



Public Document Pack STROUD DISTRICT COUNCIL

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22 March 2023

ENVIRONMENT COMMITTEE

A meeting of the Environment Committee will be held on **THURSDAY, 30 MARCH 2023** in the Council Chamber, Ebley Mill, Ebley Wharf, Stroud at **7.00 pm**

Kathy O'Leary
Chief Executive

Please Note: The meeting is being held in the Council Chamber at Stroud District Council and will be streamed live on the Council's [YouTube Channel](#). A recording of the meeting will be published onto the [Council's website](#). The whole of the meeting will be recorded except where there are confidential or exempt items, which may need to be considered in the absence of press and public.

If you wish to attend this meeting, please contact democratic.services@stroud.gov.uk.
This is to ensure adequate seating is available in the Council Chamber.

AGENDA

1. **APOLOGIES**
To receive apologies of absence.
2. **DECLARATION OF INTERESTS**
To receive declarations of interest.
3. **MINUTES (Pages 3 - 8)**
To approve the minutes of the meeting held on 8 December 2022.
4. **PUBLIC QUESTION TIME**
The Chair of the Committee will answer questions from members of the public submitted in accordance with the Council's procedures.

DEADLINE FOR RECEIPT OF QUESTIONS
Noon on Noon, Friday 24 March 2022

Questions must be submitted to the Chief Executive, Democratic Services,
Ebley Mill, Ebley Wharf, Stroud and can be sent by email to
Democratic.services@stroud.gov.uk

5. **MEMBER QUESTIONS**
See Agenda Item 4 for deadlines for submission.

6. **2030 ANNUAL REPORT (2022-2023) (Pages 9 - 50)**
To present the 22-23 Annual Report on the 2030 Strategy and Master Plan for approval.
7. **BUDGET MONITORING REPORT Q3 2022/23 (Pages 51 - 58)**
To present the 2022/23 forecast outturn position against the revenue budgets and Capital Programme that the Committee is responsible for, to give an expectation of possible variances against budget.
8. **ELECTRIC VEHICLE CHARGEPOINT ROLLOUT STRATEGY (Pages 59 - 116)**
To update the committee on progress and seek approval to proceed.
9. **INTERIM FLEET PROCUREMENT STRATEGY - UBICO (Pages 117 - 130)**
To update the committee on the intended method of Ubico fleet replacement over the next four years.
10. **GLOUCESTERSHIRE NATURE AND CLIMATE FUND – MEMORANDUM OF UNDERSTANDING (Pages 131 - 140)**
To seek the support of Environment Committee for a draft Memorandum of Understanding between the Gloucestershire Nature and Climate Fund and Gloucestershire’s local planning authorities.
11. **MEMBER / OFFICER REPORTS**
 - (a) Strategic Planning Advisory Board
 - (b) Stroud Regeneration Committee
 - (c) Performance Monitoring (Pages 141 - 160)
 - (d) Cotswold National Landscape Board
 - (e) Stroud Valleys Project Board
 - (f) Climate Leadership Group (Pages 161 - 162)
 - (g) Gloucestershire Waste and Resources Partnership (Pages 163 - 196)
 - (h) Update on Single Use Plastics (Pages 197 - 198)
12. **WORK PROGRAMME (Pages 199 - 200)**
To consider the work programme.

Members of Environment Committee

Councillor Chloe Turner (Chair)

Councillor Martin Brown
Councillor Christopher Evans
Councillor Lindsey Green
Councillor Steve Hynd
Councillor George James
Councillor Haydn Jones

Councillor Robin Drury-Layfield (Vice-Chair)

Councillor Norman Kay
Councillor Ashley Smith
Councillor Haydn Sutton
Councillor Brian Tipper
Councillor Tricia Watson



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ENVIRONMENT COMMITTEE

Thursday, 8 December 2022

7.00 pm - 9.13 pm

Council Chamber

Minutes

Membership

Councillor Chloe Turner (Chair)

Councillor Martin Brown
 *Councillor Christopher Evans
 Councillor Lindsey Green
 Councillor Steve Hynd
 *Councillor George James
 *Councillor Haydn Jones
 *Absent

Councillor Robin Drury-Layfield (Vice-Chair)

Councillor Norman Kay
 Councillor Ashley Smith
 *Councillor Haydn Sutton
 Councillor Brian Tipper
 Councillor Tricia Watson

Officers in Attendance

Strategic Director of Place
 Managing Director, UBICO
 Finance Director, Ubico
 Senior Community Infrastructure Officer

Community Services Manager
 Accountant
 Democracy & Information Governance Officer

Others in Attendance

Strategic Director of Communities

Head of Community Services

EC.025 Apologies

Apologies for absence were received from Councillors Evans, James, Jones and Sutton.

EC.026 Declaration of Interests

There were none.

EC.027 Minutes

RESOLVED That the Minutes of the meeting held on 4 October 2022 were approved as a correct record

EC.028 Public Question Time

Public questions were submitted. They were answered by the Chair, Councillor Turner. Supplementary questions were also answered. ([Refer to the recording of the meeting](#)) and [Item 4](#).

EC.029 **Member Questions**

There were none.

EC.030 **Ubico Annual Presentation**

The Managing Director and Finance Director of Ubico provided Members of the Committee with an update which included the respective timescales and process for the adoption of their Business plan and provided detail on the themes (People, Operational Excellence, Climate and Business Development) that underpinned their plan and supported Ubico's current vision. They advised they had been awarded a National Cycling awarded and would continue to develop their apprenticeship programme, to work with partners to evaluate climate opportunities and align Carbon Strategies and explore more opportunities for expanding services with Ubico's partners.

The following answers were provided to Members questions:

- Ubico had undertaken work to better understand their carbon emission and impact in relation to their fleet vehicles, which included electric vehicles and to explore where further learning was required.
- Ubico were about to seek support from their partners to launch a social media campaign relating to road safety for their workers and public.

EC.031 **Environment Committee Budget Monitoring Report Q2 2022/23**

The Accountant introduced the report and advised Committee of the forecast return as of the 30th September which included the recently agreed pay award. She continued and advised the most significant variance was on the Multi-Service contract as a result of fuel costs, vehicle hire and repair costs.

There were no questions from Members. Proposed by Councillor Watson and Seconded by Councillor Tipper.

Councillor Watson gave thanks to the Council for providing staff with sensible pay rises and supporting Ubico as a result of the Cost of Living Crisis.

On being put to the vote, the Motion was carried unanimously.

RESOLVED **To note the outturn forecast for the General Fund Revenue budget and the Capital Programme for this Committee.**

EC.032 **ENVIRONMENT COMMITTEE REVENUE ESTIMATES – REVISED 2022/23 AND ORIGINAL 2023/24**

The Accountant informed Committee of a typo in paragraph 4.4 which should state 2023 instead of 2022 relating to the Local Plan. She continued and introduced the report highlighting key variances, any proposed budget adjustments and fees and charges growth of 5% from inflation (unless stated otherwise) in line with the Budget Strategy for 2023/24 which included the pay award. Contract increases of 9.9% were also applied with the Multi-Service (Ubico) contract being the most significant increase due to fuel and utility costs.

In response to Councillor Kay's question referencing paragraph 3.5 and table 2 of the report relating to the figures contained within the contract increases and whether Committee would be required to revise them at a later date. The Accountant advised that Ubico set their budget

in consultation with Stroud District Council (SDC) who challenged the proposed budget to ensure as part of the monitoring process the most accurate budget was reflected before being presented to Committee throughout the year. This was not including any anomalies that may occur during the year (such as changes to the Cost of Living Crisis).

Councillor Tipper queried whether a reserve of the reserve budget would be sensible relating to the Cost of Living and the contracts. The Accountant advised she would circulate more detail relating to what reserves had been put aside outside of Committee on this matter.

Proposed by Councillor Brown and Seconded by Councillor Watson.

Councillor Drury-Layfield proposed an amendment to include a point 'c' to the decision to include 'to recommend another £250K to the Walking and Cycling Budget'.

The amendment was proposed by Councillor Drury-Layfield and Seconded by Councillor Hynd.

Councillor Brown queried where the additional money would be funded from. The Accountant advised the proposed amendment would have to be considered by Strategy and Resources Committee.

Councillor Tipper expressed his concerns and queried how the £250K was calculated. The Chair, Councillor Turner advised the amendment had come from the Task and Finish Group to allow better value for money projects to be delivered across the district and that most of the existing budget had either already been spent or committed to projects within the next year. The additional £250K would help deliver more low carbon level projects and deliver the objectives within the Council Plan relating to improving active travel and working with Parish and Town Councils.

Councillor Green queried whether the £250K proposed was in addition to the Community Infrastructure Levy (CIL) bids that were being considered that evening relating to the Walking and Cycling Plan under 5.5 of the report. The Chair, Councillor Turner advised it was an addition to the budget and on the assumption that the projects in the Officer recommendation for CIL being considered that evening was approved by Committee which would either see the projects as a whole being moved to the Walking and Cycling budget or a partnership between this budget and CIL formed.

On being put to the vote to include the amendment, there were 7 votes for, 0 against and 2 abstentions.

Councillor Green informed Committee that she felt nervous about the process taken to obtain additional extra funding and advised she would be abstaining from the vote as a result of this, being new on the Committee and historical knowledge relating to the background of the Walking and Cycling projects.

On being put to the vote the Motion was carried with 7 votes for, 0 against and 2 abstentions.

RECOMMENDED TO STRATEGY AND RESOURCES COMMITTEE

- a) The revised Environment revenue budget for 2022/23 and original 2023/24 revenue budget are approved
- b) The Fee's and Charges list as shown at Appendix B is approved
- c) To recommend another £250K to the Walking and Cycling Budget.

EC.033 COMMUNITY INFRASTRUCTURE LEVY (CIL) - SPENDING ALLOCATIONS FOR 2023/2024

The Senior Community Infrastructure Officer introduced the report and explained appendix C which listed the projects delivered by CIL to date and appendix B which identified infrastructure needs over the next 10 years. Submissions for funding opened in Spring 2022 where infrastructure providers were contacted on how they could apply for the £1M available in funding, what made a quality bid and what the purpose of CIL was. She continued and explained the bid funding closed in September 2022 and an all-Member information evening was held to assess the merits of the bids received. Finally the Community Infrastructure Officer went through each of the projects being recommended to Strategy and Resources Committee for funding commitments including detail around the decisions made relating to the funding.

Councillor Green asked for clarity on the Gloucestershire County Council (GCC) Dudbridge to Ryeford Cycle Trail Bid what would happen if GCC did not match fund the additional £70K to make up their bid. The Community Infrastructure Officer advised she believed the £70K was needed to deliver the project therefore GCC would need to match fund the project as a funding condition, however Committee could choose to provide the full requested amount from CIL budget without the funding condition. Councillor Green asked if the surplus funds not spent from this year CIL allocation are rolled into the next CIL allocation year. The Community Infrastructure Officer confirmed that they would be.

Councillor Hynd asked if CIL could stipulate any conditions on building projects under CIL relating to SDC's policies such as the building needing to meet certain environmental standards. The Community Infrastructure Officer confirmed Members could stipulate specific funding conditions if they wished. Councillor Hynd also queried if the surplus funds are stored in an account accruing interest or delivering a return on investment or whether it would be more advantageous to spend the full allocation each year. The Community Infrastructure Officer advised she would provide a response outside of Committee once she had clarified with Finance.

Councillor Tipper informed Committee that there was no improved infrastructure in Cam, in particular around the Box Road area. The Community Infrastructure Officer responded advising no bids had been received from Cam Parish Council or any other infrastructure providers to deliver any further infrastructure in the area and would welcome receiving such bids in the future.

Councillor Watson explained the equality implications should also look at the positive equality implication and not just the negatives. The Community Infrastructure Officer responded she would take Councillor Watsons comment on board.

Proposed by Councillor Watson and Seconded by Councillor Green.

Councillor Green advised Committee she was pleased funding was being spread across the district.

On being put to the vote, the Motion was carried unanimously.

RECOMMENDED TO STRATEGY AND RESOURCES COMMITTEE That funding commitments are agreed according to the report.

EC.034 **Member / Officer Reports**

a) Strategic Planning Advisory Board

The Chair, Councillor Turner advised the board met recently where an update was provided on the examination progress for the Local Plan and that the additional consultation had been completed and inspectors were likely due in Spring 2023.

b) Stroud Regeneration Committee

Councillor Drury-Layfield advised he had not attended the last two meetings however he did provide a summary of the minutes from October which included; shop frontages and absentee landlords in Stroud Town Centre, empty shop space to display art, Stroud Town Clerk to liaise with SDC enforcement for premises going into disrepair, Gloucestershire Community Rail Partnership results from Stroud Station travel survey, communication strategy for the Neighbourhood Development Plan and finally commercial waste storage in Fawkes Place.

c) Performance Monitoring

The report had circulated prior to Committee. The Chair, Councillor Turner advised there was only one indicator in the red which related to recycling rate however it was being monitored closely. She continued and advised the Youth Council were also involved with the report and suggested they attend March 2023 committee under the 2030 Strategy annual report.

Councillor Watson requested that SDC make better use of campaigns with waste minimalisation.

Councillor Tipper asked if SDC had benchmarked against other authorities on recycling rates as the percentage rate has decreased. The Chair, Councillor Turner advised Stroud was the highest within the district and smaller bins has contributed to this. There is also a proposal within the budget for a Waste Education Officer.

EC.035 **Update on the Stroud Valley Natural Flood Management Project Information Sheet**

The report had circulated prior to Committee. There were no questions.

EC.036 **A Strategic Action Plan for the River Frome by the Severn Vale catchment Partnership Information Sheet**

The report had circulated prior to Committee. There were no questions.

EC.037 **Climate Leadership Group**

The report had circulated prior to Committee. There were no questions.

EC.038 **Work Programme**

Councillor Kay requested for an Air Quality Report in late 2023. The Chair, Councillor Turner proposed it be added to June 2023 Committee.

Councillor Watson requested for litter engagement work with retailers be added. The Chair, Councillor Turner proposed an information sheet for June 2023.

Councillor Hynd requested an update on single use plastics within SDC. The Chair, Councillor Turner advised this information sheet will be on the March 2023 agenda.

Councillor Tipper informed Committee that under his role as SDC representative for the Berkeley Site Stakeholder Group (SSG), each meeting he attended he was assured the Group maintain regulatory safety compliance relating to the nuclear site.

Councillor Drury-Layfield asked if water quality could also be explored at a future Committee. The Chair, Councillor Turner advised a GCC Task and Finish Group had recently concluded on River quality and Gloucestershire Wildlife Trust (GWT) currently have a project relating to water quality along the River Frome and proposed she and Councillor Drury-Layfield speak with GWT on how SDC could be involved.

Councillor Smith asked a question on frequency and missing member reports associated with the Committee. Democratic Services advised that if a member as a representative on an outside body would like to submit a member report for Committee to contact them ahead of the next Committee meeting or to raise during the Work Programme for inclusion. The Chair, Councillor Turner advised she would welcome reports from the other outside bodies.

RESOLVED To note the above update to the Work Programme.

The meeting closed at 9.13 pm

Chair

STROUD DISTRICT COUNCIL

ENVIRONMENT COMMITTEE

THURSDAY, 30 MARCH 2022

Report Title	2030 ANNUAL REPORT (2022-2023)			
Purpose of Report	To present the 22-23 Annual Report on the 2030 Strategy and Master Plan for approval.			
Decision(s)	The Committee RESOLVES to note and approve the 2022-2023 Annual Report for the 2030 Strategy and Master Plan.			
Consultation and Feedback	The draft report has had the inputs of managers and core delivery staff. As a largely reflective document formal public consultation has not been deemed necessary. Our ongoing community engagement work has informed our understanding about what the interested public want to know and community voices are included in the report.			
Report Author	Rachel Brain, 2030 Strategy Manager Email: rachel.brain@stroud.gov.uk			
Options	<p>This report of annual progress is focused on the last 12 months of action of the masterplan. It reviews progress on the key priorities and commitments and a forward look describes key areas for next steps in our roles as exemplar, enabler and encourager. This reflects that we are proposing a sustained approach under the approved strategy.</p> <p>The committee's options are: to approve the report; to ask officers to consider amendments or, to reject the report.</p>			
Background Papers	Nothing specific for this covering report. These links to the strategy and plan might be helpful: https://www.stroud.gov.uk/environment/building-a-sustainable-future-together/our-master-plan			
Appendices	Appendix A – 2030 Strategy Annual Report 2022-23 – Everything in Our Power			
Implications (further details at the end of the report)	Financial	Legal	Equality	Environmental
	No	No	No	No

1. INTRODUCTION / BACKGROUND

- 1.1 The formal adoption of the 2030 Strategy and Masterplan in February 2021 followed on from the climate emergency declaration in November 2018 and was set within the context of post-COVID recovery and a heightened awareness of the importance of biodiversity and the role of nature in adaptation and mitigation. The 2022-2023 Annual Report reflects on

the progress across the 7 key priorities that were identified and takes a forward look to 2023-2024.

It is intended as a public-facing report and will be disseminated via our website and communications activity.

2. MAIN POINTS

2.1 The report details activity and progress across all themes of the strategy and includes infographics of key performance areas. This year we have once again completed Climate Disclosure Project assessment giving external verification to our efforts this year having progressed a further grade from 21-22 to 'B' Grade. There has once again been substantial success in securing new project pipeline and funds as further testament to the effort reflected in the whole council approach.

2.2 Whilst the report contains more in-depth reporting on activity, the following presents a highlight for each theme as a flavour:

Theme	Key Priority	Sample Highlight
Community	District Dialogue	20 members of 2030 Community Engagement Board with a draft workplan
Energy	Mainstream Renewables	3 more council buildings to be heated by heat pump technology saving approx... 14 652 TCO _{2e} /year
Economy	Detail the Economic Vision	£450k secured for Retrofit Skills centre, Berkeley GREEN UTC
Built Environment	The Retrofit Challenge	£137k secured to develop services for private homeowners.
Mobility	Increase Travel Options	EV Infrastructure Strategy developed
Natural Environment	Nature knows no boundaries	450 trees, 2 new ponds and 8 rural flood interventions
Waste	Communicate the waste hierarchy	Waste Wizard App launched to help people make good recycling decisions.

2.3 Activity focus areas this year have aligned to local priorities associated to cost of living and the need for deep, meaningful community engagement. This is reflected in the weight of information on themes of Community and Built Environment and evidence of efforts to both understand and meet community needs.

2.4 Own estates carbon accounting figures show good progress although we have had to compensate in our analysis for the impacts of 2020-2021 not just in terms of our working patterns but also of use of temporary heating appliances and periods of establishing the new WSHP system balance. Comparing to pre-pandemic years our usage at the Mill is down 26%

2.5 This year we have aligned the carbon accounting year to our annual report cycle so comparisons to previous years will now no longer be based on calendar years. Headlines include:

% Difference between 2006-now (based on actual data and predicted data where missing)
 – 40% overall carbon reduction

% Difference between 20-21 and 21-22 (based on actual data and predicted data where missing) – 6% overall carbon reduction

Reduction in reliance on natural gas 2022 vs 2006 – approximately 319 tCO₂e (includes estimated data)

2022 EMISSIONS

SCOPE	EMISSIONS (TONNES)	VS. PREVIOUS YEAR
Scope 1	299	-3%
Scope 2	183	-1%
Scope 3	958	-7%

3. CONCLUSION

- 3.1** The reporting period 2023-2024 saw council and community dealing with cost as well as climate crisis. The 2030 story of this annual report shows strong evidence for how 2030 based solutions are the answer to more than just climate concerns. The articles, quotes and data also demonstrate the starting of a real community movement of action and the early realisation of co-benefits from partnership working.
- 3.2** This report, a summary of just one working year, evidences sincere pan-council and community cooperation and a positive reflection on progress in all themes.

4. IMPLICATIONS

4.1 Financial Implications

There are no direct Financial Implications directly related to this report.

Adele Rudkin, Accountant
Tel: 01453 754109 Email: adele.rudkin@stroud.gov.uk

4.2 Legal Implications

There are no significant implications within this category. Actions and decisions arising from the implementation of the strategy may have legal implications, which will need to be considered at the relevant time.

Contact: One Legal
E-mail: legal.servies@onelegal.org.uk
Tel no: 01684 272691

4.3 **Equality Implications**

An EIA is not required because there are no recommended actions as a direct result of this report.

4.4 **Environmental Implications**

There are no significant implications within this category. Actions and decisions arising from the implementation of the strategy may have environmental implications, which will need to be considered at the relevant time.

Contact: Rachel Brain

E-mail: Rachel.brain@stroud.gov.uk

Tel no: 01453 754 521

Agenda Item 6

STROUD DISTRICT COUNCIL

Appendix A

Everything In Our Power

Second Annual Report
2022-2023



✉ 2030@stroud.gov.uk

📍 Ebley Mill, Ebley Wharf,
Stroud GL5 4UB

www.stroud.gov.uk

🔖 #StroudDistrict2030

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Appendix A



FOREWORD

As global temperatures continue to rise and with nature under threat, action on the climate and ecological crises is now more urgent than ever. We all have a part to play in this challenge of our time: to reduce carbon emissions and to help wildlife recover and thrive.

The 2030 Strategy for Stroud district provides the focus for our local action to limit, adapt, recover and respond in a changing climate. From the outset, we pledged that we'd do everything within the council's power to make Stroud district carbon neutral by 2030, and this inspiring report sets out the ways in which we are working towards that goal.

It involves improving our own estates and practices, working in partnership with others, and encouraging locally-led action. We've developed closer links with community representatives, supported the deployment of renewable energy and the greening of our local economy. We've also been helping residents reduce the quantity of resources which are discarded as waste, and support nature; we've adopted more sustainable methods of land management and planted thousands of trees.

The vast majority of our carbon emissions in the district are from transport and the built environment, so these have been key areas of focus. On transport, we're preparing for the installation of electric vehicle charge points in council car parks, reducing emissions from licensed vehicles, and funding walking and cycling projects to offer an alternative to the car.

Improving the energy efficiency of the 53,000 homes in Stroud district remains a huge challenge, as more than 70 per cent of these properties do not yet meet baseline energy performance standards. We are still waiting for the national funding and schemes which are needed to meet national climate targets for the housing sector. But in the meantime, we are forging ahead with local investment to retrofit our 5,000 council homes, as well as demonstrator projects, like the nationally recognised 'deep retrofit' of flats in Berkeley.

It's been a particularly busy year for our Warm and Well partnership, due to the cost of living crisis, and I'm pleased we've been able to provide some financial support to the most vulnerable households to help them through this difficult time, as well as valuable advice to hundreds more residents on reducing their heating costs.

Cllr. Catherine Braun,
Leader of Stroud District Council



Agenda Item 6 Appendix A

lead by example; be an enabler;
encourage positive action;
collaborate; do everything in
our power to be carbon neutral
by 2030.

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Headlines

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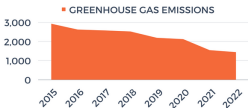
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Forward Look

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COUNCIL PERFORMANCE

COUNCIL EMISSIONS 2015 - 2022



2022 EMISSIONS LESS THAN HALF OF 2015 EMISSIONS



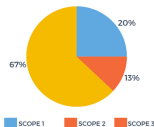
...AND WE'VE CONTINUED TO REDUCE OUR EMISSIONS YEAR-ON-YEAR SINCE

We are continuing to reduce our carbon related environmental impacts and are working hard to secure more renewable generation opportunities on our estate. We are proud to have been carbon neutral in our direct operations since 2015.

The council's biggest carbon challenge sits in those emissions classed as scope 3. This refers to emissions controlled and/or owned by suppliers and servicers within our value chain.

Stroud District Council deploys social value procurement analysis and criteria to influence the environmental impacts in our value chain. The council needs to apply balance as well as encouragement so that we can continue to service district needs in a timely way whilst progressing the development of our low carbon value chain.

CARBON EMISSIONS BY SCOPE

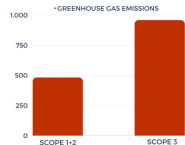


SCOPE 1 FLEET EMISSIONS DOWN 12%



...as we continue to reduce our reliance on combustion engine vehicles

SCOPE 3 EMISSIONS DOUBLE THAT OF SCOPE 1+2 COMBINED



HEADLINES

Appendix A

£2,430K

IN GRANT MONEY FOR IMPROVED SUSTAINABILITY PRACTICES AT THE MUSEUM IN THE PARK

24

'A' RATED NEW COUNCIL HOMES BUILT, SAVING AN ESTIMATED 74 TONNES OF CARBON A YEAR

8

NEW RURAL FLOOD INTERVENTIONS COMPLETED

SCORE: B

2022 CLIMATE DISCLOSURE PROJECT

ASSESSED THE COUNCIL AS "B" FOR OVERALL PROGRESS

£450K

SUCCESSFUL BID SPONSORED BY STROUD DISTRICT COUNCIL FOR GREEN/RETROFIT SKILLS CENTRE AT BERKELEY GREEN

>£5M

SECURED TO REPLACE AGEING GAS BOILERS WITH LOW CARBON HEAT PUMP TECHNOLOGY AT 3 MAJOR COUNCIL-OWNED BUILDINGS

**450 TREES;
2 NEW PONDS**

Agenda Item 6

Appendix A

**The council is responsible
for fewer than 1% of
annual emissions.**

**Our district community
holds the real power to
make the difference for
2030.**

COMMUNITY

119,019

(ONS 2018 Mid-year estimate)

POPULATION

Projected Population 2041

136,000

2030: It's all about **you!**

The scope for the council to be a direct influence on climate and environmental issues is relatively small due to the scale of the problems relative to the size of our estate. The 2030 Strategy recognises that more focus is needed on the levels of community inclusion in action and, on understanding how we can work to improve so that significant cumulative progress can occur.

To do this, the council has recruited a wide range of voluntary community representatives, which includes some political representation and council officers to be part of what is called, 2030 Community Engagement Board (2030CEB). They have been recruited via a drive through existing community networks and a general open invitation to apply and membership is evolving steadily to fill the recognised gaps in representation.

In March 2022, a local facilitator, Ann Finlayson from Sustainable and Environmental Education (SE-Ed), was contracted in to support the development of a community focused workplan with the board which is due Easter 2023. This will plan out action that increases participation by a broader range of the community to lower greenhouse gas emissions and increase care of the environment. These actions will be reviewed regularly and developed to respond to changing needs.

The facilitated process has included supporting the board to listen to issues faced through their networks and current life priorities, like the cost of living concerns, which has helped the board to be grounded in the day-to-day reality of people's lives and how climate action isn't able to always be a priority issue for people. They looked at the district's unique characteristics and opportunities these may present and researched theories around how to encourage participation and lasting change and build momentum in social movements.



Agenda Item 6

Appendix A COMMUNITY ENGAGEMENT BOARD

2030 Community Engagement Board has up to 20 members who are all district-based community representatives.

As a collective there are intersecting interests and networks in: arts, education, families, people under 24, older people, people living with disabilities, people with technical skills in the built and natural environment, those with experience of community and business development and climate activists. We are a varied bunch who have delved into real life issues in our networks and explored the opportunities there are to build on the motivation and assets already found through our district.

Everyone Counts

When I saw the brief for the 2030 Community Engagement Board two opposing thoughts immediately sprang to mind – 'I would love to do this and help get the district at the forefront of making those changes to help the climate' BUT ALSO 'I am not the right person for the job'.

Strangely, although I applied for this volunteer role and was accepted onto the Board, around a year on and I still feel exactly the same. However, there is a difference now, the understanding that...

... although you might not be perfect, everything we do that is the right thing is a good thing. If everyone did a couple of really good things every day, we would all make so much difference over time.

The 2030CEB is here to learn and understand what makes that difference. We have outside help for this of course, but we also have some experts of our own on the Board, we are helping each other.

"...we have learned to give and take with our views, which has made us a stronger group and more able to have measured conversations over climate action."

We can then pass on what we have learned to everyone in the community, and you can choose to do what you are able to and want to do.

Knowledge enables us to make good decisions, and if we want our planet to still be here ecologically for our grandchildren, their grandchildren and more generations after that, then we need to know what to do.

For me, the heat of last summer was a stark reminder that our planet really is changing and, it is going to be serious. Our aim is for all of us to work together, do what we can, to slow down what is happening and to repair some of the damage that has been done.

Don't make the mistake of thinking that you are too small to make a difference. A huge number of good small things make a huge difference.



COMMUNITY ROLE

Appendix A



Community Connection

Communities are more sustainable and thrive when people that live and work in them are empowered and enabled to build on the things that are important to them.

Connecting Communities is one of three workstreams in the council's modernisation programme. The 2030 encourager work has always been grounded in this asset-based approach, developing a work plan for action by listening to the community and incubating their ideas, supporting a process of collaboration between people with a common goal and diversity of thought.

The 2030 team is working within the Connecting Communities workstream to offer lessons learned towards the development of a council asset-based community engagement plan and sharing information about how we can all better meet the needs of the community.



2030 Solutions

Community representatives have collaborated on a workplan for the 2030 Community Engagement Board, with a first draft being prepared in March 2023. This has been developed with a focus on what is already working in the community, what assets there already are that could be supported further, what issues are prevalent in people's lives, the solutions needed and what climate action would support people most with these issues.

The 2030CEB and its workplan recognises that environment and climate is not the primary concern for most people but that everyone in the community has needs and ambitions that could be serviced through 2030 aligned solutions.



Interested..?

If you would like to know more about our 2030 Community Engagement Board and our work with communities you can:

Find information on our webpages:

 <https://www.stroud.gov.uk/environment/building-a-sustainable-future-together>

Follow us on social media:

 #StroudDistrict2030

Send us an email:

 2030@stroud.gov.uk

Agenda Item 6

CASE STUDY Appendix A

CONVERSATIONS

A group of a dozen Stroud District Youth Councillors (SDYC) and the 2030 Community Engagement Board (2030CEB) reps met in a facilitated discussion about their reflections of the international climate conference, 'COP27' and what we could learn from it as a district. Two members of the youth council tell us about their experience here:

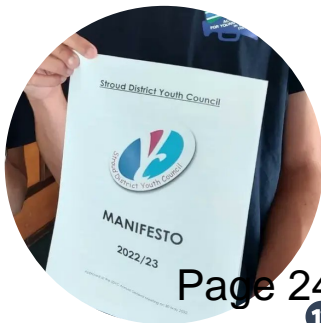
Cate – SDYC Leader

"Whilst Megan and I represent the Youth Council on the 2030 CEB, we are both aware that other youth council members are just as interested in the topic and the board's progress and so it felt right to facilitate a wider youth council engagement. The intergenerational group brought many different perspectives together in a more comfortable and equal environment, that gave each voice the same weight."

Megan – SDYC Principal Member for Environment

"The youth council and 2030 CEB discussion was interesting and I'm glad we could get more of the youth council involved. I am really glad that we were able to have that discussion and I think it was a good starting point. I also think that we all need to be more focused and proactive in formulating a plan to move forwards otherwise this year's COP event is going to look the same as last years."

This discussion has helped us to develop a plan for more engagement with local educators in line with the youth councils commitment in the 2030 strategy, along with some additional youth engagement around climate action in the district, with the 2030CEB and youth council working closely together.



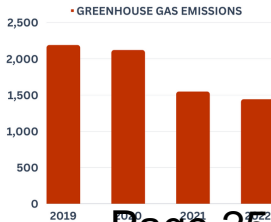
Agenda Item 6
**Renewable energy is:
Appendix A,
low carbon,
resistant to global shocks
and, can be locally
produced.**

**Renewable energy is a
safer future.**

ENERGY

EMISSIONS BY YEAR

WE HAVE CONTINUED TO DECREASE
EMISSIONS FROM OUR OWN
ESTATES YEAR ON YEAR



Agenda Item 6

Appendix A

OUR ROLE



Decarbonising Leisure

The council's Ebley Mill HQ and Brimscombe Port Mills have both been heated by water source heat pumps since 2021. Now, thousands of tonnes of carbon emissions from three more of Stroud District Council's biggest buildings will be cut by heat pump technology in place of ageing gas boilers.

This is possible as we have accepted a £4.6million grant from the government's SALIX fund, and added a further £700k investment to the project at Stratford Park Leisure Centre, Museum in the Park in Stroud, and The Pulse leisure centre in Dursley.

The heat pump systems are expected to last for a minimum of 20 years and will reduce carbon emissions by an estimated 14,652 tonnes over that time.



Supporting Renewable Economies

This year we were required to renew our energy supply contract for the council. We are pleased we retained our commitment to a tariff in support of renewable generation. In conjunction with reducing our reliance on grid supplied energy through onsite renewables. The picture of council energy consumption is progressing very positively despite the limiting of choice in the current energy markets.

In the community we are supportive of Transition Stroud's partnership with 'Big Solar Co-Op' which is working to identify community investment projects for roof top solar. Community energy schemes are an opportunity for local wealth building and raising awareness of renewables opportunity. Independent financial advice should, of course always be sought and followed before investing in any schemes.



Encouraging Energy Saving

In December 2022, the 2030 team collaborated with the tenant engagement team for its annual 'Café Conversations' which we framed through a facilitated workshop on saving money by action in the home.

With approximately 50 tenants attending, the workshop explored how motivations for reducing energy use at home not only saved money but also reduced the impact on the environment from burning fossil fuels. We looked at global warming and how emissions from roads and buildings make up the largest impact in the district. The tenants shared so many of their own actions that they take at home, like harnessing daylight, managing the central heating, and reducing draughts.

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**Economic Resilience,
Appendix A
Economic Sustainability,
Safe and Comfortable
Workplaces, Low Waste
and Low Cost, Local
Supply Chains, Local Jobs**

ECONOMY



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Appendix A

OUR ROLE



Supporting Low Carbon Economy

We are implementing the national framework for social value measurement through our procurement portal. Within this national set of standards there is some scope to identify some priority areas in your local framework for contracts in excess of £75k. The council has integrated 2030 goals across the piece but, specifically in our decarbonisation aspect of the framework, there are 5 outcome areas cited and 8 measures for evaluating contracts in terms of emissions, waste, biodiversity and other sustainability outcomes.



Supporting Renewable Economies

Over the last year the council have worked alongside partners to offer opportunities for businesses of all shapes and sizes across a range of sectors to access support for how they can take steps towards net zero:

- We have funded 'Stroud Farmers Tech Talks: driving productivity, sustainability and innovation into the future of agriculture'
- We are supporting a dedicated energy advisor role to evolve low carbon communities.
- We are collaborating with the Stroud Growth Hub, marketing their net zero workshops and support offer via the Growth Hub
- We also collaborate with Glos B, a supportive network helping to evolve a whole generation of 'B' Corp certified businesses in the district



Encouraging Greener Tourism

RSPB research shows that people with a greater connection to nature are more likely to behave positively towards the environment, wildlife and habitats.

The council has resourced a Tourism Officer who is working in partnership with key stakeholders such as the Parish and Town Councils to develop a Place Making App, 'Discover Stroud Trails'. The app encourages visitors and residents to find new walks around the district, linking our footpaths with historical monuments, visitor destinations and hidden treasures of the area. It enables users to find activities that are not reliant of the car and to explore the place. The app is supported by a place making social media presence that highlights the walks and activities across the district.

'GREEN' SKILLS

Green skills is a big conversation in the South West at the moment not least because all jobs need to go 'green'. The Local Skills Improvement Plans are in consultation and other bodies are busy forecasting on specific skill provision needs. In November 2022 a regional round table was hosted at Stroud District Council to deep dive into the action on Green Skills and to highlight the particular issue of skills for retrofit.

Stakeholders from around the South West gathered in our chambers to discuss the current provision, future needs and how to unlock potential through collaboration and identified some clear first next steps in terms of working with experts to shape local provision.

SGS representatives from Berkeley Green UTC played a key part in the discussions and are working fast to bring to implementation the Retrofit Skills Centre being developed at their site. This follows the successful securing of funds, facilitated by SDC through Gloucestershire Economic Development Funds.



***"Employment in the
retrofit sector
will need to
at least double
in next 5 years
to meet net zero by
2030"***

[Green Jobs and Skills, West of England Combined Authority.](#)



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Appendix A

Because of changing climate we need to make sure buildings are: easy to heat; easy to cool; resistant to climate shocks; part of our energy solutions; powering themselves and supplying/regulating the grid.

BUILT ENVIRONMENT

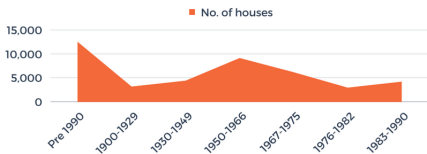


CHALLENGING US ALL

Here are some things you need to know about building standards to understand your own home's potential energy weak spots:

- From the Victorian era cavities in walls began to be introduced but they were not insulated as standard until 1976. Standards did not really become effective until 1990 and continued to improve. So the age of your home relates to how well its walls work to maintain inside temperatures. Even up until the year 2000, partially filled cavities could still benefit from retro-filling with insulation.
- Older homes that are listed, or in conservation areas, will be subject to restrictions that may impact the energy related improvements you can make, but it will often still be possible with bespoke approaches and natural materials. The restrictions are national law and the council is required to enforce them but our officers will help you make good decisions if you get in touch.
- A SAP rating is the calculation, based on specifications, that is required at construction in order to predict energy performance and underpins the creation of Energy Performance Certification (EPC)
- An EPC rating scale puts 'A' classification as high. Achieving 'C' rating is generally considered good and has been cited as something to be aimed for as a minimum.

DISTRICT HOMES; A RETROFIT CHALLENGE



79.8% of housing stock in the Stroud District is pre 1990, before compulsory cavity wall insulation was introduced



364 houses are listed buildings



Only 26.5% of homes in the District are SAP rated C or above



Climate, Cost and Crisis

Responsible for about one quarter of our district's annual emissions, our built environment literally represents the foundations of our daily lives. Interlinked with our habits, our image, our needs and our lifestyles, buildings are a complex part of a low carbon vision.

In this last year our nation's 'cost of living crisis' means it has never been more important to seek life improving solutions. Finding ways to adapt buildings so they require less energy to remain comfortable and functional is seen as a key strategy for supporting families to live healthier lifestyles and for developing our communities, their economies and opportunities for a low carbon future. At Stroud District Council we are coordinating countywide collaborations in the areas of affordable warmth, social housing decarbonisation and, developing support for private householders.

We have formalised our leadership through the retrofit theme for Climate Leadership Gloucestershire and are coordinating efforts through local authority partnerships.

Working in partnership increases our resources and multiplies the impacts of our efforts. This year we have been able to create new posts across the council dedicated to reducing the carbon and cost impacts of our districts homes. We have been focused on securing further funding and enhancing our approaches to helping people achieve lifestyle improvements through investments in the energy performance of their homes.

OUR DISTRICT'S BUILT ENVIRONMENT INCLUDES

> **53,580**
HOMES



Climate, Cost and Crisis

Retrofitting our district to ensure our buildings are as cost and energy efficient as possible is an important part of achieving our mission for a just transition to a low carbon future.

The complexity of creating effective retrofit programmes keeps us focused on delivering everything in our power across multiple challenges.



Equivalent to 4.7 full time council employees dedicated to retrofit progress

**EVERYTHING
IN OUR
POWER**

Address energy infrastructure to enable on site renewables; decarbonised heat and keep our energy systems secure against global shocks.

Create an accessible, reliable retrofit economy that gives consumers confidence and ensures skills and supplies are locally available.

Maximise personal investments into homes and businesses and provide financial support services for those who can't.

Drive a steadily increasing demand for retrofit providing the retrofit economy security to grow.

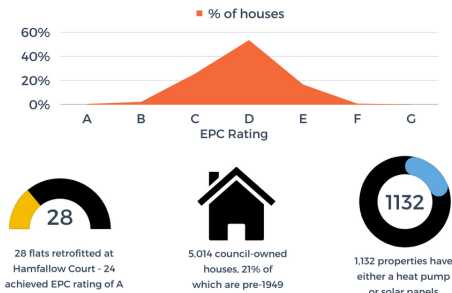


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Appendix A

BETTER HOMES FOR TENANTS

RETROFITTING COUNCIL HOUSING STOCK



The council's housing stock is reflective of district wide challenges for home energy efficiency.

Since we have a larger proportion of older homes it is important that we are working continuously to improve the Energy Performance Certification standard (EPC Rating) across all our stock as this ultimately reduces the cost of energy for our tenants. This has become even more important given the current situation of the energy market.

We are proud that so many of our homes are not far off the C grade standard that is set to be deemed as good from 2030 and even more pleased that our new builds far exceed this.

Total annual carbon emissions across the Stroud District Council stock based on the assumptions of EPC measures are estimated at 15 966 tonnes per annum. This is equivalent to 3.18 tonnes per home. This data is only based on specifications not actual energy use. We would expect actual consumption emissions to be higher as building users have huge influence on home energy performance; however, we can be certain that in our approach to housing the direction of travel is right.

We are ahead of the curve on national 2030 goals for good social housing



Lower Carbon; Better Living

In early 2022, we completed our project at Hamfallow Court, an independent living site which incorporates 28 flats, based in Berkeley. This site benefited from £425,834.60 of grant funding from the Social Housing Decarbonisation Fund Demonstrator project. Alongside the grant money, the council provided £638,750 match funding.

The properties were originally heated by night storage heaters and hot water was supplied via an electric cylinder. We carried out installations of cavity wall insulation, ground source heat pumps, PV Panels with battery storage and top-up of loft insulation where required.

A huge improvement has been seen in the performance of the flats. Energy usage and carbon output has reduced and, following the works, we have received very positive feedback from the tenant's of Hamfallow Court. They say that their homes are now a lot warmer and their energy bills are more economical, because of the works that were carried out.

- Of the 28 flats, 4 have achieved a very high B score for Energy Performance Certification purposes; the remaining all achieving an A.
- 74 tonnes of carbon are saved across the site per year due to the works carried out.
- Following the works, it is expected to save the resident £730.43 per annum (a mean average across the 28 flats) on their energy spend, even in the current energy market!
- The whole project is net carbon negative for energy use, as excess solar power generated by rooftop solar offsets the carbon indirectly imported from the grid by 2.5 tonnes a year.

"Have it done because it is much better (and more) economical!"

Tenant, Hamfallow Court

Cavity Wall Insulation



Site Preparation



Ground Source Boreholes Drill





Effective Partnerships

For two decades, SDC has improved the energy efficiency of local homes through our Warm and Well fuel poverty partnership with local charity Severn Wye Energy Agency.

This year has been busier than ever before, as the cost-of-living crisis has led to an estimated 18% of households in Stroud District living in fuel poverty, almost doubling pre-pandemic numbers. Severn Wye estimate that up to 28% of households in the area could be under 'fuel stress', spending more than 10% of their income on energy bills.

Since Spring 2022, the programme has supported a record 668 households across the district.

We have been busy visiting 81 residents at home, advising nearly 200 at community events and drop-ins and supporting 248 of the District's most vulnerable households with £54k of emergency financial support via the UK Government's Household Support Fund.

Every one of the 1,500 conversations the Warm and Well team have had leads to households reducing their carbon emissions and becoming more aware of their energy use. Home visits involve making small energy saving changes, and every household is signposted to grant funding for deeper retrofit where applicable.

Despite Warm and Well's focus on short-term emergency intervention, energy-saving retrofit projects continue to bring long-term economic and environmental benefits.

Hundreds of retrofit surveys and assessments have taken place in the District, with 70 retrofit improvements to homes through ECO and Sustainable Warmth funding schemes. Insulation, low carbon heating upgrades and renewable technologies are being installed across the District. These improvements will save 1,500 tonnes of CO₂ and represent £410k of outside funding invested in domestic energy efficiency in the area.

For every £1 SDC invested in Warm and Well this year, residents of the District have benefitted from support worth £4.32. Crucially, as the cost-of-living crisis rages on, Warm and Well's retrofit schemes are saving residents £21,200 from their bills each year, at current energy prices.

Stroud District Council's Warm and Well partnership demonstrates the impact of taking different approaches to the energy crisis, where deep retrofit, financial support and home energy advice all play their part.

District Achievements through Warm and Well



70

Retrofit home improvements



£410,000

Retrofit funding secured



1,500 tonnes CO₂

Lifetime carbon savings



£21,200

Saved from household bills based on energy price cap



What will you do?

Home improvement in most instances is led, financed, and delivered by private householders. Every home improvement, no matter how small, is an opportunity to get people thinking about building in resilience against rising energy costs and a climate that is becoming increasingly extreme.

We know that, where householders have the means, they are keen to improve their homes in low carbon ways and reap the multiple benefits. For those with less to invest they are keen to maximise this and top it up through financing options. We are also told that people don't know where to begin, who to trust and what options are available.

To remedy this we have worked hard to pool resources with the 6 councils of Gloucestershire and also, S. Gloucestershire Council to enable us to form a team focused on developing solutions for those looking to self-finance low carbon retrofit.

Easing the path for private investment into retrofit is not only important for families seeking to improve their personal energy resilience but it is also crucial to evolving our local retrofit economy. If we are to address our whole built environment, we need to see significant expansion in the numbers of people employed or training to deliver retrofit solutions.

2030:
LET'S MAKE A
DIFFERENCE

- Engaged experts (Building Services Research Institute Associates from London South Bank University's Net Zero Building School and national sustainability charity and engagement specialists, Ashden)
- Deep dived the issues, needs and motivators of private householders, stakeholders and suppliers
- Joined networks and strategic partnerships to keep us well informed on good practice and ready to take funding opportunities.
- Invested in online tools that will become available to support householders when starting their home improvement journeys
- Secured further funding and resources to continue our work to develop a knowledge hub, signposting and support for those wishing to improve their own homes.



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Appendix A HELPING US TO HELP YOU



We will soon be looking for homeowners that are planning home improvements to work with us in 2023-24.

We want to 'learn by doing' and collaborate with you to help us make sure our future support to homeowners hits the mark in meeting their needs.

We are teaming up with experts to provide bespoke technical support and advice to those who participate.

So, if you are committed to investing in your home over the next 12 months and willing to contribute to promotional activity to encourage others to do the same we will be interested to hear from you.

An expression of interest and suitability questionnaire will be circulated soon.

Keep an eye on our webpage and news feeds.

We are building
a support
service for
householders



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According to Travelwest:

Appendix A

- **In car pollution** levels in slow traffic are **2-3 x more** than outside the car.
- **A 10 minute walk** takes **3 minutes by bike**.
- **90% of children own a bike. 48% want to cycle to school. 2% actually do.**

MOBILITY



Agenda Item 6

Appendix A

OUR ROLE



Engaging Our Staff

Through our staff benefits packages we are encouraging and enabling staff to transition to lower carbon travel. Last year we launched an electric vehicle salary sacrifice scheme and with 5 new EV now in motion our providers estimate a saving of 6.25 tonnes of carbon as a result. We are also continuing to see uptake of the cycle to work scheme with 4 new riders last year.



Creating EV Infrastructure

Having explored with experts the best approach to EV infrastructure delivery we are now taking steps to use the advice and metrics to inform our delivery approach.

We are looking to deploy electric vehicle charge points in council managed car parks across the district. A report will go to Environment Committee in March with the aim that, over the next 12 – 18 months, the introduction in car parks will complement the on street offer being undertaken by Gloucestershire County Council.

The investment will be a major step towards the district's 2030 goal, through lowering the barriers to zero emission vehicle use.



Policy for Licensed Vehicles

The results from a formal consultation on the draft vehicle emission policy will be considered for adoption in March 2023. Proposals are that new applications are not accepted for vehicles that are over 5 years old and existing vehicles that are not Euro 6 compliant or EV are phased out through the renewal process. Current exemptions for elite vehicles to end but exemptions for Wheelchair Accessible Vehicles (WAV) is to continue. If adopted the forecast outcome is that by 31 March 2026 all licensed vehicles will be Euro 6 compliant or EV apart from WAV.

BIKE WEEK 2022

The challenge of increasing walking and cycling across the district was given centre stage at a special meeting of local organisations and community groups.

Town and parish councils, cycling advocacy groups and SDC councillors heard from a wide range of expert speakers who covered how to identify and implement walking and cycling projects, how councils can help in this process, and the role town and parish councils can play in increasing the uptake in cycling and walking as a travel option. There were also updates on public rights of way, Bikeability training sessions and information about the Bike Drop project in Stroud.

At the event, town and parish councils were asked what they could do for active travel and the top response was to improve safety by creating more routes, car-free roadways, maintaining routes, making crossings safer and enforcing 20mph speed limits.

The meeting was also attended by two mums on their cargo bikes who wanted to raise awareness of the changing needs of cyclists as more switch to an active mode of transport. The event was about bringing our partners together to share local knowledge and understanding, to inspire and enthuse each other, and to drive forward the move towards ending our dependency on fossil fuels, improving our air quality, and our mental and physical health. The council is supporting the development of an integrated active travel (walking and cycling) and public transport network in collaboration with county and regional partners

The council is also recruiting a volunteer to become Stroud District Bicycle Mayor, to help advocate for cycling in the district, and help make cycling accessible to all as part of a global network of Bicycle Mayors, as well as organising a second walk or bike to work week to encourage staff to leave their car at home.

"There are so many barriers to this healthy, low carbon form of transport: step-only access to cycle paths that are ankle-deep in mud, lack of segregated lanes and insufficient lighting to name but a handful."

Kiera Jones, district Mum



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Appendix A

"Our relationship with nature – is critical in supporting good mental health and preventing distress"

**Mental Health
Foundation**

NATURAL ENVIRONMENT



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OUR ROLE



Managing our Green Spaces

We are moving away from intensive maintenance to more sustainable methods of land management such as: reducing chemical use, composting green waste; practising mulching we slows the release of carbon from soil; less frequent mowing and 'No Mow May'; creating new wildflower areas and increasing our planting of trees, orchard fruits and vegetables.

An ongoing project in Stratford Park is using existing tree resources to mitigate flooding and reduce stream erosion in partnership with Glos. Wildlife Trust.



Working Together with Nature

The Stroud Valleys Natural flood Management project works with local land owners and farmers to create natural flood management features, reducing flood risk, improving water quality and helping nature recovery throughout the Stroud Valleys. In 2022-23 a number of new sites and projects have been worked up including projects in the Slad, Painswick and Nailsworth Valleys and on the Holy Brook upstream of Chalford.

The project has also been working with Environment Agency and Wildfowl and Wetland Trust colleagues to develop a monitoring plan to take advantage of £80k worth of equipment that the Environment Agency are donating. We have also been working with the Severn Vale Catchment Partnership on the drafting of a Strategic Vision for the River Frome, for consultation.



Enjoying and Connecting to Nature

Walking is one of the safest and easiest forms of physical activity and can help to prevent illness. It's completely free. No special equipment needed, and it can be incorporated into everyday life.

Walking is a low risk and accessible activity that most people can do at any stage in life. Explore the hidden gems within the district via the [Discover Stroud Trails App](#) or by participating in one of the [Strolling in Stroud District Walks for Wellbeing](#).

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Appendix A

ONE YEAR ON...

...At Salmon Springs

Written by: [Stuart Roweth, Stroud Valley's Project](#)

By the end of March 2022 Stroud Valley Project had done much of the tree planting of over 5000 trees at Salmon Springs. With four more volunteer days in April and May and one or two days per month during the summer, the trees were watered and volunteers maintained the electric fence (strimming underneath) during the summer. From October 2022 we have had regular workdays, scarifying and sowing wildflower seed, planting orchard trees and working on the pond liners.

- 32 volunteer days
- 41 corporate volunteers
- 2 beached ponds



Frogs, toads and newts will use even small bodies of water to breed and insects such as pond skaters and dragonflies as well as snails and water beetles are expected to be supported.

Other animals including birds will feed off the insects and drink the water in our ponds.

We also hope for amphibians and maybe even grass snakes (they do swim!) to use our ponds as well.



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We would like to see
Appendix A
'circular economies'
where waste is designed
out of products and
processes. Until then we
must continue to **Reduce;**
Reuse; Recover; Recycle;
before we think of
disposal.

WASTE



Agenda Item 6

Appendix A

OUR ROLE

REUSING AND RECYCLING...

98.5%

OF WASTE
MATERIALS FROM
BRIMSCOMBE PORT
REGENERATION

90%

OF MATERIALS FROM
COUNCIL NEW BUILD
HOMES AND
MODERNISATION
PROJECTS

We are addressing waste issues in partnership with UBICO Ltd. and other contractors and partners involved in council project delivery. This collaboration has already seen electric waste vehicles being trialled in the district and we continue to investigate alternative solutions to large diesel vehicles that can meet the challenges of the topography in our district.

In other areas of the business we have ensured schedule of work agreements pay attention to the need for careful waste management through our procurement process and this is how we are achieving such high recycling rates on our capital schemes.

**SCOPE 3 WASTE COLLECTION
VEHICLE EMISSIONS DOWN
15% ON LAST YEAR**



SEVERAL COMBUSTION-ENGINE
VEHICLES REPLACED WITH ELECTRIC



OUR ROLE

Agenda Item 6

Appendix A

On average that more than two tonnes of clothing are bought each minute in the UK, more than any other country in Europe. That amount produces nearly 50 tonnes of carbon emissions the same as driving 162,000 miles in a car.



No wasted opportunities

A fabulous collaboration between 2030 officers, tenant support officers and library services realised an interview clothing initiative.

Internationally there is research evidence that lack of access to suitable wear for work and interviews is a barrier to employment. Locally with today's cost of living crisis there is increasing anecdotal evidence of similar issues in parts of our communities. Since fashion waste is also a major sustainability issue the library based, Interview Clothes Rail is a solution with multiple benefits.

Council officers donated good quality interview and work clothes that were available in a range of sizes in Stroud and Nailsworth libraries for people to take away to keep and use to help them in their goal for a new job. It is now hoped more areas will take similar action.



Waste wizard

Use our waste wizard search to find out what to do with an item.

Find out how you can repair, reuse or recycle household items and which bin it goes in.

You will need to put in your postcode (with a space e.g. GL5 4UB) the first time you use it and then search for the item.

Waste Wizard

Collaboration and joint commissioning as part of the Gloucestershire Waste and Recycling Partnership has realised this interactive online tool.

It will allow anyone puzzled by recycling and waste to type in the name of any item along with their postcode to find out whether it can be reused, repaired, donated or recycled, or if it needs to go into a specific bin or collection.

The tool will reduce the quantity of resources discarded as waste, and minimise its environmental impact.

Residents can access Waste wWzard by visiting:

 www.stroud.gov.uk/environment/bins-rubbish-and-recycling/waste-wizard

Agenda Item 6

Appendix A

In the coming year we will maintain **our commitment** to innovate, pioneer and creatively resource so we can continue maximising on doing **'everything in our power'**.

FORWARD LOOK



WHAT'S NEXT? Appendix A



Progress 2030 Infrastructure Projects

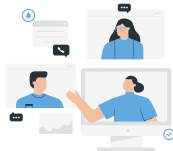
- Low carbon refurbishment of leisure and museum facilities
- Continuation on social housing decarbonisation
- Implementation of EV infrastructure projects
- Further define plan of action on own estates land use



Keep Powering our Partnerships



- Working with UBICO for continuous improvements in parks and waste services
- Taking the lead to secure more funds to support householders of all kinds
- Engaging with landowners on adaptation and mitigation



Encouraging & Enabling Communities



- Collaborate with 2030 Community Engagement Board to realise its workplan
- Launch support to private householders and develop our understanding of their retrofit needs
- Advise, inform and encourage through all our services and news campaigns



"The growing impacts of the climate and ecological crises are increasingly evident, with record-breaking temperatures and extreme weather events across the globe. But this past year has also seen momentum building in the action being taken by individuals, communities and authorities, especially in Stroud district. We are learning from the scientific community, from our peers and from our residents, and using all available funding to accelerate the pace of action.

From the case studies in this report, you will get an idea of the many and varied ways we are working to create a resilient, inclusive and equality-driven district by 2030. We won't do it alone – our partnerships are core to our progress – and now we invite every member of our communities to join us" Visit [our webpages](#) to find out more.

Clr. Chloe Turner
Chair of Environment Committee,
Chair of Climate Leadership Gloucestershire

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Appendix A



**2030:
LET'S MAKE A
DIFFERENCE**

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STROUD DISTRICT COUNCIL

ENVIRONMENT COMMITTEE

THURSDAY, 30 MARCH 2023

Report Title	ENVIRONMENT COMMITTEE BUDGET MONITORING REPORT Q3 2022/23			
Purpose of Report	To present the 2022/23 forecast outturn position against the revenue budgets and Capital Programme that the Committee is responsible for, to give an expectation of possible variances against budget.			
Decision(s)	The Committee RESOLVES to note the outturn forecast for the General Fund Revenue budget and the Capital Programme for this Committee.			
Consultation and Feedback	Budget holders have been consulted about the budget issues in their service areas. The feedback has been incorporated into to the report to explain difference between budgets and forecast income and expenditure.			
Report Author	Adele Rudkin, Accountant Tel: 01453 754109 Email: adele.rudkin@stroud.gov.uk			
Options	None			
Background Papers	None			
Appendices	Appendix A – Detailed breakdown of revenue position			
Implications (further details at the end of the report)	Financial	Legal	Equality	Environmental
	No	No	No	No

1 BACKGROUND

- 1.1 This report provides the third monitoring position statement for the financial year 2022/23. The purpose of this report is to notify members of any known significant variations to budgets for the current financial year, highlight any key issues and to inform members of any action to be taken if required.
- 1.2 **Due to the volume of information contained in the report, it would be helpful where members have questions on matters of detail if they could be referred to the report author or the appropriate service manager before the meeting.**

2. SUMMARY

- 2.1 The monitoring position for the committee at 31 December 2022 shows a **projected net revenue overspend of £7k** against the latest budget, as summarised in Table 1.
- 2.2 The capital programme is showing a forecast spend of £3.157m against a revised budget of budget of £4.009m. The variance of (£851k) relates mainly to the potential underspend on the Multi Service Vehicles Capital project and Canal.

2.3 Table 2 shows the capital spend and projected outturn for the Environment Committee for 2022/23.

3. REVENUE BUDGET POSITION

3.1 Council approved the General Fund Revenue budget for 2022/23 in February 2022 including budget proposals of the administration.

3.2 The latest budget for Environment Committee is £6.742m (Original Budget was £6.465m). This considers any MTFP adjustments, carry forwards, re-profiling of corporate maintenance budgets and Development Control moving across to DCC and the pay award (£1,925) which is funded from reserves as set aside by Strategy & Resources Committee.

3.3 In response to the impact of the cost of living crisis, a detailed exercise examining the effect on the gas and electric services within the Council has been undertaken. Estimates have been included within the budget forecast outturn position where applicable.

3.4 The monitoring position for the committee at 31st December 2022 shows a **projected net overspend of £7k** against the latest budget, as summarised in Table 1, this will be reported in the overall position on the General Fund to Strategy and Resources Committee.

3.5 The outturn position is mainly attributable to those items outlined in Table 1 with an explanation of the significant variances that have arisen (a significant variation is defined as being +/- £20,000 on each reporting line).

3.6 Appendix A provides a more detailed breakdown on the Committee's budgets.

Table 1 – Environment Revenue budgets 2022/23

		2022/23 Original Budget (£'000)	2022/23 Revised Budget (£'000)	2022/23 Forecast Outturn (£'000)	2022/23 Reserve Transfers (£'000)	2022/23 Outturn Variance (£'000)
Environment Committee	Para Refs					
Canal	3.7	170	20	(18)	38	0
Carbon Management	3.8	224	231	121	103	(6)
Economic Development	3.9	236	293	470	(225)	(48)
Health & Wellbeing		858	940	901	43	4
Land Charges & Street Naming		(14)	(10)	(42)	30	(2)
Planning Strategy/Local Plan	3.10	365	627	769	(67)	75
Statutory Building Control	3.11	(131)	(114)	(106)	45	53
Waste & Recycling: Other		26	26	28	0	2
Waste and Recycling: MSC	3.12	4,730	4,730	4,603	55	(72)
Environment TOTAL		6,465	6,742	6,727	22	7

note: table may contain rounding differences

3.7 Canal – £38k - Cfwd/reserve transfer

(Chris Mitford -Slade xtn 4521, chrism@stroud.gov.uk)

Delays to the project including planning permission, have meant the timeline for the project (Community Engagement) has been extended into 2023-24. This is currently being funded by COMF monies from GCC, and it has been agreed that this can be carried forward into next financial year.

3.8 Carbon Management – £103k reserve transfer

(Rachel Brain xtn 4521, rachel.brain@stroud.gov.uk)

This is predominately focused around the Innovate to Renovate scheme which includes activity at a county level to develop Retrofit Centre services for householders and, 2030 delivery and coordination for SDC. The funding from WECA providing the 50% (match to SDC reserves contribution) to help administer and support the project work. All roles are fixed term in line with the Innovate to Renovate grant provision.

3.9 Economic Development – (£48k) additional income/underspend

(Leonie Lockwood xtn 4153, leonie.lockwood@stroud.gov.uk)

(Tom Ridley xtn 4047, tom.ridley@stroud.gov.uk)

(Levelling up) £225k reserve transfer

The budget for the submission of the bid to the Levelling Up Fund (LUF) is made up of an original budget of £50k, and a further £275k was approved to be allocated from the Business Rates Pilot funding at the Strategy and Resources Committee on the 7 April to support project development costs, giving a total budget of £325k.

The total forecast spend in 2022/23 for the project work to enable the bid to be submitted is £179,255. The main items this covers are design fees for the Wallbridge Public Realm improvements, and highways feasibility and business case works through GCC and their appointed consultants, Atkins, as set out in the April S&R report. The consultant fees for the due diligence for the purchase of the Bath Place site at Cheapside have now been moved to a new cost centre for that site now that the property has been acquired and hence the reduced forecast figure from quarter 2.

As reported in quarter 2, in addition, a further £100k is forecast to be spent against this code to support the options and detailed design of step free access across the platforms at the station, either by ramps or a lift, for a bid to the Department for Transport Access for All bid. A figure of £20K has been agreed to support the feasibility work and the remaining budget will be used to support the detailed design. The final figure to support this work has not yet been confirmed by GWR nor the spend profile between 2022/23 and 2023/24 and so this is still the current estimate. This results in a total forecast spend of £225k in 2022/23. This will support the wider master planning work at the station to be done through the Council's Memorandum of Understanding with Network Rail and London Continental Railways (LCR).

CIL- Community infrastructure levy (£39k)- additional income

The Community Infrastructure Levy (CIL) is a charge that local authorities can set on new development in order to raise funds to help fund infrastructure - needed to support new homes and businesses.

The Levy was adopted in Stroud District 1 April 2017 and is due for payment upon commencement of development. As there is a lag between planning permission being granted and commencement of development, payments are now beginning to increase as

the planning permissions are being built. Officers have projected an increase in CIL Liabe developments being built this year which will result in a greater collection of CIL and higher admin collection.

3.10 Planning Strategy - £75k overspend

(Mark Russell xtn 4305, mark.russell@stroud.gov.uk)

The District Council's role in supporting parish councils to produce NDPs is a statutory requirement. Funding was previously secured when the Government set up a grant system to support their delivery. Under this system, the District Council received £5k each time a neighbourhood area was designated, £5k for each NDP reaching publication stage and £20k for each NDP reaching the referendum stage. This has subsequently been reduced to a payment only when the NDP has reached the referendum stage. Over time the number of NDP's has also declined. A recent aggravating factor has been that the Standish NDP failed its examination in 2022, meaning that the District Council has received no grant to cover the costs of supporting the parish council through the process to date.

The 2022/23 budget is projected to identify a loss with the reserve budget now exhausted. In order to continue to support NDPs (a Council Plan priority and statutory requirement) for future years. Funding the NDP officer has been included in the 2023/24 budget.

A salary underspend (£42k) has also been forecast in Nature Recovery & Biodiversity. Recruitment for the role is underway with a view to start mid 2022/23. This in-year saving has been attributed to the overall salary saving reported through to Strategy & Resources Committee.

The £60k transfer from the Climate Change and Recovery reserve is to support the Place Prospectus.

3.11 Statutory Building Control – £53k reserve transfer

(Paul Bowley xtn 4520, paul.bowley@stroud.gov.uk)

The Building Control fee earning service is required to breakeven over a period of time. There is a significant risk that this will not be achieved in 2022/23 and that the reserve will be depleted this financial year. With this in consideration, there are two vacancies within the service remaining unfilled and has been addressed as part of the budget setting process.

3.12 Waste and Re-cycling - Multi Service Contract – (£72k) additional income/overspend

(Mike Towson xtn 4336, michael.towson@stroud.gov.uk)

This underspend is made of several offsetting variances. Recycling markets in particular the market for paper and carboard have been strong in the first half of the financial year, with income from the sale of material and recycling credits, predicted to surpass budget by (£55k). The renewed dry mixed recycling contract has improved costs by (£220k). However, the position should be somewhat cautioned with the knowledge that a downturn in markets has now commenced; this could impact the final year end picture. Additional income on Bulkies (£14k) continues to be forecast and an additional (£135k) on the Garden Waste scheme. Incentive payments from the County Council are expected (£10k) due to higher residual waste volumes. Income from sale of vehicles is forecast to be (£45k) which will be transferred to the Repairs and Replacement reserve at year end. In addition, a contribution from S106 monies towards maintenance costs on public open spaces of (£83k) has been received. Budget pressures of £89k have been identified on the provision of receptacles, with dramatic cost increases being reflected across all bin/box types.

The quarter three Ubico report is forecasting a £420k overspend over the whole of the contract (which impacts other Committees as well). The predominant feature of this overspend is the pay award £216k that was agreed in December 2022. Rising National fuel costs have resulted in a £143k overspend and vehicle hire and repair costs are forecast to overspend £44k due to ageing fleet that has been impacted by the global delays on procurement of new vehicles. The general trend is that costs have increased across all services. We continue to work closely with the partnership and monitor forecasts on a monthly basis.

4. CAPITAL PROGRAMME

Table 2 below shows the Capital Outturn forecast for 2022/23 with a projected outturn variance of **(£851k)**.

Table 2 – Environment Committee Capital Programme

Environment Capital Schemes	Para Refs	2022/23 Original Budget (£'000)	2022/23 Revised Budget (£'000)	2022/23 Forecast Outturn (£'000)	2022/23 Outturn Variance (£'000)
Canal	4.1	7,259	2,550	2,089	(462)
Multi-Service Contract Vehicles	4.2	466	1,232	868	(364)
Rural SuDS Project	4.3	30	70	70	0
Stroud District Walking & Cycling Plan	4.4	0	130	130	0
Wallbridge-Gateway	4.5	100	27	1	(26)
Environment Capital Schemes TOTAL		7,855	4,009	3,157	(851)

4.1 Canal

Projects that were estimated to fall in this financial year have slipped into subsequent years, the whole project is now expected to be completed by 2026. The budget has been revised to reflect this position. Some major elements in the project will be finished including restorations of Pike Lock, Blunder Lock and Newtown Lock this year. Land acquisition is still expected to complete in this financial year. Planning permission for the Missing Mile is still awaited therefore consent to start from the Lottery is impacted. A full update on the financial position of the project, including revised costs and funding, was presented to Strategy and Resources Committee in November 2022.

4.2 Multi- Service Contract – Vehicles

The capital programme for Ubico fleet replacement is showing an underspend of (£364k). This is predominantly in light of supply chain issues, impacting delivery times and increased prices. The overall spend is being procured in conjunction with Ubico and any underspend will be re-profiled into 2023/24, depending on vehicle delivery as at 31 March 2023.

4.3 Rural SuDS

In Q3, the project concentrated on construction on interventions at a number of sites in the Slad and Painswick Valleys. A series of low earth bunds were installed into the upper Dillay valley in an area of significant surface flows. These works included breaking up field drains to create a number of ponds and new habitat features and the installation of new attenuation areas in steep gulleys. Work in the Painswick valley included the restoration and de-culverting of a stream lost approx. 50 years ago and the creation of a 340m cross contour

earth bund to attenuate surface flows. This will be planted with a new hedge. Additional works are planned on both sites later in 2023. Finally, new structures were installed at Cranham Scout Centre utilising dying and dangerous Ash trees. Monitoring equipment has been installed at one significant site in the Nailsworth Valley, to collect pre-installation data to add to our evidence base.

The additional £30k spend will be funded by GCC in this financial year.

4.4 **Stroud District Walking and Cycling Plan**

Essential maintenance work on Newman Henders Bridge on the Dudbridge Nailsworth cycle trail has been completed following contributions from CIL and the capital budget. A new round of CIL bids for cycling and walking projects is being considered, with a view to contribute match funding from the cycling and walking budget. A CIL bid for feasibility work on redesigning Dudbridge Steps has been fully funded from the cycling and walking budget. A successful event for Towns and Parishes has been held with a view to encourage local cycling and walking projects throughout the district.

4.5 **Wallbridge Gateway**

The £26.5k spend is for design/consultancy with DHUD. Then the remaining balance of the planned spend is match funding and has been re-profiled to 2023-24 to allow for the LUF bid outcome, which is due to be known in December 2022 (announcement could be pushed into the new year), with no work due to start until 2023/24 even if this is successful.

5. **IMPLICATIONS**

5.1 **Financial Implications**

There are no financial implications arising from this report as it reports on previous financial activities, and expected forecasts.

Lucy Clothier, Accountancy Manager

Tel: 01453 754343 Email: lucy.clothier@stroud.gov.uk

5.2 **Legal Implications**

There are no specific legal implications arising from the recommendation of this report.

One Legal

Tel: 01684 272012 Email: legalservices@onelegal.org.uk

5.3 **Equality Implications**

There are not any specific changes to service delivery proposed within this decision.

5.4 **Environmental Implications**

There are no significant implications within this category.

Appendix A

Appendix A

	Para Refs	2022/23 Original Budget (£'000)	2022/23 Revised Budget (£'000)	2022/23 Forecast Outturn (£'000)	2022/23 Reserve Transfers (£'000)	2022/23 Outturn Variance (£'000)
Environment Committee						
Canal Restoration Project		170	20	(18)	38	0
Canal	3.7	170	20	(18)	38	0
Energy Efficiency		224	231	121	103	(6)
Carbon Management		224	231	121	103	(6)
Economic Development		150	203	424	(225)	(4)
Regeneration		86	90	46	0	(44)
Economic Development	3.8	236	293	470	(225)	(48)
Contaminated Land		29	30	22	0	(8)
Dog Warden Service		98	101	110	0	9
Environmental Protection		192	198	211	0	14
Food Safety		162	191	149	23	(19)
Head of Health and Wellbeing		79	80	80	0	(0)
Health & Wellbeing		110	116	99	0	(17)
Health and Safety		89	92	80	0	(13)
Land Drainage		50	81	62	20	2
Pest Control		(4)	(1)	31	0	32
Planning Liaison		16	16	16	0	(0)
Port Health		2	2	(2)	0	(4)
Public Health		34	35	45	0	10
Health & Wellbeing		858	940	901	43	4
Land & Property Custodian		16	20	(12)	30	(2)
Street Naming		(30)	(30)	(30)	0	0
Land Charges & Street Naming		(14)	(10)	(42)	30	(2)
Nature Recovery & Biodiversity		0	52	52	0	0
Planning Strategy		365	575	717	(67)	75
Planning Strategy/Local Plan	3.10	365	627	769	(67)	75
Building Control		(179)	(165)	(147)	45	64
Building Regulation Enforcement / Advice		37	40	33	0	(7)
Securing Dangerous Structures		11	12	8	0	(4)
Statutory Building Control	3.11	(131)	(114)	(106)	45	53
Waste & Recycling: Other		26	26	28	0	2
Waste & Recycling: Other		26	26	28	0	2
MSC: Bulky Waste		14	14	10	0	(4)
MSC: Food Waste		879	879	1,019	0	140
MSC: Garden Waste		(148)	(148)	(295)	0	(147)
MSC: Recycling		1,568	1,568	1,439	0	(129)
MSC: Refuse Collection		1,619	1,619	1,610	55	46
MSC: Street Cleansing		798	798	820	0	21
Waste and Recycling: MSC	3.12	4,730	4,730	4,603	55	(72)
Environment TOTAL		6,465	6,742	6,727	22	7

Note: table may contain rounding differences

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STROUD DISTRICT COUNCIL

ENVIRONMENT COMMITTEE

THURSDAY, 30 MARCH 2023

Report Title	ELECTRIC VEHICLE CHARGEPOINT ROLLOUT STRATEGY			
Purpose of Report	To update the committee on progress and seek approval to proceed			
Decision(s)	<p>The Committee RESOLVES to:</p> <ul style="list-style-type: none"> i) Approve the approach and recommendation to proceed, as outlined in the report ii) Ratify the submission for funding, to the On-street Residential Chargepoint Scheme (Office for Zero Emission Vehicles) iii) Delegate authority to the Community Services Manager, in consultation with the Strategic Director of Place and the Chair of Environment Committee, to alter the proposed locations, if grid connection costs are deemed prohibitive 			
Consultation and Feedback	Consultation has taken place with the CN2030 Team and the Property Services Team, whilst feedback has been sought from the Energy Saving Trust.			
Report Author	<p>Michael Towson, Community Services Manager Email: Michael.towson@stroud.gov.uk</p> <p>Sinead Chambers, Civil Enforcement Supervisor Email: Sinead.chambers@stroud.gov.uk</p>			
Options	<p>Appendix A sets out the various operating options for electric vehicle charge points. The recommendation balances multiple factors and reflects the opinion of the consultants.</p> <p>Members could choose to delay the rollout of SDC EVCPs until GCC finalise locations for on street rollout.</p>			
Background Papers	Gloucestershire County Council Ultra Low Emission Vehicle Strategy			
Appendices	<p>Appendix A – EVCP Deployment Option Assessment</p> <p>Appendix B – Equality Impact Assessment</p>			
Implications (further details at the end of the report)	Financial	Legal	Equality	Environmental
	Yes	Yes	Yes	Yes

1. INTRODUCTION / BACKGROUND

- 1.1 In 2020 the government announced that the sale of petrol and diesel cars in the UK is to be banned from 2030.
- 1.2 To ensure electric vehicle (EV) charging infrastructure is readied, the EV Energy Taskforce has estimated that the UK needs as many as 661,000 additional electric vehicle charge points (EVCPs) over the next 12 years.

- 1.3 SDC has started to decarbonise fleet and install appropriate infrastructure internally, but the rollout of publicly accessible chargepoints across the district, will further enable residents to make early change.
- 1.4 Gloucestershire County Council intend to install 1,000 on street charge points by 2024. SDC will continue to work with GCC to identify the best locations for rollout and to ensure proposals for on and off-street provision are complimentary.
- 1.5 The proposals and recommendations in this report are aimed to align with GCC's Ultra Low Emission Vehicle strategy.
- 1.6 Objective EC4.3 of the SDC Council Plan commits to expanding the network of Electric Vehicle charge points and increasing support for low carbon transport. The proposals in this report will go towards delivery of that objective.
- 1.7 In addition to the commitment in the Council Plan, at Council on 20th October 2022 the following resolutions were approved:
 - I. Electric vehicle charging points be installed in council owned/managed car parks in at least four market town locations, within the next 12 months, with a wider phased rollout plan reflected in the 23/24 budget.
 - II. A plan for the provision of EV charge points be brought to Environment Committee in February 2023, for adoption.
 - III. Users be allowed to park their cars overnight for the purpose of using the charging points.
 - IV. The Strategic Director of Resources be authorised, in consultation with the Chair & Vice-Chair of the Strategy and Resources Committee and the Chair & Vice-Chair of the Environment Committee, to determine the appropriate method of funding the installation of the charging points and to enter into any necessary documentation to that end.
- 1.8 This report formalises the plan referred to in 1.7 ii above.

2. SPECIALIST REPORT

- 2.1 To fully assess a coherent strategy for the rollout and management of electric vehicle charge points in SDC Car Parks, a consultant was engaged to review the project and advise on a potential strategy.
- 2.2 Element Energy were tasked with advising on an appropriate phased rollout approach, based on expected demands and advising on the most appropriate operating methodology.
- 2.3 Appendix A is a copy of the report from Element Energy. It comprises three key elements; an overview of the business and procurement models, a car park demand assessment and a recommended deployment approach.

3. PROCUREMENT

- 3.1 The report from Element Energy outlines a recommendation to pursue a joined up approach with Connected Kerb via Gloucestershire County Council. This will lead to uniformity in the charge point infrastructure both on and off street, with the same provider supplying services.

- 3.2 The contract terms and financial detail are subject to a Non-Disclosure Agreement that SDC are entering in to with GCC.
- 3.3 The contract allows SDC to retain control over the infrastructure and network, with the hardware owned in house. It also reflects a shorter contract length, which increases flexibility without hindering future development opportunities.
- 3.4 The contract includes provision for revenue share, meaning that SDC retain a vested interest in user numbers and scheme success.
- 3.5 GCC have undertaken an extensive procurement exercise, which enables third parties the ability to access the same negotiated terms. The SDC Procurement Team will oversee the process.
- 3.6 Should members agree to proceed on the basis outlined, a financial report will be presented to committee in due course, seeking a recommendation to Council, for sufficient capital funding.

4. GRANT FUNDING

- 4.1 SDC have been in consultation with the Energy Saving Trust, the organisation administering the On-Street Residential Chargepoint Scheme (ORCS) for The Office for Zero Emission Vehicles.
- 4.2 Although the grant scheme is titled 'On-Street', it also applies to provision in car parks, specifically where the local authority can illustrate that the particular car park is utilised by residents for overnight parking and moreover, where residents do not have off street parking provision.
- 4.3 Members will be aware that SDC do not impose any charge for car parking after 5pm, or before 8am in the morning and as such, most SDC car parks are very much utilised by residents in the communities where they sit.
- 4.4 Officers are therefore confident that funding of up to 60% of the capital costs will be available.
- 4.5 In anticipation of authorisation at committee this evening and in consultation with the Chair, an application for ORCS funding has been submitted in line with the recommendations of this report. This pre-emptive step reflects the requirement to make an application before the fund provisionally closes on 31st March 2023.

5. DEPLOYMENT OF EV CHARGEPOINTS

- 5.1 A phased rollout of charge points has been recommended to ensure the initial provision caters for the needs of users. This approach will allow SDC to analyse use and ascertain whether provision should be altered to cater for changing market conditions, or technology.
- 5.2 Therefore, further to the recommendation for the first phase in this report, EVCP use will be monitored for a minimum of 18 months, prior to any further investment. The timings for phase 2 and 3, laid out in the Appendix are indicative only.
- 5.3 Officers have adjusted the recommended 'phase 1' rollout deployment, listed on page 43 of Appendix A, to take account of perceived latent demand and to maximise equity of provision throughout the district.

- 5.4 EVCP provision for Painswick and Stonehouse has been brought forward, whilst some recommendations in particular towns have been rationalised.
- 5.5 Officers have also substituted sites where the car park waiting restriction precludes it from ORCS funding. In these cases an alternative location within the same town has been proposed.
- 5.6 The final recommended locations as laid out in 7.1 will be subject to Distribution Network Operator (DNO) costs, which reflect the relative ease or difficulty of connecting an electricity supply to the network. Should these be deemed prohibitive, an alternative location may be appropriate.
- 5.7 Subject to DNO cost approval and funding clarification, Town and Parish Councils will be consulted to ensure alignment. At this stage any third party agreements, or similar, will also be sought.

6. OPERATION IN CAR PARKS

- 6.1 The Parking Place Order has already been changed to account for electric vehicle charge points. Enforcement Officers will be able to issue penalty charge notices to users that block spaces intended for EV charging.
- 6.2 Where EVCPs are installed in car parks where a tariff applies, the usual car park tariff will continue to apply. Similarly, where a waiting restriction applies, this will remain in force for EVCP users.
- 6.3 In summary, anyone using an EVCP will be subject to the same car park regulations as all other users.

7. RECOMMENDATION

- 7.1 To proceed with the project as follows:
 - a) Subject to due diligence checks, access the GCC contract for the provision of EVCPs
 - b) Authorise the phase 1 introduction of EVCPs in the following locations:
 - Berkeley; Marybrook Street Car Park
 - Dursley; May Lane Car Park
 - Nailsworth; Newmarket Road Car Park
 - Painswick; Painswick Car Park
 - Stonehouse; Stonehouse Car Park
 - Stroud; London Road Surface Car Park
 - Stroud; Parliament Street Car Park
 - Wotton-under-Edge: The Chipping Car Park
 - c) Produce costings on this basis and present these to committee at the earliest opportunity.
- 7.2 The recommendations reflect the advice from Element Energy, albeit with minor adjustments to the proposed locations, accounted for by local intelligence.

7.3 The recommendation aligns with wider council objectives.

8. IMPLICATIONS

8.1 Financial Implications

There are financial implications associated with this report if the decision is taken to proceed, budget will need to be secured for 40% of the Capital costs (p.4.4). A further financial report will need to be brought to this Committee seeking a recommendation to Council, for sufficient capital funding (p.3.6)

Adele Rudkin, Accountant

Tel: 01453 754109 Email: adele.rudkin@stroud.gov.uk]

8.2 Legal Implications

One Legal has not been asked to review the contractual arrangement between the County Council and Connected Kerb Limited. If the County Council does have a framework that is accessible by councils for which Connected Kerb Limited is the sole supplier, this is a compliant procurement route under the Public Contract Regulations 2015 and the Council's Contract and Procurement Procedure Rules. The terms and conditions of the framework and call-off agreement should be provided to One Legal for review prior to entering into any arrangement with Connected Kerb Limited.

Donna Ruck, Senior Lawyer

Tel: 01684 272696 Email: legalservices@onelegal.org.uk

8.3 Equality Implications

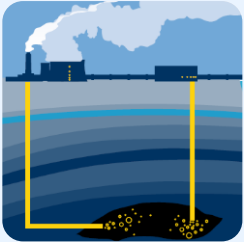
An EIA has been carried out by Officers in relation to the decision made in this report and due regard will be given to any implications identified in it – see Appendix B.

8.4 Environmental Implications

The introduction of EVCPs has the potential to save many tonnes of carbon being released in the district each year. Whilst use is expected to be low in the early years, a strong network of charge points will offer surety of supply; an essential step for residents that don't have access to their own electricity supply via off street parking.

A network of chargepoints also allows vehicle 'top up' in market town locations, increasing confidence and reducing range anxiety.

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EVCP deployment option assessment – car park focus

Final Report

Stroud District Council

24/10/2022


elementenergy
an ERM Group company

Key takeaways:



Introduction

Stroud District Council (SDC) would like to deploy Electric Vehicle Charge Points (EVCPs) in their car parks which are distributed across the region. Currently, there are ~80 public EVCPs (~50 devices) in Stroud. In the short term Gloucestershire County Council (GCC) also plans to deploy on-street EVCPs in the region. SDC's deployment should consider funding availability and related eligibility criteria.



Ownership & operating models

There exists a trade-off between cost and ownership/contract length, with various ownership models available that distributes costs between the council and suppliers. An external operator model (full ownership for the Council, short term contract) is most likely to serve SDC's priorities.



Procurement approach

GCC's contract is the best procurement approach if funding can be secured. A significant contribution is required to cover full CAPEX costs, but would offer a shorter contract length with ownership staying with the Council.



Car park demand assessment

Car parks located close to amenities and major roads, with high utilisation and number of spaces have the highest charging demand. These high potential sites tend to be clustered in major towns, with often a maximum of one car park per town scoring high enough to be considered for deployment outside of those areas.



Timeline & next steps

Chargers could be deployed in three phases, with initial deployment prioritising both high demand and enabling equitable distribution for charging access across the region. The following phases build on this, increasing provision in highest demand towns and geographic spread to more rural areas. In the short term, SDC should ensure sites are eligible for funding and refine site selection further using site surveys.

Background

Business and procurement models

SDC car park EVCP demand assessment

SDC deployment approach

Appendix

Objectives of Stroud District Council's EVCP car park deployment assessment

Objectives:

- SDC is investigating how it can support and accelerate the uptake of electric vehicles (EV) through the development of an electric vehicle charging infrastructure network within its district.
- SDC would like to better understand the role it can play in deploying charging infrastructure across their car park estate both in terms of the most appropriate procurement and ownership model and which sites EV charge points (EVCPs) should be deployed at
- This report investigate the tasks described above, split into 4 key chapters indicated (right)





Report Structure

1. Introduction
 - Overview of the charging market
 - Stroud Districts position in terms of charging infrastructure
2. Business and procurement models
 - Overview of possible ownership and operating models
 - Case study examples of contracts
 - Overview of possible procurement models
 - Recommendation of most appropriate approach
3. SDC car park demand assessment
 - Site assessment method
 - Scoring and ranking of car parks
4. SDC deployment approach
 - Phased car park deployment
 - Next steps for Stroud District Council

There are 4 key types of charge point categorised by charging speed: Slow, Fast, Rapid, Ultrarapid

Each charging type generally has a different use case and consumers will use a mixture of charge point types, currently the majority of charging (~75%³) is done at slow residential (on-street or 'at home' private) chargers.

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Speed	Slow	Fast	Rapid	Ultrarapid
kW range:	3-6 kW AC	7-25 kW AC	50-120 kW DC	120-350 kW DC
Example:				
Approx. time to fully recharge:¹	Overnight	4-6hrs	30 min - 1hr	<30min (350kW chargers can add 200km range in 8 minutes) ²
Locations:	Mostly in public car parks and on-street and private residential charge points	Mostly in public car parks, on-street and highway stations	Varied locations, including motorway service stations, forecourts, car parks, city centres for taxis	Mostly at motorway services, and hubs such as Fastned and Ionity
Charging type:	Residential charging, work place charging or 'long stay' locations (train stations, hotels)	Residential or charging at a destination (retail, leisure, tourist attraction)	En-route charging or at a 'short stay' destination	En-route charging or 'topping-up'
Stroud District context:	Only appropriate in car parks used for long stay or overnight charging	Short stay car parks in town centres – most appropriate	May be appropriate at high turnover, high demand car parks	Not appropriate for SDC car parks

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1 - Full recharge time is dependant on battery size and maximum charging speed 2 - All new vehicles can charge at 50kW max, but currently only the most expensive and/or newest vehicles have a charging speed >120kW. Currently no vehicles can charge at 350kW 3 - Element Energy for National Grid ESO (2019), Electric Vehicle Charging Behaviour Study

A number of grants are in place for Local Authorities to deploy local public infrastructure, focused on those without access to off-street parking

On-street Residential Charging Scheme (ORCS):

- Funding is available to **local authorities** to help with the costs of **procurement and installation** of on-street charge points for residential use
- To date over 140 local authority projects have received funding from the scheme
- Funding is available for **60% of the capital costs** up to a **maximum of £7,500** per charge point, unless electrical connection are exceptionally high in which case funding can be up to £13,000 – can be located **on-street or car parks**
- It is anticipated that local authority applications will vary in size, but would **not amount to greater than £100K** of OZEV funding, per project

Eligibility Requirements:

- Charge points must be located in **residential areas** and have a charging speed of **3.5-22kW**
- Local authorities will need to **demonstrate home charging is not an option** for the residents where the charge points are to be located
- The locations must meet **current or anticipated future demand**

Local Electric Vehicle Infrastructure (LEVI) scheme*

- LEVI was launched in 2022/23, with a **total fund £450m**
- Funding is for Local Authorities in England, funding larger schemes than ORCS. It is **likely to replace ORCS at the end of 2022/23 financial year** after the LEVI trial has taken place**
- In Q2 of 2022 9 LAs were chosen to be part of the £10m pilot scheme
- The projects must:
 - Support the transition to EVs in their local areas, with focus on those without off-street parking
 - Provide improvement in accessible EV charging provision that would not otherwise be met
 - Show innovation, either technologically or commercially
- **Funding will cover all CAPEX including hardware, installation, grid connection, parking bay and Traffic Regulation Order costs**

Technology requirements*:

- On-street slow and fast charge points
- Rapid charge points if installed as part of a wider project that includes on-street slow and fast charge points (will not fund rapid-only projects)
- Solar canopies and battery storage
- All charge points must have a minimum payment method such as contactless installed for chargers above 7.1kW

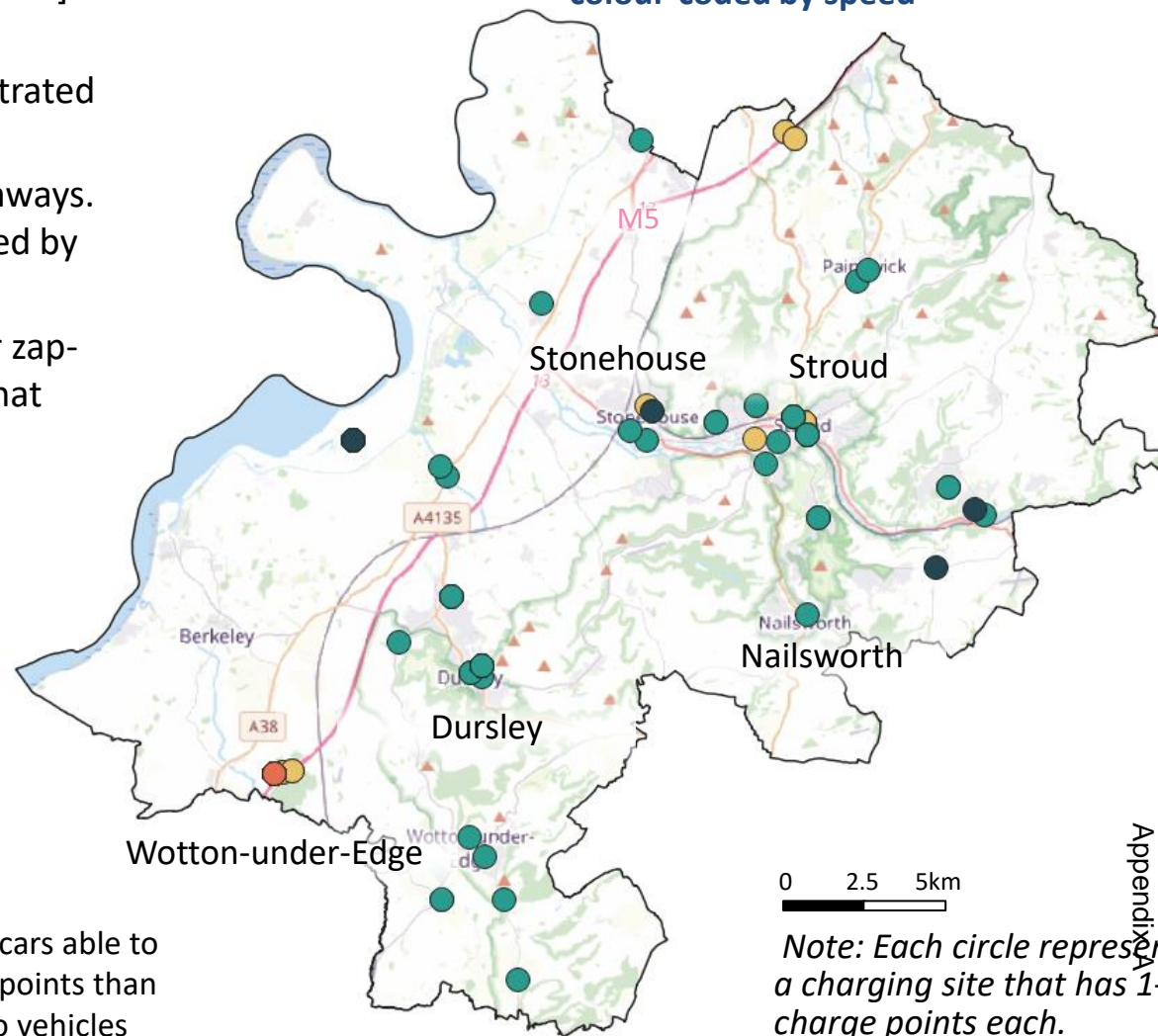
*Note requirements have been announced for pilot scheme in early 2022, final scope of scheme may change after the pilot has been undertaken. Source: [LEVI](#), [ORCS](#)

** likely that projects will need to be complete by March 24

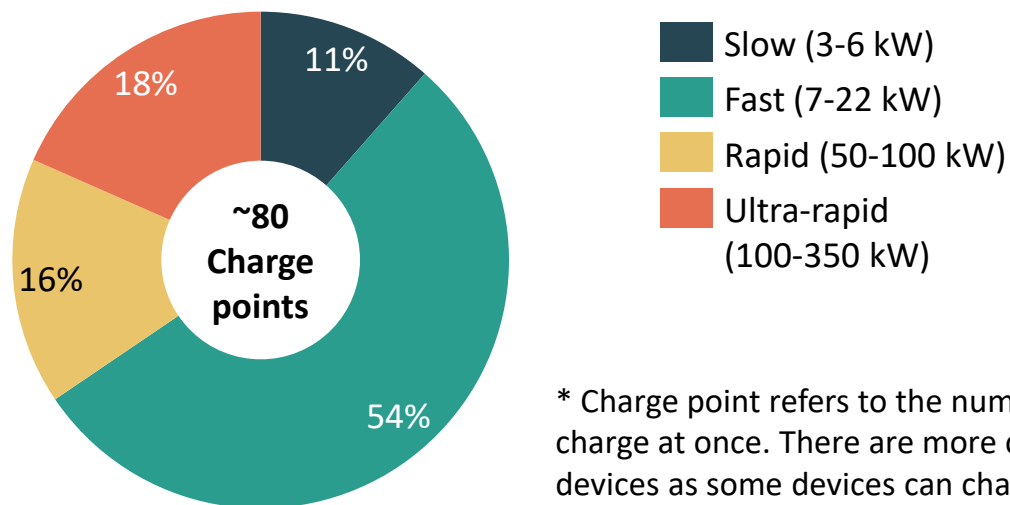
Current Deployment: There are currently ~80 electric vehicle charge points across the Stroud District

- Currently there are ~80 electric vehicle charge points (EVCPs) [50 devices]* in Stroud District area, more than half of these are fast charge points
- Fast and slow chargers are broadly distributed, but tend to be concentrated in the centre of major towns
- Rapid and ultra-rapid chargers are located along major roads and highways. With all ultra-rapid chargers located at a single site on the M5 operated by Gridserve and Tesla
- Over 40% of the charge points in Stroud are operated by zap-home or zap-work, meaning these are private home or workplaces charge points that are being rented out to the general public when not in private use

The current distribution of Stroud District EVCPs, colour-coded by speed



Current number of EVCPs in Stroud District by speed



* Charge point refers to the number of cars able to charge at once. There are more charge points than devices as some devices can charge two vehicles

Future deployment: Gloucestershire County Council is already planning on deploying chargers in Stroud District Council area

Gloucestershire County Council has a contract with Connected Kerb to deploy on-street charge points across Gloucestershire

- Gloucestershire County Council (GCC) contract agreement is to deploy 7kW on-street chargers. Approx. 1/6 of these are likely to be within the Stroud District Council (SDC) area
- GCC is currently in the planning phase with phase 1 deployed in the short term
 - There are currently 4-6 streets identified with ~20-30 charging bays planned in Stroud District Council area (*still in development*)
 - Streets identified are in/around the Stroud, Sharpness and Berkeley areas
- Deployment has been part funded through ORCS, and part funded by GCC to cover the cost of the CAPEX

Connected Kerb charging point



- There needs to be coordination between SDC's car park deployment and GCC's on-street deployment to ensure equitable distribution across Stroud and avoiding competing with one another for demand
 - In many cases this will not be an issue due to the difference in use cases of the sites

EVCP deployment may overlap with and support other SDC policies

In addition to contributing to SDC's 2030 net zero goal through lowering the barriers to zero emission vehicle use, the deployment of EVCP may support other SDC goals and programs as well.

Taxi electrification: Widespread availability of EV chargers would support greater investment in taxi fleet decarbonization efforts by increasing range flexibility. Incentives such as taxi-only chargers or providing access to SDC car parks can be considered.



SDC-owned housing: Deploying public EV chargers may especially serve tenants living in SDC-owned communal flat blocks or houses without parking.



Both of the above policies are likely to develop, and future EV deployment phases may need to take them into account.

In the following section, consideration was taken to distribute EV infrastructure across all major towns beyond the administrative centre of Stroud to ensure fair and equitable access to charging.

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Business and procurement models

EVCP Operating models

Procurement options

Recommendations

SDC car park EVCP demand assessment

SDC deployment approach

Appendix

In order to deploy charge points in district council owned car parks the most appropriate procurement route and ownership/operating model needs to be selected

In order to deploy chargers in Stroud DC council owned car parks Stroud DC needs to decide the most appropriate approach in terms of ownership and operation and best procurement approach

Operation and ownership:



- Ownership: This considers who owns the infrastructure both above ground (charger hardware itself) and below ground (cabling, grid connection etc.)
- Operation: Who operates the chargers once they have been deployed including – back office and software, billing, maintenance (both reactive and annual)

Procurement:



- As chargers are being deployed on public land a charge point operator (CPO) and contract needs to be chosen through a procurement route approved by the Council
- Stroud DC could develop their own procurement process or leverage existing contracts and frameworks which would streamline the process, requiring fewer resources from Stroud DC and accelerating the deployment process

Stroud have the option to access the Gloucestershire County Council framework, with Connected Kerb as Supplier, and have received a quote from a CPO. These are discussed in more detail next, followed by recommendations

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Brief overview of the EVCP business models

- **Own & Operate:** Council plan, own and operate the network and are responsible for maintenance. They retain all revenue and pay for hardware / software support in order to run the network. Council choose where EVCPs are installed and sets tariffs.
Note that this is generally not a preferred approach these days.
- **External Operator:** Essentially Own & Operate but engage a 3rd party CPO contractor to provide a full O&M service, alleviating the Council of this responsibility
- **Concession agreement:** These vary from Council to Council. Supplier and Council agree a split of capital costs, ownership and risks. Supplier typically takes on full O&M responsibility. Council will receive a revenue share. Typically used to deploy relatively high EVCP volumes. The private sector provides some of the funding and takes on some of the commercial risk. The Council typically use government grant scheme, which can generally provide up to 75% of capex. Three different concession agreements have been considered.
- **Lease arrangement:** Supplier funds, owns, operates and maintains the EVCPs. This service is leased to the Council based on a long-term agreement. Council may be able to negotiate ownership of below-ground infrastructure. Suppliers will target commercially attractive locations.

The typical split of cost breakdowns for fast and rapid EVCPs between the council and supplier has been indicated for key council business models

	Hardware	Install	Ground & Grid	Back office	Electricity	Maintenance	Private Sector funding CAPEX	Who gets revenue from EVCPs	Contract Length	Example
	CAPEX			OPEX						
Own & Operate	C	C	C	C	C	C	None	Council	-	
External Operator	C	C	C	S	C/S	S		Council gets majority and/or pays a service fee to the CPO	1-5Y	GCC
Concession 1	C	S	S	S	S	S	Part	Share to council	5-10Y	Birmingham
Concession 2	S	C	C	S	S	S		Share to council + significant min. payment		Nottingham
Concession 3	S	S	C	S	S	S		Share to council (and rent)		London
Lease model¹ (rapid)	S	S	S	S	S	S	All	Share to council or rent agreement	15-25Y	Real world CPO offer

Council (C) Supplier (S)

- It is assumed **Council cost components would typically come from national funding schemes** (e.g. ORCS, LEVI, and in the past OLEV Taxi scheme, Go Ultra Low Scheme)
- For slow EVCPs, business models tend to offer operators limited risk on return (are grant funded and/or OPEX is fully covered by Council)
- Concession contracts are increasingly common rapid charging installations and typically used when suppliers are confident of profitability and deployment scale. The 3 concessions agreements considered here give examples of approaches taken by different Councils
- The GCC framework uses the External Operator model, the electricity cost is covered by the Supplier. GCC pays a service fee to the CPO to cover O&M costs and receives a portion of the revenue

1. Model can be flexible, e.g. SDC retains ownership of ground and grid works and electricity (everything behind the EVCP)

CAPEX: Capital Expenditure OPEX: Operational Expenditure O&M: Operation and Maintenance

Stroud have two short term options – they are real world examples of two possible business models



Gloucestershire County
Council framework
(Connected Kerb as Supplier)



- The GCC framework uses the *External Operator* business model
- The **CAPEX is fully funded by the council** through ORCS and internal funding
- The **Council** own all of the hardware, and the contract length is 3 years
- Connected Kerb covers the electricity cost and the **council pays them an annual fee** to cover the operation and maintenance
- Council receives a rebate from the gross revenue
- All chargers deployed are AC fast chargers








Real world example of a lease model offer from a Charge Point Operator

- The CPO offer uses the *Lease* business model
- The **CAPEX is fully funded by the CPO**
- **The CPO** owns all of the hardware and the contract length is 15 years
- **The CPO** covers all operational and maintenance
- Council gets a small rent payment
- Chargers can be AC fast or 50kW DC
- This offer however cannot be directly awarded to the CPO, a procurement process would need to take place which would involve a competitive tender

Stroud District Council can access GCC's framework and contract agreement with Connected Kerb



Business model contractual arrangements:

-  **Ownership:** Own all of the hardware (above and below ground)
-  **Contract length:** 3 years with option to extend to 6 years –after 3 years contract can be re-evaluated
-  **Site identification:** SDC would have overview and control of sites chosen sites and charger number
-  **Financial contributions:** Significant financial contributions covering both CAPEX and SDC would pay an annual O&M contribution per EVCP
-  **Revenue/rent:** GCC gets a rebate from the gross revenue

Pros:

- SDC would have full ownership of the above and below ground hardware
- Short contract length (3 years) and SDC receives a revenue share – after 3 years the contract can be renegotiated or extended
- High level of control of the deployment and operation including location, number of EVCPs and pricing of network (although this is also dependant on wholesale electricity prices)
- Easier to align with GCC's deployment plans and can deploy a consistent charging network on public sector land across SDC area ([more details](#))
- Low levels of procurement resources required from SDC and can be done in an accelerated time frame ([more details](#))

Cons:

- Council is limited to deploying Connected Kerb hardware which is 7-22kW (fast charger) this equates to 2-4hrs to fully recharge the vehicle
 - However, this charging speed is likely to be appropriate for most SDC car parks in Stroud based on their usage as destination and residential car parks
- SDC has to fully fund the CAPEX cost and make annual payment to Connected Kerb for the operation and maintenance of the charge points
 - A proportion of the CAPEX can be covered by government grants ([see details](#)) but the rest of the funding would need to be though SDC
 - There is a risk that if utilisation is very low that the revenue share to SDC will not cover the O&M cost SDC needs to pay to Connected Kerb annually

Case Study: Real world example of a Lease agreement contract for deployment of chargers in SDC car parks



This offer is an example of the likely contractual arrangements if SDC entered into a lease agreement

Real world offer from a CPO



Pros:

- No financial contribution would be required, therefore there would be no financial risk
- A low level of organisation and resourcing will be required from SDC as the CPO is responsible for all aspects including installation, operation and maintenance
 - SDC would have some involvement as deployment is on council owned land

Cons:

- SDC would not have ownership of any of the hardware and the contract is very long – this does not allow for upgrades as technology improves or change of supplier if SDC was not happy with the CPO or technology
- Deployment is on SDC land so has control of the final sign-off of sites and charger numbers, however as the CPO is taking on all of the risk they are unlikely to be flexible to deploy at sites they don't view as having a good business case
 - This could mean that SDC cannot ensure equitable distribution of charging across the region
 - The proposed rent share is low, this may not be an issue when utilisation is also low but, as EV uptake and utilisation increases, there is no guarantee of a proportional increase in SDC rent
- There is no clear route to procurement, it may be possible to do a direct award or through a framework

Business model contractual arrangements¹:

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Ownership: The CPO owns all of the above and below ground hardware



Contract length: Non-exclusive 15 year contract



Site identification: Less flexibility than other business models



Financial contributions: No financial contribution is required – all covered by the CPO



Revenue/rent: Rent of £25 per bay per year

1 - Source: CPO offer to SDC, April 22

In order for the most appropriate business case to be identified Stroud District Council's priorities have been considered



The preferred approach for Stroud District Council on a number of key contractual metrics has been discussed in order to identify the most appropriate business case

Stroud's priorities for EVCP contracts



Ownership: Owning the hardware would be beneficial for Stroud as at the end of the contract the hardware would be retained and could continue to be used, and SDC could control any upgrades



Contract length: A short contract length is highly preferable to allow SDC to have flexibility of both contractual agreements and the supplier. Long contract lengths do not allow changes of the technology based on usage or charging behaviour change over time



Control of EVCP siting: SDC will need to be involved in site identification as EVCPs are being deployed in Stroud owned car parks. Higher levels of control of sites allows Stroud to ensure equitable access to charging across the district particularly in areas that are likely to have a more challenging business case



Financial contributions: Stroud intends to apply for [government funding schemes](#) and these would cover at most 60% of the CAPEX, if more funding is required Stroud may be able to leverage internal funding



Potential returns for Council: Stroud would like to make some rent/ revenue from the chargers. However, currently utilisation is low outside of London, therefore in the short-term revenue share contracts will not yield high returns. This will improve as EV uptake increases



Data quality and access: Contracts should stipulate that data must be high quality and accessible, such as via an online portal – this will allow SDC to track utilisation and if additional chargers are needed and where

Comparison of EV charging business cases from a Stroud District Council perspective



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	Assessment metric	Own & Operate	External Operator (GCC framework)	Concession (with private sector match funding)	Lease (Real world CPO offer)
Priorities for SDC	Ownership of the hardware	Green	Green	Yellow <i>Depends on contract may own some of the hardware if funding is offered by SDC</i>	Red
	Contract Length	Green	Green	Yellow	Red
	Control of EVCP siting	Green	Green	Yellow <i>Depends on the agreement and volume of EVCPs being installed under contract</i>	Yellow
	Financial contribution from SDC	Red	Red	Yellow	Green
	Potential returns for Council	Green	Green	Yellow	Yellow
	Data quality and access	Green	Green	Yellow	Yellow
Other important considerations	Risk of poor value for public investment in a low usage scenario	Red	Red	Yellow	Green
	O&M responsibility	Red	Green	Green	Green
	Technical complexity for Council	Red	Yellow ²	Green	Green
	Contractual complexity	Green	Green	Red	Green
	Control of tariff pricing	Green	Green	Yellow	Red
	Dependency on supplier business case	Green	Green	Yellow	Red
	Range of charging speeds available	Green	Green	Green	Red
Combined assessment ¹		Do not consider further	Best option for SDC	Second best option for SDC	Possible back-up

¹ – Reasoning on next slide

² - If using the GCC contract the technical complexity is reduced as they have assistance from GCC and the contract has already been setup

Depending on the level of funding Stroud can access, *external operator* best fits SDCs priorities with *concession* the next best option

Own & Operate	External Operator (GCC framework)	Concession with private sector match funding	Lease (Real world CPO offer)
<p>High risk and very resource and capital intensive</p> <p>– unlikely to be an attractive option</p>	<p>O&M de-risked. SDC would own the hardware and contract length is short.</p> <p>Would be the most promising option for SDC if both government grant funding and sufficient additional funding is available</p>	<p>De-risked approach that could deliver a range of charging speeds and can offer groundworks ownership. Generally, there is a long contract length and low levels of control.</p> <p>This is a promising option if SDC can access government grant funding, but no further funding is available</p>	<p>Fully de-risked option which is quick and simple to set up. If supplier is willing to install at desired car parks (The CPO offer suggests this would be the case) then this is a possible option if no funding is available. It would not be ideal as SDC would have to compromise by having a long contract length and would not own the hardware</p>
<i>Do not consider further</i>	<i>Best option for SDC</i>	<i>Second best option for SDC</i>	<i>Possible back-up</i>

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There are a number of procurement approaches open to SDC which vary in level of involvement for the Council



- LA writes their own tender and allows any CPO to apply
- Generally a multi-stage process which requires significant resourcing from LA

- Frameworks/DPS are generally free and accessible to all LAs – some are LA specific
- Number of CPOs register to framework for LA to choose from
- Mini-competitions via a framework /DPS are simplified and compliant procurement for LAs

- LAs can directly award a call-off contract to a CPO via a framework (not through a DPS)
- Typically direct awards can be justified if a supplier has been used before

- For smaller contracts, LAs can choose to directly award a contract to a supplier
- Depending on the size of the contract, the LA may need to collect multiple quotes before selecting a supplier

Options for Stroud DC:

New procurement – new tender

Use of: DPS, or ESPO, YPO, CCS, Proactis (SEBP) framework
(Real world CPO offer)

Use of ESPO, YPO or CCS framework or Gloucestershire County Council Contract

New procurement – direct award



A number of factors need to be considered when choosing a procurement approach



	New procurement – New tender	Dynamic Procurement System (DPS)	ESPO, YPO or CCS framework	Gloucestershire County Council Contract	New procurement – Direct award
Award type:	Competition needed			Direct tender without competition stage	
Resourcing required from SDC:	High	Moderate	Low	Very Low	
Contract value:	Large			Medium	Low (<£25k)
Length of tender process:	Long - up to 12 months	Variable - up to 6 months		Quick - up to a few months	
Control of business model:	Can select any business model		May have limited options on business model	Must use GCC agreed business model	Can select any business model
Choice of technology:	Access to a large number of suppliers		Limited to suppliers on each framework	Limited to using Connected Kerb	Direct award can be to any supplier
Conclusion:	Generally not a preferred option – requires significant effort of SDC part	Good option if no framework meets SDCs requirements – there is flexibility on the choice of CPO but it requires more effort from SDC than a framework	Good option, it gives more flexibility on business model and choice of technology but lower effort than using a DPS	Requires the least resources and over the shortest timeframe – best option if business model and technology choice is appropriate	Only for smaller contracts – could be used for a trial which later allows direct procurement through a tender

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- EVCP Operating models
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Considering the choice of business model and procurement together, the GCC contract is the best option for SDC if they are able to secure sufficient funding

Business models 				Procurement approach 				
Own & Operate	External Operator (GCC framework)	Concession	Lease	New tender	DPS	ESPO, YPO or CCS framework	GCC framework	Direct award
Do not consider further	Good option	Good option	Possible back-up	Not a preferred option	Possible back-up	Second best option for SDC	Best option for SDC	Only for trials

Best Option for SDC's deployment: GCC contract

- Using GCC framework will offer significant procurement benefits as the resourcing and effort required by SDC is very low even when compared to the next best option
- The business model 'External operator' would allow SDC to retain control over the infrastructure / network as they would own the hardware and have a short contract length which is a priority
- SDC will have to use Connected Kerb hardware however, the chargers offered are 7-22kW and so appropriate for car parks in Stroud
- Another benefit over all other agreement is the deployment would align with GCC's deployment plans and can deploy a consistent public sector charging network across SDC and wider GCC area
- However, a **Key Consideration** is that GCC contract requires a significant contribution from SDC to cover the full CAPEX and SDC need to be confident that if the return from chargers does not cover the O&M charge that SDC has other funding that could cover this cost
- The next best option would be to use a concessions agreement and procure through a framework
 - This would allow ownership of at least the below ground hardware and a moderate contract length. Using a framework will reduce the level of involvement required in the tender process
- In general the balance is between the level of control and the funding available, the higher the level of funding SDC is able to bring the higher the level of control they are able to have over the network***

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Business and procurement models

SDC car park EVCP demand assessment

SDC deployment approach

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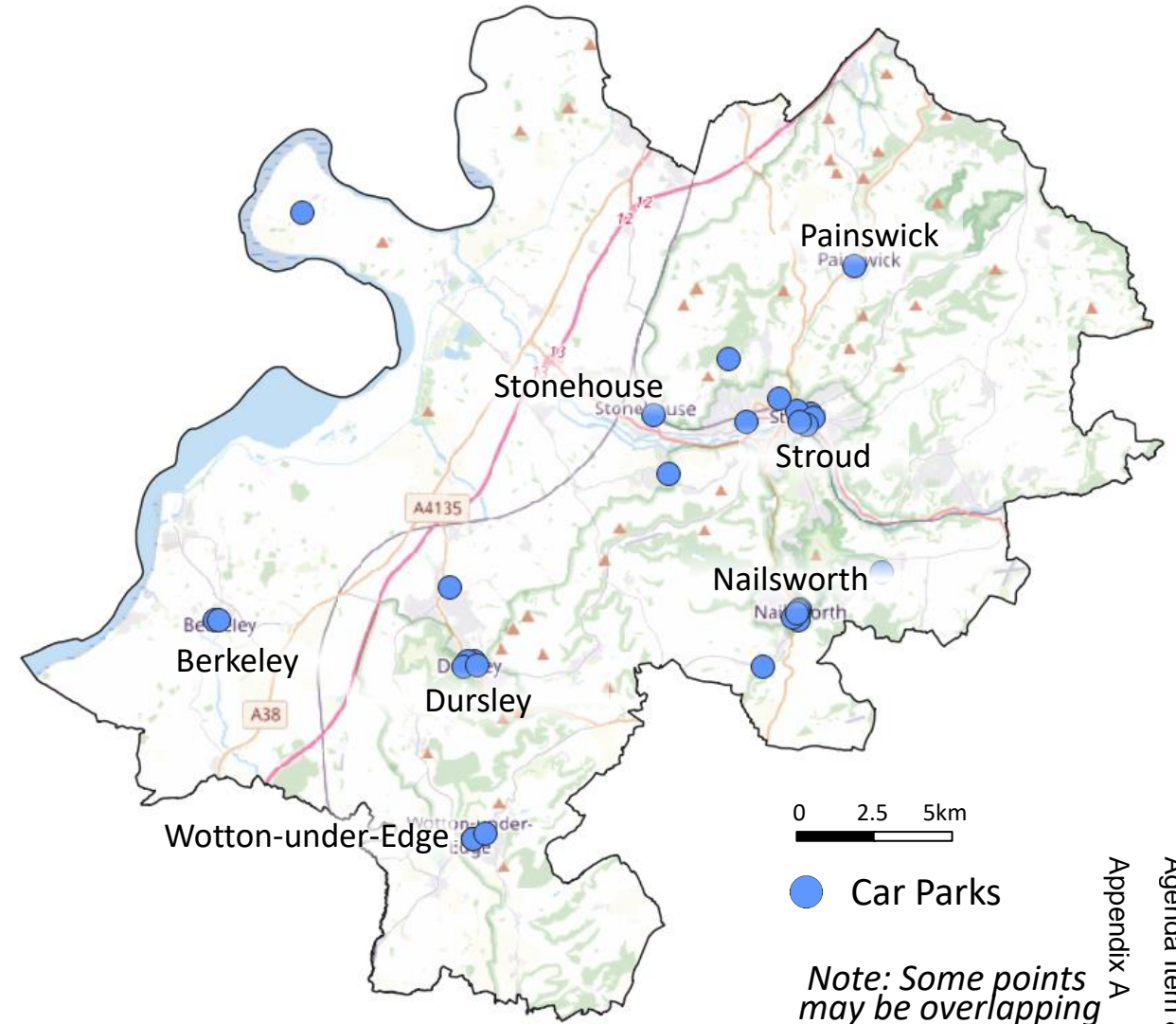
Stroud District Council owned car parks have been assessed to determine their relative attractiveness for deploying EVCPs

33 SDC-owned car parks were analysed throughout the Stroud district area as possible sites for EVCP deployment

A range of metrics were used to these car parks across the district as well within each town. A higher score indicates a higher EV charging demand. A combination of site score and distribution will be used to recommend deployment priorities.

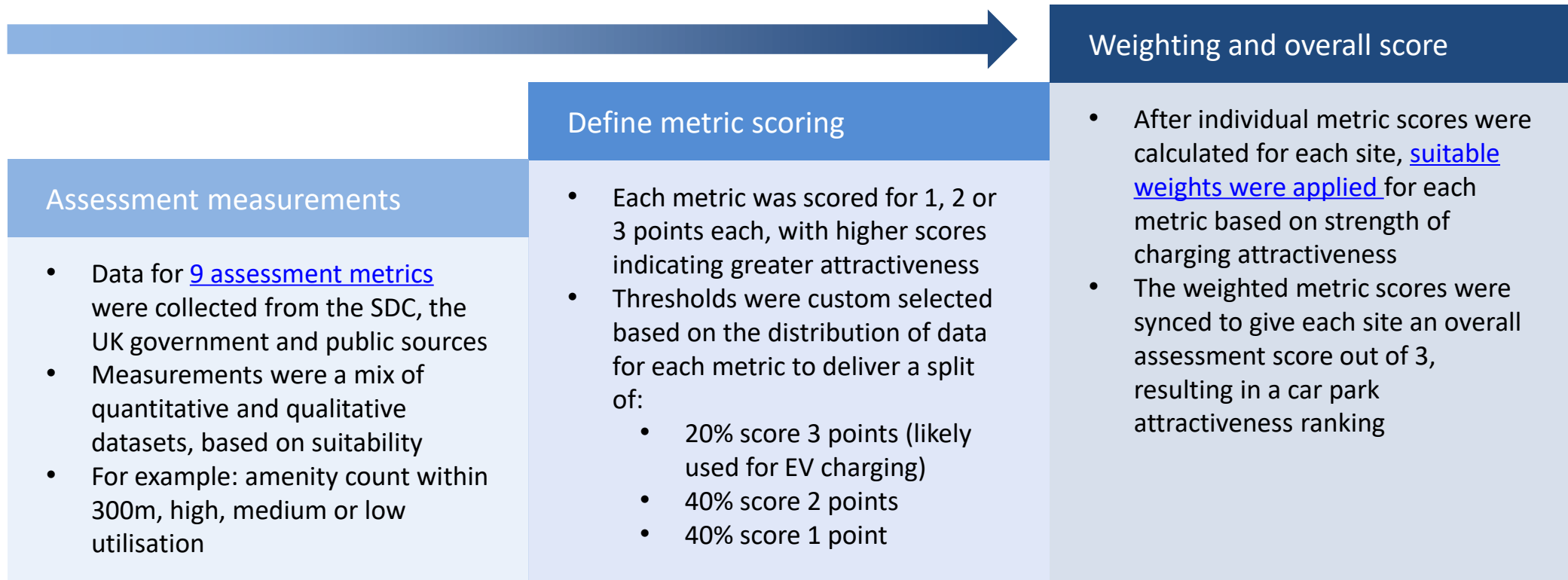
The majority of the car parks are in major towns such as Stroud, Berkeley, Dursley, Nailsworth, and Wotton under Edge.

They are often clustered in the town centre close to the majority of local activity at areas such as shops, bus or train stations, schools, religious institutions, parks and leisure centres, they present a unique opportunity to offer accessible EV charging for most of the residents in the district.



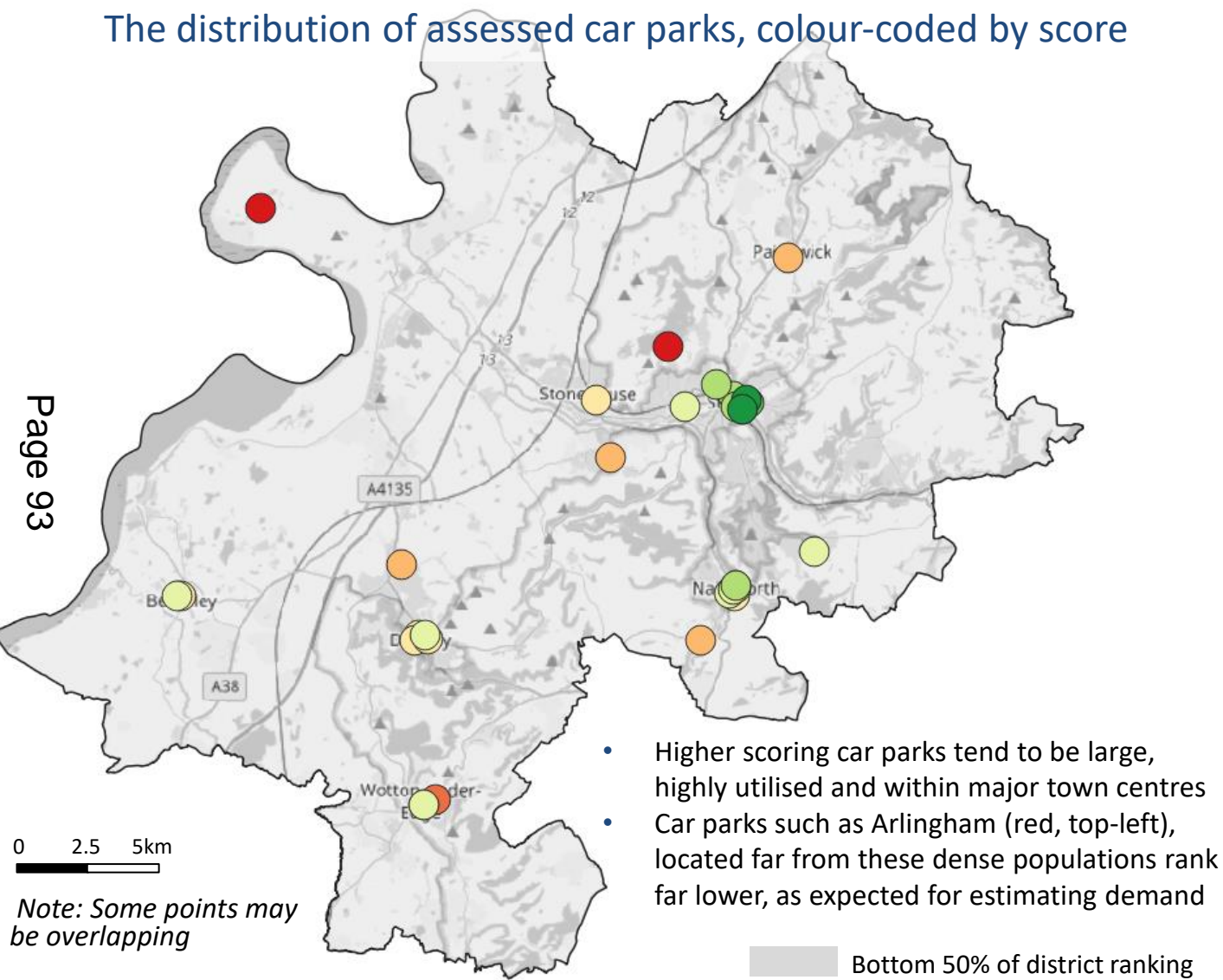
A 3-stage process was used to assess relative attractiveness of SDCs car parks

33 Stroud District Council (SDC) owned car parks were assessed based on attractiveness for EVCP deployment using a combination of measurements and metrics to account for site- and region-specific variances.



A score from 1-3 was calculated for each car park, and ranked from highest to lowest across the district

The distribution of assessed car parks, colour-coded by score



Rank	Car park name	Town	Total Score
1	Church Street	Stroud	2.675
2	London Rd Surface	Stroud	2.625
3	Parliament Street	Stroud	2.55
4	Cheapside	Stroud	2.4
5	Nailsworth Old Market East	Nailsworth	2.25
6	Stratford Park	Stroud	2.25
7	Rowcroft	Stroud	2.225
8	MSCP (London Rd) Long Stay	Stroud	2.175
9	Dursley Castle Street	Dursley	2.15
10	Cainscross Car Park	Cainscross	2.125
11	Berkeley Library Car Park	Berkeley	2.1
11	Nailsworth New Market Road	Nailsworth	2.1
13	Minchinhampton Friday Street	Minchinhampton	2.075
13	Nailsworth Old Market West Long Stay	Nailsworth	2.075
15	Nailsworth Bus Station	Nailsworth	2.025
15	Nailsworth Old Market Lay-by	Nailsworth	2.025
15	Wotton under Edge Short Stay	Wotton under Edge	2.025
15	Wotton under Edge Long Stay	Wotton under Edge	2.025
19	Dursley May Lane	Dursley	1.975
20	Stonehouse Car Park	Stonehouse	1.95
21	Dursley Castle Street/Parsonage Street	Dursley	1.925
21	Dursley Water Street	Dursley	1.925
21	Nailsworth Comrades	Nailsworth	1.925
24	Nailsworth Old Market West Short Stay	Nailsworth	1.9
25	Berkeley Marybrook Street	Berkeley	1.875
26	Nailsworth Town Hall	Nailsworth	1.85
27	Painswick	Painswick	1.775
28	Kings Stanley	Kings Stanley	1.75
29	Horsley Car Park	Horsley	1.675
30	Cam Chapel Street	Cam	1.625
31	Wotton under Edge Potters Pond	Wotton under Edge	1.55
32	Randwick Car Park	Randwick	1.375
33	Arlingham Car Park	Arlingham	1.25

Regardless of car park, scores tended to increase as the size of the town they were located within increased

Car parks were ranked within their towns to identify attractive sites across the district:

Town Rank	District Rank	Car park name	Score
Stroud			
1	1	Church Street	2.675
2	2	London Rd Surface	2.625
3	3	Parliament Street	2.55
4	4	Cheapside	2.4
5	6	Stratford Park	2.25
6	7	Rowcroft	2.225
7	8	MSCP (London Rd) Long Stay	2.175
Berkeley			
1	11	Berkeley Library Car Park	2.1
2	25	Berkeley Marybrook Street	1.875
Dursley			
1	9	Dursley Castle Street	2.15
2	19	Dursley May Lane	1.975
3	21	Dursley Castle Street/Parsonage Street	1.925
3	21	Dursley Water Street	1.925

Bottom 50% of district ranking

Town Rank	District Rank	Car park name	Score
Nailsworth			
1	5	Nailsworth Old Market East	2.25
2	11	Nailsworth New Market Road	2.1
3	13	Nailsworth Old Market West Long Stay	2.075
4	15	Nailsworth Bus Station	2.025
4	15	Nailsworth Old Market Lay-by	2.025
6	21	Nailsworth Comrades	1.925
7	24	Nailsworth Old Market West Short Stay	1.9
8	26	Nailsworth Town Hall	1.85
Wotton-under-Edge			
1	15	Wotton-under-Edge Short Stay	2.025
1	15	Wotton-under-Edge Long Stay	2.025
3	31	Wotton-under-Edge Potters Pond	1.55
Rural and remaining areas*			
1	10	Cainscross Car Park	2.125
2	13	Minchinhampton Friday Street	2.075
3	20	Stonehouse Car Park	1.95
4	27	Painswick	1.775
5	28	Kings Stanley	1.75
6	29	Horsley Car Park	1.675
7	30	Cam Chapel Street	1.625
8	32	Randwick Car Park	1.375
9	33	Arlingham Car Park	1.25

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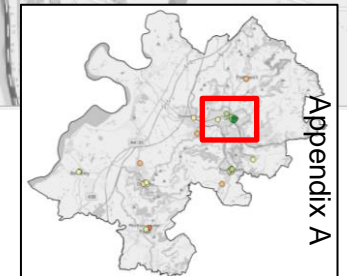
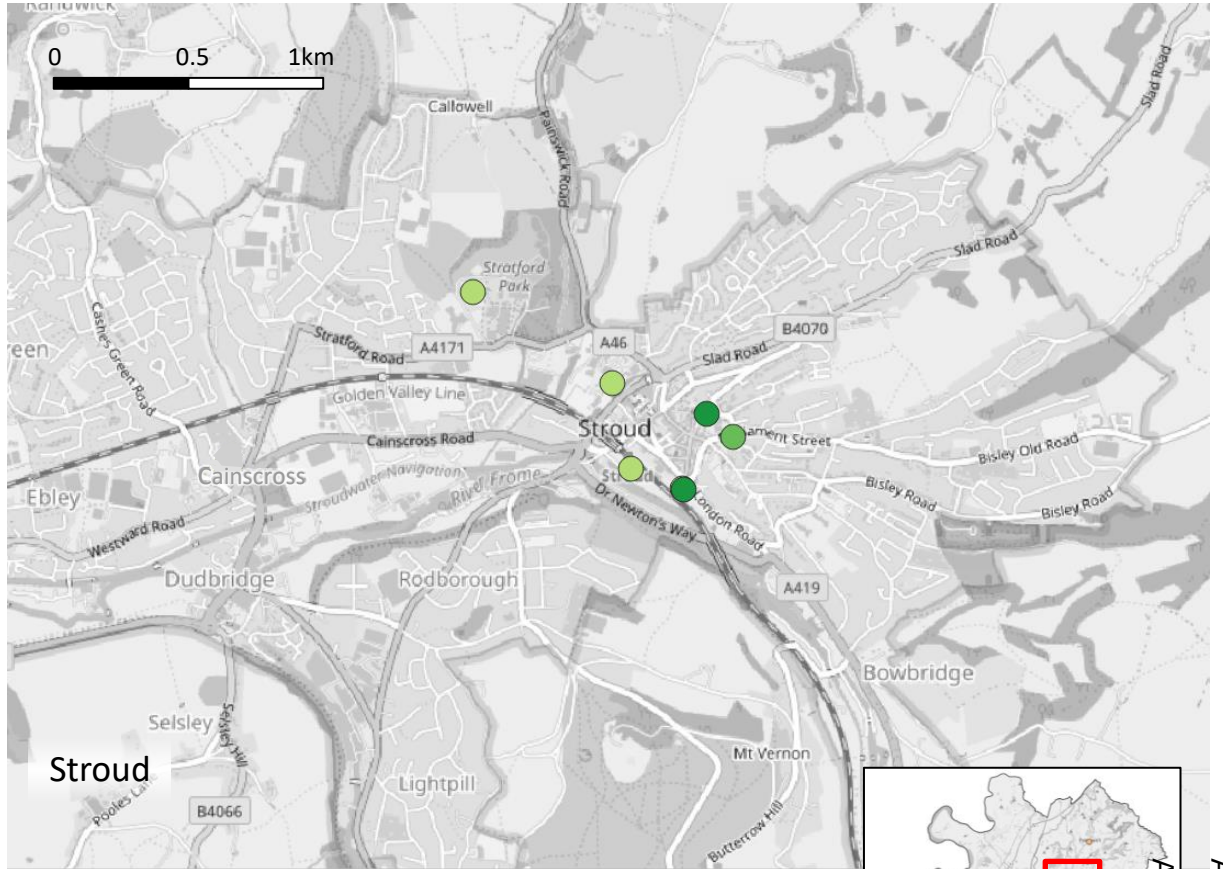
*Note: Towns or areas with only one car park were grouped and ranked together to provide and prioritise charging options in less population-dense regions

Stroud: All 7 car parks ranked in the district-wide top 8

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Town Rank	District Rank	Car park name	Town	Score
1	1	Church Street	Stroud	2.675
2	2	London Rd Surface	Stroud	2.625
3	3	Parliament Street	Stroud	2.55
4	4	Cheapside	Stroud	2.4
5	6	Stratford Park	Stroud	2.25
6	7	Rowcroft	Stroud	2.225
7	8	MSCP (London Rd) Long Stay	Stroud	2.175

- As the largest town in the district Stroud has the highest population density, increasing all overall scores. The lowest score still ranked 8th of 33 car parks in the district.
- Due to town-wide low EV uptake, low distance to major road, high current provision, and high trips, all car parks scored similarly on these factors. As a result, intra-town rankings such as Church St. and London Rd Surface tended to be determined by higher utilisation and number of nearby amenities. Car parks therefore often ranked lower as their distance to the town centre increased (ex. Stratford Park).



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Stroud car park users typically stay for 1-3h per visit

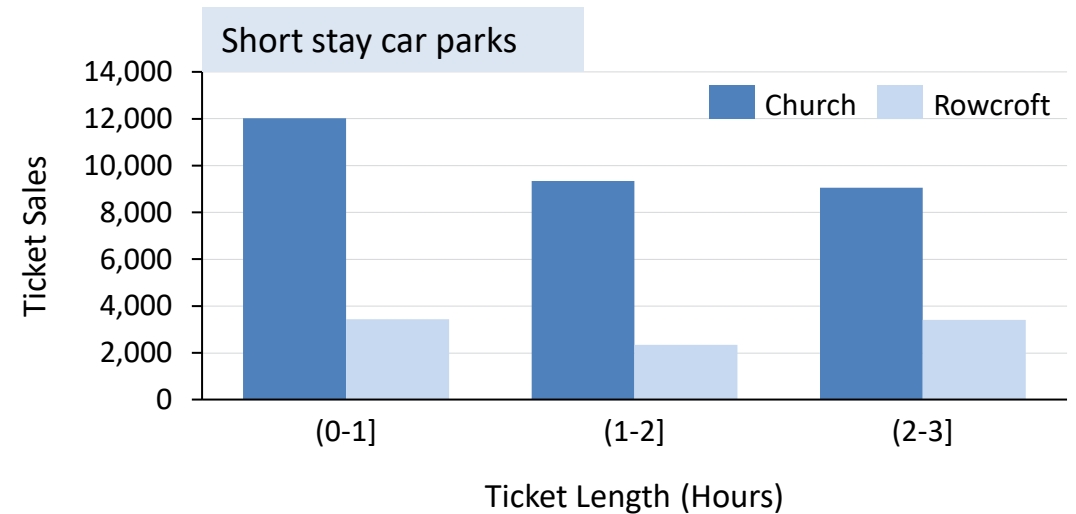
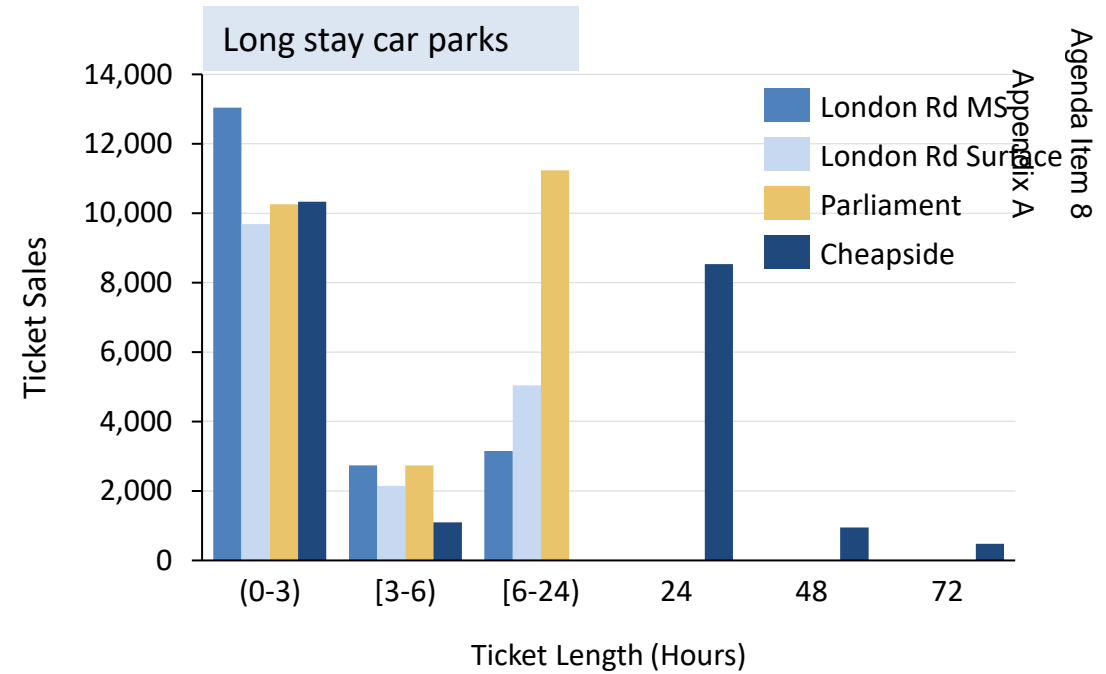
- Within Stroud, all car parks except Stratford Park are fee-paying. SDC provided all ticket purchase data from September 2020 to identify usage trends and determine the appropriate technology to deploy.
- Assuming drivers tend to purchase ticket lengths based on their dwell times, information regarding car park utilisation was inferred.
- The majority of drivers purchased tickets in the <3h range regardless of car park, even for car parks that allow longer stays. Within the <3h range, more users tend to stay for <1h, but are generally well distributed.

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Conclusion

Charging sites, power offerings and usage should cater more to short term stays. Specifically fast (7-22kW) or rapid charging (50-100kW) is appropriate for a 1-4h dwell time, as they offer sufficient power.

For car parks with a greater range of use such as Parliament St, utilisation of chargers could be tracked to predict the charging speed for future deployments, to avoid overinvesting in high power charging or underinvesting in slow charging, resulting in low usage.



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Appendix A

Stroud car parks experience a high usage spike on the weekends

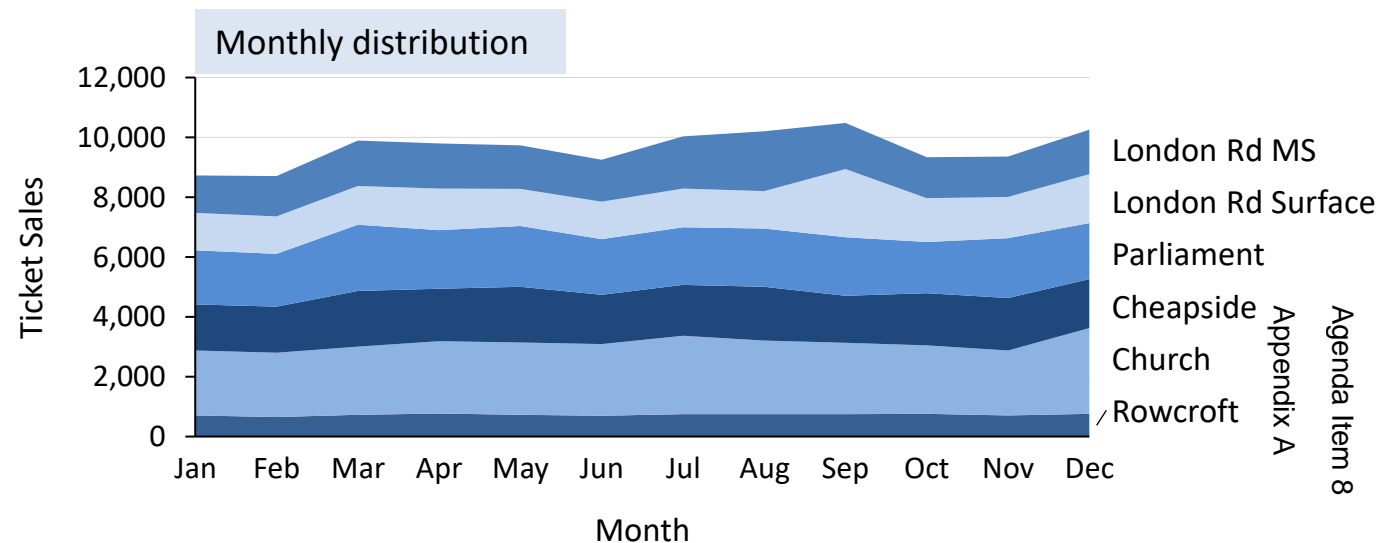
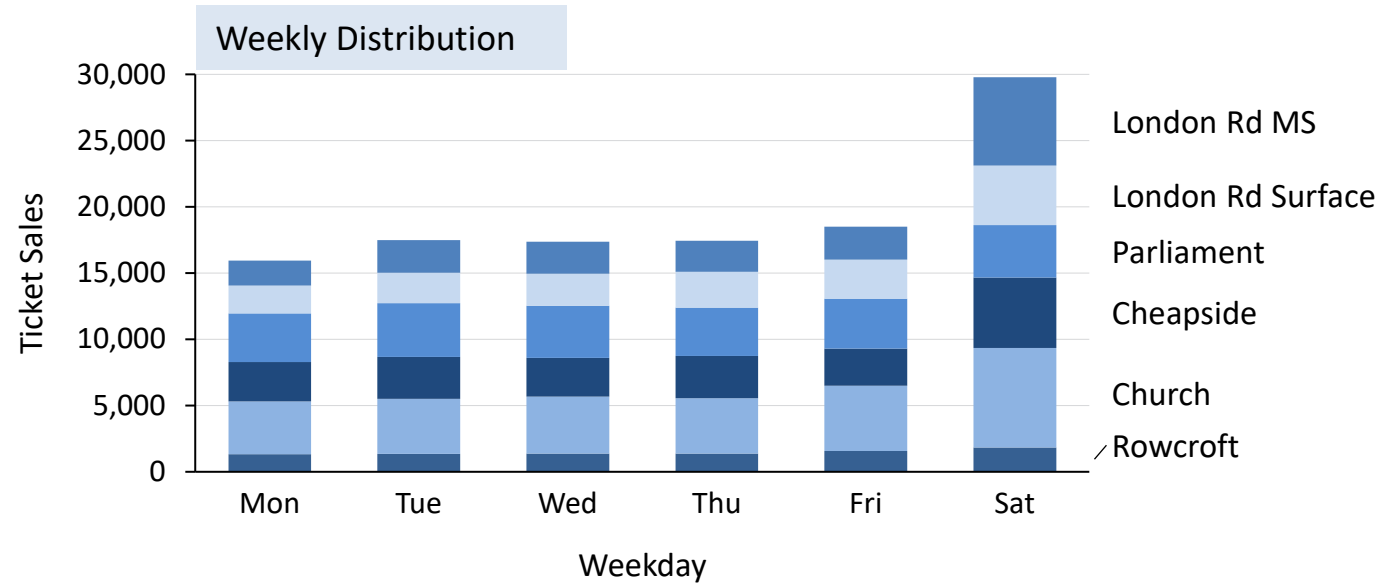
- These figures show how Stroud carpark utilisation changes within the week and year.
- On Sundays all car parks are free, hence no ticketing data
- Car parks are generally used consistently throughout the year and during the week, with a 70-100% rise during the weekends.



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Conclusion

- Peak usage leads to high EVCP competition in certain periods and underuse in others. Charging provision should therefore be fitted for more common usage periods (non-weekend), and regulated during peak periods to avoid oversupply.
- Regulation can be through policies such as an overstay fee to ensure higher turnover and revenue for vehicles plugged in but not charging.
- Enforcement of EV-only spaces may also be needed during busy days to prevent ICE vehicles from blocking charging access



Appendix A
Agenda Item 8

Berkeley: 5 more parking spaces led to a 14 rank jump for Berkeley's Library Car Park

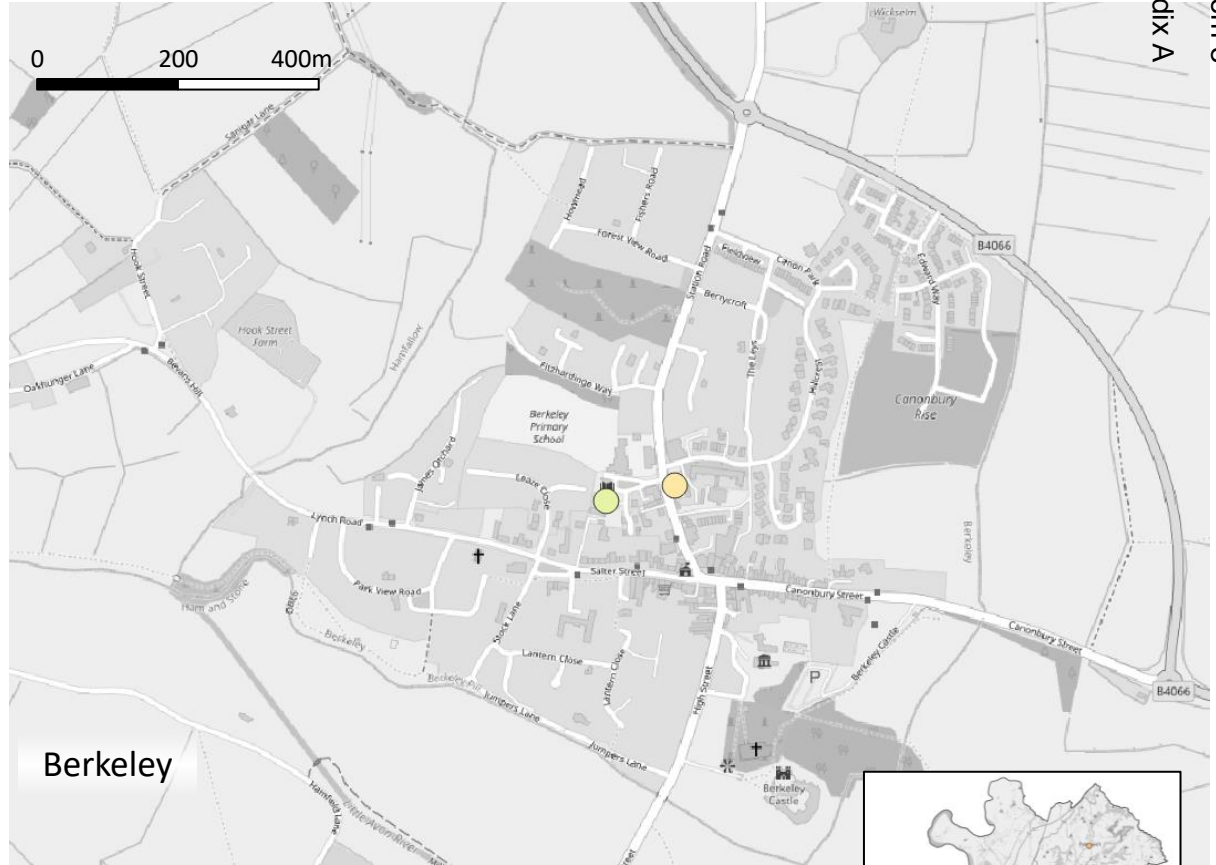
Town Rank	District Rank	Car park name	Town	Score
1	11	Berkeley Library Car Park	Berkeley	2.1
2	25	Berkeley Marybrook Street	Berkeley	1.875

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Bottom 50% of district ranking

Berkeley's two car parks scored exactly the same on all factors due to their close proximity to each other, with one exception: total number of parking spaces. Berkeley Library offers 29 spaces, while Marybrook Street offers 24.

- This may seem marginal, but as both are highly utilised car parks, with minimal on-street parking and no other public car parks, a 20% increase in spaces makes Berkeley Library a far more desirable site for EVCP deployment
- There is a higher likelihood of an EV driver within the pool of visitors, and less competition for parking spaces with non-EV drivers due to more spaces overall



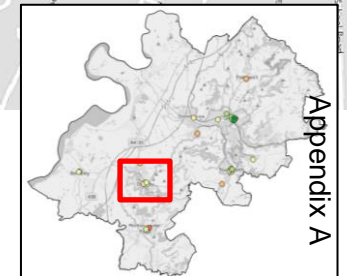
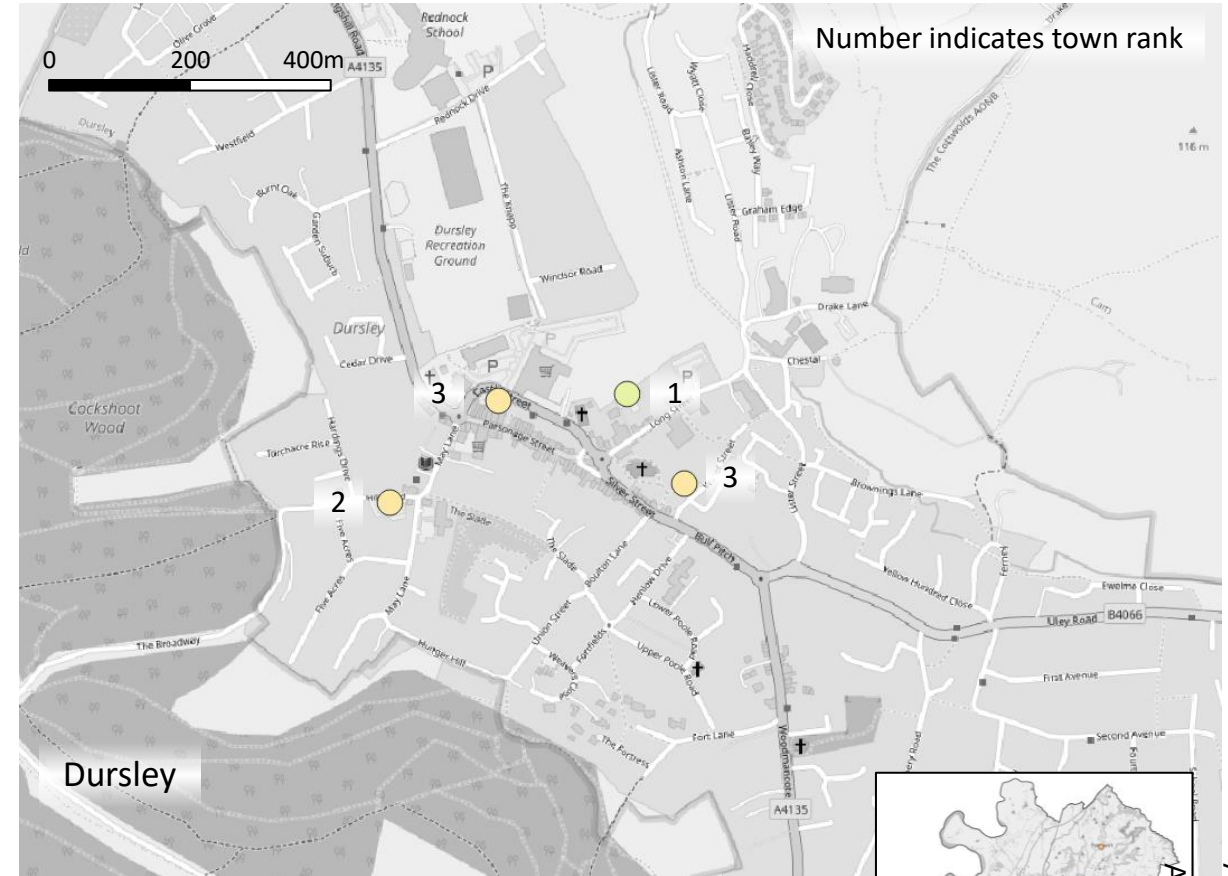
Dursley: Castle Street's larger capacity and proximity to major road sets it apart from others

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Town Rank	District Rank	Car park name	Town	Score
1	9	Dursley Castle Street	Dursley	2.15
2	19	Dursley May Lane	Dursley	1.975
3	21	Dursley Castle Street/Parsonage Street	Dursley	1.925
3	21	Dursley Water Street	Dursley	1.925

Bottom 50% of district ranking

- Dursley's car parks broadly scored lower on current provision, traffic and trip data, and high on utilisation. The top two car parks were differentiated by their higher number of parking spaces (~50) compared to the bottom two (~20).
- The gap between Castle Street and May Lane can be explained by the latter's further location from the main street. More off-street parking was available, lowering parking demand for the area.
- May Lane is 60m farther from the major road than Castle Street. Although they may seem to be located close together, this distance on foot may be an inconvenience for EV drivers walking home or to amenities nearby while their vehicle charges.



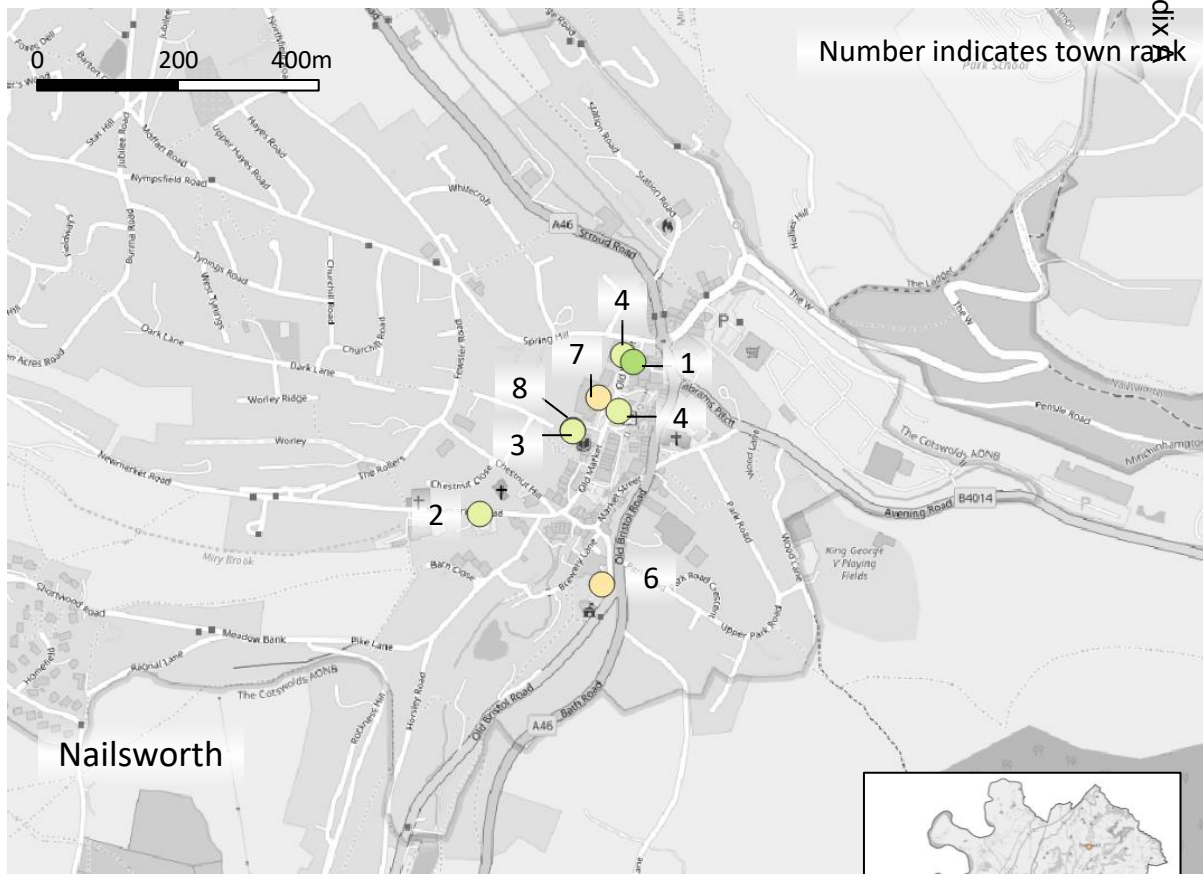
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Nailsworth: Although offering a high number of car parks, their close locations led to a narrower range of scores

Town Rank	District Rank	Car park name	Town	Score
1	5	Nailsworth Old Market East	Nailsworth	2.25
2	11	Nailsworth New Market Road	Nailsworth	2.1
3	13	Nailsworth Old Market West Long Stay	Nailsworth	2.075
4	15	Nailsworth Bus Station	Nailsworth	2.025
4	15	Nailsworth Old Market Lay-by	Nailsworth	2.025
6	21	Nailsworth Comrades	Nailsworth	1.925
7	24	Nailsworth Old Market West Short Stay	Nailsworth	1.9
8	26	Nailsworth Town Hall	Nailsworth	1.85

Bottom 50% of district ranking

- Nailsworth may offer 8 car parks, but they are mostly clustered in one shopping area, leading to similar scores in most metrics. Old Market East is ranked first primarily because it offers 44 parking spaces.
- This proximity also offers an opportunity: A charger can service drivers from all nearby car parks. Thereby car parks may vary widely in district score, but have fewer differences in real use. Similarly, interchangeable demand may also result in small on-site differences affecting use (ex. Proximity to the bus station) that was not accounted for in this model. Despite these similar scores, the diversity of qualitative characteristics (ex. long or short stay) also offers flexibility for SDC to decide on the type of chargers and the type of drivers they want to service ([see slide](#)).



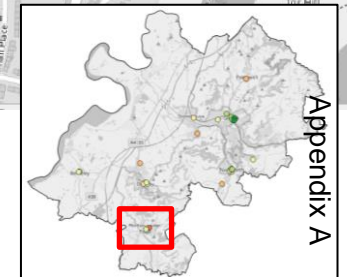
Note: Some points may be overlapping

Wotton-under-Edge: The joint short and long stay car park is far better suited due to its hybrid nature and central location

Town Rank	District Rank	Car park name	Town	Score
1	15	Wotton-under-Edge Short Stay	Wotton-under-Edge	2.025
1	15	Wotton-under-Edge Long Stay	Wotton-under-Edge	2.025
3	31	Wotton-under-Edge Potters Pond	Wotton-under-Edge	1.55

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- Bottom 50% of district ranking
- Wotton-under Edge is a unique town as the top two car parks are actually one site divided into short and long stay*
 - As a result, adding EV infrastructure here could offer a charging option to both car parks as drivers can easily change dwell time
- Scoring wise, Potters Pond is a third the size of Wotton-under-Edge short and long stay, as well as farther from town amenities. More off-street parking is also offered as Potters Pond is situated relatively close to residential areas



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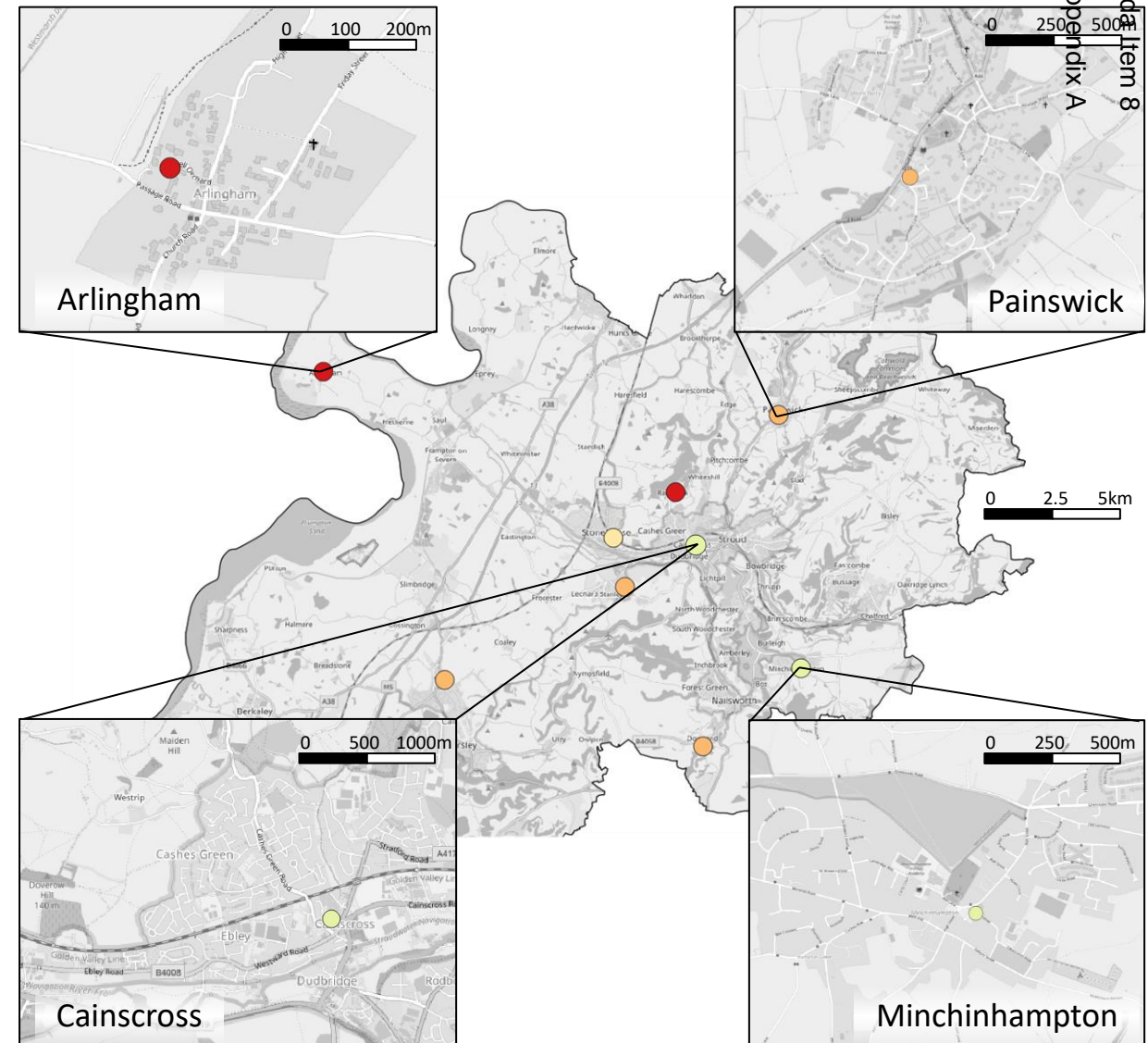
*Note: If combined, the two car parks' district wide ranking would not change as their increased capacity is still below the next score threshold.

Rural and remaining sites: Regardless of site characteristics, the car park's town location is the biggest determinant of scores

Group Rank	District Rank	Car park name	Town	Score
1	10	Cainscross Car Park	Cainscross	2.125
2	13	Minchinhampton Friday Street	Minchinhampton	2.075
3	20	Stonehouse Car Park	Stonehouse	1.95
4	27	Painswick	Painswick	1.775
5	28	Kings Stanley	Kings Stanley	1.75
6	29	Horsley Car Park	Horsley	1.675
7	30	Cam Chapel Street	Cam	1.625
8	32	Randwick Car Park	Randwick	1.375
9	33	Arlingham Car Park	Arlingham	1.25

Bottom 50% of district ranking

- All remaining car parks were generally centrally located within their towns. Yet the entire towns themselves often lacked the factors (amenities, distance to major road, traffic flow) considered in the analysis. For example, Arlingham had zero amenities in the categories considered
- The less traffic and trips into the town, the lower demand and therefore score, hence all rural regions tended to score lower in the district



Similar scoring car parks were re-ranked with greater priority for short stays, multiple occupant uses, and additional deployment factors

- After assessing the model outputs, qualitative characteristics for car parks with the same score were also considered. For example, short stay was prioritised over long stay for car parks with the same score due to their stronger EV infrastructure business case. Local additional demand indicators such as explicit resident requests for charging can also be taken into account.
- Car parks that served multiple groups of occupants were also prioritised to offer charging options to more people
- Some car parks may be eliminated due to additional deployment factors, such as funding or competing construction plans.

Final Rank	Car park name	Town	Score	Stay Length ¹	Occupants
1	Church Street	Stroud	2.675	Short	Residents, shoppers
2	London Rd Surface	Stroud	2.625	Long	Residents
3	Parliament Street	Stroud	2.55	Long	Residents, commuters
4	Cheapside	Stroud	2.4	Long	Residents, commuters
5	Nailsworth Old Market East	Nailsworth	2.25	Short	Residents, commuters, shoppers
6	Stratford Park	Stroud	2.25	Long	Residents, visitors
7	Rowcroft	Stroud	2.225	Short	Shoppers
8	MSCP (London Rd) Long Stay	Stroud	2.175	Long	Commuters, shoppers
9	Dursley Castle Street	Dursley	2.15	Short	Residents, commuters
10	Cainscross Car Park	Stroud	2.125	Long	Residents
11	Berkeley Library Car Park	Berkeley	2.1	Long	Residents, commuters
12	Nailsworth New Market Road	Nailsworth	2.1	Long	Residents, commuters
13	Minchinhampton Friday Street	Minchinhampton	2.075	Long	Residents, commuters
14	Nailworth Old Market West Long Stay	Nailsworth	2.075	Long	Residents, commuters, shoppers
15	Nailsworth Bus Station	Nailsworth	2.025	Short	Residents, commuters, shoppers
16	Nailsworth Old Market Lay-by	Nailsworth	2.025	Short	Residents, commuters, shoppers
17	Wotton under Edge Short Stay	Wotton under Edge	2.025	Short	Residents, commuters
18	Wotton under Edge Long Stay	Wotton under Edge	2.025	Long	Residents, commuters
19	Dursley May Lane	Dursley	1.975	Long	Commuters
20	Stonehouse Car Park	Stonehouse	1.95	Long	Residents, commuters, shoppers

Cheapside has been identified in the NDP (Neighbourhood Development Plan) as a potential development site

Closed from 9pm – 6am and all day Sunday, [may be ineligible for ORCS funding](#)

Cainscross shares similarities with another potential car park (Ebley Mill, Ebley Wharf, Stroud, Gloucestershire. GL5 4UB). Its score and ranking can be assumed to be similar if Ebley is included in future EV deployment plans

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Adjusted ranking

Appendix A

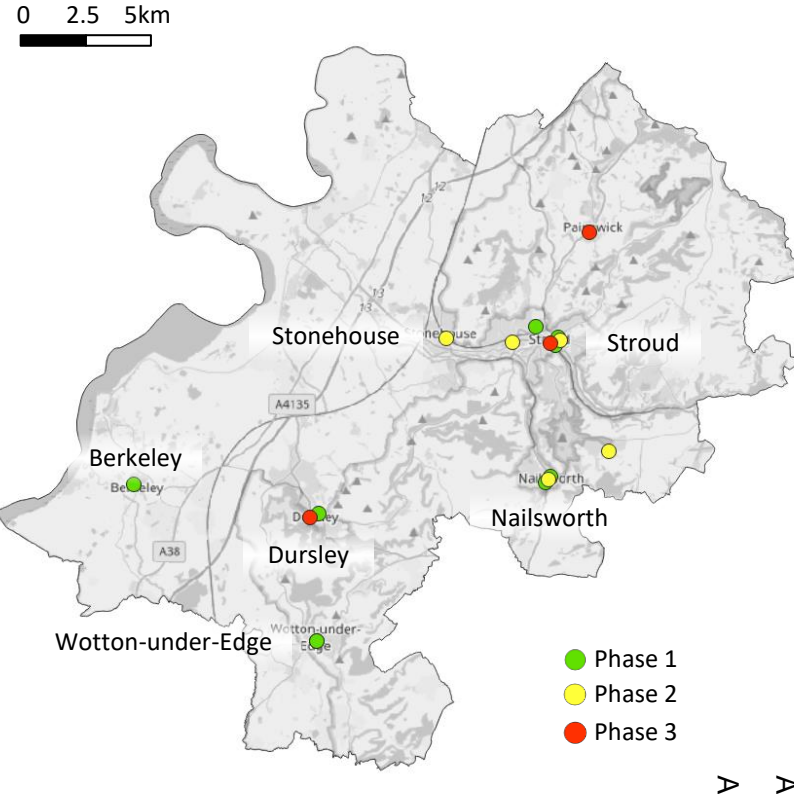
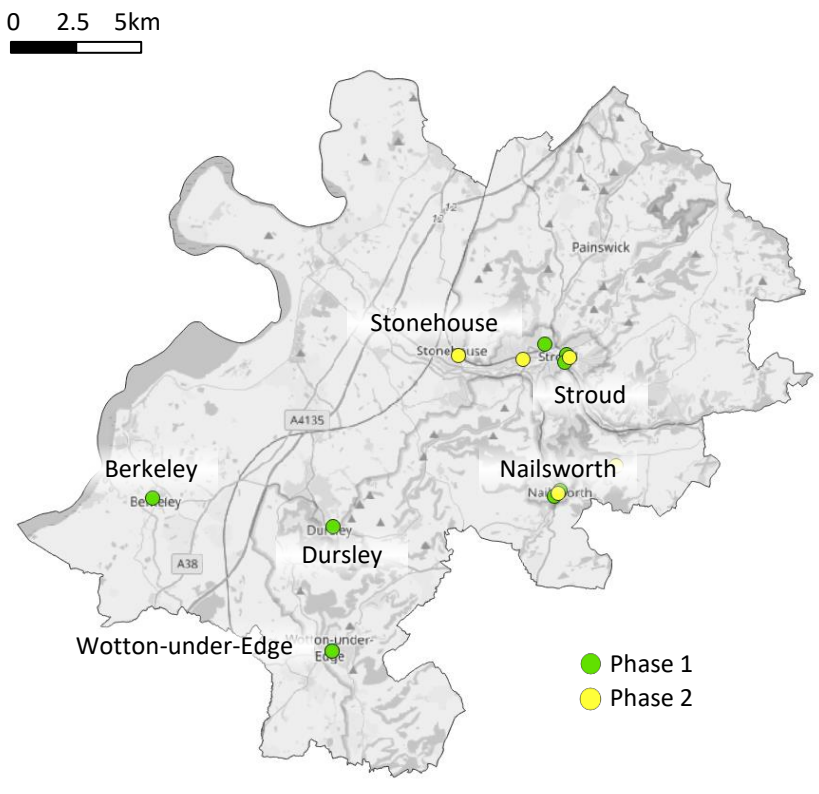
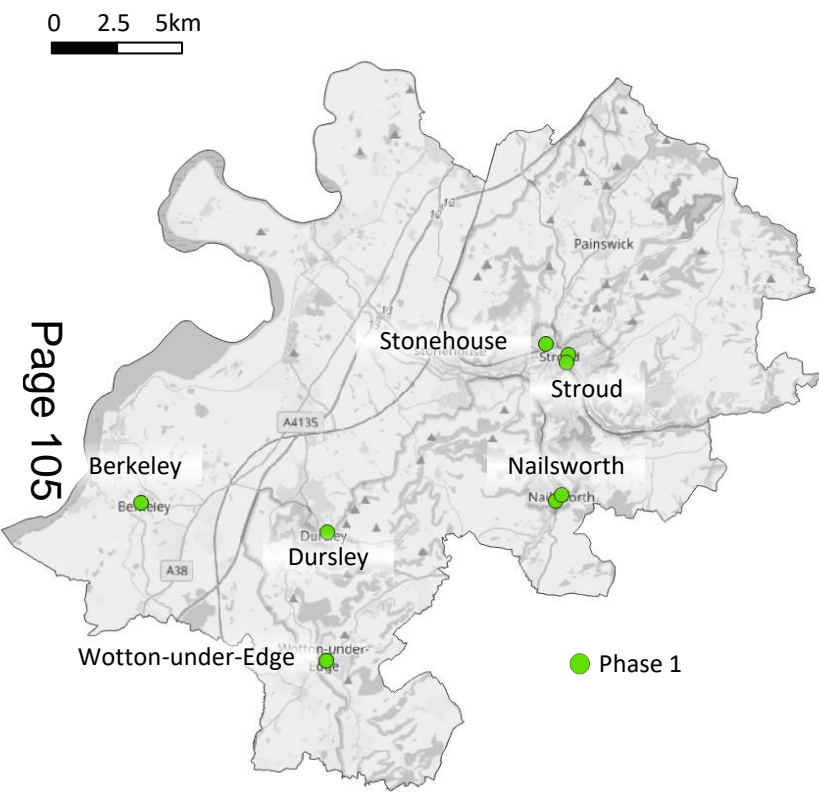
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Lower scoring car parks were excluded from this qualitative analysis as their model scores already relegated them to later deployment stages

1. Short stays are defined as equal to or less than 3 hours

- Background
- Business and procurement models
- SDC car park EVCP demand assessment
- SDC deployment approach**
- Appendix

Earlier deployment phases prioritise higher demand to ensure utilisation, and later expand into broader areas for fair distribution



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Phase 1 car parks are sites that have scored highly for demand in the desk based assessment. SDC should track utilisation of these EVCPs, revenue, and potential barriers to inform later phases.

Further deployment stages are provisional, as SDC can use insights from Phase 1 and adjust the number and location of sites accordingly.

Reassess to determine if deployment is required in remaining car parks

Agenda Item 8
Appendix A

Locations of any proposed EVCP sites were determined by desk-based assessments, and may shift as they are further refined by site visits and grid considerations.

Initial deployment both prioritises high demand sites as well as enabling equitable distribution and therefore access to charging across the region

Town	Phase 1		Phase 2		Phase 3	
Stroud	Church Street	2.675	Parliament Street	2.55	Cheapside	2.4
	London Rd Surface	2.625				
	Stratford Park	2.25				
Berkeley	Berkeley Library Car Park	2.1				
Cainscross			Cainscross Car Park	2.125		
Dursley	Dursley Castle Street	2.15			Dursley May Lane	1.975
Nailsworth	Nailsworth Old Market East	2.25	Nailsworth Old Market West Long Stay	2.075		
	Nailsworth New Market Road	2.1				
Minchinhampton			Minchinhampton Friday Street	2.075		
Painswick					Painswick	1.775
Stonehouse			Stonehouse Car Park	1.95		
Wotton-under-Edge	Wotton-under-Edge Short Stay	2.025				
	Wotton-under-Edge Long Stay	2.025				

Stroud District Council should take the following actions in the next 6 months

Short Term next steps for Stroud District Council

Discussions:

- Continue discussions with GCC to ensure equitable deployment across Stroud
- Present car park assessment and deployment approach to other departments within SDC
- Track government funding schemes (ORCS and LEVI)

Procurement:

- Liaise with GCC to find out more about their framework agreement with Connected Kerb
- Investigate the level of funding available for charging beyond government grants
- Decide on the chosen procurement approach and preferred ownership and operational model

Deployment:

- Once procurement approach and CPO has been finalised, the CPO should carry out on the ground site surveys – assessing factors such as grid connection, site size
 - This may lead to some high scoring sites requiring extensive grid connection upgrades
- Filter out any sites with unfeasible grid connection costs or other issues, and select either close sites or those in the same town with reasonable score
- Consider requests from residents and how these align with desk based assessment and site surveys when deciding upon most appropriate sites for deployment

Background

Business and procurement models

SDC car park EVCP demand assessment

SDC deployment approach

Appendix

EV charging demand potential was estimated using 9 indicator metrics split across 2 categories

		Charging Demand					Site Attractiveness			
Metric		Total trips (within 1km)	Traffic flow on nearest major road	Availability of off-street parking (within 300m)	EV uptake (# of EVs in postcode district)	Current provision (# of charge points)	Distance to major road	Amenities ¹ (within 300m)	Car park utilisation	Number of parking spaces
		The estimated number of car trips occurring daily in an MSOA shows vehicle activity volume, indicating the potential pool of EV users.	Higher nearby throughput of vehicles can indicate higher charging needs, particularly as EV uptake increases.	Residents without access to off-street parking will be reliant on public charging.	A high volume of EVs within 1km of the car park indicates local charging demand.	More approved or already deployed EV chargers within 1km of the car park offers alternative charging options	Sites located closer to a major road are more attractive as they are more convenient to reach.	Amenities offer an additional incentive to visit an area as well as an activity to do during charging, thus increasing charger usage if nearby.	Well used car parks have a more reliable throughput of vehicles and likely to have higher and consistent demand for charging.	Non-EV drivers are less impacted when deploying EVCPs in car parks with a higher volume of spaces. Larger car parks also have higher long-term deployment potential.
Scoring		↑ Trips	↑ Traffic flow	↑ Availability of off-street parking	↑ EV uptake	↑ Current provision	↑ Distance to road	↑ Amenities	↑ Utilisation	↑ Number of spaces
		↑ Score	↑ Score	↓ Score	↑ Score	↓ Score	↓ Score	↑ Score	↑ Score	↑ Score

Note – in the weighting scenarios, EV uptake, current provision and distance to nearest major road are weighted low relative to other metrics, as traffic flow was similar for all car parks within a town, and therefore lowered scoring variation needed to determine priority areas, and EV uptake and provision weighted lower due to the early-stage nature of EV deployment to date in the district.

1. Amenities considered are cafes, clothing shops, convenience stores, fast food shops, restaurants, and supermarkets.

Indicator metrics were weighted based on regional relevance

Metric	Weights
Total parking spaces	22.5
Car park utilisation	22.5
Off-street availability	12.5
Amenities	12.5
Total trips	7.5
Traffic flow	7.5
EV uptake	5.0
Distance to major road	5.0
Current provision	5.0
TOTAL	100.0%

The 9 indicator metrics were divided into 4 weight classes based on relevance:

High: The total number of parking spaces and utilisation offered the most direct estimate of car park popularity and ability to accommodate both EV and non-EV drivers.

Medium: These indicators were often correlated with the type of user visiting the car park as well as town size and location, they may not fully demonstrate locals' willingness to visit, but remained useful general indicators.

Low: EV uptake and current provision remained low across the district, thereby lowering their weight increased score variation, allowing for easier ranking. Major road distance was also lowered to be more inclusive of farther towns.

Abbreviation / Term	Description
CAPEX	Capital expenditure
CCS	Crown Commercial Service
CPO	Charge point operator
DPS	Dynamic Procurement System
ESPO	Eastern Shires Purchasing Organisation
EV	Electric vehicle
EVCP	Electric vehicle charge points
GCC	Gloucestershire County Council
ICE	Internal combustion engine
LA	Local authority
LEVI	Local Electric Vehicle Infrastructure (scheme)
O&M	Operation and maintenance
OLEV	Office for Low Emission Vehicles
OPEX	Operational expenditure
ORCS	On-street residential charging scheme
OZEV	Office for Zero Emission Vehicles
SDC	Stroud District Council
SEBP	South East Business Portal
VCIS	Vehicle Charging Infrastructure Solutions
YPO	Yorkshire Purchasing Organisation

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Equality Analysis Form

By completing this form you will provide evidence of how your service is helping to meet Stroud District Council's General Equality duty:

The Equality Act 2010 states that:

*A public authority must, in the exercise of its functions, have **due regard** to the need to –*

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act 2010;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The protected characteristics are listed in Question 9

Stroud District Equality data can be found at: <https://inform.gloucestershire.gov.uk/equality-and-diversity/>

Please see Appendix 1 for a good example of a completed EIA.

[Guidance available on the HUB](#)

1. Persons responsible for this assessment:

Name(s): Sinead Chambers	Telephone:
	E-Mail: Sinead.chambers@stroud.gov.uk
Service: Community Services	Date of Assessment: 09.03.23

2. Name of the policy, service, strategy, procedure or function:

Electric Vehicle Charging Infrastructure

Is this new or an existing one? New

3. Briefly describe its aims and objectives

Procurement of electric vehicle chargers to support the transition to low carbon transport in line with the 2030 strategy.

Meet the rising demand for charge points in a fair and equitable way for all residents.

Contribute to efforts to reduce carbon emissions and improve air quality for Stroud.

Improve accessibility by ensuring that our infrastructure meets the needs of all users.

4. Are there external considerations? (Legislation / government directive, etc)

There are specific requirements we need to follow to qualify for the OLEV funding. The roll out of EV charging infrastructure will be procured through third party organisations whose workforce will install, operate and maintain the equipment.

Appendix B

5. Who is intended to benefit from it and in what way?

Residents without their own private parking will be able to use the chargepoints. Tourists to the towns, and businesses who will benefit from the boost to the local economy.

6. What outcomes are expected?

That there will be an uptake of electric vehicles within Stroud due to the increased allocation of EV charge points district wide.

Lower carbon emissions.

Cleaner air quality.

7. What evidence has been used for this assessment?: (eg Research, previous consultations, Inform (MAIDEN); Google assessments carried out by other Authorities)

Officers have engaged with specialist consultants with vast experience in electric vehicle charge point infrastructure from other areas within Gloucestershire. The consultants have analysed all of the council owned/managed car parks to identify areas best suited for EVCP's. Several meetings have taken place with parish and town councils who have requested EVCP's within their areas.

8. Has any consultation been carried out? See list of possible consultees

Consultation has not yet been carried out

9. Could a particular group be affected differently in either a negative or positive way? (Negative – it could disadvantage and therefore potentially not meet the General Equality duty; Positive – it could benefit and help meet the General Equality duty; Neutral – neither positive nor negative impact / Not sure)

Protected Group	Type of impact, reason and any evidence (from Q7 & 8)
Age	21.3% aged 65 years and over. The ULEV strategy is a key component of the Councils' Climate Change Strategy, to help protect the prosperity of future generations. There is no adverse impact on any particular age group by expanding the charger network will help increase the supply of EV's making them more affordable to younger people.
Disability	16.7% of the population of Gloucestershire report having a disability or long term limiting illness The design, position and location of charge points need careful consideration to ensure that people with disabilities can use them easily. The connection point should be at a suitable height and the charger should not obstruct the footway or prevent access by people using wheelchairs. Parking bays should be wide enough for wheelchair users to easily access. Charge points should have minimal writing on to enable all users to easily and quickly read through the instructions.
Gender Re-assignment	No evidence of any impact on that group.

Pregnancy & Maternity	Positive – bays will be wider than a standard bay therefore it will be easier for parents to get their child/ren out of the vehicle and use a pushchair.
Race	No evidence of any impact on that group.
Religion – Belief	No evidence of any impact on that group.
Sex	No evidence of any impact on that group.
Sexual Orientation	No evidence of any impact on that group.
Marriage & Civil Partnerships (part (a) of duty only)	No evidence of any impact on that group.
Rural considerations: le Access to services; transport; education; employment; broadband;	Positive – Council owned/managed sites across the district have been identified for roll out of EVCP's, this will benefit those who do not have their own private parking and have no resource to charge an EV. Negative – a number of parking bays will be used for EVCP's only therefore reducing the amount of already limited parking for non EV's.

10. If you have identified a negative impact in question 9, what actions have you undertaken or do you plan to undertake to lessen or negate this impact?


Please transfer any actions to your Service Action plan on Excelsis.

Action(s):	Lead officer	Resource	Timescale
To ensure locations are suitable and usage is monitored once the site is live.	Sinead Chambers		Regularly throughout the live period
Monitor customer feedback via contracted service.	Sinead Chambers		Regularly throughout the contract

Declaration

I/We are satisfied that an Impact Assessment has been carried out on this service, and where a negative impact has been identified, actions have been developed to lessen or negate this impact.

We understand that the Equality Impact Assessment is required by the District Council and that we take responsibility for the completion and quality of this assessment

Completed by: Sinead Chambers	Date: 09.03.23
Role: Civil Enforcement Supervisor	
Countersigned by Head of Service/Director:	 Date:

Date for Review: Please forward an electronic copy to eka.nowakowska@stroud.gov.uk

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STROUD DISTRICT COUNCIL

ENVIRONMENT COMMITTEE

THURSDAY, 30 MARCH 2023

Report Title	INTERIM FLEET PROCUREMENT STRATEGY - UBICO			
Purpose of Report	To update the committee on the intended method of Ubico fleet replacement over the next four years.			
Decision(s)	<p>The Committee RESOLVES to:</p> <ul style="list-style-type: none"> i) Approve the interim fleet procurement methodology ii) Approve the introduction and use of Hydrotreated Vegetable Oil as an alternative fuel and delegate authority to the Strategic Director of Resources to work with Ubico to outline an appropriate additional revenue budget as outlined in the report <p>The Committee RECOMMENDS to COUNCIL:</p> <ul style="list-style-type: none"> iii) Include £45k in the capital programme for HVO Tank iv) Increase the vehicle purchase budget in the capital programme by £152k to meet the higher cost of EV procurement. 			
Consultation and Feedback	Liaison with the CN2030 Team and guidance from the Energy Saving Trust			
Report Author	Michael Towson, Community Services Manager Email: michael.towson@stroud.gov.uk			
Options	To proceed with alternative options as laid out in the report.			
Risks	<ul style="list-style-type: none"> 1) That the cost of HVO rises, creating pressure on revenue budgets. 2) That HVO supply is interrupted <p>These risks are mitigated – see 7.6</p>			
Background papers	None			
Appendices	Appendix A – HVO Fuel Briefing Paper SDC Feb 23			
Implications (further details at the end of the report)	Financial	Legal	Equality	Environmental
	Yes	Yes	No	Yes

1. INTRODUCTION / BACKGROUND

- 1.1 Stroud District Council own the seventy-seven fleet vehicles that Ubico operate in the district. All of the vehicles are recorded on a rolling capital plan, with replacement cycles ranging from 5 to 10 years, depending on the vehicle type.
- 1.2 The capital funding is authorised within the usual Council reporting process. This assumes fleet replacement on a like for like basis. Any alteration requires additional capital investment to be sought.

- 1.3 In 2023/24 there are 24 vehicles due for renewal. Twelve are large refuse collection vehicles (RCVs), six are 7.5 tonne food waste vehicles, with the other six made up of three more variants. Trials are currently being conducted, to assess whether there is any prospect of round rationalisation on food waste.
- 1.4 SDC is committed to Carbon Neutral 2030, with the Council Plan (EC6.3) detailing a specific objective in relation to fleet; it commits to 'increase the proportion of council and partner fleet vehicles powered by zero or low carbon technologies'.
- 1.5 Every Ubico vehicle replacement is reviewed to assess and determine operational need and available technologies. This report seeks the approval to formalise this review process.

2. FLEET ELECTRIFICATION TO DATE

- 2.1 As per the Members Briefing dated 22nd February 2022, a good start has been made on electrifying the Ubico fleet. Charging provision has been readied, albeit further investment will be required (see 6.6-6.8), with two EV vehicles already operational and investment set aside from 22/23, for a further four.
- 2.2 The existing EV vehicles are a car derived van, used by the building cleaning team and an industrial street sweeper.

3. ELECTRIC VEHICLE PERFORMANCE

- 3.1 The car derived van has been an excellent addition to the fleet. The street sweeper has been less successful, with a number of technical glitches leading to time off the road and recovery to the workshop.
- 3.2 The technology for industrial machines, is in its infancy and therefore being pioneers, comes with associated risks. Nonetheless, successful trials were undertaken prior to purchase, so the performance in the field is disappointing.
- 3.3 The experience of the above echoes the eRCV (electric RCV) trial undertaken. Whilst the trial illustrated the potential to use electric vehicles, the battery life was not sufficient to complete larger rounds.
- 3.4 This has reaffirmed the operational stance that eRCVs are currently more suited to urban environments where mileages tend to be lower and terrain is often flatter. This is reflected by the local authorities that have invested to date.
- 3.5 In more rural environments, such as Stroud, there is limited scope to do this. Tewkesbury Borough Council are going through a similar process and recommendations similar to those in this report, have been presented to Council.
- 3.6 Any vehicle malfunction or shortcoming, increases the risk of service failure, with repeated problems posing a reputational risk. Residents value the waste services they receive and there is a keenness to maintain high satisfaction levels.

4. ELECTRIC VEHICLE OPTIONS FOR 2023/24 REPLACEMENT

- 4.1 Most vehicles now have an electric option or alternative, although some remain too specialised in the short term.
- 4.2 Currently there is no off the shelf option for split back RCVs, used to conduct the twin stream recycling. This also applies to the existing food waste vehicles and the 4x4 vehicles used for awkward collections.

4.3 There is therefore potential to switch up to nine fleet vehicles to EV in 2023/24.

5. HYDROGEN FUEL CELLS

- 5.1 The first hydrogen fuel cell waste collection vehicle has been added to fleet in the Merseyside area.
- 5.2 The local authority has a partnership arrangement with a commercial partner to share refuelling infrastructure.
- 5.3 Indicative costs suggest each RCV would cost circa. £0.75m, with significant additional investment required to realise the correct refuelling setup.
- 5.4 It is too early to detail precise costings and the technology remains too new for consideration at this renewal.

6. FLEET PROCUREMENT – OPTIONS APPRAISAL AND RECOMMENDATION

6.1 Table 1 illustrates a basic options appraisal for the replacement of Ubico fleet in line with the capital replacement plan.

Table 1 – Options for Ubico Fleet Procurement

Option 1 – Do nothing; procure diesel fleet for all vehicles
Option 2 – Procure exclusively EV fleet, unless model variants aren't available
Option 3 – Continue to invest in EV fleet where it doesn't represent a service risk and take steps to ensure a smooth transition to carbon neutrality, whilst safeguarding operational performance

- 6.2 Given previous commitments option 1, isn't feasible. It won't generate carbon savings and will severely hinder the ambitions of our CN2030 strategy.
- 6.3 Option 2 remains aspirational. Moving to EV fleet too quickly risks operational failure. There isn't sufficient surety to ensure vehicle range, especially considering the topography of the district. Battery degradation also poses a risk, especially in the latter years of the vehicle life. To assure service, reserve diesel fleet would be required, essentially double covering.
- 6.4 This leaves option 3 as the most prudent. Weighing up our CN2030 commitments, advice from the fleet management team at Ubico, our operational experience with EV vehicles and the risks associated with service failure, there is an important balance to be struck between decarbonising fleet and ensuring the vehicle specification. The clear advice therefore is to proceed with fleet procurement as follows:
 - Light vehicles up to 3.5 tonnes – wherever possible replace with an EV option.
 - Vehicles over 3.5 tonnes – assess EV opportunities and consider a switch to EV, utilising extensive vehicle trials to evaluate the operational suitability. If EV is considered to present an operational risk, purchase the latest Euro 6 standard vehicles and potentially switch to the use of cleaner fuels i.e. HVO (see section 7)
- 6.5 Applying this strategy for the 2023/24 renewal cycle will focus the switch to EV on five vehicles. One car derived van and four 3.5 tonne cage tippers, used on the streets/grounds service. Subject to operational trials, this will require an additional investment of £152k and generate carbon savings of circa. 36 tonnes p.a.

- 6.6 However, this further investment in EV fleet also requires an upgrade to the supply capacity from the grid. Currently the depot is supplied with 69 KVA, which is sufficient to supply the six vehicles already funded.
- 6.7 To simultaneously power the additional five vehicles highlighted in 6.5, SDC will need to engage the national grid to increase the supply and/or source alternative solutions. Property Services via Facilities Management are already engaged in this process, which may include a future business case for photovoltaic (PV) cells with solar batteries, added to the roof of the depot in Gossington.
- 6.8 Further alternatives, such as off site charging, will also be considered.

7. ADDITIONAL CONSIDERATIONS

Hydrotreated Vegetable Oil (HVO)

- 7.1 HVO is an alternative to traditional B7 diesel. It is a second-generation biofuel, which can be used as a direct replacement for diesel, being approved for use by manufacturers and requiring no vehicle modification whatsoever.
- 7.2 The introduction of HVO for use with the diesel powered vehicles on fleet, will allow an additional transitional step to the EV journey.
- 7.3 An additional briefing paper on HVO is attached as Appendix A. This has been written by the Head of Fleet Operations at Ubico.
- 7.4 In summary the use of HVO reduces 'well to wheel' carbon emissions by 80-90%. Whilst it may not be a long-term solution that removes particulate pollution, it is viewed as an appropriate stepping stone to carbon neutrality. This was reflected to SDC officers in a seminar conducted by the Energy Saving Trust.
- 7.5 As with the transition to EV, HVO does come at a premium. The current price differential between HVO and diesel has been inflated in line with supply disruption, partially created by the war in Ukraine.
- 7.6 Any risks associated with supply, are completely mitigated by the ability to switch between fuels without the requirement for modification. Therefore, the use of HVO comes with little risk to service provision, albeit a switch back to B7 diesel may be seen as a retrograde step.
- 7.7 Based on a representative figure of 21.8 pence above the price of diesel per litre and calculating using the actual fleet mileage figures for 2021/22, this would equate to an additional revenue cost of £82k p.a.
- 7.8 However, at the time of writing price differentials have changed quickly, exacerbated by the decreasing cost of diesel. Current prices, which illustrate a differential of 57 pence per litre, equates to an additional revenue spend of £215k p.a. Whilst there is an expectation that differentials will return to previous ranges, of between 15 and 26 pence per litre, this will be driven by market forces.
- 7.9 For 2023/24 the budget for diesel on the Ubico contract has been based on a diesel price of 155 pence per litre. This means that some of the price differential has already been accounted for in the approved base budget. Therefore in 2023/24, based on the very latest figures, an additional revenue budget of circa. £110k would be required for the switch. In future years, based on the range expectation, the additional cost of using HVO will be between £57k and £215k.

- 7.10 A full site survey will be required, but the use of HVO is also likely to require a new fuel tank, with a one-off capital cost of £45k. The vast majority of the fleet will be able to operate on HVO, but diesel will still be used on fleet that is not compatible, or for which there is no manufacturer agreement.
- 7.11 The carbon savings for HVO are considerable. Calculating on the same mileage figures and assessing the existing fleet for suitability, it's estimated to reduce total carbon emissions by 1,049 tonnes p.a.
- 7.12 In terms of carbon payback this will maximise and front load carbon savings, well beyond the equivalent financial investment in eRCVs. Based on a typical RCV round in the district, an eRCV would achieve a saving of approximately 41 tonnes p.a.
- 7.13 In light of the impressive carbon savings and recognising that HVO is a genuine transitional fuel, it is also recommended that SDC commence the use of HVO in Ubico fleet, wherever possible. This change is recommended to take place by the summer/autumn of 2023.

Future Potential to Retrofit Vehicles with EV Technology

- 7.14 EV Technology continues to develop rapidly. Should we proceed to purchase euro 6 emission RCV's in 23/24, as per the recommendation, there is a future option to retrofit the chassis of these vehicles, applying an electric drivetrain to make them 100% electric.
- 7.15 This use of so called donor vehicles is something that is happening locally, with RVS in Dursley, undertaking some of this work. The costs for retrofit are below that of a new eRCV, but without the more extensive warranty support.

Driver Behaviours

- 7.16 Using vehicle telematics to improve driver behaviours has already proved beneficial on other Ubico contracts and SDC are keen to introduce it.
- 7.17 Installing connected fleet management software, 'Ubiconnect', it utilises a 'safe driving assistant' providing real-time in-cab feedback and coaching to drivers whilst they are on the road. This is supported by the Ubico Driver Liaison Manager, who closely analyses data provided by the software and uses this to help improve driver performance.
- 7.18 The software has helped reduce costs and increase operational efficiency, delivering savings in carbon and improved air quality. Driver behaviours impact fuel use and can have a large bearing on tyre wear. A new tyre policy has already been introduced, achieving carbon savings across Ubico of around 96 tonnes, whilst the driver behaviours module has delivered carbon savings of 90 tonnes in the Cotswold DC area.
- 7.19 SDC will ready new fleet for introduction of this software.

8. SUMMARY

- 8.1 Ubico and the SDC Multi Service Team are keen to decarbonise fleet. However, there is a keenness to transition in such a way as to not risk service provision.
- 8.2 It is therefore recommended to continue with a step change approach, assessing vehicle procurement on a case by case basis, to ensure we have the best available vehicles to do the job.
- 8.3 In the short term this means switching smaller fleet vehicles to electric, whilst using cleaner fuels (HVO) for larger vehicles.

- 8.4 In 2023/24 applying this strategy will switch up to 20% of the vehicles due for replacement, to electric. EV adoption for critical services will increase further as technology develops within the industrial sector.

9. IMPLICATIONS

9.1 Financial Implications

There are financial implications arising from this report. A proposal of £197k increase in the capital programme for a HVO Tank and additional costs associated with EV vehicle procurement. Additional capital costs will be met through borrowing as with the wider Ubico capital programme. As outlined in the report, the use of HVO fuels will result in additional revenue cost as it is more expensive than conventional diesel. This cost will be met in 2023/24 through the waste and recycling reserve with future years requiring an update to the Medium Term Financial Plan. Members will be updated on the revisions made to the budget as a result of the use of this fuel.

Adele Rudkin, Accountant

Tel: 01453 754109 Email: adele.rudkin@stroud.gov.uk

9.2 Legal Implications

The Council will need to comply with its Contract and Procurement Procedure Rules and the Public Contract Regulations 2015 when undertaking the procurement of new vehicles referred to in this report.

All contracts need to be prepared by or reviewed by One Legal prior to signature.

Donna Ruck, Senior Lawyer

Tel: 01684 272696 Email: legalservices@onelegal.org.uk

9.3 Equality Implications

There are not any specific changes to service delivery proposed within this decision.

9.4 Environmental Implications

The report above sets out details of significant implications throughout with specific detail provided in 7.11-7.13.



Ubico Limited

Hydrotreated Vegetable Oil (HVO) Option in the Stroud District Council Diesel Vehicle Fleet

Report: Briefing Paper

To: Mike Towson – Stroud District Council

From: Ian Bourton - Head of Fleet Operations, Ubico

1. Background

- 1.1. During recent discussions with Mike Towson at Stroud District Council (SDC) concerning alternative fuels, Ian Bourton, Head of Fleet Operations at Ubico presented opportunities for SDC to reduce their carbon footprint within their existing and future vehicle fleet.
- 1.2. Discussions were based around industry knowledge and the current expectations concerning battery electric vehicles and first and second generation bio-fuels.
- 1.3. Ubico talked through various options for SDC where its geographical location, infrastructure and nature of the operational activities currently prevent the use of zero emission battery electric vehicles. Hydrotreated Vegetable Oil (HVO) was of particular interest to SDC due to its 'drop in fuel' capabilities and well to wheel greenhouse gas emissions savings that could be realised within a significant part of both the existing vehicle fleet and future vehicle fleet, relatively quickly. Ubico's Head of Fleet Operations was requested to produce a briefing paper document on HVO use for the SDC vehicle fleet.
- 1.4. This is that document, and explores the option of introducing HVO (a second generation bio-fuel) into SDC operational fleet of diesel vehicles.
- 1.5. Ubico currently operates 77 road registered vehicles and 76 trailers and plant to deliver front line services for SDC. The vast majority of SDC road registered vehicles currently run and operate on diesel fuel.

Appendix A

- 1.6. The majority of heavy use diesel vehicles owned by SDC and operated by Ubico use the latest Euro 6 engine technology. Euro 6 is the name given to a set of limits for harmful emissions produced by a vehicles internal combustion engines. The Euro 6 limits are the most stringent in reducing harmful emissions from engines that are available today, when burning traditional mineral B7 diesel.
- 1.7. In 2021/22 SDC used 412,838 litres of fuel. Diesel fuel being the most significant fuel at 397,514 litres. To give a sense of volume, using the UK Government GHG Conversion factors for 2021/22, this would calculate to approximately 1259 tonnes of CO₂e emissions per year.
- 1.8. It is widely accepted by experts that emissions created by petroleum based mineral B7 diesel (traditional diesel) used in all engines have a negative effect on air quality, are harmful to human health and to the environment.
- 1.9. Two biofuels potentially available to SDC to operate the diesel vehicle fleet are Traditional FAME biodiesel (Fatty Acid Methyl Ester) – a first generation bio-diesel; and HVO bio-fuel (Hydrotreated Vegetable Oil) – a second generation bio-fuel.
- 1.10. Biodiesels and bio-fuels are a replacement for traditional mineral B7 diesel fuel. Biodiesels and bio-fuels are produced from any carbon source that is easy to replace. Natural vegetable oils and fats are probably the most well-known example or renewable organic materials used to create bio-fuels.
- 1.11. Biodiesel and bio-fuel is a liquid fuel produced from these renewable organic materials.
- 1.12. Biomethane is a renewable equivalent biofuel for vehicles that run on natural gas. None of SDC vehicles currently run on natural gas. Therefore, Bio-methane is not considered in this document.
- 1.13. Biodiesels and bio-fuels used in vehicles burn much cleaner than petroleum based diesel fuel and produce lower harmful emissions.
- 1.14. FAME biodiesel and HVO bio-fuel are different products even though they can both be produced from renewable organic materials. FAME is a first generation biodiesel and can retain moisture in its production process that when used in higher blended percentages may not be ideal for modern engines. FAME is also not supported by the majority of the manufacturers of vehicles that SDC own.

- 1.15. HVO is a second generation bio-fuel produced where contaminants are removed during the hydrogen saturation production process creating the same chemical composition as traditional mineral diesel.
- 1.16. The use of Palm oil in biofuels is believed to have been a driver for deforestation of tropical rain forests around the world. Deforestation can have a large negative impact on greenhouse gasses and harmful to wildlife. Biofuels can be manufactured from Palm oil, but it doesn't have to be and there are manufacturers that do not use Palm oil in the manufacture of bio-fuel.
- 1.17. The EU Renewable Energy Directive (RED ii) bans all Palm oil in biofuels in stages, by 2030. Ubico only source and use HVO that has not been manufactured from Palm oil.
- 1.18. The production of renewable fuels is highly complex and environmental performance varies significantly with feedstock. Ubico only use biofuels that are produced from renewable feedstocks.
- 1.19. Hydrogen is not a naturally forming substance and has to be manufactured. In the case of HVO, Ubico would seek to only use procurement routes where the hydrogen had been manufactured from renewable technologies.
- 1.20. UK legal requirements for current traditional mineral B7 diesel is a 7% FAME blend (known as B7, which means the fuel is made up of a *maximum* 7% FAME and 93% mineral diesel)
- 1.21. The potential problems associated with FAME biodiesel and the lack of vehicle manufacturer support of the existing SDC vehicle fleet make up, effectively meaning that FAME biodiesel in any high blend above 7% should not be considered by SDC or Ubico as a replacement for traditional mineral B7 diesel. The carbon saving impact would therefore be nil, unless SDC decided manufacturers vehicle warranties should be dispensed with, which would present a significant financial and resource risk.

2. HVO Bio-fuel

- 2.1 HVO biofuel is a paraffinic based liquid diesel fuel. It is a 'drop in fuel' - a fuel that doesn't require any adaption to the operational fuel infrastructure, the vehicle (where manufacturer use is approved) or the vehicle maintenance regime.

Appendix A

- 2.2 The hydrogen treatment removes all oxygen from the oil; this gives the advantage of avoiding oxidation. HVO that Ubico use is required to meet specific European and UK fuel specifications (EN15940).
- 2.3 The feedstock can be the same or of a lower quality than FAME biodiesel enhancing sustainability.
- 2.4 The temperature level that HVO bio-fuel can still operate normally in is less of a consideration than FAME bio-fuel. HVO operates at temperatures of less than minus 20°C.
- 2.5 HVO is readily available in formats that have not included Palm oil in its manufacture. Manufacturers can identify the origin of the raw material to verify the credentials of the HVO product and provide Zemo or similarly approved Renewable Fuel Declarations (RFD) Certificates.
- 2.6 The UK market and vehicles using HVO is relatively small, but increasing. However, HVO has been in use regularly over the past five years in Europe and has increased by 50% globally over the past 5 years.
- 2.7 The Governments renewable transport fuel statistics (Renewable Transport Fuel Obligation statistics: Period 10 (2017/2018), report 6 [DfT 2019]) show that the average GHG emission savings using pure HVO biofuel (HVO100) is 91% when compared to petroleum based mineral diesel. 91% is the total 'well to wheel' saving including feedstock, production and tail pipe emissions.
SDC should be confident in saving a total of between 80% and 90% well to wheel greenhouse gas emissions by vehicles using HVO as their fuel. Where a net zero carbon is a future requirement, the remaining carbon could be subject to any future SDC carbon offsetting programme.
- 2.8 Not all manufacturers approve the use of HVO, but a significant number of SDC fleet do. The non-approval does not necessarily mean that that HVO has been tested and failed, but more likely that certain manufacturers have not tested the product at all, and this will come in the future. It is important to note that non approval is often because the test procedure for the manufacturers to approve everything is extremely time-consuming and expensive. Recent models of Mercedes, Volvo, Dennis Eagle, DAF, Ford, Citroen, Peugeot, Isuzu and Renault are makes of vehicles that SDC operate that have been approved for HVO use, as

long as it meets EN15940 standards. Fuso vehicles have not yet been approved for HVO use.

- 2.9 To control this risk a separate fuel tank and systems would be required for all vehicles that could operate on HVO. HVO use vehicles would continue to use the existing 30,000 litre bulk fuel tanks located at Gossington Depot. The 6000 litre bulk fuel tank would need to be increased in size to accommodate Non-HVO use. The dispensing of the correct fuel would be controlled by the fuel management system.

3. HVO Financials

- 3.1 HVO carries a premium over traditional B7 diesel. Over the previous four years the price of HVO has varied when compared to traditional B7 diesel. During these four years the price differential varied between 15p and 26p per litre. The recent war in Ukraine has pushed this margin up to 53p per litre (31.01.2023). There is an expectation this will return to more normal premiums, or even lower when the war is over.

- 3.2 For SDC there would be a Capital expenditure to purchase a bulk fuel tank and locate it in Gossington Depot. An additional 20,000 litre fuel tank, fuel pumps, telemetry points, dispensing ID and integration with the existing fuel management software system (Triscan) would attract a budget price of approx. £45,000.

- 3.3 Financial impact:

	ppl	Fuel Used (Litre)	Year 1	Year 2	Year 3
Estimated Cap Ex - Fuel tank etc		397,514	£45,000.00		
HVO Min Cost Differential	0.15		£59,627.10	£62,012.18	Year 2 + Inflation
Total Cost			£104,627.10	£62,012.18	Year 2 + Inflation
HVO Max Cost Differential	0.26		£103,353.64	£107,487.79	Year 2 + Inflation
Total Cost			£148,353.64	£107,487.79	Year 2 + Inflation
HVO Current Inflated Cost Differential	0.53		£210,682.42	£174,109.72	Year 2 + Inflation
Total Cost			£255,682.42	£174,109.72	Year 2 + Inflation

Appendix A

Year 2 Hypothesis Inflation	4%				
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- 3.4 Traditional B7 Diesel and HVO prices are subject to constant variation and the cost differential is not a certainty.
- 3.5 There is the opportunity to use the existing 6000 litre fuel tank for storing the existing requirement of traditional B7 diesel that is already installed on site that previously held the now redundant rebated fuel (red diesel). This would require regular deliveries of fuel and may attract a ‘small load charge’ premium on each delivery and constant monitoring.
- 3.6 Lessening the impact on price differentials is possible with a programme of eco-driver performance utilising on-vehicle telematics systems. This will create a fuel saving, further environmental savings and reduce the net effect of increased HVO cost. This programme is highly recommended and has been proven successful.

4.0 Assumptions

- 4.1 Decisions and discussions with Ubico on alternative fuels (bio, electric, hydrogen, etc) form part of the wider SDC strategy on carbon and air pollution reduction. SDC will decide the relevance, appropriate infrastructure and achievability of SDC targets.
- 4.2 Ubico’s expertise on vehicle fleet will interact and inform part of SDC environmental team/expert’s decisions of SDC’s route to nett carbon.
- 4.3 Governance and approvals of any Ubico recommendations on vehicles and alternative fuels remains with SDC environmental team/experts to ratify that it meets with SDC’s vision and future infrastructure.

5.0 Options

Option 1

Do nothing. Continue to use traditional mineral bio-fuel, up to 7% FAME. Publically relying on the fact that majority of SDC operated vehicles will be the latest ‘Euro 6’ engine technology that is available today and SDC will embark on a programme of

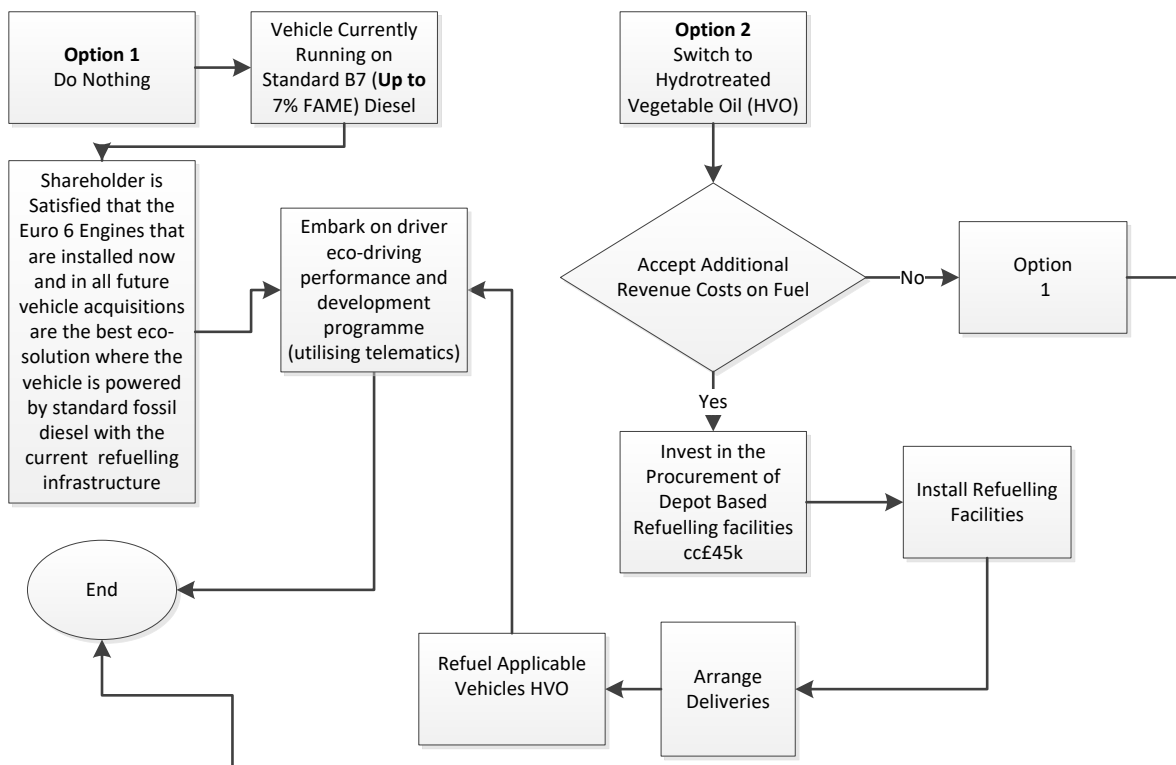
improving driver environmental performance by utilising vehicle telematics systems and managing driver development programmes in eco-driving techniques.

Option 2

Switch to HVO bio-fuel where possible providing a nett 80%-90% (plus) saving on ‘wheel to well’ greenhouse gas emissions, accepting the additional expenditure required in section 4 above. Option 2 would have a significant effect on reducing nett greenhouse gases. HVO is available as a ‘drop in’ fuel with no changes required to the infrastructure or exiting manufacturer approved vehicles, but is usually (pre Ukraine war) an average of cc15-20% more expensive to purchase, having a negative effect on revenue budgets. Mitigate some of the increased HVO costs is possible by managing the environmental performance of drivers, which reduces fuel consumption.

Author	Ian Bourton, Head of Fleet Operations, Ubico Email: Feb 2023
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OPTIONS FLOW CHART



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STROUD DISTRICT COUNCIL

ENVIRONMENT COMMITTEE

THURSDAY, 30 MARCH 2023

Report Title	GLOUCESTERSHIRE NATURE AND CLIMATE FUND – MEMORANDUM OF UNDERSTANDING			
Purpose of Report	To seek the support of Environment Committee for a draft Memorandum of Understanding between the Gloucestershire Nature and Climate Fund and Gloucestershire’s local planning authorities.			
Decision(s)	The Committee RESOLVES to support the Memorandum of Understanding (MoU) attached as Appendix A, with any comments and suggested amendments to be considered prior to its signature (under delegated powers) by the Strategic Director of Place.			
Consultation and Feedback	Consultation has taken place with all local authority lead officers in Gloucestershire. There is support for the introduction of the Gloucestershire Nature and Climate Fund as an effective means for discharging new requirements for offsite biodiversity net gain legislation			
Report Authors	Brendan Cleere, Strategic Director of Place Email: Brendan.cleere@stroud.gov.uk Rebecca Charley, Strategic Lead – Biodiversity and Nature Recovery Email: Rebecca.charley@stroud.gov.uk			
Options	<p>Option 1: Support the signing of SDC/GNCF MoU. The GNCF MoU sets out the working principles between SDC and GNCF and notes GNCF as a ‘trusted supplier’ (without preference). It does not commit the council to any action or spend. This option would demonstrate the commitment and understanding of the role the council will play in the uplift in biodiversity within the district.</p> <p>Option 2: Do not support the signing of the SDC/GNCF MoU. Members could choose to not support the Gloucestershire Nature and Climate Fund. This is not recommended as it would restrict opportunities to increase biodiversity and nature recovery in Gloucestershire and potentially stall the planning process. GNCF would focus on developing BNG schemes in the other Gloucestershire planning authority areas, rather than in Stroud District.</p>			
Background Papers	None			
Appendices	Appendix A – draft Memorandum of Understanding			
Implications (further details at the end of the report)	Financial	Legal	Equality	Environmental
	No	Yes	No	Yes

1. BACKGROUND TO THE GLOUCESTERSHIRE NATURE AND CLIMATE FUND

- 1.1 Gloucestershire's nature provides the local economy with benefits of around half a billion pounds per year in un-costed services, such as the reduction of flooding, clean drinking water, reduced air pollution and green space for recreation (*Environment Agency Natural Capital Register for Gloucestershire, 2021*). Nevertheless, our natural world is under severe pressure and the Green Finance Institute estimates that there is currently a £53 billion funding gap to reach UK targets for nature restoration.
- 1.2 The aim of the Gloucestershire Nature and Climate Fund (GNCF) is to protect and enhance biodiversity and increase nature restoration, as well as benefitting the local economy and the health and well-being of Gloucestershire's residents. GNCF is working closely with environmental and local government organisations across the county.
- 1.3 GNCF has arisen predominantly from the mandatory requirement for biodiversity net gain (BNG), as set out in the Environment Act (2021), which is likely to become law in Autumn 2023. This requirement means that every development site will have to demonstrate an improvement (of 10%+) in biodiversity either on or off the development site, relative to what is lost as a result of the development. This new requirement will be delivered through the planning system.
- 1.4 The new BNG legislation still lacks some clarity but requires considerable forward preparation by Local Authorities. The new BNG legislation will place additional pressure on over-stretched Local Authority Planning Teams and Ecologists.
- 1.5 The Act sets out the following key components to mandatory BNG:
 - A minimum of 10% biodiversity net gain is required per development site
 - Calculations of BNG units will be made using the Defra Biodiversity Metric
 - The local planning authority will have to approve the developers' net gain plan
 - New/improved habitat (BNG units) must be secured for at least 30 years
 - Habitat can be delivered on-site, off-site, or (as a last resort) via statutory biodiversity credits
 - There will be a national register for net gain delivery sites
 - The mitigation hierarchy of avoidance, mitigation and compensation for biodiversity loss still applies
 - BNG legislation will also apply to Nationally Significant Infrastructure Projects (NSIPs)
 - Existing legal environmental and wildlife protections remain unchanged

GNCF operation

- 1.6 GNCF has been established by the Gloucestershire Local Nature Partnership and the GFirst Local Enterprise Partnership. It will administer off-site BNG requirements and ensure that the new legislation works to improve green space in each local planning authority, and strategically restore biodiversity across Gloucestershire. Further details on GNCF can be found on their website: www.glosncf.com
- 1.7 GNCF will support and increase the nature recovery network across Gloucestershire, with BNG sites in all the Local Planning Authority areas. It will support the creation of a market for biodiversity units and eventually become a fund for wider nature restoration across the county.

- 1.8 GNCF are currently establishing biodiversity net gain recipient sites (habitat creation or restoration projects) across Gloucestershire. This involves supporting landowners to reach the stage where they are 'investment ready' so that the potential BNG units available on their land can be marketed by GNCF to developers. GNCF wants to provide a diverse portfolio that meets the needs of planning and development for each planning authority and becomes part of the Gloucestershire Local Nature Recovery Strategy. GNCF will work to ensure that:
- BNG receptor sites are in proximity to development sites (within the planning authority district);
 - BNG receptor sites fall within the Local Nature Recovery Strategy, and until the LNRS is in place, in proximity to the Gloucestershire Nature Recovery Network (created by Gloucestershire Wildlife Trust);
- 1.9 Each Planning Authority in Gloucestershire will be developing a mixed portfolio of BNG recipient sites to enable the building of the nature recovery network across the county, showing an uplift in biodiversity above what has been lost due to development. This will incorporate:
- Rural habitat creation and restoration;
 - Green infrastructure (GI) around the more urban areas of the planning authority district, preferably with public access;
 - A mix of privately and publicly owned land, where possible, in each planning authority district.
- 1.10 There will be other brokers of biodiversity net gain operating in Gloucestershire, operating both regionally and nationally. These are 'for profit' entities and may not be taking the same strategic approach to nature restoration and they may also be replacing nature and BNG investments received outside of the county.

2. IMPACT ON LOCAL AUTHORITY RESOURCES

- 2.1 The introduction of BNG will place substantial additional demands on the Council's planning team, at a time when capacity is very stretched. However, GNCF will take on responsibility for one key area of that additional work – the responsibility for the process of establishing available offsite BNG units, site design, brokering sales and registration. The GNCF will provide a brief for each Local Authority on locations for offsite biodiversity net gain – including the site design, qualitative and, where possible, quantitative descriptions of the additional ecosystem services that will be provided, such as flood water management, carbon sequestration, air quality improvements, and increased value for recreation. GNCF will also work with SDC representatives to agree the suitability of potential sites, enabling these sites to be brought forward in a timely manner.
- 2.2 The Council will work very closely with GNCF and a database of BNG units will be provided by GNCF, so that sales, monitoring and maintenance can be tracked as per the legislative requirements and shared annually.
- 2.3 There are no running costs associated with GNCF for SDC. The business model for GNCF is that, as a broker of biodiversity net gain units on behalf of public and private landowners, the organisation will charge a % broker fee (expected to be between 15 and 20%) to the developer on the sale of units.
- 2.4 GNCF will support SDC in entering its own council-owned sites into a BNG scheme where sites are of the appropriate size, location and have the potential for biodiversity uplift. This

will enable sustainable investment to develop and demonstrate biodiversity uplift and plan for effective management of such sites for the next 30 years. SDC has received £10k from Defra in extra burdens funding to enable them to enter a BNG scheme and train staff to access BNG training. A further £15k is committed from Defra for 2023/24.

3. THE MEMORANDUM OF UNDERSTANDING

- 3.1 The Memorandum of understanding between GNCF and the Gloucestershire Planning Authorities was developed during 2022, in consultation with senior officers from all planning authorities in Gloucestershire. Since then it has been refined to a final version (attached as Appendix A). The Memorandum of Understanding lays out the working principles between the Gloucestershire Planning Authorities and GNCF and notes GNCF as a 'trusted supplier' for offsite BNG. Clause 6.2 has been added to the Memorandum of Understanding, on the understanding that SDC will have land to propose into BNG schemes.
- 3.2 Environment Committee is now recommended to support the Memorandum of Understanding, with any comments and further amendments to be taken into account prior to signing (under delegated powers) by the Strategic Director of Place. All other Local Planning Authorities in Gloucestershire are being asked to sign the MoU. A verbal update will be provided at the Committee meeting.

4. CONCLUSION

- 4.1 Supporting GNCF is strongly aligned with our Council Plan objectives EC1 (Tackle the Climate and Ecological Emergency) and EC2 (Biodiversity). The Council shares the ambition of the GFirst LEP and the Gloucestershire Partnership to establish Gloucestershire as a leader in sustainability, including the protection and enhancement of our natural assets. In supporting GNCF and signing the MoU, SDC is demonstrating its confidence in GNCF to manage BNG for us and other local authorities within Gloucestershire. It is the only body undertaking this work and working strategically with the relevant local authorities.

5. IMPLICATIONS

5.1 Financial Implications

There are no financial implications within this report as it is to seek the support of a draft Memorandum of Understanding for Gloucestershire Nature and Climate Fund and Gloucestershire's local planning authorities.

Adele Rudkin, Accountant

Tel: 01453 754109 Email: adele.rudkin@stroud.gov.uk

5.2 Legal Implications

The Authority is being asked to sign up to a memorandum of understanding which is not a legally binding agreement. This means that whilst all parties are requested to comply with the terms of the MoU, there is no legal obligation to do so and no legal consequences if they do not do so.

Advice has been given to officers on the content of the MoU and this arrangement. We have also requested changes to some of the provisions of the MoU. For example, currently there are no termination provisions meaning that, unless changed, the MoU will continue until all parties agree to terminate the MoU or allow one council to withdraw.

We are instructed that GNCF is not carrying out services on behalf of the Authorities and that GNCF could undertake their roles without involvement from the Authorities. Should the Authority require services of this nature to be provided, a compliant procurement will need to be undertaken in accordance with the Authority's Contract and Procurement Procedure Rules.

There is no obligation upon developers to make use of the option offered by GNCF and they are able to make their own arrangements to demonstrate BNG compliance. GNCF is a company limited by guarantee and not set up to earn profits for shareholders.

However, it is not a company that is owned by public bodies, nor is it a charity or a community interest company so there are no restrictions in law about its ability to make, or how to use, profits.

Email: legalservices@onelegal.org.uk Tel no: 01684 272691

5.3 **Equality Implications**

The primary purpose of GNCF is to enhance biodiversity and nature recovery. An Equality Impact Assessment has not been carried out as there are not any specific changes to service delivery that will arise from supporting the GNCF Memorandum of Understanding.

5.4 **Environmental Implications**

GNCF will bring many positive environmental benefits, principally related to biodiversity and nature recovery. These are outlined in some detail within the body of the report.

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FINAL 14 December 2022 (to be deleted before signature)

Updated with clause 6.2 for Stroud District Council and Gloucester City Council 08 March 2023.

The MoU is the same in all other respects for all other Gloucestershire Local Planning Authorities (Cheltenham BC, Cotswold DC, Forest of Dean DC, Tewkesbury BC and Gloucestershire CC as Minerals and Waste Planning Authority).

Memorandum of Understanding

This agreement is dated *(Insert)*

PARTIES

- (1) Gloucestershire Nature and Climate Fund Ltd (Company Registration Number 13662489) (GNCF)

Planning Authorities

- (2) Gloucester City Council (GCC)
- (3) Stroud District Council (SDC)

BACKGROUND

- 1. This Memorandum of Understanding (Mou) outlines the understanding of the parties as to how Biodiversity Net Gain (BNG) funding will be administered by the GNCF for each Local Planning Authority (LPA) in Gloucestershire and the County Council (hereafter referred to as the 'Planning Authorities').**
 - 1.1 BNG funding is collected from developments where there is a requirement for off-site biodiversity gain to 'offset' the impacts of the development and deliver a net gain for biodiversity.
- 2. If following best practice principles in its application, BNG legislation and local planning policy offers the opportunity to strategically create and improve natural habitats in the right places and restore nature's network across Gloucestershire. In addition to improving and enhancing biodiversity, a range of multiple benefits and ecosystem services can be delivered at the same time to the local communities of Gloucestershire.**
 - 2.1 BNG payments will be brokered to landowners by GNCF to support restoration, improved management of habitat or habitat creation, sufficient to deliver the required number of biodiversity units to support planning applications. GNCF is building a pipeline supply of BNG units across Gloucestershire. The land providing BNG uplift will be privately owned or owned by one of the Gloucestershire Planning Authorities, or owned by another public body. In designing and allocating BNG monies the GNCF will follow the Good Practice Principles and associated guidance (CIEEM, CIRIA and IEMA, 2016 and 2019) and use the following broad criteria to assess projects submitted. Projects likely to be successful are those that can demonstrate that:
 - the proposed works demonstrate additionality;

- the project makes a significant contribution to the Nature Recovery Network (and/or forthcoming Local Nature Recovery Strategy);
 - they make important connections between existing priority habitats and/or within or near to the Nature Recovery Network (NRN);
 - they are aimed at extending, linking, buffering, or protecting nationally or locally designated sites. These include statutory conservation sites such as Special Areas of Conservation (SAC), Sites of Special Scientific Interest (SSSI) (where this does not invoke additionality), and non-statutory conservation sites such as Local Nature Reserves (LNR), Local Wildlife Sites (LWS), ancient woodland and the NRN;
 - the project(s) are aimed principally at extending the area of well managed and appropriate habitat and buffering it from the harmful effects of other land uses;
 - the project provides significant habitat enhancements to habitat networks within the vicinity of the site impacted by the development;
 - the project(s) can deliver other ecosystems services and green infrastructure aspirations
- 3. The Gloucestershire Planning Authorities will direct Developers that require off-site biodiversity net gain units to local opportunities for purchase of those units at the pre-application stage of the planning process, with trusted suppliers such as GNCF.**
- 4. All the suppliers and purchasers of BNG units will be required by GNCF to comply with the following criteria:**
- 4.1 All suppliers will be required to provide full details of the habitat creation/restoration methodologies to be used. In addition, suppliers will be expected to provide details of how success will be monitored, or remedies put in place over an agreed timescale, in addition to GNCF’s monitoring programme.
 - 4.2 All projects will be required to provide a biodiversity net gain management plan or landscape and ecological management plan, outlining how the site will be managed and a commitment to managing the site for biodiversity over a 30-year period. The contract will take the form of a conservation covenant between GNCF and the supplier.
 - 4.3 Details of any additional benefits such as improved countryside access, improved ecosystem services, opportunities for outdoor education and interpretation.
 - 4.4 The purchasers of biodiversity net gain units will be required to demonstrate, using an independent provider that they have made best endeavours to retain any habitat provision on site, before requiring purchase of off-site BNG units, as per the mitigation hierarchy.
- 5. Managing BNG funding:**
- 5.1 GNCF confirms that BNG funding will be accounted for per Planning Authority, allowing for clear audit trails of expenditure.
 - 5.2 BNG funding allocations may be matched with other BNG funding or other grant funds to support larger, more strategic projects. For example, it is permitted to stack BNG and Habitat Regulations Assessment funding for Suitable Alternative Natural Greenspace. Bundling and stacking will be allowed in accordance with government guidance/regulations.

5.3 GNCF is a not-for-profit organisation and will charge a broker's fee, initially trialling 15-20% of final BNG unit transactions, to cover the business running costs. This fee covers the full service provided, including promotion of the availability of the fund, working with partners to develop project ideas, processing applications from offset providers, project assessment, scrutiny by the GNCF Project Board(s), supporting the delivery of the projects and ongoing monitoring against the agreed management plan.

5.4 GNCF seeks opportunities to work with other organisations with expertise and local knowledge to assist with matching of funds and the strategic allocation of funds.

6. Geographical area of allocation:

6.1 In the initial years of establishment (2022-2025) GNCF will use reasonable endeavours to keep the purchase and sale of BNG units within the same Local Planning Authority as the development site that requires them. Beyond that there may be a need to secure biodiversity net gain agreements across Planning Authority boundaries, depending on supply of BNG units available in each Planning Authority and the locality of the development requiring off-site biodiversity net gain.

6.2 Where relevant, GNCF will support the Planning Authority's aims in placing offsite biodiversity units within green infrastructure nearest to the development site, or if that is not possible, within the nature recovery area nearest to the development site.

6.3 GNCF will look to establish working relationships with the Planning Authorities in Herefordshire, Monmouthshire, Worcestershire, Oxfordshire, and South Gloucestershire to ensure that any cross-boundary BNG arrangements can be made equitably.

7. BNG transactions:

7.1 A BNG planning condition can require a developer to prove that they are able to deliver (directly or through a third party such as GNCF) the required off-site biodiversity net gain units (BNG). GNCF acts as a provider of BNG units and monies can be paid direct to GNCF by the developer to deliver the necessary net gain requirements and comply with the planning condition. GNCF aims to hold a conservation covenant with the landowner to enable the transaction of BNG units. GNCF will provide evidence to the Planning Authority that the BNG scheme has been delivered and is being monitored.

8. Reporting and monitoring procedures:

8.1 The Planning Authorities of Gloucestershire will be represented at senior officer level on GNCF BNG project boards.

8.2 Each GNCF off-site BNG project will be subject to an agreed monitoring and compliance procedure.

8.3 Once funds have been allocated to a BNG unit supplier (landowner), the BNG unit provider will report regularly to GNCF over an agreed time frame on project progress.

8.4 GNCF will provide annual reports summarising biodiversity net gain projects for each Planning Authority signatory to this agreement. The information will be held on a GNCF

register of offsite BNG and provide the required information for the National government off-site BNG register.

8.5 This MoU will be reviewed by GNCF once the government has released secondary legislation on biodiversity net gain to ensure that this document is still compliant.

9. Status

9.1 This MoU is not intended to be legally binding, and no legal obligations or legal rights shall arise between the parties from this MoU. The parties enter into the MoU intending to honour their obligations.

10. Signatures

Signed by: _____

Position: _____

On behalf of GNCF

On behalf of Gloucester City Council

Signed by: _____

Position: _____

On behalf of Stroud District Council

Signed by: _____

Position: _____



STROUD DISTRICT COUNCIL

Ebley Mill • Ebley Wharf • Stroud • Gloucestershire • GL5 4UB
 01453 766321
 www.stroud.gov.uk

Performance Monitoring Report Q3: Environment Committee

Date of Meeting	30 March 2023	
Performance Monitors & Officer(s)	Councillors: Chloe Turner; Christopher Evans Lead Officer: Brendan Cleere	
Performance Update <i>(See report below for details)</i>		
Council Plan Priorities	Summary:	Progress & RAG Status
	Action Plans (21):	20 On Target 1 Completed EC1.2
Council Plan Performance Measures	Summary:	Progress & RAG Status
	Milestones (26):	19 On Target
		6 Completed
		1 Not started
	Performance Indicators (20):	2 Reported for Q2:
» CDPEC2.2a On Target » CDPEC2.2b Above target » CDPEC5.1 Above target » CDPEC5.3 Above target » CDPEC5.4 Below target (Q1 data)		
		15 Not yet available (commentary provided)
Reports being presented to this Committee associated with Council Plan:	None	
Risks	Corporate Risk Register presented to Audit & Standards Committee.	

Risk Code	Risk	Lead Officer	Probability	Severity	Score	Controls with RAG Status & Control Owner	Risk Target	Date For Review
CCR9	Statutory changes to waste legislation could mandate waste	Mike Towson	3	2	6	1. Monitor and manage new garden waste customer requests to maximise revenue from the service. Mike Towson 2. Effective management of UBICO contract. Mike Towson	2	24/04/2023

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Risk Code	Risk	Lead Officer	Probability	Severity	Score	Controls with RAG Status & Control Owner	Risk Target	Date For Review								
	collection alterations.					<table border="1"> <tr> <td>3. Maximise effective use of existing resources.</td> <td>Mike Towson</td> </tr> <tr> <td>4. Keeping up to date with emerging legislative changes and good practice.</td> <td>Mike Towson</td> </tr> </table>	3. Maximise effective use of existing resources.	Mike Towson	4. Keeping up to date with emerging legislative changes and good practice.	Mike Towson						
3. Maximise effective use of existing resources.	Mike Towson															
4. Keeping up to date with emerging legislative changes and good practice.	Mike Towson															
CCR18	The loss of income from recycling / incentive credits and the potential for increased costs of recycle processing.	Mike Towson	2	3	6	<table border="1"> <tr> <td>Effective management of the UBICO contract</td> <td>Mike Towson</td> </tr> <tr> <td>Keeping up to date with emerging legislative changes and good practice.</td> <td>Mike Towson</td> </tr> <tr> <td>MRF Contract - the value of recylates collected by the Council are determined by industry benchmarks, this may have an impact of the amount received (income) or the costs incurred of disposal</td> <td>Mike Towson</td> </tr> <tr> <td>To keep lines of communication open with the County Council to maximise the lead in time for any changes to payment received</td> <td>Mike Towson</td> </tr> </table>	Effective management of the UBICO contract	Mike Towson	Keeping up to date with emerging legislative changes and good practice.	Mike Towson	MRF Contract - the value of recylates collected by the Council are determined by industry benchmarks, this may have an impact of the amount received (income) or the costs incurred of disposal	Mike Towson	To keep lines of communication open with the County Council to maximise the lead in time for any changes to payment received	Mike Towson	3	20/03/2023
Effective management of the UBICO contract	Mike Towson															
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



Relevant finance issues	See Environment Committee Budget monitoring report Q2 2022/23
Any other service issues considered at the meeting (eg staffing / resources)	N/A for this meeting
Follow up (any issues for consideration at the next meeting)	N/A for this meeting

Any issues of significant concern to be reported to Audit and Standards	
No	
Any actions/recommendations for the Committee	
None – the report is for note and any questions. A number of the deadlines for actions have been altered where indicated (*), with an explanation provided in the ‘comments’ column. A review of the Council Plan Performance Management approach is currently being undertaken, with a report to Committee and Full Council in Autumn 2023.	
Report submitted by	Cllrs Chloe Turner and Christopher Evans
Date of report	March 2023




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Action Plans, Milestones & Indicators (66)

EC1: Tackle the Climate and Ecological Emergency: Achieve the commitments set for 2021-2024 of the Strategy to be a carbon neutral district by 2030



Code	Action Required / Description	Deadline	% Complete	Lead Officer	Status	Comments
EC1.1	Set up a 2030 Core Group to provide high level strategic overview on delivery, identify funding opportunities and develop communication and community engagement	31/03/2024	90	Rachel Brain	On Target 	25/01/2023: Quarter 3: The 2030 Community Engagement Board fulfil the core group function and are working on their plans for 2023
» EC1.1.1	Establish the Community Engagement Board with a cross-section of community members.	31/03/2022	100	Rachel Brain	Completed 	10/10/2022: The Community Engagement Board was established before the deadline and is operating successfully
» EC1.1.2	Community Governance Group work plan identified and reviewed quarterly by Spring 2022	31/03/2023	75	Rachel Brain	On Target 	25/01/2023: Work with the facilitator continues and the group have begun to consider how the individual action areas they have identified can be joined up for greater impact.
» EC1.1.3	Community Governance Group progress to plan included to 2030 annual reporting to Full Council in October	31/03/2022	100	Rachel Brain	Completed 	10/10/2022: Completed in 2022. Annual reports will continue to be submitted in Spring each year.
» EC1.1.4	Participation in Climate Leadership Gloucestershire Group and leader / convenor of retrofit theme (C)	31/03/2024	100	Rachel Brain	Completed 	10/10/2022: SDC is leading on the retrofit theme and presents regular updates to Climate Leadership Gloucestershire.
» CDPEC1.1	% of CEG members who demonstrate participation in engagement with external stakeholders through participation in county / regional groups per year	N/A	N/A	Rachel Brain	Target: Actual:	The Community Engagement Board has been established (EC 1.1.1) and a meaningful target for this KPI is currently under review. The workplan for CEB will be shared

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EC1.2	Establish the performance management of the 2030 Strategy across the organisation to monitor and review progress towards the Strategy's aims and commitments	31/12/2022	100	Rachel Brain	Completed 	18/10/2022: Quarter 2: Quarter 2: We continue to report via the council plan and excelsis
EC1.5	Explore and progress additional projects for carbon reduction and /or biodiversity net gain and funding opportunities to deliver them.	31/03/2026	50	Rachel Brain	On Target 	25/01/2023: Quarter 3: Current development work is focused on retrofit with bids in progress for affordable warmth (HUG/SHDF); Own estates (PSDF) and work with householders (UKSPF/MCS Trust)
» EC1.5.1	Money leveraged through successful funding bids and level of associated council investment approved by Councillors £s (ongoing 2026)	31/03/2025	20	Rachel Brain	On Target 	25/01/2023: We are currently in bidding processes for funds through Home Upgrade Grants and Social Housing Decarbonisation Funds and reprofiling a grant proposal which has been offered a partial award towards working with private householders.
» CDPEC1.5 (C)	Number of external projects SDC has worked on with partners for carbon reduction (C)	N/A	N/A	Jenny Youngs	Target: Actual:	KPI and progress against it under review as projects specifically linked to carbon reduction as a primary purpose are few and we are working to orientating all council projects to limit carbon through design stage but it will only be possible to monitor carbon reductions in a very small number of cases.
» CDPEC1.5a	Money leveraged through successful funding bids and level of associated council investment approved by Councillors (ongoing 2026)	N/A	N/A	Rachel Brain	Target: Actual:	KPI and progress against it under review in consideration of the parameters for which project development areas should be in focus.
» CDPEC1.5b	Number of additional projects established or supported with an estimate given of bio-diversity net gain and / or carbon savings that will be achieved.	N/A	N/A	Jenny Youngs	Target: Actual:	KPI and progress against it under review, to bring in line with metrics that are available to us.

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EC2: Biodiversity: Work with local communities and partners to protect and enhance the district's green infrastructure and biodiversity providing accessible environments that people can enjoy and which positively contribute to their good health and well-being

Code	Action Required / Description	Deadline	% Complete	Lead Officer	Status	Comments
EC2.1	Develop a district Local Nature Recovery Strategy (2030 commitment NE7) and seek opportunities for re-wilding to boost biodiversity in partnership with landowners, businesses, the farming community, parish and town councils and local environmental organisations.	31/09/2024*	25	Conrad Moore	On Target 	Quarter 3: <i>*NB Deadline for completion moved to end Sept 2024 (from March 2024), to coincide with Gloucestershire Nature Recovery Strategy</i> . In Gloucestershire work is progressing. The NRN mapping together with the Ecosystem service mapping on the Natural Capital pages will be used as the mapping for the Local Nature Recovery Strategies. Discussions are progressing with Gloucestershire Local Nature Partnership (LNP) and Gloucestershire Nature and Climate Fund (GNCF) to develop a full understanding of the potential to achieve the biodiversity net gain uplift.
» EC2.1.1	District document developed, aligned with Gloucestershire Nature Recovery Strategy	31/09/2024*	55	Conrad Moore	On Target 	Quarter 3: <i>*NB Deadline for completion moved to end Sept 2024, from March 2023, to align with timetable for Gloucestershire NRS</i> . Evidence gathering with a wide range of District and County stakeholders is taking place.





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» EC2.1.2	Progress on recreation and mitigation strategy works for the Severn Estuary, Rodborough Common and Cotswold Beechwoods	31/03/2024	90	Conrad Moore	On Target 	Quarter 3: Severn Estuary Visitor Report published, and mitigation workshops anticipated for Summer 2023. Cotswolds Beechwoods Final Mitigation Strategy & Rodborough Common Final Mitigation Strategy adopted 07.10.22. Work progressing on governance structures.
» CDPEC2.1(C)	Hectarage of re-wilded land	N/A	N/A	Conrad Moore	Target: Actual:	Work on the Nature Recovery Strategy has yet to develop meaningful targets for delivery.
» CDPEC2.1a	Number of re-wilding and bio-diversity partnerships and projects supported.	N/A	N/A	Conrad Moore	Target: Actual:	Work on the Nature Recovery Strategy has yet to develop meaningful targets for delivery.
» CDPEC2.1b	Estimate of bio-diversity net gain and/or carbon saving that will be achieved through strategy implementation.	N/A	N/A	Conrad Moore	Target: Actual:	Work on the Nature Recovery Strategy has yet to develop meaningful targets for delivery.


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<p>EC2.2</p>	<p>Deliver the natural flood management project (Stroud Rural SUDS) for the Frome Valley in Stroud in partnership with the Environment Agency, working closely with landowners and communities using innovative flood management techniques.</p>	<p>31/03/2026</p>	<p>75</p>	<p>Maria Hickman</p>	<p>On Target </p>	<p>21/02/2023: Quarter 3: In Q3 , the project concentrated on construction on interventions at a number of sites in the Slad and Painswick Valleys. A series of low earth bunds were installed into the upper Dillay valley in an area of significant surface flows. These works included breaking up field drains to create a number of ponds and new habitat features and the installation of new attenuation areas in steep gulleys. Work in the Painswick valley included the restoration and de-culverting of a stream lost approx. 50 years ago and the creation of a 340m cross contour earth bund to attenuate surface flows. This will be planted with a new hedge. Additional works are planned on both sites later in 2023. Finally, new structures were installed at Cranham Scout Centre utilising dying and dangerous Ash trees. Monitoring equipment has been installed at one significant site in the Nailsworth Valley, to collect pre-installation data to add to our evidence base.</p>
<p>» CDPEC2.2a</p>	<p>Number of interventions installed as part of the natural flood management project</p>	<p>N/A</p>	<p>N/A</p>	<p>Maria Hickman</p>	<p>Target: 2 Actual: 2 </p>	<p>50 interventions installed across 4 projects</p>
<p>» CDPEC2.2b</p>	<p>Number of landowners engaged with the natural flood management project</p>	<p>N/A</p>	<p>N/A</p>	<p>Maria Hickman</p>	<p>Target: 5 Actual: 12 </p>	<p>The NFM project continues to progress well, attracting interest and participation locally and further afield.</p>


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EC2.3	Develop and establish an action plan to Increase our tree canopy, woodland and forestry in line with the Gloucestershire Local Nature Partnership Tree Strategy ambition for 20% canopy cover across the County by 2030.	31/09/2024*	40	Conrad Moore	On Target 	Quarter 3: <i>NB Deadline for completion moved to end Sept 2024 (from March 2023) to align with Nature Recovery Strategy timeline.</i> County wide collaboration and discussions continue on implementation and future monitoring through Gloucestershire LNP and the GNCF.
» EC2.3.1	Increase canopy cover in Stroud District, towards the target of 20% county wide coverage by 2030 (interim targets for Stroud District will be identified)	31/09/2024*	30	Conrad Moore	On Target 	Quarter 3: <i>NB Deadline for completion moved to end Sept 2024 (from March 2023) to align with Nature Recovery Strategy timeline.</i> Co-ordination regarding potential funding and delivery of tree planting schemes and the establishment of actions and targets is ongoing.
EC2.4	Work with partners to protect and enhance green spaces in residential neighbourhoods and town centres, promote 'No Mow May' and adopt best practice for road verges to encourage wildflowers and reduce pesticide use.	31/03/2024*	20	Mike Towson	On Target 	23/01/2023: <i>NB deadline extended to 2024 from March 2023.</i> Quarter 3: Verge cutting undertaken on behalf of GCC will be reduced from 10 cuts per annum to 6 cuts per annum. The Forum meeting scheduled on 8th December was changed and therefore further consultation with T&PCs is required to determine if any other areas are to have reduced cuts in the interests of biodiversity. Details of weedkiller use added to SDC website. No Mow May to be promoted. Date extension sought.
» EC2.4.1	Development of a green spaces policy / strategy and implementation of action plan, conforming with the draft new Local Plan policies and thresholds on green infrastructure.	30/09/2024*	1	Mike Towson	On Target 	Q3: <i>NB deadline extended from 2023. This action is likely to form part of the Nature Recovery Strategy outlined in EC2.1.</i>


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EC2.5	Use the Building with Nature standards for key regeneration sites across the district	31/03/2026	60	Mark Russell	On Target 	04/01/2023: Quarter 3: The output specification for Brimscombe Port includes using the Building with Nature Standards. The Draft Local Plan requires the standard for the proposed new settlements and strongly recommends it for other strategic sites.
» CDPEC2.5	% of strategic sites in the Local Plan that incorporate the Building with Nature standards	N/A	N/A	Mark Russell	Target: Actual:	The draft target in the Draft Local Plan requires 2 of 12 strategic sites to meet this standard and the rest are "strongly encouraged" to meet it. The draft target has yet to be endorsed by the Inspector.

EC3: Sustainable Construction and Retrofit: Work with partners to retrofit our council housing stock and other public sector buildings, and investing in the skills and capacity in the local economy so all buildings across the district can become energy efficient

Code	Action Required / Description	Deadline	% Complete	Lead Officer	Status	Comments
EC3.5	Develop planning policies and developer guidance to enable all new buildings to achieve a net zero carbon standard.	30/05/2024*	60	Mark Russell	On Target 	04/01/2023: <i>*NB target date moved to May 2024 (from March 2023) to align with anticipated timetable for Local Plan adoption.</i> Quarter 3: The output specification for Brimscombe Port includes using the Building with Nature Standards. The Draft Local Plan requires the standard for the proposed new settlements and strongly recommends it for other strategic sites.





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» EC3.5.1	Develop Policy and guidance by 2023	30/05/2024*	50	Mark Russell	On Target 	04/01/2023: <i>*NB target date moved to May 2024 (from March 2023) to align with anticipated timetable for Local Plan adoption.</i> Planning policies have been drafted and are included within the Draft Local Plan, submitted to Government in October 2021. The public examination is likely to continue through 2023. Guidance will be produced once the policies have been approved.
» CDPEC3.5	Number of new dwellings that have achieved a net zero carbon standard by 2026	N/A	N/A	Mark Russell	Target: Actual:	The draft target in the Draft Local Plan is 100% of major development (dwellings of 10+ dwellings and employment floorspace of 1000 sq.m or sites of 1 Ha or more). The draft target has yet to be endorsed by the Inspector.




EC4: Mobility / Transport: Support development of an integrated active travel (walking and cycling) and public transport network and the development of electric charging infrastructure working with county and regional partners.

Code	Action Required / Description	Deadline	% Complete	Lead Officer	Status	Comments
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EC4.1	Work with GCC and through the new Cycling & Walking Strategy Task & Finish Group to develop and implement three Local Cycling and Walking Infrastructure Plans (LCWIP) for Stroud; Cam, Dursley and Uley; Wotton-under-Edge and Kingswood, support safe cycling, and identify and prioritise the main strategic cycling routes within the district.	30/03/2024*	60	Simon Maher	On Target 	25/01/2023: * NB completion date changed to end March 2024 from 2023, giving greater scope to utilise SDC funds allocated for 2023/24. Quarter 3: Continuing to work closely with GCC in prioritising strategic routes throughout the district and in their proposal to implement a county wide "rural" LCWIP. An inaugural county wide Cycling Forum set up by GCC, was attended. to help identify and coordinate the implementation of strategic routes across the county.
» EC4.1.1	T&F group to recommend a prioritisation methodology to allocate funding for cycling and walking projects by March 2022	31/03/2022	100	Simon Maher	Completed 	
» EC4.1.2	Allocate funding to deliver improved and new priority strategic and local walking and cycling schemes by March 2024*	31/03/2024*	75	Simon Maher	On Target 	25/01/2023: NB: completion date changed to end March 2024 from 2023, giving greater scope to utilise SDC funds allocated for 2023/24. Approximately £90k of the designated £130k has been distributed
» EC4.1.3	Provide input to GCC to aid the production of LCWIPs (C)	31/03/2024*	60	Simon Maher	On Target 	25/01/2023: NB date extended to coincide with previous actions. Preliminary discussion about a county wide rural LCWIP being proposed by GCC

Environment Committee Q3 Monitoring Report 22022/23

» EC4.1.4	Prioritise main strategic walking and cycling routes within the district, including accessibility (C)	31/03/2024*	75	Simon Maher	On Target 	25/01/2023: <i>NB: date extended to coincide with previous actions.</i> Following a successful UKSPF bid of £70k, a further £75k match funding has been allocated to detailed design work for the Wotton-Kingswood-Charfield Greenway. A CIL bid for design solutions to improve Dudbridge Steps on the Stroud-Dudbridge route has been fully funded by the Walking and Cycling budget.
» EC4.1.5	Identify local cycling and walking routes which link to, or will help to deliver strategic routes (C)	31/03/2024*	40	Simon Maher	On Target 	25/01/2023: <i>NB: date extended to coincide with previous actions.</i> A successful Cycling and Walking event for Parishes and local cycling groups was held in November 2023. Information regarding how to identify routes, how to initiate projects and look for funding, and how to promote cycling and walking in local areas was shared. In collaboration with the Economic Development Team, a Discover Stroud app has been launched to enable Parishes to identify and map local walking routes.
EC4.2	In partnership with the County Council, encourage the expansion and improvement of public transport and links to walking and cycling routes – to include bus services and railway stations and services, and bids for new facilities that benefit residents of the District.	31/03/2026	70	Conrad Moore	On Target 	Quarter 3: A Strategic Outline Business Case for reopening Stonehouse Station was submitted to Department for Transport on 30 September 2022. Awaiting the outcome. Sustainable Transport Study addendum completed and policies and proposals for modal shift to public transport and active travel are shortly to be examined at SDLP EIP.

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» EC4.2.1	Publicity/information campaign promoting the use of public transport and links to active travel across the district	31/03/2024*	40	Conrad Moore	On Target 	Quarter 3: <i>NB deadline extended to 2024 (from 2023) to align with previous active travel actions and new budget allocation for 2023/24.</i> Workshop took place in November 2022 to promote walking and cycling. Cycling Mayor in the process of being appointed. Discover Stroud trails app launched. Discussions progressing with GWR to develop a campaign around walking routes and itineraries from stations.
» EC4.2.2	Submission of strategic outline business case to Department for Transport for the reopening of Stonehouse Bristol Road station by September 2022	30/09/2022	80	Conrad Moore	Completed	Quarter 3: Strategic Outline Business Case submitted and awaiting outcome from Department for Transport.
» EC4.2.3	Development of a prioritised programme of investment in walking and cycling projects by March 2022	31/03/2022	100	Simon Maher	Completed 	
» CDPEC4.2a(C)	5% Increase in public transport links to walking and cycling routes year on year	N/A	N/A	Conrad Moore	Target: Actual:	The Draft Local Plan requires a number of strategic housing and employment allocations to include multi-modal interchanges and contributions to enhanced bus services, to ensure future bus services are connected to active travel routes. The draft requirements are yet to be approved by the Inspector. Discussions continue in various Transport Group Meetings held in District and at County.





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» CDPEC4.2b(C)	Number of new or improved facilities such as cycle lanes, cycle tracks, walking trails	N/A	N/A	Conrad Moore	Target: Actual:	See EC4.1.4 and EC 4.1.5 above. A list of all current schemes will be presented to Environment Committee during 2023.
EC4.3	Working with partners, expand the network of Electric Vehicle charging points and increase support for low carbon transport, and a reduction in private car use and explore measures to reduce air pollution such as no-idling zones.	31/12/2023*	25	Mike Towson	On Target ■	23/01/2023: <i>NB completion date revised to end Dec 2023 (from March 2023)</i> . Quarter 3: Report from Element received recommending a clear rollout strategy and recommendation to utilise the procurement that GCC have undertaken (available to others). This will ensure succinct rollout on street and off street. SDC await clearance to access the contract with Connected Kerb via a non disclosure agreement.
» EC4.3.1	Low Carbon Transport Strategy with agreed targets in place • Quarterly reporting to targets in the Low Carbon Transport Strategy	31/03/2024*	1	Mike Towson	On Target ■	13/03/2023: <i>NB completion date moved to March 2024 from March 2023</i> . See EC4.3 update.
» CDPEC4.3	Number of EV charge points installed in SDC car parks, work with town and parish councils	N/A	N/A	Mike Towson	Target: 8 Actual: 0	Targets will be guided by the consultant's work referenced above (ED.4.3/4.3.1)



EC5: Circular economy: Develop the foundations of a sustainable circular economy for the district by minimizing consumption, reducing the quantity of resources sent to incineration and applying the waste hierarchy; prevent, reduce, reuse, recycle, recover and as a last resort, disposal.

Code	Action Required / Description	Deadline	% Complete	Lead Officer	Status	Comments
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Environment Committee Q3 Monitoring Report 22022/23

EC5.1	Further reduce the quantity of resources discarded as waste and minimise its environmental impact.	31/03/2026*	20	Mike Towson	On Target 	23/01/2023: NB completion date changed to 2026 (from 2023) as this will be a priority for the life of the Council Plan. Quarter 3: Business case for additional officer progressing via budget process. In the meantime, council tax billing process is being utilised to further promote kerbside recycling to all residents in the district. Waste wizard introduced and provoking lots of attention - tool to find out what to do with any items re: reuse, recycle etc
» CDPEC5.1, NI191	Residual household waste per household.	N/A	N/A	Gemma Webb	Target: 63 Actual: 72 	Q3 update: The inflated residual waste amounts reflect the lessening of recycling rates detailed in 5.4. The trend illustrates a post covid improvement, without returning to pre-covid levels.
EC5.2	Work with our partner Ubico to identify joint opportunities for carbon reduction projects in household collection and management of public spaces.	31/03/2025	15	Mike Towson	On Target 	23/01/2023: Quarter 3: Objective further discussed at the Service Review Working Group meeting. Introduction of HVO as alternative to diesel is a live project and a roundtable with directors is scheduled for late January. Report to be presented to Env Cttee on 30 March 2023.
» CDPEC5.2	Number of carbon reduction projects scoped with Ubico, including analysis of potential carbon saving	N/A	N/A	Mike Towson	Target: 2 Actual:	Work is under way to scope and fully cost the use of alternative to diesel fuel.
EC5.3	Support the phasing out of single use plastics in the district and encourage and support local initiatives to 'reduce, repair and recycle'.	31/03/2023	90	Mike Towson	On Target 	23/01/2023: Quarter 3: Members Information Sheet published. Continued campaign support and input to the county comms plan.



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» EC5.3.1	Local initiatives identified and promoted to reduce, reuse and recycle	31/03/2026*	90	Mike Towson	On Target 	13/03/2023: <i>*NB this is a priority for the life of the Council Plan and the end date has been extended to reflect this. See update via Members Information Sheet.</i> Officers have re-engaged with Podback to ascertain whether their funding stream might support SDC in the introduction of coffee pod recycling. Further detail will follow in due course. Ongoing initiatives continue as described in 5.3.
» CDPEC5.3(a)	Reduction in the percentage of plastic as a part of the overall composition of dry mixed recycling, against a 2020/21 baseline.	N/A	N/A	Mike Towson	Target: 15% Actual: 18.08%	The 2020/21 baseline figure is confirmed as 17.71%. This is the proportion of plastic and hard plastic in the overall kerbside recycling composition. The figure for 2021/22 was up to 18.08%.
EC5.4	Continue to increase recycling rates across the district.	31/03/2026*	10	Mike Towson	On Target 	23/01/2023: <i>*NB end date extended to 2026 from 2023 as this will be a priority for the life of the Council Plan.</i> Quarter 3: Little change from previous update. Government guidance delay is stalling vehicle procurement which is stalling the introduction of additional materials being introduced for collection at the kerbside. Hopeful to introduce additional resource to drive resident engagement as per EC5.1.


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» EC5.4.1	Introduction of an additional material at the kerbside	31/03/2024*	10	Mike Towson	On Target 	Q3 update: <i>NB completion date extended to 2024 from March 2023.</i> There is a clear pathway to enable this at the time of recycling fleet renewal. In the meantime coffee pod recycling is being scoped (see EC5.3.1)
» CDPEC5.4, NI192	Percentage of household waste sent for reuse, recycling and composting	N/A	N/A	Gemma Webb	Target: 60 Actual: 57.79 	Q3 update: Recycling rates in the district are still strong. The last audited figures for 2020/21 place SDC 14 th in England. However, there is a small but noticeable drop in rate. Measures to arrest this decline are outlined in EC5.4/EC5.4.1/EC5.1



EC6: Renewable energy: Increase the proportion of energy generated by renewable sources in the district and work on decarbonizing existing networks.

Code	Action Required / Description	Deadline	% Complete	Lead Officer	Status	Comments
EC6.1	Continue to increase renewable generation in the district and to decarbonise existing networks, and support community-owned renewable energy schemes	31/03/2026	50	Rachel Brain	On Target 	25/01/2023: Quarter 3: SDC is working on securing further funds for own estates work to decarbonise through renewable technologies and has been pipelining funding to do so with feedback on this expected next quarter. The draft new Local Plan also includes policies to encourage renewable energy generation.
» CDPEC6.1	Number of community owned or other renewable energy schemes supported by the council and the reported carbon saved/avoided.	N/A	N/A	Rachel Brain	Target: Actual:	KPI under review.
EC6.3	Increase the proportion of Council and partner fleet vehicles powered by zero or low carbon technologies.	31/03/2026	10	Mike Towson	On Target 	Q3 update: Fleet will be upgraded as opportunities, technology, and infrastructure allow. Further details below (CDPEC 6.3)




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» CDPEC6.3	% increase of fleet vehicles powered by zero or low carbon technologies	N/A	N/A	Mike Towson	Target: under review Actual: 13%	 Provisional percentage baseline figure entered for December 2022. This includes SDC fleet in Community Services, Contract Services and Environmental Health. It also represents the Ubico fleet that SDC own, including ride on mowers but excluding the leafing trailer. Totals: 99 Diesel 10 EV 5 Hybrid Equating to 13% of fleet being EV or low carbon.
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ER5: Strategic Plan: Adopt the new Stroud District Local Plan

Code	Action Required / Description	Deadline	% Complete	Lead Officer	Status	Comments
ER5.1	Progress the Local Plan through public examination and secure its adoption.	30/05/2024*	50	Mark Russell	On Target 	04/01/2023: <i>NB deadline changed to May 2024 from Dec 2022, to reflect anticipated date of local plan adoption.</i> Quarter 3: The draft Local Plan is progressing through public examination. The Inspectors have completed their initial assessment and have published Matters, Issues and Questions for the Council to respond to. Hearing sessions have been organised for March and May 2023.
» ER5.1.1	Local Plan recommended for adoption by Government Inspector	30/05/2024*	50	Mark Russell	On Target 	04/01/2023: <i>*NB Revised date of completion based on examination timetable.</i> The draft Local Plan is progressing through public examination. The Inspectors have completed their initial assessment and have published Matters, Issues and Questions for the Council to respond to. Hearing sessions have been organised for March and May 2023.

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» ER5.1.2	Local Plan adopted within 3 months of receiving the Inspector's Report	30/05/2024*	0	Mark Russell	Not Started 	Q3: <i>*Revised anticipated adoption date.</i>
ER5.2	Support the delivery of strategic site allocations contained within the local plan and the key infrastructure required to support it.	31/03/2026	70	Mark Russell	On Target 	04/01/2023: Quarter 3: As part of the Local Plan public examination process, the Council is working with site promoters and with stakeholders to resolve outstanding issues. The Council is also responding to formal scoping and pre-application requests through the development management process. A small number of planning applications on strategic sites have been submitted and are being considered.
» ER5.2.1	Number of houses built and hectareage of employment land developed annually compared with Local Plan requirements	31/03/2026	60	Mark Russell	On Target 	04/01/2023: The number of homes and employment land delivered annually are set out in the Housing and Employment Land Availability Reports, commencing in April of each year, and published during the summer/autumn. The 2021/22 Housing Land Availability Report has been published and shows 771 homes were built during 2021/22 against an adopted Local Plan requirement of at least 456 homes and a draft Local Plan requirement of at least 630 homes. The 2020/22 Employment Land Availability Report has been published and shows 6.7 hectares of employment land (net) have been completed for the 2 years since 2020 against an adopted Local Plan requirement of 2.3 hectares (net) per year.

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ER5.3	Work with parish councils to develop Neighbourhood Development Plans and Orders to meet local development needs.	31/03/2026	50	Simon Maher	On Target 	25/01/2023: Quarter 3: Slimbridge SEA/HRA screening complete with reg 14 consultation scheduled for late January 2023. Positive preliminary meetings with Standish to progress their plan in 2023.
» ER5.3.1	Number of Neighbourhood Development Plans and Orders progressed or reviewed	31/03/2026	60	Simon Maher	On Target 	25/01/2023: Slimbridge: SEA/HRA screening complete, reg 14 due to commence late January. Standish: Positive meetings held with a view to providing ongoing assistance in the production of their NDP. Brimscombe and Thrupp: Possible reg 16 submission Q4. Chalford: A preliminary meeting to discuss a potential NDP for the Chalford to be held in January 2023.



ENVIRONMENT COMMITTEE

MEMBER REPORT

NAME OF ORGANISATION/BODY	Climate Leadership Group
DATE OF LAST MEETING ATTENDED	31 January 2023

BRIEF REPORT

Climate Leadership Gloucestershire met in person in January for our first Annual General Meeting. Representing SDC, I was elected as the new Chair, for the next six months.

We received reports from two of the thematic leads, as follows:

1) Economy (Business Support)

Sarah Danson (Director of Strategic Growth, GFirst LEP) gave a presentation which highlighted the importance of funding certainty to encourage businesses to make long term investments and to accelerate business action on climate change.

She set out the risks associated with the current landscape of business support in Gloucestershire, funding for some of which is currently set to end in March.

She highlighted that the recurring message from Government, business representatives and stakeholders, was that businesses do want to decarbonise but need financial and advisory support to do so.

Sarah made the following recommendations, which were accepted by the partners:

- Develop and secure funding for a medium term (2-3 year) programme to support ‘green-growth’ with short, medium and long term actions. Revise current KPIs for business engagement to those that reflect sustainable growth.
- Develop a green economy supplier-to-consumer matching platform and provide support to grow the green economy sector by raising demand for its services.
- Build a forum of local ‘sustainable’ business leaders to help to develop business support activities and act as role models and mentors.
- Build a forum of business support providers and business membership organisations to maximise benefit from available resources.
- Align with the ‘Anchor Institutions’ work in the public sector and pilot project in the private sector to support business adoption and employee behaviour change.

2) Behaviour Change

Emilie Woodger-Smith and Kelly Osbourne from the County Council’s climate engagement team provided this report.

The County Council has recognised the importance of external engagement to change individual behaviours and have been expanding their team to accommodate this. This team now run a range of campaigns including on waste reduction, supporting initiatives such as tree planting and delivering a range of door-to-door engagement activities. More recently the team have supported the recent net zero transport symposium and initiated the Trusted Voices and Food Waste campaigns.

The Engagement team’s broad strategy has so far focused on 4 key themes: ‘food’, ‘energy and home’, ‘travel’, and ‘waste and stuff’. They highlighted that their Trusted Voices campaign is reaching a wide audience group and that these groups were often previously hard to reach or unengaged. This work also links to a particular behaviour change mechanism which the team were focused on called ‘Social Norming’ which can help promote and normalise desired action E.g. Campaigns such as the Wear Not Waste Not campaign, highlighted that 1/3 of people in the UK already wear second hand clothes.

Another live campaign via which councils and others can share examples of good practice is via Greener Wednesdays – where Emilie gets online and talks about stories which engage directly with residents on sustainability & waste topics.

The presentation concluded with a request that, all CLG members:

- Review the actions suggested, identify those which have already been completed, and consider how best to implement the remaining actions where possible.
- Agree to explore the development of a joint engagement strategy, formal engagement group and shared budget for public engagement with climate related behaviour change. Share consistent messages for the public across all organisations in line with the engagement strategy.
- Explore the creation of a community fund for behaviour change projects.

Other matters covered at the AGM included:

- Discussion of the Onshore Wind consultation and potential changes to the National Planning Policy Framework, and agreement to support a county-wide response
- Reflection on the work of the CLG over the past year, and agreement of some areas of new/renewed focus for the future
- Endorsing the approach of a single bid to the Innovate UK: Fast Followers fund to avoid duplication and competition – SDC’s 2030 Manager has since led on this submission

REPORT SUBMITTED BY	Cllr Chloe Turner
DATE	16 March 2023



STROUD DISTRICT COUNCIL

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ENVIRONMENT COMMITTEE

OFFICER REPORT

NAME OF REPORT UPDATE	Gloucestershire Resources and Waste Partnership – Meeting of 17 Jan 2023
BRIEF REPORT	
<p>The Gloucestershire Resources and Waste Partnership oversees strategic waste matters in Gloucestershire. Membership consists of all six district authorities and the county council, with representation at meetings from all. The last meeting convened on the 17th January 2023 and the following agenda items were discussed:</p> <ul style="list-style-type: none"> • Ubico Business Plan • Gloucestershire Joint Resources and Waste Strategy Consultation Feedback • Recycling Performance Benchmarking <p>This report summarises the detail of the meeting in January, pending formal minutes. It focuses on matters specifically in relation to SDC.</p> <ol style="list-style-type: none"> 1) Ubico Business Plan – this was a verbal presentation from Beth Boughton the Ubico Chief Executive and reflected the detail given to this committee on 8th December 2022. 2) Gloucestershire Joint Resources And Waste Strategy Consultation Feedback – For context the consultation detail is supplied as Appendix A. The responses were summarised as follows: <ul style="list-style-type: none"> ○ Broad support for the strategy, especially in terms of recognising the need to increase performance rates and to undertake ongoing and greater levels of public engagement. Many examples of engagement methods are stated, which would sit more appropriately within annual business and engagement plans. ○ A significant number of comments relating to specific aspects of services at an operational level, for which this strategy is not intended to address. ○ Specific support for increased collection of key materials, such as plastics and food waste. However, realistic targets for these need to be considered in terms of the interim nature of this strategy. ○ Some conflicting responses, stating both the need for focus more on waste prevention and on maximising energy outputs from recovery. ○ Specific requests to engage more proactively on service changes, especially with the planning authority and others potentially impacted by change. This includes cascading considerations throughout the circular economy. ○ Points raised regarding specific local issues, such of HRC operations at Pyke Quarry and growth of local infrastructure, which are not the purpose of this strategy and which would be handled through existing planning controls. 3) 2020/21 Recycling Performance Benchmarking – benchmarking statistics were presented as below. The figures highlight the good performance of recycling within the Stroud district, ranking the council 14th out of 338 local authorities in England, based on recycling rate. 	

The graphs entitled 'recycling yield performance' illustrate good results when compared to peers. However, the graphs do highlight the comparative poor performance in the recycling of paper and cardboard. Officers believe this reflects the containment method used in Stroud, which is limited and may prevent residents from presenting all recyclable material.

The graphs entitled 'Forecast performance 2022/23' compare SDC with the other districts in Gloucestershire. Interestingly, bar one or two anomalies, it is clear that recent trends are reflected across the county.

The data for Stroud District Council and other local authorities is publicly available via Letsrecycle.com and <https://laportal.wrap.org.uk/>

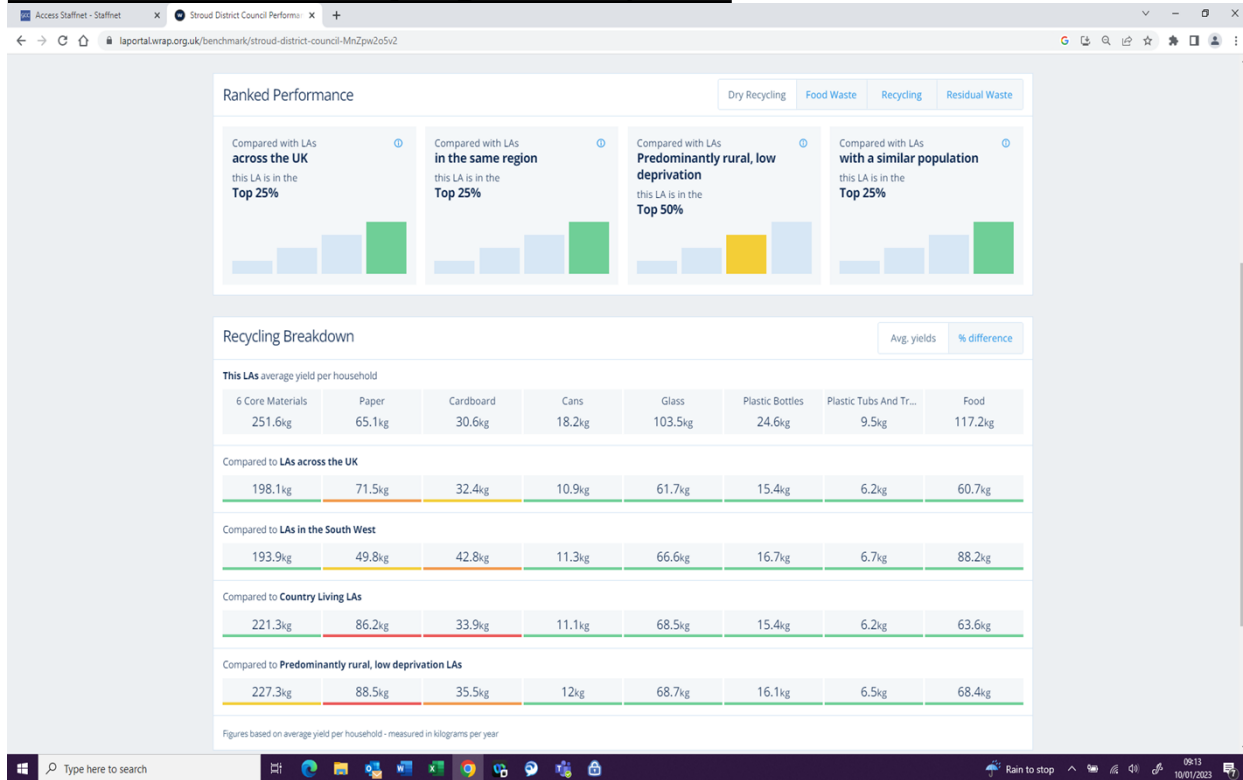
2020/21 Recycling Performance Benchmarking

Relative Performance

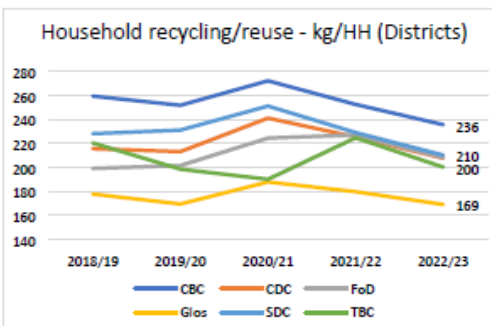
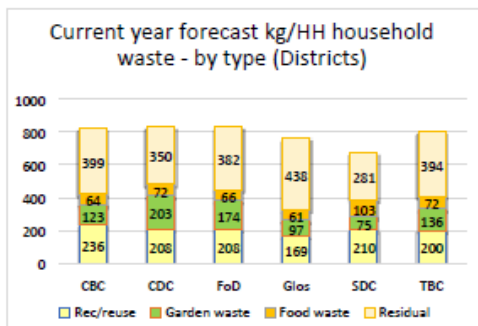
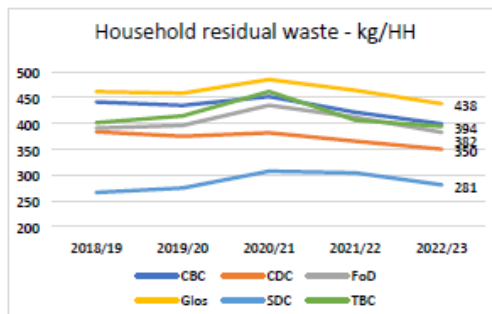
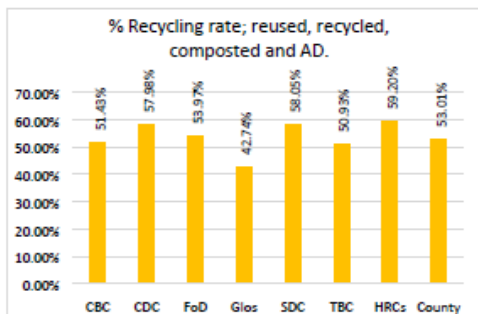
Rank Authority Recycling rate (Gloucestershire Country authorities highlighted yellow)

- 1 St Albans City and District Council WCA 64.2% (109kg/hh food waste, 263.4kg/hh core dry recycling,)
- 2 South Oxfordshire District Council WCA 63.6% (112.3kg/hh food waste, 279.3kg/hh core dry recycling)
- 3 Three Rivers District Council WCA 63.1% (zero food waste in 2021, 293.2kg/hh core dry recycling)
- 4 Vale of White Horse District Council WCA 62.6% (107.5kg/hh food waste, 264.kg/hh core dry recycling)
- 5 Surrey Heath Borough Council WCA 61.3% (125.kg/hh food waste, 281.7kg/hh core dry recycling)
- 6 East Riding of Yorkshire Council Unitary 60.8% (24kg/hh food waste, 241.5kg/hh core dry recycling)
- 7 North Somerset Council Unitary 60.4% (94kg/hh food waste, 210.3kg/hh core dry recycling)
- 8 Dorset Council Unitary 60.1% (100.2kg/hh food waste, 224.6kg/hh core dry recycling)
- 9 East Devon District Council WCA 60.0% (111.7kg/hh food waste, 211.8kg/hh core dry recycling)
- 10 Tandridge District Council WCA 59.9% (97.2kg/hh food waste, 287.4kg/hh core dry recycling)
- 11 South Northants District Council WCA 59.6% no data
- 12 Oxfordshire County Council WDA 59.5% n/a (county does not collect)
- 13 Stratford-on-Avon District Council WCA 59.4% (24kg/hh food waste, 255.1kg/hh core dry recycling)
- 14 Stroud District Council WCA 59.4% (117.2kg/hh food waste, 251.6kg/hh core dry recycling)
- 15 Bath and North East Somerset Unitary 59.2% (60.7kg/hh food waste, 198.1kg/hh core dry recycling)
- 16 Cotswold District Council WCA 58.9% (86kg/hh food waste, 217kg/hh core dry recycling)
- 19 South Gloucestershire Council Unitary 58.5% (89kg/hh food waste, 219.8kg/hh core dry recycling)
- 49 Forest of Dean District Council WCA 53.6% (74.6kg/hh food waste, 191.8kg/hh core dry recycling)
- 60 Somerset Waste Partnership Unitary 52.4% (90.2kg/hh food waste, 183.4kg/hh core dry recycling)
- 68 Cheltenham Borough Council WCA 50.7% (73.9kg/hh food waste, 199kg/hh core dry recycling)
- 69 Gloucestershire County Council WDA 50.6% n/a (county does not collect)
- 90 Tewkesbury Borough Council WCA 48.6% (80.9kg/hh food waste, 244.1kg/hh core dry recycling)
- 115 Bristol City Council Unitary 46.4% (84.6kg/hh food waste, 179.1kg/hh core dry recycling)
- 144 Gloucester City Council WCA 43.8% (77.3kg/hh food waste, 177.8kg/hh core dry recycling)
- 153 Worcestershire County Council WDA 43.3% n/a (county does not collect)
- 165 Wiltshire Unitary 42.3% (zero food waste in 2021, 230.3kg/hh core dry recycling)
- 205 Swindon Borough Council Unitary 39.6% (94.2kg/hh food waste, 150.6kg/hh core dry recycling)
- 334 Liverpool City Council WCA 23.5% (zero food waste in 2021, 162.4kg/hh core dry recycling)
- 335 Birmingham City Council Unitary 22.5% (zero food waste in 2021, 115.8kg/hh core dry recycling)
- 336 Newham LB WCA 20.9% (zero food waste in 2021, 114.5kg/hh core dry recycling)
- 337 Tower Hamlets LB Unitary 19.3% (zero food waste in 2021, 93.3kg/hh core dry recycling)
- 338 Barrow-in-Furness Borough Council WCA 17.9% (zero food waste in 2021, 112.6kg/hh core dry recycling)

Stroud District Council Recycling Yield Comparison



Forecast Performance 2022/23



REPORT SUBMITTED BY

Michael Towson, Community Services Manager

DATE

20 March 2023

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Gloucestershire Resources and Waste Partnership Strategy Consultation

2023-2026



Reduce. Reuse. Recycle.



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Background

The Gloucestershire Resources and Waste Partnership (GRWP) is a partnership between the County and District Councils of Gloucestershire. These are Cheltenham Borough Council, Cotswold District Council, Forest of Dean District Council, Gloucester City Council, Gloucestershire County Council, Stroud District Council and Tewkesbury Borough Council.

The GRWP is an informal partnership that provides countywide leadership and a framework for joint working on resources and waste related matters. GRWP members work together to optimise waste management services across the county and are committed to the development and implementation of a Gloucestershire Resources and Waste Strategy. This draft strategy succeeds the Joint Municipal Waste Management Strategy (JMWMS) developed and adopted by each authority in 2007.

Where are we now and where do we want to be

Since the adoption of the Gloucestershire Joint Municipal Waste Strategy in 2007, many changes and improvements to waste services have been made. This is discussed in detail in appendix 1.

All authorities now offer a wide range of recycling options and the public response to these service changes has been positive, with the current Gloucestershire recycling rate standing at over 50%.

Against a backdrop of ongoing population growth (an increase of 8.5% between 2008 and 2020), resourcing challenges and changes to waste composition (for example a significant increase in electronic items and a reduction in paper) waste services have continued to adapt.

Further adaptation will be required if we are to meet future challenges and respond effectively to the Climate Emergency. During the life of the current strategy the concept of 'waste' has changed to become one of 'resources'. The linear economy (take, make, dispose) must be replaced by a circular economy, where materials are not wasted, but remain within the economy and treated as resources. New policies and strategies are needed to respond to this across the wider economy, and the impacts of this on waste collection and disposal must be considered. Climate Change adaptation and

Appendix A

mitigation, increased cross-sector partnership working, legislative changes and financial pressures must also form part of our future thinking.

This document invites your thoughts on the direction that a revised Gloucestershire Resources and Waste Strategy should take, having regard to likely significant changes at a national level in the near future, which may include;

- Changes to the way that council waste services are funded as a result of the introduction of extended producer responsibility for packaging waste and the potential new burden of free garden waste collections. Extended producer responsibility is a means of ensuring that packaging producers will become responsible for funding the costs of collection and disposal/recycling of key household packaging waste.
- Changes to kerbside recycling services as a result of national consistency standards (eg possible new materials to be added for separate collection) and mandatory food waste collections from all households.
- Further development of policies which drive forward the circular economy, promoting waste prevention and reuse as a priority.
- An increased emphasis on materials quality as a result of the above, and greater consideration of reducing carbon impacts as a key outcome.

With this in mind, we are developing an interim strategy which incorporates the key immediate priorities up to 2026 but remains adaptable to further change in the longer term.

The Consultation

Why do we need to review the JMWMS?

The current JMWMS was published in 2007 with an intended lifespan up to 2020. Many of the objectives of this strategy have significantly progressed, but the legislative and policy landscape of waste management has also changed.

A new strategy will allow us to identify key priorities moving forward and incorporate objectives that will address the challenges that lie ahead, whether these relate to areas of continual improvement or step changes in policy and legislative changes.

In response to the declaration of a climate emergency, made by all partnership authorities in 2019, a new strategy must also strongly support the delivery of our net zero objectives. Waste itself forms one of the key themes of the Climate Leadership Gloucestershire strategy.

Who are we consulting?

Any individual or organisation may respond to this consultation. In addition to feedback from residents, the GRWP is specifically consulting with:

- Town & Parish Councils
- Ward Members
- Local Community Groups
- Representatives of supply chains (for example, local Traders Associations)
- Waste Management Companies and Reprocessors
- The Waste Planning Authority
- The Environment Agency and other government bodies.
- Climate Leadership Gloucestershire
- Gloucestershire Local Enterprise Partnership

Finding further information

Further information on the GRWP and details of services and related activities can be found on the Gloucestershire Recycles website at

www.gloucestershirerecycles.com.

Further information on the governments Resources and Waste Strategy can be found on the defra website at www.gov.uk/government/publications/resources-and-waste-strategy-for-england

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How to respond

To respond to this consultation please visit

<https://haveyoursaygloucestershire.uk.engagementhq.com/>

This consultation can be made available via post, please contact waste@gloucestershire.gov.uk to request an alternative format of this.

Draft 2022-25 Interim Gloucestershire Resources and Waste Strategy

The Gloucestershire Resources and Waste Partnership has reviewed the themes and outcomes achieved by the 2007-2020 JMWMS and have considered how these should be refreshed to better respond to future challenges, changing priorities and changing policy landscape.

The following draft strategy has been developed by the partnership and we welcome your views on this. Consultation questions are listed at the end of this section.

Vision

“We will work together to promote resource efficiency and provide sustainable, safe and cost effective waste management in order to respond to our climate emergency, to conserve natural resources and to protect our environment.”

Engagement and Partnership Working

Joint working between partnership authorities has been at the heart of our waste management strategy for many years. We recognise that waste collection and disposal authorities must co-ordinate decision making, service development, communication with residents and other stakeholders, and service delivery in order to achieve the most efficient services and the best outcomes for residents. The GRWP exists in order to maintain this partnership working approach, and the revised strategy aims to emphasise its continued importance.

Avoiding or mitigating environmental impacts has remained central to our decision making, and clear commitments to addressing climate change have now also been made by the GRWP member authorities. We commit to developing a new strategy which prioritises climate action and facilitates close working with Climate Leadership Gloucestershire in support of common objectives.

Appendix A outlines achievements to date in terms of Behaviour Change (previous objective 1) and Partnership Working (previous objective 7), with a reduction in overall household waste being demonstrated and a continual decline in the residual waste

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per household since 2016. The exception to this trend was during the Covid pandemic, when household waste increased due to people staying at home. Despite these ongoing improvements there remains some way to go to meet our original 2020 recycling target of 60%. The latest published recycling rate in Gloucestershire, for 2020/21 stands at 50.8%. An analysis of waste composition in 2019 also showed a significant amount of recyclable material still being disposed of by residents as residual waste (see figure

What's in your waste?



Figure 1 - Results of the 2019 residual waste composition analysis

1). For example, only around 40% of available food waste is recycled, and significant amounts of other easily recycled materials such as paper, cardboard, cans and glass remain in residual waste. It is clear that if all residents recycled as much as they could within the existing waste services the recycling rate would be in excess of 70%. The gap between current performance and potential performance indicates that more could be done to encourage and facilitate behaviour change.

As an interim strategy, our new objectives will deliver improvements in performance using the existing services prior to any major policy changes taking place at a national level as outlined earlier. Therefore, the GRWP will;

- Work in partnership to continuously improve waste management services within Gloucestershire.
- Consider and share plans for the development of future services with each other ahead of service changes.
- Identify opportunities to collaborate with community organisations across Gloucestershire and develop relationships which help achieve our vision.

- Help the residents of Gloucestershire to live more sustainably by providing information and advice that help reduce both carbon emissions and waste levels.
- Engage with government, supply chains and other industry bodies in order to stay abreast of, and influence, continual improvement in all aspects of waste management policy.

Maximising Resource Value

Maximising the value of materials collected within the limitations of the collection system is important in ensuring the efficient delivery of services and minimising the whole life environmental impact of materials. High levels of resource value can be gained by driving down residual waste and increasing the levels of waste prevention, reuse and recycling. Appendix A outlines our performance in this respect since the previous strategy was adopted in 2008, detailing performance improvements in 'Reduction First' (previously objective 2), 'Segregation at Source' (previously objective 3) and 'Closing the Resource Loop' (previously objective 8).

Despite this performance we believe that more can be done to reduce waste by employing a mix of ongoing behaviour change activities and further service development. We recognise that many of the best performing authorities have adopted measures such as smaller residual waste containers or less frequent (eg 3-weekly) residual waste collections, both of which serve to limit the amount of residual waste disposal capacity available to residents and demonstrate a clear link between residual waste bin size and the amount of residual waste collected. It is recognised that investment in vehicles and other collection infrastructure is made for up to 7 years at a time (the typical life of vehicles) and therefore such investments should be made with future potential changes in mind.

Further examples to address this challenge could include;

- The addition of further separate materials collections for recycling, such as soft plastics (eg plastic films and bags), where viable. However, collection at the kerbside might not always be possible due to high cost and end market restrictions.

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- The continued encouragement of higher levels of participation in waste reduction, reuse and recycling by residents using behaviour change engagement techniques. A particular challenge in this respect is increasing the amount of food waste captured for recycling, as currently more than half of the available food waste remains in the residual waste stream.
- Maintaining a focus on materials quality and adapting services to respond to changing market requirements. In addition, the development of a more circular economy may require certain target materials to be managed in different ways.

Maximising the resource potential of the remaining residual waste remains a long-term commitment through the avoidance of landfill and continued use of the Energy from Waste facility.

We recognise that future changes to national waste policy and the growth of the circular economy will continue to drive quality standards, and our revised strategy must ensure that we respond to this and adapt as necessary. Different methods of waste collection can impact material quality in different ways (for example, higher reject rates are common with co-mingled recycling collections) and this should be considered alongside affordability and practicability.

In response to the challenge of maximising resource value, the GRWP will;

- Treat all waste as a resource and ensure that it is managed in accordance with the waste hierarchy to maximise environmental, economic and social benefits.
- Continue to develop waste services that reduce residual waste per household.
- Support a circular economy, where waste is avoided and materials are kept in continual use.
- Develop waste collection services which balance obtaining the highest quality of materials and value for money service delivery.
- Seek to reduce the CO₂ emissions from our waste management services and contribute to the county's net zero commitment.

Service Investment & Value for Money

Effective service development and delivery which provides both value for money and high levels of performance has been at the centre of GRWPs strategy for many years.

During this time services have responded to a number of challenges in terms of adapting to market pressures, delivering continual improvement and operating under ever tighter financial constraints. It is recognised that these pressures will continue to exist, and potential new pressures arising from changes to national policy and service funding may emerge. The GRWP will continue to work closely together in order to maintain a strong collective position, and in particular will;

- Ensure waste management services are efficient, considering the overall service cost to Gloucestershire taxpayers.
- Continue to invest in waste management infrastructure to ensure that services can deliver continual improvement.
- Provide leadership and maintain close working relationships with the wider public sector, sharing intelligence and best practice in order to widen the scope of achievable benefits.
- Continue to seek external funding opportunities to support our key priority of sustainable waste management.

Adaptation to the Future

The GRWP recognise that significant challenges lay ahead in terms of increasing environmental pressures, and each partner authority is committed to taking action on reducing carbon emissions in response to the Climate Emergency that we face. Future waste management services will be developed and delivered with this consideration at the centre of decision making.

The national policy context, within which waste services are delivered, will continue to adapt to this pressure, and a number of changes are being considered which in turn will require further adaptation by the GRWP.

The government is currently developing new national policies, which are likely to see producers taking responsibility for the costs associated with the collection, recycling, treatment and disposal of certain materials, in particular food and beverage packaging. Consideration is being given to the introduction of 'Extended Producer Responsibility' (ensuring responsibility for collection costs sites with the producer) and a 'Deposit Return Scheme' for drinks containers.

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Whilst Extended Producer Responsibility will ensure that full collection and recycling costs will no longer be borne by the authorities, it may result in a demand for increased materials quality which in turn may influence the methods of collection. The Deposit Return Scheme is likely to result in the removal of some materials from kerbside waste streams. Both of these policies have the potential to change the way that waste is collected and handled in Gloucestershire, and it is prudent to ensure that a revised strategy is adaptable to be able to accommodate change once the effects of these policies are better understood in the years ahead. Therefore, the GRWP will;

- Recognise that further service changes may be needed to meet future challenges and a changing policy environment. To this end we will regularly review our strategy and priorities, with a first full review of this interim strategy in 2026.
- Actively respond to legislative and policy developments and will set appropriate targets with the ambition of strengthening our position in terms of overall waste reduction and recycling performance.
- Keep abreast of advances in digital technology, alternative fuels, waste processing and treatment to improve efficiency and reduce the environmental impact of services.

Performance Improvement

The GRWP will develop annual action plans to ensure that continual improvement in performance can be achieved. These action plans will detail the steps to be taken by each partner authority, both individually and collectively, which will contribute to an overall improvement in a number of key areas. As a minimum, our key performance measures will be;

- Recycling rate. The recycling rate (which also includes reuse, composting and anaerobic digestion) has steadily climbed over a number of years although has not yet reached the original strategy target of 60%. We will maintain a target of 60% recycling, but recognise that achievement of this will require further step changes in service delivery. In the meantime, the annual action plan will aim to deliver incremental improvement towards this target, with an interim target of 55% by 2026.

- Residual waste per household. This has been reduced significantly in recent years and, excluding 2020/21 when the effects of lockdown and home working skewed the tonnage data, continues on a downwards trend of between 10 and 20kg per household per year. Residual waste targets will therefore be set, reducing 10kg per household per year in line with this trend.

- Carbon emissions. Each partner authority monitors the carbon emissions associated with it's activities and we will continue to do this. We will also develop a robust mechanism whereby carbon emissions are targeted for reduction and are embedded as a core aspect in decision making, for example in contract procurements or in operational delivery.

Consultation questions

We welcome your views on this draft strategy with the following questions in mind.

1. How would you suggest the theme of Engagement & Partnership Working could be improved? In particular, highlight any specific actions that you would employ.
2. Looking ahead to the future, are there any elements of Engagement & Partnership Working that you would avoid?
3. Looking ahead to the future, are there any elements of waste reduction activity that you would emphasise or avoid?
4. What difficulties, if any, do you perceive may exist which could prevent all householders participating in the current recycling services?
5. What further improvements could be made to residual waste treatment?
6. The Gloucestershire Resources and Waste Partnership expect that financial considerations and leadership will continue to be key in developing and maintaining sustainable waste service in the future, and that this will be reflected in our future strategic objectives. What other aspects would you suggest should be considered as key to successful strategy delivery?
7. Are there any specific benefits or themes for partnership working which could be emphasised and prioritised in the future?
8. Given the increasing emphasis on the circular economy, how would you suggest that our strategy could be improved in this respect?
9. What, in your view, are the priority materials for which a greater level of closed loop recycling could be applied, and how could the revised strategy be improved in order to facilitate this?

10. We are proposing Key Performance Indicators which measure recycling rate, residual waste levels and carbon footprint. Please provide your views on these, and outline any changes or additions that you would wish to see to the following;

- A recycling target of 55%
- Residual waste per household reducing by 10kg per year.
- Monitoring, measuring and reducing carbon emissions.

Appendix A

Appendix 1 Review of the 2008-2020 Gloucestershire Waste Strategy

The JMWMS contains nine objectives to deliver a sustainable waste management service where waste generation is minimised and waste materials are seen as a resource. These are;

1. Changing Behaviour
2. Reduction First
3. Segregation at Source
4. Compost Hierarchy
5. Residual Waste as a Resource
6. Delivering the Strategy
7. Working in Partnership
8. Closing the Resource Loop
9. Depollution of the Waste Stream

These objectives are considered in more detail below along with an overview of our performance against them to date.

Objective 1: “Changing Behaviour”

“To further develop our service design, communications and our education programmes to promote waste minimisation and to maximise participation in sustainable waste management services. In the long term we aim to transform consumer behaviour and society’s attitude to consumption and disposal.”

Progress to date

Success in this area depends largely on the acceptance and willingness of local residents to positively engage with opportunities which enable them to reduce the impact of their habits and behaviours in relation to resources and waste. A number of factors influence this, which include;

- The provision of accessible and sustainable waste management services.
- The availability of improved choices regarding consumption. For example, buying groceries that are unpackaged or have easily recyclable packaging.

- The levels of awareness of the above and a subsequent shift in normalising their uptake throughout the community.

Targets were established for recycling and composting (the percentage recycling rate) in each of the years 2009/10, 2014/15 and 2019/20. These were set at 40%, 50% and 60% respectively. In order to achieve this, all waste collection services were improved to add more materials collected for recycling and composting and to reduce the capacity for residual waste to be generated through a change to fortnightly collections and strengthening of policies to discourage excess waste. These changes were made in all six districts between 2008 and 2016 and resulted in an overall increase in recycling rate from 36.2% in 2007/08 to 54.2% in 2017/18. (figure 2)

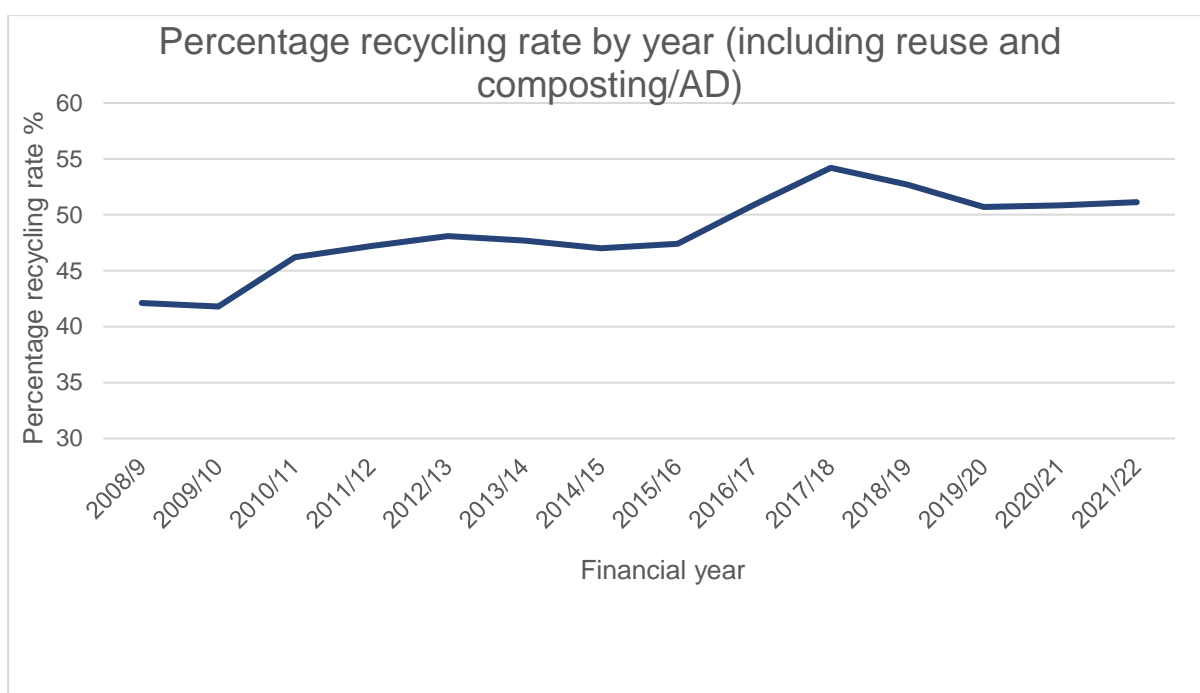


Figure 2 - Percentage recycling rate over time

In addition, the county’s six Household Recycling Centres (HRC’s) have maintained a comprehensive range of recycling options, and members of the public are encouraged to fully utilise these by segregating materials before they visit the site. (figure 3) Note that a change in the treatment of HRC wood waste in 2018/19 (switching from recycling to biomass recovery in response to the preferred market options at the time) resulted in a slight reduction in recycling rate.



Figure 3 - Hempsted HRC

Engagement with residents is key to ensuring that waste services are utilised efficiently and to their maximum level, with regular ‘calls to action’ being made. Through the ‘Recycle for Gloucestershire’ brand (now ‘Gloucestershire Recycles’) numerous engagement methods have been employed, including;

- Development and maintenance of online information relating to recycling, reuse and waste minimisation, lately supported by an increased use of social media.
- Specific targeted campaigns and projects, for example promotion of Real Nappies and provision of money-off vouchers.
- Broad campaigns based around key themes and specific materials. A regular focus has been placed on the reduction and recycling of food waste.
- Direct mailout of leaflets and campaign messages.
- Advertising in the media, including newspapers, radio and local magazines.
- The stickering of bins requesting ‘no food waste be put in residual waste containers’.
- Face to face activities, such as roadshows, presentations, doorstep discussions and school visits.

The provision of a dedicated budget to support the ongoing engagement work with residents and community groups is central in ensuring and demonstrating our commitment to continual improvement in this area. Through the preparation and delivery of a joint annual engagement plan we will continue to develop innovative and creative programmes of work.

Objective 2: “Reduction First”

“To reduce Gloucestershire’s municipal waste by addressing waste generation at the household level and further up the supply chain.”

Progress to Date

This objective has many overlaps with Objective 1 but focuses specifically on reducing the amount of waste generated by Gloucestershire residents.

There are two common approaches to measuring amounts of waste, these being total tonnage of waste generated and waste per household.

Between 2007/08 and 2020/21, total household waste tonnage per year fell from 314,000 tonnes to 283,000 tonnes, a reduction of almost 10% despite a population increase of around 8.5%. This is in part due to the positive impacts of national and local policies and services along with the positive aspects of behaviour change.

The Gloucestershire Resources and Waste Partnership prefer to focus on the amount of waste generated per household as this negates the impacts of population growth, and we regularly monitor the amount of residual waste per household as an important performance metric. A target was set in the current strategy to achieve an annual maximum of 479 kg of residual waste per household by 2020/21. The actual performance achieved was 460 kg of residual waste per household, which is an improvement against our target of around 4%, and in 2021/22 dropped further to 442kg per household. (figure 4)

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Figure 4 - Residual waste per household over time

Our involvement with efforts made further up the supply chain at a national level has included support of industry initiatives (for example as signatories to the Courtauld Commitment) and lobbying government on national waste policy development, and we would want to continue with this approach into the future. On the back of this we would require a new strategy which responds positively and proactively to future improvements such as circular economy improvements and national policy changes.

Objective 3: “Segregation at Source”

“To provide collection systems that enable all householders to segregate their waste, balancing optimised collection systems with a desire to maintain the quality and value of the materials collected for recycling and composting.”

Progress to date

Since adoption of the current strategy, all waste collection services have been transformed to enable the separate collection of materials at the kerbside and at the Household Recycling Centres.

All waste collections are now required by law to provide the separate collection of paper, plastics, metals and glass where this is technically, environmentally and economically practicable. Whilst there are variations between the authorities in how this is delivered, the configuration of all services fulfils this requirement.

At around 25% of total household waste, food contributes significantly to the amount of waste generated by a household. All areas of Gloucestershire now receive a weekly separate collection of food waste, which is taken to an Anaerobic digestion plant in the county to produce gas and fertiliser. Both of these outputs are used within Gloucestershire for heating, cooking and agriculture.

Four out of the six districts sort materials at the kerbside before being transported for recycling. One district collects them in a mixed container where they are then sent to a sorting facility before being reprocessed. One further district operates a hybrid system where plastics, metals and glass are mixed and paper is collected separately. All authorities include a range of additional materials for recycling in addition to these minimum requirements. These may include for example cardboard, textiles, small electricals and cartons. Recycling is collected on either a weekly or a fortnightly cycle.

All households are also offered an optional separate collection of garden waste, for which a charge is currently made. The collected material is taken to one of three local sites for composting before being returned for agricultural or horticultural use as a soil conditioner.

In order to maximise the participation in all these separate collections, residual waste is now collected once per fortnight.

Household Recycling Centres across Gloucestershire offer facilities for the separate collection of over 20 different types of material in addition to garden waste and residual waste.

Segregation of materials helps to ensure that the most appropriate end destinations and reprocessing markets can be accessed, and it is important that residents trust this. This information is publicly available on our GloucestershireRecycles website.

Segregation of materials is largely undertaken at the kerbside and at Household Recycling Centres. Other waste collected as litter is largely handled as mixed residual waste, although there are a small number of 'recycling-on-the-go' bins present in town centres. Whilst a Deposit Return Scheme may help to drive the recycling of some materials, we will continue to support 'recycling-on-the-go' where this is effective.

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Objective 4: “Compost Hierarchy”

“To promote home and community composting where possible, and also provide facilities to compost biowaste that is collected at the kerbside and received at HRCs. We aim to produce high quality composts that can be used locally.”



Figure 5- Community composting activity

Progress to date

This objective focusses on two specific waste streams; garden waste and food waste. All kerbside collection services now offer the separate collection of each of these, with food waste being collected weekly and garden waste being an optional service for those residents who wish to subscribe and use it. The Household Recycling Centres continue to offer an additional disposal option for garden waste.

Gloucestershire authorities encourage and support home composting as a preferred option with the promotion of discounted compost bins and accessories, with an estimated 10,000 being sold during the period of this strategy. In addition a number of volunteer ‘Master Composters’ have been trained to work across the county with residents, schools and other organisations to further support home composting (figure 5). Some residents have established community composting facilities in their local areas and during the life of the current strategy the County Council has assisted in setting these up and providing financial support. Start-up funding has been made available and an ongoing payment of recycling credits is made to all groups. Whilst the current number of community composting schemes in Gloucestershire is relatively low we will continue to support any new schemes that are proposed and are viable.

Garden waste collected by authorities either at kerbside or at Household Recycling Centres is composted locally at windrow composting facilities. The resulting compost is used by the agricultural and horticultural sectors and a small amount is also bagged and sold to the public, demonstrating a closed loop approach.

Since 2014, food waste has been treated in a local anaerobic digestion (AD) process (figure 6). Prior to 2014 all food waste was composted at an In-Vessel-Composting (IVC) facility. The benefit of using AD instead of IVC is that energy is produced in the form of gas which is distributed for domestic use via the gas grid and offsets the dependence on fossil fuel. In contrast IVC is a net consumer of energy. Both processes produce organic fertilisers which is used on local farmland. However, as stated earlier, household participation in food waste recycling services remains below 50% and it is clear that there is a significant amount of food waste remaining in the residual waste stream.



Figure 6 - Andigestion food waste recycling centre

Objective 5: “Residual Waste as a Resource”

“To provide residual waste treatment capacity to divert waste from landfill, and find or develop markets for recovered materials. Our preferred treatment processes will optimise recovery of recyclables and gain further value from residual waste before disposal.”

Progress to date

Diversion of waste from landfill has been at the heart of all service developments during the life of the current strategy. A significant contribution to this has been achieved by the development of recycling services across the county.

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Residual waste now represents less than half of all waste collected. However, it still contains quantities of materials that could be recycled if segregated by householders and efforts will continue to be made to encourage residents to recycle as much of this as possible.

Work has been ongoing over the life of the current strategy to establish an alternative to landfill for residual waste. This resulted in the building of a new Energy from Waste facility at Javelin Park near Gloucester. This facility became operational in 2019 and has successfully replaced landfill as the primary destination for the vast majority of household residual waste collected within Gloucestershire.

Maximising the resource value of waste through this process is achieved through energy generation. The facility generates 130,000 MWh of electricity, enough to power 25,000 homes. The recovery of heat from the process remains a challenge, and while there are currently no viable offtakers for heat within the area, work is ongoing to identify viable opportunities for this.

Outputs from the process also include the recovery and recycling of metals and the recycling of ash as an aggregate material for use in construction of roads and other structures. In 2021/22, this amounted to around 35,000 tonnes.

Objective 6: “Delivering the Strategy”

“To implement this strategy through clear leadership, accountable decision making, timely investment and resourcing. We will look to secure sustainable funding to continuously improve Gloucestershires waste management service.”

Progress to date

Waste management is a high profile service at all authorities, requiring significant expenditure. Decisions relating to the service changes and investments are subject to strong governance processes and scrutiny. The current strategy has provided the blueprint for guiding decision making since 2007, and whilst the landscape has changed during this time the focus on delivering against these objectives has remained.

One significant observable change during this time has been the increase in pressure on Local Government finances. Developing and maintaining value-for-money services

has required an ongoing commitment by all authorities to adapt to these pressures, and to work together to share learning and resources. The establishment of a local authority owned company, Ubico is one such example of this. Ubico now operate waste services in all areas of the county, and while waste services remain independent of each other, it provides shared resources for the benefit of all.

Ubico continues to grow as a service provider in Gloucestershire. The most recent statistics from Ubico show that, in 2021/22;

- They served 256,497 properties.
 - Collection accuracy was 99.92%.
 - 35,911,120 separate collections were made.
 - 5,584 hours of training was delivered to employees.
 - The number accidents reduced by 18% compared to the previous year.
-

Funding of services comes from a number of sources. Primary funding is provided through internal budgets generated largely from Council Tax receipts with additional contributions from non-domestic rates. Further funding is gained from the sale of recyclables and more recently, from the sale of electricity. Additional funding is gained from garden waste subscriptions, the sale of compost and the sale of bric-a-brac at Household Recycling Centres.

There is risk associated with all these funding streams, and the government recognises this within their emerging national policies. With the possible introduction of Extended Producer Responsibility, Deposit Return Scheme and New Burdens the funding landscape is likely to see significant change. It will be implicit in any future Gloucestershire Resources and Waste Strategy that affordability and value-for-money must be maintained, and the strategy should also explicitly acknowledge the potential for funding streams to change (for example through an extended producer responsibility scheme) and be able to adapt accordingly.

Objective 7: “Working in Partnership”

“To develop an effective partnership between the seven Gloucestershire authorities and investigate the formation of a suitable organisational framework, including financial and operational interests, for delivering this strategy. We plan to develop strong partnerships with the Waste Planning Authority, businesses, community groups

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and other organisations to ensure effective management of the municipal waste stream.”

Progress to date

A commitment for all authorities to work in partnership with each other has been maintained throughout the life of the current strategy, which was originally adopted by each authority on behalf of the Gloucestershire Waste Partnership. This was a voluntary partnership with membership from all seven authorities. The Gloucestershire Waste Partnership recognised the benefits of close partnership working, and with help from government funding and support was able to formalise these arrangements. In 2013 a Joint Waste Committee was formed to replace the Gloucestershire Waste Partnership. This committee operated under formal terms of reference within an established local authority governance structure, but each partner retained financial independence and decision-making powers.

In 2018 the Joint Waste Committee reverted to a voluntary structure and, in recognition of the growing importance of waste as a resource, adopted the name Gloucestershire Resources and Waste Partnership. The new partnership maintains the same membership, values and objectives of the preceding partnerships and is now leading on this strategy review on behalf of it's members.

Delivery of strategy objectives would not be possible without partnership working. For example, service developments undertaken by the waste collection authorities have required significant investment, and additional ongoing financial support has been provided by the County Council to assist in this. All partners contribute to joint communications and public engagement under a single brand 'GloucestershireRecycles' and meet regularly to plan campaigns.

It is also recognised that partnership working with external organisations can create additional opportunities and benefits, and relationships have been built with several organisations over a number of years, for example community groups with whom we share common objectives. We have worked to support local organisations involved in community level recycling and reuse/repair activities, and this in turn has provided additional breadth to our public engagement and communications activities.

Objective 8: “Closing the Resource Loop”

“To reprocess waste materials at the most appropriate location, recycling locally wherever practical by supporting reprocessors within Gloucestershire. We will seek to ensure that our waste materials are recycled into high quality products, helping to generate jobs, create wealth, and mitigate the impacts of climate change.”

Progress to date

Since adoption of the current strategy, materials recycling opportunities have expanded for all residents and a wide range of materials are now collected for recycling. We have established recycling services which treat these materials as a resource, and as such we aim to maintain their quality in order for them to be efficiently reused or recycled.

Gloucestershire is not an industrial county, and with the exception of food and garden waste it is inevitable that a significant tonnage of materials will enter markets for recycling elsewhere in the UK or further abroad. However, the consideration of local social value is built into our procurement processes and we will continue to seek local reprocessing opportunities where these exist.

For the past five years Gloucestershire County Council has owned and traded all materials collected at the Household Recycling Centres, and this has enabled us to directly seek out local reprocessing options. As a result 50% of our materials reprocessing contracts are let to companies operating in Gloucestershire.

Objective 9: “Depollution of the Waste Stream”

“To encourage the reduction of hazardous waste arisings, and to segregate and safely treat or dispose of hazardous materials from the municipal waste stream.”

Progress to date

Pollutants arise in many household waste streams, and much progress has been made in legislation to eliminate or limit the use of the most harmful substances. However, pollutants can still be found in everyday items and a number of separate

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collection systems have been established to ensure that they are treated in the safest and most appropriate way. These include separate collections either at kerbside or at Household Recycling Centres for batteries, electrical items, chemicals & paint and asbestos. The partnership is supportive of government and manufacturers in continuing to eliminate the use of hazardous substances in household items.

Not all potentially polluting items are recognised as being hazardous, but nevertheless all treatment and disposal facilities are regulated to ensure that hazards are understood and pollution risks are managed. The EfW facility is regulated by the Environment Agency under an Environmental Permit setting strict emissions limits. Continuous monitoring systems record performance, which is summarised monthly on the contractors website. Unacceptable wastes are collected and disposed of separately.

Further links

Find more information about recycling and waste minimisation across Gloucestershire on our website <https://www.gloucestershirerecycles.com/>

For further enquiries about this consultation paper please contact Waste@gloucestershire.gov.uk with the subject line 'Consultation 2022' or call Gloucestershire County Council on 01452 425 000.

Partnership contact details

The Gloucestershire Resources and Waste Partnership is made up of the following local authorities:

Gloucestershire County Council,

Shire Hall
Westgate Street,
Gloucester,
GL1 2TG

Email: Waste@gloucestershire.gov.uk **Phone:** 01452 425 000

Cheltenham Borough Council,

Municipal Offices,
Promenade,
Cheltenham,
GL50 9SA

Email: cleansing@cheltenham.gov.uk **Phone:** 01242 262626

Stroud District Council

Ebley Mill,
Westward Road
Ebley,
Stroud
GL5 4UB

Email: recycling@stroud.gov.uk **Phone:** 01453 766 321

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Tewkesbury District Council

Council Offices,
Gloucester Road,
Tewkesbury,
GL20 5TT

Email: customerservices@tewkesbury.gov.uk **Phone:** 01684 295 010

Cotswold District Council

Trinity Road,
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Single Use Plastics and Recycling – Update

This information sheet is a follow up to the report brought to committee on 7th June 2018-
<https://www.stroud.gov.uk/media/682440/item-10-single-use-plastics-and-recycling.pdf>

The report noted the extensive work undertaken at the time, which included the removal of many single use plastic items from Ebley Mill, The Pulse and Stratford Park Leisure Centre. The report also outlined a number of wide-reaching recommendations, to further reinforce the SDC stance.

The bullet points below provide a brief summary of the progress that has been made in the intervening period:

- Procurement; The introduction of the Social Value Portal when procuring SDC contracts over £75k. This has obliged contractors to illustrate the social value they will bring in relation to environmental sustainability. There are two Themes, Outcomes and Measures (TOMs) that are particularly relevant:
 - 1) Total volume or reduction in plastics against a relevant benchmark
 - 2) Reduction of waste through product reuse
 Work is ongoing to incorporate social value on contracts of a lower value too.
- Business; Promotion of the local organisation Stroud District Action on Plastic (SDAP). SDAP have been engaging with residents, businesses, schools and communities in the district, helping organisations and individuals to make better choices in the use of plastics.
- Education; The use of targeted recycling and plastic awareness campaigns. Stroud District Council, in conjunction with partners of the Gloucestershire Resources and Waste Partnership, have run campaigns to encourage the responsible recycling of plastic, highlighting alternatives to single use plastic consumption.
- Licensing; The signposting to guidance on operating plastic free and minimising waste produced at events.
- Facilities Management; The restricting of single use items. Stratford Park Leisure Centre continue to make improvements and have introduced plastic recycling within the centre, encouraging all users to dispose of their plastic bottles and other plastic waste responsibly. In addition, they have introduced an incentive scheme that encourages customers to use their own re-usable drinking cups.
- Facilities Management; The discontinuation of single use items. At The Pulse further improvements have been made, notably removing the use of single use shoe covers. In 2019 The Pulse used 30,000 pairs which amounts to around 150kg of landfill waste. This has now been reduced to zero.
- Education; The use of Council Tax billing to mailshot our plastic infographic. This allowed every household to easily identify plastic compounds that can be recycled at the kerbside, with further advice on how to recycle non-standard items. This has now been superseded by the introduction of a new tool (The Waste Wizard) allowing

residents to search for reuse and recycling advice on any item - <https://www.stroud.gov.uk/environment/bins-rubbish-and-recycling/waste-wizard>.

Whilst the overall approach has been cross council, the Multi Service Team (Community Services), will have a key role going forward, with the focus on making further impacts to kerbside recycling.

Advice and resident engagement will be fundamental, with both local and national campaigns supported and promoted via the Councils media channels.

Discussions with an organisation called Podback are ongoing, investigating the collection of single use coffee pods at the kerbside. Small electrical items (WEEE) are also being considered.

There is also a drive to improve the quality of recyclate and reduce the prevalence of non-recyclable items within the kerbside material. Ongoing work is identifying the items that persistently contaminate loads, which in time, will lead to engagement with residents in an effort to standardise behaviours and reduce 'wishcycling'.

STROUD DISTRICT COUNCIL

ENVIRONMENT COMMITTEE

30 MARCH 2023

WORK PROGRAMME FOR 2023-24

Date of meeting	Matter to be considered (i.e. insert report/project title)	Notes (e.g. lead member & officer)
08.06.2023	Budget Monitoring Q4	Accountant
	Severn Estuary Mitigation Strategy	Principal Planning Officer
	Air Quality Monitoring	Head of Environmental Health
	Appointments a) Performance Monitoring Representatives b) Outside Bodies	Committee
	Member/Officer Reports: a) Strategic Planning Advisory Board b) Stroud Regeneration Committee c) Performance Monitoring d) Climate Leadership Group e) Walking and Cycling Annual Report f) Update on SDC's Litter Engagement Work with Retailers	TBC TBC TBC TBC Senior Neighbourhood Planning Officer Community Services Manager
	Work Programme	Chair/Strategic Director of Place/Committee
	14.09.2023	Budget Monitoring Q1
Anti-Social Behaviour and Compliance Policy		Head of Community Services
Member/Officer Reports: a) Strategic Planning Advisory Board b) Stroud Regeneration Committee c) Performance Monitoring d) Climate Leadership Group		TBC TBC TBC TBC
Work Programme		Chair/Strategic Director of Place/Committee
07.12.2023		Budget Monitoring Q2
	Revenue Estimates Revised 2023/24 and original 2024/25	Accountant
	Community Infrastructure Levy Spending Allocations 2024-25	Senior Community Infrastructure Officer
	Ubico Annual Presentation	Managing Director, Ubico
	Member/Officer Reports: a) Strategic Planning Advisory Board b) Stroud Regeneration Committee c) Performance Monitoring d) Climate Leadership Group	TBC TBC TBC TBC
	Work Programme	Chair/Strategic Director of Place/Committee

08.02.2024	Member/Officer Reports: a) Strategic Planning Advisory Board b) Stroud Regeneration Committee c) Performance Monitoring d) Climate Leadership Group	TBC TBC TBC TBC
	Work Programme	Chair/Strategic Director of Place/Committee
30.03.2023	Budget Monitoring Q3	Accountant
	2030 Annual Report	2030 Strategy Manager
	Work Programme	Chair/Strategic Director of Place/Committee
	Member/Officer Reports: a) Strategic Planning Advisory Board b) Stroud Regeneration Committee c) Performance Monitoring d) Climate Leadership Group	TBC TBC TBC TBC

Reports for Future Meetings – Date TBC

- Community Involvement
- Building Back Better Strategy
- District Nature Recovery Strategy
- Tree Strategy
- Local Plan – tbc

Information Sheets for Future Meetings:

Marine Management Organisation and Marine Management Plan – TBC

Published Members’ Information Sheets		
Date sent (& ref no)	Topic	Notes (eg responsible officer)