consequences	Risk Owners	Risk Rating	RiskLevel	Target Risk Level
Sustainability - Carbon Reduction		There are overarching risks of inaction in respect of the Councils response to the environmental threats caused by rising carbon emissions, habitat loss, plastic pollution and poor use of dwindling natural resources. As a result, Councils around the UK and Governments around the world are responding to these threats and public calls for a robust and rapid reduction and mitigation measures.	There are growing expectations that Councils take a leading and decisive role in this respect and there are reputational risks to the Council in not acting positively	Reputational damage to the Council for failure to lead by example	Andrew Bird; Jane Finnemore	2	2	2

Action Plans

	Action Plan Description	Action Plan Type	Action Plan Owner	Due for Completion by	ActionPlanComment
Newcastle-under-Lyme BC Sustainable Environment Strategy	The Sustainable Environment strategy sets out the Councils commitment to ensuring a sustainable future that leads to improvements within our communities and the Council will continue to strive to reduce its impact on the environment in everything we do.	Ongoing	Andrew Bird	29/09/2023	RoadMap decarbonisation plan for the councils operational buildings and fleet is now complete and will form the basis for the project plan to reach the Councils net zero target by 2030. Update of SES and RoadMap scheduled for Cabinet decision in October 2023.

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Appendix 5 - SSB - Baseline Pledges - NuLBC		
Pledge 1 Baseline Reporting		All Councils will prepare and publish an annual baseline analysis of their organisation's carbon footprint. All Councils will assess and publish progress in reducing their carbon footprint in October each year
• Previous financial years carbon emissions published by October each year		Complete
• Council carbon reduction achievements published by October each year		increase of 304t over 2020/21 figures due to lockdown ceasing and more Council buildings being operational, leisure centres especially. 2021/22 have been adjusted for Castle House due to not being proportioned for NBC - 25% building use.
Pledge 2 Carbon Literacy Training and Awareness		All Councillors and Senior Management Teams will undertake carbon literacy training to build corporate awareness of the issue and the Council's role in securing carbon reduction. All Councils will conduct a community impact assessment for key projects and proposals and include an assessment of Climate Change Implications in all key decision reports
• 100% completion of carbon literacy/general awareness training by Councillors and Senior Management by December 23		On target over two thirds complete. Councillors trained by end of Feb 2023. Senior managers trained by March 2023. Staff uptake excellent with face-to-face training for ops staff completed by Dec 2022.
• Community Impact Assessment template to include climate change evaluation by June 23		Complete
• Cabinet report templates to include climate change evaluation by June 23		Complete
Pledge 3 Ambassadors		All Councils will encourage members to act as climate change ambassadors, to encourage reduction in organisational carbon footprints and champion this in their own division/ward areas
• Provide a two references each financial year where members have actively supported staff and communities for the reduction of carbon emission		Ivy carbon screening tool by our central bus station in Newcastle Town Centre - initiatied by our leader, Cllr Simon Tagg. Cllr Trevor Johnson has supported the widening partnership and feasibility studies of new technologies between NBC and Keele University through active engagement and commitments.
Pledge 4 Green Travel Planning		All Councils will support and facilitate green travel by members, employees, and their communities through promotion of green travel planning. Policy implementation on green transport and ways of working
• Suitable policies and strategies in place for supporting green transport by 2023		Green travel incentive schemes for staff (including cycle to work scheme, bicycle storage at council car park, EV salary sacrifice). Remote/flexi working for all office staff.
Pledge 5 Communications		All Councils will contribute to a countywide communications group who will plan to deliver and manage a countywide Communications Plan, working together to drive our collective net zero visions forward, throughout the County
• Annual communications strategy and plan to be agreed by March 23		
Pledge 6 Green Energy		All the Councils will commit to procure 100% green energy supplies for their electricity as soon as existing contract commitments allow
• Switch to 100% REGO certified green energy achieved.		Complete
Pledge 7 Energy Reduction		By January 2023, all Councils will have established plans to reduce energy consumption across their estates.
• Plan in place for reducing energy use within estate by January 2023		Various initiatives are taking place to support our internal estates and the reduction in energy use and alternatives including: cyclical replacements of LED lights in street lights and within our own buildings, staff training and awareness raising (early stages), increased social media representation of sustainability objectives, countywide communitications plan with planned events for 2023, feasibility studies of our community buildings to reduce energy.
Pledge 8 Low carbon fuelled fleet vehicles		Moving towards an aspirational zero emission operational vehicle fleet, the Councils will by 2025, establish a plan to move to low carbon fuels within their internal fleets by 2030
• Internal fleet low carbon plan completed by December 2025.		Vehicle replacement programme reviewed and costed in capital programme to account for low / zero carbon vehicles. Move to HVO fuel has taken place for all HGV's. Existing EV continuing.
Pledge 9 Waste and Recycling		By 2025 there will be a countywide waste strategy that all authorities will adhere to. This strategy will cover all aspects of the countywide waste operation, to reduce residual waste creation, increase recycling rates, promote composting of food waste at home and establish food waste collections throughout the County
Waste Strategy completed by 2025.		On target. Food waste already collected separately - now pushing further initiatives and working in partnership with Aspire (main social housing provider within the Borough) to support flats / apartment properties to recycle and collect food waste.
Pledge 10 Innovation and Technology		Working collaboratively with research institutions, businesses and partners the Councils will encourage both innovation and technology development, that will assist the delivery of our combined net zero visions.
Collaborate with 3 organisations each financial year to encourage or progress green innovation/technology		HVO fuel for waste collection vehicles and street scene vehicles with Euro 6 engines rolled out in January 2023. CO2 reduction of 90% compared to diesel. Solar Farm Feasibility Study progressed and supported by Cabinet, developing partnership with major manufacturer . Continuing to work with Keele University on a number of imitiatives including offering student pkacements around 'green' skills agenda.

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HEALTH, WELLBEING AND ENVIRONMENT SCRUTINY COMMITTEE

Work Programme 2023/24

Chair	Cllr I. Wilkes
Vice-Chair	Cllr R. Adcock
Members	Cllrs L. Barker, J. Brown, N. Crisp, S. Dymond, S. Jones, P. Northcott, P. Reece, L. Richards, R. Wright
Scrutiny Champion	Craig Jordan
Portfolio Holders within the Committee's remit	Cllr Gill Heesom – Community Safety and Well Being Cllr Jill Waring – Leisure, Culture and Heritage Cllr Trevor Johnson – Environment and Recycling

This committee scrutinises policies, strategies and initiatives that are intended to improve health and wellbeing outcomes for the people who work and live in the borough. It scrutinises things such as leisure, open space and cultural provision, crime and antisocial behaviour, homelessness, health and other behaviours or environmental factors that affect health and well-being.

This Work Programme is set and reviewed at quarterly meetings of the Scrutiny Management Group. The Chair and Vice Chair also meet regularly with the Portfolio Holders to discuss this Work Programme. There is an opportunity for committee Members to discuss the Work Programme at each committee meeting. Part D of the Council's Constitution governs the scrutiny process.

For more information on the Committee or its work Programme please contact the Democratic Services:

- Geoff Durham at geoff.durham@newcastle-staffs.gov.uk or on (01782) 742222
- Alexandra Bond at alexandra.bond@newcastle-staffs.gov.uk or on (01782) 742211

Planned Items

DATE OF MEETING	ITEM	NOTES
27 November 2023	• Town Centre Safe Spaces/ Community Safety/ASB • Walleys Quarry Update • Sustainable Environment Strategy Annual Report	Officer: Nesta Barker Annual review
26 February 2023	• Chief Fire Officer Update • Review of 850 Celebrations	

Task/Finish Groups
• Joint Scrutiny Working Group – Integrated Care Hubs
Special Meeting
• A53/Bus Gate – Final Business Case – joint meeting with E&P Scrutiny when appropriate

Previous Items

DATE OF MEETING	ITEM	NOTES
23rd June 2022	• Sustainable Environment Strategy Annual Report • Walley's Quarry – health impacts • Police and Crime Panel • Staffordshire Health and Care Overview and Scrutiny Committee digest • Integrated Care Board	
5 September 2022	• Police Update – Commander and DCI John Owen • Walley's Quarry update	

	• Recycling and Waste Services Update • Police and Crime Panel • Staffordshire Health and Care Overview and Scrutiny Committee digest • Integrated Care Board • Air Quality Ministerial Direction	• Raised at Council 6 July 2022
28 November 2022	• Tri-Services • Review of Tennis Provision • Use of grazing animals • Walley's Quarry	• Requested by the committee
6 March 2023	• Urban Tree Planting Programme • Chief Fire Officer • Walleys Quarry Update • Clough Hall Park Community Garden	The CFO to give an overview of what the fire service was providing in the Borough i.e.: services, training and community provision. Simon Beckett to give presentation on his proposals
14 June 2023	• Police Commander – review of the new policing model • Modular Housing • Walleys Quarry Update	Update on meeting held in September 2022 - Requested by the committee (attendance confirmed). Steve North Wolverhampton MBC to (remotely) give an overview of a project delivered in Wolverhampton. Zoom link needs sending to Steve.North@wolverhamptonhomes.org.uk Officer: Nesta Barker

7 September 2023	• Homelessness – review of new arrangements • Allotments – review of current provision and plans • Walleys Quarry Update • Chief Fire Officer – Andrew Bourne • Cycle routes/lane provision • Modular Housing	 Officer: Nesta Barker The CFO to give an overview of what the fire service was providing in the Borough i.e.: services, training and community provision. To be SCC presentation (current provision, existing plans for improvement and potential future developments/funding). Wolverhampton Homes

Last updated on 16th November 2023