

## **Meeting of the Climate Change Select Committee**


**Wednesday, 22<sup>nd</sup> November, 2023 at 6.00pm  
in Committee Room 2  
at the Council House, Priory Road, Dudley**

### **Agenda - Public Session (Meeting open to the public and press)**

1. Apologies for absence
2. To report the appointment of any substitute members serving for this meeting of the Committee.
3. To receive any declarations of interest under the Members' Code of Conduct
4. To confirm and sign the minutes of the meeting held on 14<sup>th</sup> September, 2023 as a correct record - (Pages 4 – 17)
5. Net-Zero Neighbourhood and Additional Sustainability Measures – (Pages 18 – 26)
6. Verbal Update on Carbon Reduction Plan – Head of Energy, Sustainability and Climate Change
7. Action Tracker – (Pages 27 – 30)
8. Public Forum
9. To consider any questions from Members to the Chair where two clear days notice has been given to the Monitoring Officer (Council Procedure Rule 11.8).

**Distribution:**

Councillor P Dobb (Chair)  
Councillor T Russon (Vice-Chair)  
Councillors C Barnett, C Bayton, D Borley, C Eccles, J Elliott,  
S Henley, P Lee (Substitute Member for M Dudley), N Neale and A Tromans

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## **Minutes of the Climate Change Select Committee**

**Thursday 14<sup>th</sup> September, 2023 at 6.00 pm  
in Committee Room 2, The Council House,  
Priory Road, Dudley**

### **Present:**

Councillor P Dobb (Chair)  
Councillor T Russon (Vice-Chair)  
Councillors C Barnett, C Bayton, M Dudley, C Eccles, J Elliott, S Henley, D Stanley and A Tromans.

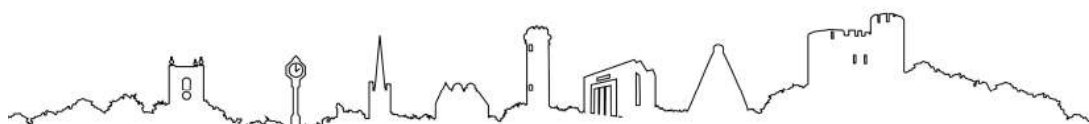
### **Dudley MBC Officers:**

F Mahon (Head of Energy, Sustainability & Climate Change), G Scholes (Interim Lead for Climate Change), N McGurk (Acting Service Director – Neighbour Delivery), J Deakin (Head of Waste and Fleet Operations), N Lissimore (Transport and Highway Services – Transport Strategy Manager), S Edwards (Waste, Fleet and Licensing – Project Manager), S Cooper (Head of Corporate Landlord Services), M Yates (Project Design and Delivery Manager), K Jones (Director for Housing and Communities), M Lyons (Contractor – Interim Lead – Compliance and Building Safety) and G Gray (Democratic Services Officer)

### **Also in Attendance:**

Councillor Dr R Clinton (Cabinet Member for Climate Change)  
Councillor D Corfield (Cabinet Member for Highways and Public Realm)  
Mr T Weller and Mr M Richards (Members of the Public by invitation)

Together with 7 members of the public.



## 7 **Apologies for Absence**

Apologies for absence from the meeting were submitted on behalf of Councillors D Borley and N Neale.

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## 8 **Appointment of Substitute Members**

It was noted that Councillor D Stanley had been appointed as a substitute Member for Councillor D Borley, for this meeting of the Committee only.

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## 9 **Declarations of Interests**

No Member made a declaration of interest, in accordance with the Members Code of Conduct, in respect of any matter considered at the meeting.

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## 10 **Minutes**

In referring to Minute No. 4 – Programme of Meetings and Business Items for 2023/24, Councillor Bayton commented that the matters arising from the action points raised in the minutes and including her request that the Grant Register be scheduled within the Programme of Meetings and Business Items.

In referring to the Minutes, Mr M Richards commented that he was of the view that the Minutes did not reflect the lengthy discussion that had taken place at the meeting regarding the Borough strategy.

### **Resolved**

That, subject to the amendments and comments made above, the minutes of the meetings held on 24<sup>th</sup> July, 2023 be approved as a correct record and signed.

That the matters arising from the Minutes be actioned and that the Grant Register be included within the Programme of Meetings and Business Items.

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## 11 **Transport Fleet Services**

A report of the Acting Service Director – Neighbourhood Delivery was submitted to provide an update on the Council's Fleet services and to consider future options for its fleet management responsibilities, commensurate with the Council's financial and environmental policy objectives.

The Acting Service Director – Neighbourhood Delivery provided an overview of the report and outlined the current vehicle replacement programme and advised that the fleet was made up of a diverse range of vehicles, the majority of which were run on Diesel fuel.

It was noted that the current strategy for fleet replacement was to maximise the service life of the vehicles with a replacement cycle of 7 to 10 years, however, there was a need for an effective fleet strategy and vehicle replacement program. It was advised that vehicles with alternative fuels were being looked into, however, the procurement of vehicles would be a big undertaking and presented its own challenges.

There were insufficient Electric Vehicle (EV) charging points, therefore, there was a need for an infrastructure to be put place in readiness for Distribution Network Operators (DNO's) together with a strategy and understanding regarding the best method to obtain vehicles with low carbon emissions.

Arising from the report, Members asked questions and made comments. Responses were provided where appropriate as follows:-

- a) In response to a query raised by Councillor C Eccles, the Acting Service Director – Neighbourhood Delivery clarified that there had not been any electric vehicles purchased since Dudley had declared the Climate Change Emergency in 2020.
- b) In response to a comment made by Councillor C Barnett regarding the Waste Strategy, the Acting Service Director – Neighbourhood Delivery advised that the strategy would entail considerable planning. There were a number of factors to be considered including procurement of vehicles, ensuring not to over purchase, the capacity to charge EV's and that the Council only had capacity at present to charge 2 EV Waggon. Therefore, in view of this, it was essential that adequate infrastructure be put in place together with a proposed phased plan.

- c) Councillor C Eccles referred to the EV Waste vehicle trials and queried whether these vehicles had sufficient power to lift heavy bins onto Waggons.

The Acting Director – Neighbourhood Delivery advised that the company Lunaz was being used to carry out trials to upcycle and electrify current vehicles. The Waggons that were being trialled were charged overnight and were able to cover one and a half rounds and were returning to the depot with 35% battery life. It was clarified that the lifting of bins onto Waggons would not significantly affect the battery life during collections.

- d) Councillor C Bayton although welcomed the ongoing trials, raised concerns that Dudley had proposed to be carbon neutral by 2030 and that there had been no further information, plans or list of priorities provided regarding the strategy and requested that further information be provided regarding plans on reducing the Council's Fleet.

In response the Acting Director – Neighbourhood Delivery advised that a new Climate Change team had been established together with a newly appointed Head of Energy, Sustainability and Climate Change, who would be working on future plans. It was clarified that all aspects of the service including the Council's Fleet, would need to be considered as a whole to identify how services could be operated more efficiently and would tie in with an overall phased plan including the reduction of the Council's Fleet.

- e) Councillor D Corfield commented positively on the progress Officers had made regarding the Council's Fleet and stated that vehicles being used were Euro 6 diesel compliant. There was a vision to reduce energy from waste and for the fleet to be self-sufficient by producing green waste such as green hydrogen to fuel and power vehicles, which provided scope to use other Council's waste and electric.

Councillor D Corfield also commented that there were no capabilities at present to charge EV's and that it was important that an infrastructure be established to accommodate this going forward. The trials for upcycling and recycling current fleet to EV's were welcomed and advised that should the trials be successful, the waste collection process would be looked into and that longer/double collections of waste could be considered.

- f) Mr T Weller expressed a view that the Council's fleet used for general waste could be cut back by reducing collections to once a fortnight and suggested for Members to consider this going forward.
- g) Councillor D Stanley noted that 52% of the UK's transport emissions were from privately used cars and was of the view that Members should be utilising public transport to lead by example and cut down emissions.
- h) Councillor T Russon referred to green hydrogen fuelled vehicles and acknowledged that an infrastructure that was driven by data would need to be developed to incorporate green hydrogen fuelled vehicles and to reduce the Council's fleet. Councillor T Russon also welcomed the use of Euro 6 diesel fuelled vehicles.
- i) The Interim Lead for Climate Change advised that there were a number of options for the Waste Plant to deliver low emissions, however, it was considered that the Energy from Waste Strategy and infrastructure would take time to implement, and that consideration would need to be given to the current delivery of services and costs. A Power Purchase Agreement (PPA) had been put in place and further decisions were being made to enable Council fleet to be powered locally. It was advised that further plans would be submitted, which would capture the implementation of an EV fleet.
- j) Councillor D Corfield stated that a five-year plan was being looked into to ensure the services evolved moving forward. It was noted that fortnightly collections and making recycling more efficient could be considered.
- k) Councillor C Barnett there was the need for a Waste Strategy to reduce general waste and energy.
- l) In response to queries raised by Councillor M Dudley regarding the collection of recycling waste, contamination and food waste plans, Councillor D Corfield advised that operators needed to look at waste to alleviate contamination, however, once data had been collected through the current trials of vehicles, the fleet can be specifically set up to utilise vehicles for one use.



The Head of Waste and Fleet Operations clarified that the main source of contamination was moisture from cardboard and that recyclable waste would not be collected should there be contamination. It was advised that continued work was being carried out to educate and advise residents of the type of waste that could be recycled.

- j) Councillor T Russon commented that he had attended the Environmental Services and Solutions Expo and considered that Green Hydrogen would be revolutionary and that it would be an advantage to tailor vehicles for purpose.
- k) Councillor D Corfield reiterated that the feedback from the trials of the EV's had been positive and that EV's were proving to be more efficient.
- l) The Waste, Fleet and Licensing – Project Manager commented that within the last seven years, vehicles were being re-managed to Euro 6 diesel and were being upcycled, which extended the use of the vehicles.

## **Resolved**

That the information contained in the report submitted, and as reported at the meeting on the update on the Council's Fleet Service and the future options for its fleet management responsibilities, commensurate with the Council's financial and environmental policy objectives, be noted.

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## **12 Electric Vehicle Charging Infrastructure**

A report of the Acting Service Director – Neighbourhood Delivery was submitted to present the current progress on all matters associated with public Electric Vehicle Charging Infrastructure across the Dudley Borough.

The Transport Strategy Manager provided an overview of the report and in doing so advised that there was a need for a charging infrastructure network to be put in place.

It was advised that funding had been awarded from the Office of Zero Emission Vehicles (OZEV) for the purpose of installing on-street charge points for residents that wished to charge their plug-in Electric Vehicles (EV's). Following an initial assessment of potential locations, the Council had identified for the first phase of approximately 51 different locations across the Borough for potential installation of double charge points with the aim to install 284 charge points by 2025 following future phases.

A consultation exercise with Ward Members and residents had been carried out to identify priority locations for the first phase of installation and had received positive feedback.

It was noted that further requests to locate charge points within the Borough would increase following members of the public obtaining more Electric Vehicles (EV's). It was stated that charge points would be placed outside properties without driveways, as this was considered to be cost effective and would require planning control.

It was advised that work had commenced to identify suitable Council operated public car parks in Dudley together with other Black Country Authorities for the provision of suitable EV charging equipment.

Reference was made to the Local EV Infrastructure (LEVI) Fund, which focussed on community charging hub sites across the Borough. Early design options were being drawn up to deliver a future-proofed neighbourhood community EV charging hub in Enville Street, Stourbridge. Members were encouraged to advise officers of any other potential sites that may be suitable within their wards.

The Transport Strategy Manager commented that a working group had been established with the Cabinet Member for Climate Change, which had carried out work to obtain the funding needed.

It was noted that there was a good geographical spread of the locations identified for charging points and that there would be further updates going forward, however, there was a need for support from Members and residents to implement charging points.

Arising from the report submitted, Members asked questions and made comments. Responses were provided where appropriate as follows:-

- a) Councillor C Eccles referred to the charge points, which allowed vehicles to be charged for a number of hours and questioned how vehicles being charged overnight and obstructing properties would be monitored.

The Acting Service Director – Neighbourhood Delivery advised that there would be some challenges with cars being parked outside properties overnight, however, it was believed that intelligence would be received from the charge points should cars be parked for a significant length of time.

- b) Councillor D Stanley raised concerns regarding anti-social behaviour targeting cars that were being charged overnight.

The Transport Strategy Manager advised that there was good national surveillance. There would always be a potential risk for cars being parked on streets at night and the Council would acquire more information once the initial first phase had been carried out.

- c) In responding to a question raised by Councillor C Barnett in relation to whether Western Power would be supplying charge points, the Transport Strategy Manager advised that Western Power had acknowledged the business plan submitted by Dudley, that viable locations had been identified based on set criteria to install charge points, however, there would be various challenges due to high costs.
- d) In response to a question raised by Councillor C Barnett regarding whether there would be significant disruption during installation, the Transport Strategy Manager stated that it had been suggested for contractors to install 2 charge points per day, which would inevitably cause some disruptions.
- e) Councillor J Elliott referred to Council offices, depots, car parks and sports facilities being equipped with charge points by 2025 and how many would be installed.

In responding, the Transport Strategy Manager advised that the main charge points would be public facing on street and that the main charging equipment would be installed for the Council's fleet.

- f) In response to a question raised by Councillor C Bayton concerning the roll out of charge points around Council stock, the Transport Strategy Manager explained that Auxiliary (AUX) sites were not targeted, that some charge points would be installed around Council flats and properties and that this would be looked into in more detail after the first phase.

- g) In responding to a comment made by Councillor C Eccles regarding measures to slow the growth of the number of vehicles in use across the Black Country, the Transport Strategy Manager stated that Transport West Midlands were responsible to manage public transport and that there were issues surrounding the loss of Bus services due to Covid 19 and fuel price increases.
- h) A query was raised by Councillor S Henley regarding whether the size of the on-street charge points would create mobility issues for disabled people.

The Transport Strategy Manager clarified that the charging points were designed to be compact with a requirement to allow the size of a double buggy to pass. It was advised that charge points could go out onto carriage ways and would be protected so they would not be damaged.

- i) Mr T Weller expressed a view that there had been a significant amount of money spent on metro trams and considered that money would be better spent towards upgrading public transport. Mr Weller also commented that young people should be rewarded with free bus travel to reduce car usage.

## **Resolved**

That the information contained in the report submitted, and as reported at the meeting, on all matters associated with public Electric Vehicle Charging Infrastructure across Dudley Borough, be noted.

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## **13 Environmental Impact on Council House Refurbishment**

The Committee received a presentation from the Head of Corporate Landlord Services together with the Project Design and Deliver Manager on the Environmental Impact on Council House Refurbishment. In presenting the information it was reported that the refurbishment was a work in progress and that there were a number of grants that had been obtained to fund ongoing work as outlined in the presentation submitted.

It was noted that the refurbishment of the Council House had presented a number of challenges, which included the Council House being Grade 2 listed heritage status, that the building was a live operational building and civic hub, grant funding conditions, capital funding constraints including tender prices and the increase in energy costs. Reference was made to grant funding conditions and that the Council would need to report information to providers every 2 to 3 years.

The Project Design and Delivery Manager reported that the lighting upgrade had commenced prior to the refurbishment of the Council House. It was advised that existing florescent lighting tubes had been replaced with Light Emitting Diode (LED) lighting and that 400 lamps had been changed within buildings, which provided a saving of 19 tonnes of carbon per annum.

Reference was made to the installation of Boiler Optimisers that were designed to reduce the amount of time the boiler would burn gas without affecting the temperature of the building and that the boilers were linked to the Building Management System (BMS). The BMS controlled individual room temperature and timings, which allowed for individual zones of the buildings to be controlled and adjusted daily.

It was explained that 4 air source heat pumps had been installed at 4 Ednam Road, which transferred heat from outside air into water and was used for heating the building. The heat pumps were also linked to the BMS and saved 69.4 tonnes of carbon per year.

Passive Infrared Sensor (PIR) automatic lighting had been installed by the use of the European Regional Development Fund (ERDF) grant, which detected absence in office areas and detected any presence within corridors and toilet areas to minimise leaving lights on.

The Project Design Deliver Manager referred to the installation of heat recovery ventilation and in doing so advised that the ventilation warmed incoming cold air, therefore, this provided free heat and minimal electrical use.

The Head of Corporate Landlord Services outlined other items that had contributed to the refurbishment as set out in the presentation submitted.

Reference was made to the site management and conditions to contractors whilst the refurbishments were being carried out, which included a minimum of 80% local supplier engagement.

Future initiatives were being looked into, which included electric vehicle charging points, secondary glazing, sustainable vehicle fleet and exploring new products such as thermal paint which would reduce the amount used to refurbish buildings.

Arising from the presentation, Members asked questions and made comments. Responses were provided where appropriate as follows:-

- a) In response to a query raised by Councillor C Bayton in regard to secondary glazing at the Council House, the Head of Landlord Services advised that the Council House was a Grade 2 listed heritage building and funding had been requested previously, however, it was unsuccessful.
- b) The Head of Landlord Services commented that the main focus had been on refurbishing the Council House, however, work had been undertaken on some older buildings, which had provided their own challenges. It was noted that 3-5 St James's Road building would be earmarked for future work.

It was noted that there were 10 main offices, 2 of which were old schools and consideration would need to be given going forward to reduce building stock.

- c) In responding to a query raised by Councillor C Barnett concerning whether the current boilers were being converted to accommodate alternative power sources, the Head of Landlord Services advised that the boilers that had been retained were gas boilers, however, it was considered that it may be possible that the boilers could be run on alternative gas power such as hydrogen.
- d) Councillor C Barnett referred to what extent employees were working from home rather than traveling to work at Council offices, the Head of Landlord Services explained that there was an Estate Strategy in place, which would continue to evolve, and that data available to measure staff coming into buildings, when and where they logged on and it was found that the majority of staff were using agile working, in particular colleagues who lived outside of the Borough.

It was noted that 3-5 St James's Road and 4 Ednam Road buildings were not completely occupied on a day-to-day basis and it was felt that this would need to be rationalised. It was considered that hubs or drop in workspaces would be more beneficial.

- e) In responding to a question raised by Councillor C Eccles regarding whether there was a need for 4 Air Source heat pumps together with the Boiler Optimisers, the Head of Landlord Services clarified that heat pumps and boiler optimisers were installed as a back up should one source fail to generate heat.
- f) Further to a question raised by Councillor C Eccles regarding the possibility of installing Photovoltaic (PV) solar panels on Council buildings rather than the use of Heat Pumps or Boiler Optimisers, the Head of Landlord Services advised that not all Council buildings were structurally suitable to take Solar Panels.
- g) Councillor D Stanley commented that the Council House building was unique in its design and character and any future refurbishments, in particular the installation of windows, would need to be in keeping with the style of the building.
- h) In response to a comment made regarding obtaining materials locally, the Project Design and Delivery Manager commented that the majority of materials were being sourced within the Borough, however, there had been issues where some materials were not made within the Borough therefore these would need to be sourced abroad.
- i) Mr T Weller commented positively on the alterations made to the refurbishment buildings and raised a question regarding second glazed windows being installed at the Council House. In response the Head of Landlord Services indicated that they would need to consult with Pilkington Glass regarding second glazing, however, consideration would need to be given to the issues surrounding the Grade 2 listed Heritage status and the installation of new windows at the Council house would need to be done sensitively.

## **Resolved**

That the information contained in the presentation submitted, and as reported at the meeting, on the Environmental Impact on the Council House Refurbishment, be noted.

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14 **Net-Zero Neighbourhood and Additional Sustainability Measures**

**Resolved**

That the Chair requested that the report for Net-Zero Neighbourhood and Additional Sustainability Measures be deferred to the next meeting of the Climate Change Select Committee.

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15 **Climate Change Select Committee Progress Tracker and Future Business**

**Resolved**

That the Climate Change Select Committee Progress Tracker and Future Business, as outlined in the report, be noted.

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16 **Public Forum**

A member of the public welcomed the information provided at the meeting in particular the information regarding the Council House refurbishment. The member of the public raised concerns regarding the lack of progress made on action plans since Dudley had declared the Climate Change Emergency in 2020 and it was considered that a clear plan be put in place, which outlined any impact on the public.

In response Councillor T Russon commented that work was being undertaken by Officers to obtain relevant data to include within the action plan and once data had been collated information could be provided on areas that would need to be considered.

Mr M Richards raised concerns on the progress made since Dudley had declared the Climate Change Emergency and considered that there was a lack of engagement with residents on Climate Change and reducing carbon footprint. Mr Richards expressed a view that, given the significant population of the Borough, residents would be open to implement changes should information and guidance be provided.



In response the Acting Service Director – Neighbour Delivery advised that there were discussions around fleet and other significant work, which included street lighting and travel schemes, which would be included within the action plan. The Acting Service Director – Neighbourhood Delivery acknowledged that engagement with the public was essential and there was a need for different areas, including websites and social media to be looked into to help improve communications and educate residents.

The Head of Energy, Sustainability and Climate Change clarified that a new team had been established, which were continuing to work on websites, information and that engagement activities would be included within the action plan.

Mr Richards commented that due to the Climate Change emergency, it was believed that residents would respond to clear information should it be rolled out to the public.

Mr T Weller suggested that the free magazine sent out to residents be utilised to provide information on Climate Change and educate residents on how to reduce their carbon footprint.

In responding to a query raised by Mr T Weller regarding the tramways, the Cabinet Member for Climate Change advised that any outcomes would be put to the Cabinet meeting and could be discussed under Public Forum at these meetings.

A member of the public commented positively regarding the information presented on the Council House refurbishment and considered that it was imperative that any action plans should focus on the outcomes and impact on the Climate Change emergency.

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## 17 **Questions Under Council Procedure Rule 11.8**

There were no questions to the Chair pursuant to Council Procedure Rule 11.8.

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The meeting ended at 8.05pm

CHAIR

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**Meeting of the Climate Change Select Committee – 22<sup>nd</sup> November, 2023**

**Report of the Director of Housing and Communities**

**Net-Zero Neighbourhood and Additional Sustainability Measures**

**Purpose of report**

1. The purpose of this report is to provide an update on progress with the Net Zero Neighbourhood (NZN) scheme at Brockmoor and to outline additional sustainability measures are being taken by the Housing Directorate on existing and future schemes.

**Recommendations**

2. It is recommended that Committee Members note the contents of the report.

**Background**

3. The Housing and Communities Directorate, in conjunction with other government agencies and external energy providers, are currently working on a number of schemes, mostly within the private sector, aimed at increasing sustainability and tackling poor energy efficiency, as detailed within this report.

**LA Flexible Eligibility**

The ECO4 Local Authority Flexible Eligibility Scheme provides boilers and insulation for vulnerable groups in the private sector. The works are 100% funded by Energy Providers and undertaken by their own contractors. The council assist in ratifying eligibility for households and the scheme is currently in progress.

**Great British Insulation Scheme**

The Great British Insulation Scheme is a new government efficiency scheme (formerly known as ECO+) that will be administered by Ofgem. It is

designed to deliver improvements to the least energy-efficient homes in Great Britain to tackle fuel poverty and help reduce energy bills within the private sector. This is due to be rolled out shortly.

### **Local Authority Delivery Phase 2 (LAD2)**

The LAD2 scheme, completed in June 2022, delivered energy saving work (High heat retention electric Night Storage Heaters, External Wall Insulation and Solar Panels) to 296 local authority owned properties that were previously rated D or below. High heat retention storage heaters are now considered to be an efficient way of providing clean energy that are more controllable and easier to use and over 20% cheaper than standard night storage heaters. The scheme was funded through £1.5M grant paid into the Housing Revenue Account, match funded with £1M from the DMBC Housing Revenue Account.

### **Local authority Delivery Phase 3 (LAD3) and Home Upgrade Grants (HUGS1)**

£255k of grant funded work to around 50 private sector properties to provide predominantly Cavity Wall and Loft Insulation works together with some ancillary ventilation measures. The programme is currently in progress.

### **Home Upgrade Grants (HUGS2)**

Around £2M worth of funding to deliver 'fabric first' measures to privately owned 'off-gas' properties. This work is being administered and delivered by the West Midlands Combined Authority with the council entering a Memorandum of Understanding on that basis, and will commence shortly.

### **Switchchee**

1,691 smart thermostats have been installed across the borough to assist in reducing energy consumption.

### **Dudley Energy Advice Line (DEAL)**

The DEAL provides energy efficiency and carbon reduction advice for all residents. Historically the service also assisted with energy switches which are slowly returning as energy costs start to reduce. The service signposts people to areas of income maximisation and issues food and fuel vouchers for those in need. The Team also provide energy saving behavioural advice to residents who contact the team with between 3,000 to 3,500 contacts per year.

## **Housing Assistance Grants**

Repayable grant funded works to poor and vulnerable homeowners, subject to eligibility where the work is identified as being required to eradicate a hazard to health and/or safety in accordance with the Housing Health and safety Rating System via the council's own grant process.

Available throughout the year, works include but are not limited to boiler installations, roofing works, doors, and windows. Some urgent low-cost minor repairs are also provided to those that are non-repayable. Again, this is subject to eligibility.

## **Net Zero Neighbourhood (NZN) programme**

Demonstrator programme to identify, survey and provide net-zero retro-fit measures to up to 50 properties within Brockmoor. £1.65M of grant match funded with £1M of Better Care funding. A £42,000 contribution has also been received from the Social Housing Decarbonisation Fund (SHDF) which has been added to the NZN pot. Further funding opportunities are being investigated including provision of ECP's, Heat Pumps and improvement to green space. Resident consultation will take place through the programme.

The council have identified a framework contract that will enable the appointment of a 'one-stop' provider to facilitate all feasibility, consultancy and design work together with the on-site delivery of the project with a brief to work towards phase 2 of the project.

A preferred bidder has been identified and bespoke contractual terms and conditions have been drafted. In the meantime the preferred provider has been undertaking preparatory work 'at risk' alongside the Council to ensure that a good start is made when the contracts are exchanged, and the council have not incurred any costs to date.

It is still hoped that engagement will start in the Autumn followed by monitoring during the winter and measures undertaken in Spring 2024 with a view to complete by the backstop date of March 2024.

The scheme will also involve a mobility and transport assessment, a small community greenspace project and a strategy for the local school.

Further information on NZN is appended to this report in Appendix 1.

The schemes set out within this report have achieved a number of awards, including:

1. National Energy Efficiency Awards 2022 – 3<sup>rd</sup> in the UK and NI for LAD2 and NZN
2. Inside Housing Climate Change Retrofit Project
3. Inspire Award for Awareness Campaign.
4. Foundations award for Innovation in Service Design & Delivery
5. Energy Efficiency Awards 2023 – Climate Change and Retrofit proposal.

Regular feedback on the outcomes, in terms of numbers and what has been delivered can be provided to Committee Members by way of a written update, if required.

## **Finance**

4. It is proposed to utilise £1M of funding from the Better Care Fund to support government grant funding on NZN as a 'wider project' in accordance with council policy and the Regulatory Reform (Housing Assistance) Order 2002.

Funding for Housing Assistance Grants is a combination of General Fund, Grant repayments (Local land charges, RX1 repayments and Loan repayments) and Better Care Fund contribution.

DEAL is financed through a contribution from Public Health.

LAD2 was funded through both government grant and a Housing Revenue Account contribution.

All other schemes are financed through government grant and energy provider contributions.

## **Law**

5. Several of the schemes set out within this report are delivered through grant funding, with associated grant conditions which the council must meet. The council's Legal Services are involved in all contract agreements.

## **Risk Management**

6. Any material risks emerging from schemes are recorded, managed and monitored through the Directorate Risk Register.

## **Equality Impact**

7. The schemes set out within this report are designed to reduce inequality and to provide positive interventions to individuals and communities who may otherwise be disadvantaged due to affordability and property conditions.
8. There has been no direct consultation with children and young people, but it is hoped that the energy efficiency measures provided across the council will have a positive effect directly for residents benefitting from the measures but to also highlight to young people what can be delivered in practical terms.

Where possible, consideration be given to how young people can be involved more given that they will be directly affected by climate change in the coming years.

## **Human Resources/Organisational Development**

9. There are no direct HR implications arising from this report.

## **Commercial/Procurement**

10. The NZN scheme will be delivered by a preferred provider who will be awarded the work through the South-East Consortium Framework for 'Zero Carbon Solutions', Lot 10- Zero Carbon Delivery Partners. All Social Value is as defined by the framework and the procurement of the provider has gone through the appropriate procurement processes.

Other work streams, such as LAD2 and LAD3/HUGS1 are already delivered/being delivered under an existing housing contract with their own Social Value element.

The remainder are being delivered through agencies and energy providers.

## **Environment/Climate Change**

11. The impact of the measures identified within this report on the environment/climate change are positive.

## **Council Priorities and Projects**

12. The contents of this report are consistent with the council's commitment of 'Dudley – The safe and healthy borough' as referenced in the Council's Plan 2022-2025.

13. It is hoped that the measures outlined within this report will enable the carbon footprint within the borough to reduce and lessen the environmental impact of fossil fuels. In addition, the reduction in energy costs will also assist people to stay warm at homes, lessen the impact of damp and mould on their health.



**Director of Housing and Communities**

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## **Appendices**

Appendix 1 – Net Zero Neighbourhood Programme

### **List of Background Documents**

None

## **APPENDIX 1 – Net Zero Neighbourhood Programme**

The Net Zero Neighbourhood (NZN) Programme aims to develop a place-based approach to retrofit, founded on extensive community engagement to generate higher rates of take up than other retrofit initiatives and generate wider benefits including improved health and wellbeing; local employment opportunities; inclusive growth; improved quality of life and local amenities. This in turn can form the basis for a replicable finance and delivery model to scale up retrofit, creating low carbon energy communities on a neighbourhood-by-neighbourhood basis.

In March 2021, the WMCA Board approved funding for The Net Zero Neighbourhood Demonstrator programme and the 7 constituent local authorities were invited to present a plan for a Net Zero Neighbourhood within their area.

In July 2022 the WMCA board approved Dudley MBC's plan for Brockmoor as the plan that best aligned with the goals of the NZN programme, providing high confidence of successful delivery. WMCA therefore awarded £1.65m grant funding to Dudley MBC to deliver Phase 1 of the first NZN demonstrator.

### **PROJECT OBJECTIVES**

The strategic aims are:

- To prove that a place-based approach to retrofit can result in increased rates of uptake across all housing tenures.
- To develop a replicable funding and delivery model to mobilise capital investment into creating place-based low carbon energy communities.
- Identify and enable cost efficiencies associated with a place-based approach and using those to help accelerate the development of a high-quality local supply chain.
- To ensure low carbon projects across the West Midlands develop in a way that enables the local energy system to become smarter, more efficient, and flexible.

As part of the programme, Dudley MBC's Brockmoor plan outlines the ambition to create a Net Zero Canalside community, implementing the following within the area:

- Improvements to the existing housing stock, commercial estate and to the outdated industrial estate.
- Several transport improvements including the potential to develop the disused railway into cycle and walking pathways and the enhancement of canal corridors including surfaced cycleways with links to cycling and walking routes, as well as adjacent open spaces and green spaces.
- Management of demand and grid constraints to accommodate and plan for electrification for heat and transport.



- High-quality green infrastructure which will be protected and enhanced including green spaces and parks and improved links into Fens Pool Nature Reserve/SAC, the River Stour and open countryside to the south and west of the corridor.
- Educational programmes and community engagement to help design how the NZN is delivered and raise awareness of Net Zero
- Other area improvements or initiatives, including the local greenspaces, may be identified through community and neighbourhood engagement that can be included in delivery with additional funding options identified in the meantime to assist with this.
- The scheme will provide, through its social value element, apprentice and training opportunities and links have already been made with Dudley College.

## PROJECT LOCATION

Brockmoor area was selected as it comprises the key elements for a successful programme including:

- It has high levels of fuel poverty.
- It is relatively close to the new metro and therefore provide opportunities for expanding sustainable transport links.
- Relatively close to industrial areas, with wider opportunities for decentralised clean energy
- It has green space within it, an adjoining canal, and a disused railway.
- The housing mix is representative of the borough and includes several homes where energy efficiency improvements can be made quickly.

The chosen area comprises the LSOA Dudley 022D, including the following streets:

- Pheasant Street
- Norwood Road
- Station Road
- Belle Isle
- Foxdale Road
- The continuation of Norwood Road into LSOA Dudley 022B

## PROJECT DELIVERY – PHASE 1

The Brockmoor Net Zero Neighbourhood project delivery is proposed to be divided into two phases:

- Phase 1 (2022-2025) — corresponds to the first phase of capital funding, focusing on:  
The retrofit of a minimum of 50 homes within Brockmoor.  
The delivery of a community determined mobility intervention.  
The delivery of a community determined green space improvement.

These will be funded through £1.65m of investment from the WMCA and supported by additional funding including from Dudley MBC housing department, Disabled Facilities Grant (DFG) and other grant funding that meets the criteria.

- Phase 2 (2025 onwards) — corresponds to the remaining infrastructure improvements and community initiatives needed to fully implement the NZN plan for which a business case will be built during the delivery of Phase 1 taking lessons from any demonstrated and de-risked value streams that arise in Phase 1, and building towards a smarter, more flexible energy system.

**Action Tracker – Climate Change Select Committee**

<b>Subject (Date of Meeting)</b>	<b>Recommendation/action</b>	<b>Responsible Officer/Area</b>	<b>Status/Notes</b>
Programme of Meetings and Business Items 2023/24 (24 <sup>th</sup> July, 2023)	Minute No. 4 - Details on the Borough Strategy, including measurements to show Dudley's journey and how this correlated with the wider work in the Combined Authority region	Head of Energy, Sustainability and Climate Change	Update to be provided at the meeting on 22 <sup>nd</sup> November, 2023 and information on Borough Development Strategy Circulated
Programme of Meetings and Business Items 2023/24 (24 <sup>th</sup> July, 2023)	Minute No. 4 - Information regarding the High Plateau site at Brierley Hill (Mr T Weller)	Director of Regeneration and Enterprise	Response to be provided and Circulated - <b>Completed</b>

Programme of Meetings and Business Items 2023/24 (24 <sup>th</sup> July, 2023)	Minute No. 4 - Request for an update of the 'Your Borough, Your Future' survey that was carried out in 2022	Responsible Officers	Information to be provided and Circulated
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## **Future Business – Climate Change Select Committee**

<b>Date of Meeting</b>	<b>Work Programme</b>	<b>Responsible Officer/Area</b>	<b>Notes</b>
<b>24<sup>th</sup> January, 2024</b>	<p>Anaerobic Digestion and Food Waste Collection</p> <p>Progress Update on the trial of use of Pesticides and Maintaining the Boroughs Green Spaces</p> <p>Medium Term Financial Strategy</p>	<p>Waste Strategy Disposal Manager</p> <p>Head of Neighbourhood Services</p> <p>Director of Finance and Legal Services</p>	
<b>14<sup>th</sup> March 2024</b>	<p>Annual Report 2023/24 and potential items of business for 2024/25</p> <p>Planning policies in relation to renewable energy/Presentation on Planning and Developers response to Climate Change</p> <p>Waste Management Strategy Update</p> <p>Black Country Transport/Local Transport Plan Update</p>	<p>Democratic Services</p> <p>Director of Regeneration and Enterprise/Head of Planning</p> <p>Waste Strategy and Disposal Manager</p> <p>Acting Service Director</p>	

<b>TBC</b>	Achieving Net Zero/Carbon Reduction Action Plan	Head of Energy, Sustainability & Climate Change	
<b>TBC</b>	Cycle and Travel Card Scheme	Assistant Director People and Inclusion	
<b>TBC</b>	Grant Register	Responsible Officers	