

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

**Thursday, 14<sup>th</sup> September, 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 24<sup>th</sup> July, 2023 as a correct record - (Pages 4 – 9)
5. Transport Fleet Services – (Pages 10 – 17)
6. Electric Vehicle Charging Infrastructure – (Pages 18 – 24)
7. Environmental Impact on Council House Refurbishment – (Pages 25 – 42)
8. Net-Zero Neighbourhood and Additional Sustainability Measures – (Pages 43 – 51)
9. Action Tracker – (Pages 52 – 54)
10. Public Forum

11. 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, M Dudley, C Eccles, J Elliott,  
S Henley, N Neale and A Tromans



**Chief Executive**  
**Dated: 6<sup>th</sup> September , 2023**

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

**Monday 24<sup>th</sup> July 2023 at 6.00 pm**  
**At Saltwells Education Development Centre,**  
**Bowling Green Road, Netherton**

### **Present:**

Councillor P Dobb (Chair)  
Councillor T Russon (Vice-Chair)  
Councillors C Bayton, C Eccles, J Elliott, S Henley, S Keasey, N Neale and  
A Tromans.

### **Dudley MBC Officers:**

S Griffiths (Democratic Services Manager) and S Essex (Democratic Services  
Officer)

### **Also in Attendance:**

Councillor D Corfield (Cabinet Member for Highways and Environmental  
Services)

Councillor Dr R Clinton (Cabinet Member for Climate Change)

T Weller and M Richards (Members of the public attended by invitation)  
Together with 6 other Members of the public

### **Introduction by the Chair**

The Chair welcomed everyone to the first meeting of the Climate Change  
Select Committee and invited all attendees to introduce themselves.

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1 **Apologies for Absence**

Apologies for absence were submitted on behalf of Councillor C Barnett.

It was noted that a vacancy on this Committee had been filled by Councillor N Neale.

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2 **Appointment of Substitute Members**

No substitute Members had been appointed for this meeting of the Committee.

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3 **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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4 **Programme of Meetings and Business Items for 2023/24**

Mr M Richards queried the change of the Committee's title. It was noted that a new structure of Overview and Scrutiny/Select Committees had been agreed at the Annual meeting of the Council in May 2023.

Councillor C Bayton expressed disappointment that this meeting did not have a full agenda of scrutiny items. The Chair advised that several substantive agenda items had been requested for this meeting, however, these had been deferred for various reasons. It had been agreed to continue with this meeting to consider the future work programme.

A detailed discussion took place regarding future agenda items and reference was made to the following points:

- Councillor C Bayton requested 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. The West Midlands Combined Authority had set 2041 as their target for Zero Carbon. The Council needed to work collaboratively across the Black Country and the West Midlands Combined Authority area and consider how progress and performance on Key Performance Indicators was reported back to this Committee.
- Councillor C Bayton requested that the Grant Register be included as a future agenda item and that a monitoring process be implemented. Significant funding was channelled through the West Midlands Combined Authority and it was essential that Dudley had a business plan for their share of the funds.
- Councillor C Bayton requested that consideration be given to pre-decision scrutiny to ensure that relevant items were submitted to this Committee in time for comments to be considered in advance of decisions being made by the Cabinet or the Council.
- Mr T Weller referred to the Black Country Cycle-Walk Mudway. Over several years, emails had been received from Officers indicating that overgrown vegetation would be cut back and a temporary surface laid down on the muddy and waterlogged parts in the Dudley borough. However, this work had not been undertaken and the Committee's support was requested to address this matter.
- Mr T Weller referred to a possible site of special scientific interest (SSSI) at Daniels Land, Merry Hill. The Committee was requested to support the appointment of a qualified person to carry out an ecological survey on this site. Councillor C Eccles believed that this site had been earmarked for housing and that it was the responsibility of the landowner to carry out a survey. Mr T Weller asked for an Ecology Officer from DMBC to consider this and report back to the Committee.
- Mr T Weller requested a report to a future meeting on the situation concerning the High Plateau site at Brierley Hill.
- Mr T Weller expressed a view that there should be a trial of bus/business lane on dual carriageways and that commuters should be rewarded with free bus travel to reduce car usage. This would improve road congestion and reduce greenhouse gasses.

- A member of the public asked if Members of the Committee had been required to undertake Carbon Literacy training. Whilst this was not a mandatory requirement, it was recommended that all Councillors should undertake Climate Change training. It was noted that West Midlands Combined Authority had developed training provision that could be explored further.
- Councillor A Tromans referred to citizens assemblies and the continued use of weed killers. The Chair asked that suggested agenda items be submitted to the Chair and Vice-Chair by email.
- Councillor S Henley considered that it was important for actions in the Council's strategy to be given clear timescales and implementation dates. However, it was noted that any actions to contribute to reducing greenhouse gas emissions should be implemented immediately. General comments were made concerning the prioritisation of the Committee's future work programme to focus on achievable outcomes.
- Following a discussion on what actions local councils should be taking to achieve net zero, the Chair indicated that the Carbon Reduction Plan/Achieving Net Zero was scheduled for discussion at the November meeting. The Chair agreed for this item to be brought forward to the meeting of the Committee on 14<sup>th</sup> September, 2023.
- Reference was made to outcomes of the 'Your Borough, Your Future' survey undertaken in 2022. The Chair would request a progress update.
- In response to the progress update on the use of pesticides and maintaining the Borough's Green Spaces, the Chair advised that trials were ongoing and the January 2024 meeting would be the first opportunity to discuss the report. A member of the public asked if spraying around schools, parks and play areas could be ceased as a precautionary measure. This was, however, considered unlikely as the probable response was that the current spray was licensed in the United Kingdom. Councillor A Tromans asked for a recommendation to cease the introduction of quad bikes to speed up weed control in Dudley.
- Reference was made to work previously undertaken with West Midlands Combined Authority relating to domiciliary/care workers using electric fleet cars rather than their own. The Chair indicated that this would be covered in other agenda items such as viability of working from home, cycling and the Travel Card Scheme.

- Further reference was made to the need to focus on priorities such as reducing domestic emissions, loss of heating, fuel poverty, the issue of retrofit and supporting vulnerable people.
- Reference was made to the omission of a Nature Restoration Strategy from the Committee's agenda.

## **Resolved**

- (1) That the report on the programme of meetings and potential items of business for this Committee, be noted.
- (2) That the Chair and Vice-Chair and Officers consider the comments, suggestions and recommendations as set out above in developing the Committee's work programme for the 2023/24 municipal year.

## **5 Public Forum**

The following points were raised under this agenda item:

- Mr T Weller commented positively on the inclusion of Public Forum agenda items and requested support to encourage the West Midlands Combined Authority to increase public participation in meetings.
- Mr T Weller commented that for several decades there had been a lack of discussion or votes in the seven West Midlands Councils regarding spending and progress on the Midland Metro development. He requested that this be queried with the West Midlands Combined Authority and appropriate Cabinet Member.
- In response to a query from a member of the public, it was confirmed that the composition and membership of this Committee was decided at the Annual Meeting of the Council. Seats were allocated in line with legal rules on political proportionality. Nominations were then received from each political group.
- A member of the public requested further clarity on the general policy/strategy of the borough relating to tackling climate change. For example, issues such as home energy savings, air quality, sewage and development on the green belt should be reflected in the priorities. The Chair stated that all key issues should be reflected in the Borough Strategy.



- The Chair confirmed that an action tracker would be included on future agendas for this Committee.
- Reference was made to Public Health and Emergency Planning, including provision for Climate Emergency Centres. Greater awareness was required of preparedness for emergencies and the measures being put in place. Councillor C Bayton advised that there was an Emergency Planning Team in the Council (Public Health). A member of the public commented that this team needed to be more visible.
- A member of the public suggested that the Council should promote its commitment to tackling Climate Change on the front page of the Council website.
- Mr T Weller commented on the Black Country Urban Forest project and requested an Officer of the Council report back to this Committee on the locations and number of trees that have been planted.

### **Resolved**

That the issues and comments raised during the Public Forum, as set out above, be noted and that the Chair, Vice-Chair and relevant Officers consider the points raised in developing the Committee's future work programme.

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### **6 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 7.25pm

CHAIR

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**Meeting of the Climate Change Select Committee – 14th September 2023**

**Report of the Acting Service Director - Neighbourhood Delivery**

**Transport Fleet Services**

**Purpose of report**

1. To provide an update on the Council's Fleet service and consider the future options for its fleet management responsibilities, commensurate with the Council's financial and environmental policy objectives.

**Recommendations**

2. It is recommended that the Climate Change Select Committee review the contents of this report and that any identified issues are referred to the relevant Cabinet Member and Acting Service Director to feedback and inform future decisions.

**Background**

3. Dudley's fleet operations currently provide a comprehensive vehicle fleet for all aspects of Council services. There are currently 450+ vehicles on the fleet, this is made up of a diverse range of vehicles from small car derived vans, light goods caged and tipper vans, tail-lift box vehicles, minibuses, roads and lighting maintenance vehicles, gritters, a range of bespoke refuse collection vehicles. In addition, there are also further items of heavy and handheld plant necessary to deliver our core services.

The current overall transport cost is in the region of £5.4 million, with fuel costs of £1.8 million per annum.

The current fleet asset value stands at circa £25 million pounds worth of vehicles and associated equipment.

With the lack of an effective fleet strategy and vehicle replacement program Dudley has found itself in a position with a fleet well over the

optimum age, resulting in increased running costs, increased downtime which in turn has had a detrimental effect of the front-line services it supports.

The vehicles and associated equipment are maintained inhouse at the workshops at Lister Road Depot. Technicians and support staff are directly employed to provide all transport related services to stakeholders.

Transport is an enabler to front line services with the emphasis on providing the right vehicles and plant to ensure our employees can do their jobs, effectively in a safe, compliant, and sustainable way, covering the full working period of its customers to offer support to the wide range of assets to include: –

- 120 heavy vehicles covered under the O licence
- 280 light vehicles
- 12 road sweepers
- Over 40 items of plant and trailers
- 600 grounds maintenance assets

The current fleet has been previously purchased outright as this has been seen as the most cost-effective funding option mainly due to low interest rates. However, there are alternative funding options available that need to be explored. Consideration needs to be given as to whether investing money in a depreciating asset can be viewed as a disadvantage when the capital cost could be used to fund other areas of the business.

The existing fleet operation faces a tough challenge going forward as it depends essentially on Diesel as a single energy source currently powering the fleet, these vehicles emit significant quantities of CO<sub>2</sub> combined with no electric vehicles currently acquired or in the pipeline. The fleet needs to better utilised, enabling a reduction in numbers driving down the carbon emissions further whilst also improving the authorities financial position. Work has already taken place in reducing the size of the fleet with over 30 underutilised vehicles removed and not replaced from the fleet over the last 18 months.

The current strategy for fleet replacement has been to maximise the service life of the vehicles with a replacement cycle of 7 to 10 years depending on the variant, application and cost. Due to the geography of our operating area, the fleet does not operate to excessively high mileages, however many of the client service duty-cycles are onerous on ancillary equipment. The emphasis has very much been on undergoing mid-life refurbishment to extend the life of the chassis and importantly retain the primary functional purpose of the specialist of the front-line

vehicle. However, the replacement program has slowed down further, as a result of the pandemic, impending legislation, production slow-down, manufacturing lead times and fuel options consideration.

The current replacement program has resulted in vehicles on the fleet of more than 16 years old. Also, in the addition to this there has been further slippage on the replacement program as a result of a number of factors.

Due to the global pandemic, supply chain issues and rising fuel prices the vehicle price market has increased drastically. The availability of new vehicles has been reduced with the chip shortage holding up production in the industry driving prices up dramatically.

Making the change to an alternative fuel will come at a cost and will require large scale infrastructure investment and development. Most vehicles double in purchase price for an electric powered vehicle and are 4 times more to purchase the same vehicle in Hydrogen. Due to their early development, it is currently difficult to quantify vehicle total cost of ownership, performance, and fuelling needs of alternative fuel vehicles.

### **Policy Alignment**

The UK has committed to net-zero carbon emissions by 2050. UK Climate Act, (amended 2019) Transport is currently the largest emitting sector of the UK economy, responsible for 25% of total UK greenhouse gas emissions. Over half the UK's transport emissions (52%) come from cars.

The intention is to phase out LGV diesels to be net zero by 2050 with the production of diesel trucks banned by 2040.

Electric vehicles (or EVs) offer one method of reducing emissions. In May 2019, the Committee for Climate Change (CCC) suggested that all new vehicles should be electrically propelled by 2035, if not sooner, to achieve the net zero target.

The UK Government is accelerating the transition to zero emission cars and vans. In November 2020, as part of the Government's 10 point plan for a green industrial revolution, the then Prime Minister announced that the sale of new petrol and diesel cars would be phased out by 2030 and that all new cars and vans would be zero emission by 2035.

EVs run, either partially or wholly, on electricity stored on board the vehicle in batteries or produced from hydrogen. Some types of EV qualify as zero emission vehicles (ZEVs) or ultra-low emission vehicles (ULEVs), whereas others do not because their emissions are too high. ZEVs, for

example, emit no CO2 emissions at the tailpipe, whereas ULEVs must have reported tailpipe emissions of less 75 g/km of CO2.

The market for EVs is immature yet growing. The latest data for Q3, 2022 shows that 14% of new car registrations in the UK were battery electric vehicles (BEV) with a further 5% being plug-in hybrid electric vehicles (PHEV). However, most cars on the road in the UK are fuelled by petrol and diesel. At the end of September 2022, 2.5% of all licensed road vehicles in the UK were plug in vehicles, although this did represent an increase from 1.6% in September 2021.

EVs improve local air quality and reduce point-of-use emissions; however, they are not net-zero when considering the whole life cycle of a vehicle and its sub-components, as well as the particulate matter emitted on-street.

Dudley as an authority declared a Climate Emergency in July 2020, to address the impact of temperature increases in the borough. Published Carbon Neutral Council by 2030 and a Carbon Neutral Borough by 2041.

Regionally the West Midlands Mayoral target is making the West Midlands a Net Zero region by 2041.

The Combined Authority policy position is for 100% of LGV's to be electric by 2026.

The transition to EVs is a cost-effective way for fleet operators to electrify their fleets and reduce their reliance on petrol and diesel cars. By investing in charging infrastructure, fleet operators can ensure a smooth and seamless transition from internal combustion engines to EVs. The long-term benefits of fleet electrification include reduced operating costs, lower carbon emissions, and increased efficiency. Fleet operators can play a crucial role in advancing the adoption of EVs and lead the way.

### **Future Energy Options**

New vehicle technologies are rapidly developing primarily in the form of electric powered vehicles.

According to Fleet Consultants Cenex, a number of Councils are now introducing sizeable EV infrastructures and vehicles into their fleets. Leeds, Hackney, Dundee and Islington are leading the way with Nottingham boasting 51% of its fleets is currently EV with a commitment to be fully electrified by 2028. This authority currently has no Electric vehicles on its fleet nor on order.

There is an increasing pressure to electrify, as well as significant business and reputational benefits to be unlocked through electrification. Fleets that don't start moving today will find themselves caught in a supply chain crunch later in the decade as other fleets rush for vehicles and chargers to reduce carbon emissions.

As part of our decarbonisation and energy strategy we will be exploring the potential to use private wire from the EFW plant at Lister Road, this will provide electricity for EV charging points and solar canopies that will form the basis of the capital cost estimates. An implementation timetable will be produced at a later date.

Infrastructure can take anything from 6 months to 2 years depending on location and quantities.

Hydrogen vehicles however have not been assessed, currently hydrogen powered vehicles are not yet market ready and it is not possible to purchase or reasonably fuel the wide variety of vehicles in this type. Early trials of such vehicles are underway, but as such no costs or verified test data is available and the technology cannot be assessed to the same standard as the others. Although they offer extended range compared to a battery vehicle, they are very expensive to purchase 4 times the price of a diesel and twice the price of an EV and nationally there is a limited amount hydrogen filling stations, only around 20 to date. Moving to a hydrogen fleet will be considered further once products become readily available.

### **Fleet Replacement Programme**

With the previous 7–10 year replacement programme causing increased running costs, increased downtime and having a detrimental effect of the front-line services.

Therefore, developing a clear Fleet Strategy will allow us to focus on the core requirements of our customers. As each of our service users are different, we understand that we need a fleet strategy to meet all the organisation's specific needs, and no one size fits all.

With an effective fleet strategy, we will understand.

- What is the purpose of the fleet, and how it aligns to the overall business objectives both now and in the future?
- How to better size, utilise and scope out cross department working and operate the fleet more effectively and safely?
- How we fund the fleet and operate it cost-effectively?

- What the risks are associated with the fleet, and how we effectively control them?
- How we ensure the fleet is fit for covering operational requirements
- How we can maintain vehicles effectively to minimise downtime.
- Effective risk management reducing costs by damage, insurance claims and personal injury.
- Joining of services to reduce repetition.
- Reviewing the service operations to look at alternative ways of working to reduce fleet numbers

Historically Dudley has always purchased the fleet and maintained all aspects of it in house enjoying the benefits of customer discounts allowing us to be competitive against external competition. Realising the current climate and how technologies have changed, pricing now varies according to different assumptions relating to forecasting residual values and maintenance requirements.

A dynamic process to identify alternative options and suppliers where gaps in capabilities are identified will need to be used when procuring the future fleet, looking into different ways of funding such as outright purchase, contract hire, contract purchase, finance lease and considering internal and external repair and maintenance options ensuring we consider costs against benefits that best suit the organisation financially and that are sustainable and fit for the future. Therefore, continually allowing us to streamline our operations strengthening the councils position and reducing the financial risk.

### **Operational Changes**

Phase 2 of the Environment Directorate service review will see a new post of Fleet Strategy and Decarbonisation Manager who would be responsible for issuing and awarding contracts, reviewing, and setting up administration systems as well as business development.

The role will develop a clear fleet decarbonisation plan that aligns with the corporate strategy and have a clear understanding of the technological and operational considerations involved.

### **Finance**

4. Financial modelling will be undertaken on the different operating models alongside infrastructure costs and alternative fuel options.

## **Law**

5. Section 111 of the Local Government Act 1972 empowers the Council to do anything that is incidental to or conducive to the discharge of its functions.

The Council is required to make contract standing orders under section 135 of the Local Government Act 1972.

The Council's Contract Standing Orders specify the requirements for Directors to obtain demonstrable value-for-money from procurement activities.

The Council are required to comply with The Public Contracts Regulations 2015 and Social Value Act 2012 as applicable.

## **Risk Management**

6. There are no direct risk management implications arising from this report. Any changes in the operating model will be carried out in accordance with approved operational risk assessments.

## **Equality Impact**

7. There are no special considerations to be made with regard to equality and diversity in noting and receiving this report.

No proposals have been carried out.

No proposals have been made, therefore does not impact on children and young people.

## **Human Resources/Organisational Development**

8. There are no specific direct human resources issues in this report.

## **Commercial/Procurement**

9. There are no direct commercial or procurement implications at this stage arising from this report.

## **Environment/Climate Change**

10. This report refers to multiple council priorities including the Climate Change and sustainability pledge for decarbonisation and will inform the



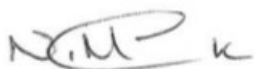
Council's action on Climate Emergency in-line with the Council's ambition to be Carbon Neutral by 2030.

It builds on Dudley's 'Forging a Future for All' objectives:

1. Climate commitment, creating a sustainable borough on its way to net zero carbon emissions, improved air quality, reduced fuel poverty.

### **Council Priorities and Projects**

11. The report refers to multiple Council priorities.



**Nicholas McGurk**  
**Acting Service Director - Neighbourhood Delivery**

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### **Appendices**

None.

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**Meeting of the Climate Change Select Committee – 14th September 2023**

**Report of the Acting Service Director - Neighbourhood Delivery**

**Electric Vehicle Charging Infrastructure**

**Purpose of report**

1. To present the current progress report on all matters associated with public Electric Vehicle Charging Infrastructure across Dudley Borough.

**Recommendations**

2. It is recommended that the Climate Change Select Committee review the contents of this report and that any identified issues are referred to the relevant Cabinet Members and Acting Service Director to feedback and inform future decisions.

**Background**

3. This report is intended to provide members of this Committee with an update in relation to the roll out of Electric Vehicle Charging Infrastructure within Dudley borough.

**West Midlands Local Transport Plan – Policy Background**

Transport for West Midlands (TfWM), in partnership with the 7 West Midlands Local Authorities are currently preparing a new Local Transport Plan for the region. The overall strategy is being developed around '6 Big Moves', these include.

- Behaviour Change
- Accessible and Inclusive Places
- Safe, efficient, and reliable networks
- Walk, wheel, cycle, and scoot
- Public transport and shared mobility
- Green transport revolution

A key objective of the green transport revolution is to support the transition to a zero-emission vehicle fleet in the West Midlands to radically reduce transport emissions. This requires the right recharging and refuelling network to support an accelerated shift away from internal combustion engines; and requires investment to support rapid transition of the public transport and Council vehicle fleets to zero emission vehicles.

Accelerating the shift away from internal combustion engines is the main focus for this Big Move. Despite excellent progress in recent years, our charging infrastructure network is not yet where it needs to be. We need to get infrastructure to where users need it: at home (for areas where there is little or no off-street parking), enroute for longer journeys and at the destinations people travel to. Each of those has their own needs (in terms of space, trickle/rapid or ultra-rapid charging) which will need to be planned for carefully. The requirement for adequate charging networks obviously applies equally to the Local Authority Council Depots and will need to be a key component of the Council's Fleet Strategy moving forward.

Through working with our Black Country neighbouring authorities Dudley have already adopted an Ultra-Low Emission Vehicle (ULEV) Strategy which contains a number of Electric Vehicle related commitments including a commitment to develop a Council vehicle replacement strategy to ensure that Dudley's vehicle fleet is upgraded in a way that supports the various net-zero targets and can be financed within identified budgets. This work will include consideration of the charging infrastructure required for the operation of it's own fleet as part of an emerging Council Fleet Strategy.

### **Black Country Ultra-Low Emission Vehicle (ULEV) Strategy**

In February 2020, Black Country Transport commissioned a ULEV strategy, vision and implementation plan from CENEX (a not-for-profit research organisation specialising in low- and zero-carbon vehicle technologies), which set out the challenges for the region to support the adoption of electric vehicles in line with the assumption that the ban would be brought forward to 2035. In 2021 a supplementary report was produced to update the document in line with a 2030 ban.

The report sets out a range of targets for infrastructure, and suggested policy changes to support, and accelerate the electrification of the vehicle parc in the Black Country, in order to reduce the transport derived CO<sub>2</sub>e emissions for the region.

The initial draft strategy document was completed in May 2020, approved at ABCA in June 2020 and consulted on from 10/08/20 to 09/10/20, leading to the following recommendations:

By 2025:

- A. Installing an additional 380 standard and 110 fast charging sockets;
- B. Coordinating with TfWM to support installation of additional rapid and ultra-rapid chargers;
- C. Leading by example by procuring only ULEV's for all new council cars and vans;
- D. Equipping all council offices, depots, car parks and sports facilities with charge points;
- E. Publishing a local public transport decarbonisation action plan;
- F. Requiring most taxi and private hire vehicles to switch to ULEV;
- G. Using planning policy to deploy charge points at retail and business car parks;
- H. Deploying measures to slow the growth of the vehicle parc (the number of vehicles in use across the Black Country); and
- I. Establishing a programme to inform and encourage the public and businesses.

These changes would deliver the following benefits by 2025:

- A 1% reduction of transport CO2 emissions;
- A 10% reduction of transport NOX emissions;
- A 35% reduction of transport Particulate Matter (PM) emissions;
- An increase of the number of EVs to at least 4% of the vehicle parc;
- Over 90% of Black Country land area within 5 minutes' drive of a rapid charger; and
- Over 95% of urban areas within 500m of any public chargepoint.

The consultation received 851 responses and these consultees generally felt the targets for emissions and infrastructure in the Strategy were either appropriate or lacked ambition (more than a third). Given that the consultation was on the strategy before the 2030 ban was announced, this gives some reassurance that the updated targets would be generally popular.

In 2020, the government announced that the previously published 2040 ban on sales of new petrol and diesel vehicles was to be brought forward to 2030 for pure ICE vehicles and non-plug-in hybrids, and 2035 for plug-in hybrid vehicles.

CENEX were commissioned to update their figures from the published report, in line with the new ban timescales, resulting in the following amendments:

Installation of 761 standard, 214 fast, and 19 rapid and ultra-rapid chargepoints across the Black Country by 2025

Installation of 3200 standard, 630 fast, and 196 rapid and ultra-rapid chargepoints across the Black Country by 2030

These updated figures would deliver the following benefits by 2025:

- A 4% reduction of transport CO2 emissions;
- A 13% reduction of transport NOX emissions;
- A 37% reduction of transport PM emissions;
- An increase of the number of EVs to at least 7.5% of the vehicle parc;
- Over 90% of Black Country land area within 5 minutes' drive of a rapid charger; and
- Over 95% of urban areas within 500m of any public chargepoint.

This updated report was approved by Heads of Regeneration and ABCA in February 2021.

For Dudley this translates to the provision of 284 chargepoints by 2025.

### **On-street Residential ChargePoint Scheme (ORCS)**

Following a bid to the Office of Zero Emission Vehicles (OZEV) the Council have been awarded £316,710 of ORCS funding for the purpose of installing on-street charge points for local residents wishing to charge their plug-in electric vehicles.

Following an initial assessment of potential locations based on the priorities and criteria as set out in the OZEV Invitation to Apply the Council have identified a first phase of approximately 51 different locations across the borough for the potential installation of double charge points (2 No. 7kW charge points at each site).

Locations have been identified based on a set of criteria, which include.

- residential properties with no off-street parking provision
- sufficient local power/grid capacity
- adequate footway and carriageway widths
- locations free from other street furniture/overhanging trees
- Minimum impact on existing on-street parking practices

The results of a comprehensive consultation exercise with ward members and residents have been reviewed to identify the priority locations for the first phase of installation. Additional locations to replace those not currently supported by the public are now being identified for consultation.

In terms of the procurement of a Charge Point Operator this has been led by Transport for the West Midlands on behalf of the West Midlands Local

Authorities such that Local Authorities can contract directly with the successfully appointed operator. Installation of the charge points will start later this year. In order to safeguard bays for the use of charging only, it is the intention to introduce experimental Traffic Regulation Orders such that any necessary enforcement of the bays can be carried out if required.

### **City Regions Sustainable Transport Settlement (CRSTS) Funding**

A further £7m of funding to support wider public EV Charging infrastructure roll-out across the Black Country has also been indicatively allocated within the

West Midlands City Region Sustainable Transport Settlement (CRSTS) fund. Early work has commenced to identify suitable Council operated public car parks within Dudley borough along with the other Black Country Authorities for the provision of suitable EV charging apparatus.

An Outline Business Case to unlock the CRSTS funds has been submitted and approved through the West Midlands Combined Authority Single Assurance Framework (SAF) governance process, and once the Full Business Case is approved, work to progress the planned roll out of car park charging infrastructure across the borough can commence.

### **Local EV Infrastructure (LEVI) Fund**

A £220,000 project has received grant funding from the Office for Zero Emission Vehicles (OZEV) LEVI fund to deliver a future-proofed neighbourhood community EV charging hub in Enville Street in Stourbridge, for early design options are currently being drawn up

A further provisional West Midlands allocation of LEVI funding has also recently been announced at £14.5 million, which provides key funding to meet the target of 284 chargepoints in the borough by 2025, as detailed in the Black Country Transport ULEV Strategy.

This fund should allow the implementation of a further 4 to 5 community charge hub sites across the borough and early work to identify possible suitable locations is now underway.

## **Finance**

4. The financial implications of this report are set out in the background to this report.

## **Law**

5. The Council is empowered to improve Highways under Section 62 of the Highways Act 1980.

Section III of the Local Government Act 1972 empowers the Council to do anything which is calculated to facilitate or is conducive to or incidental to the discharge of its functions.

## **Risk Management**

6. This decision has no material corporate risks for the Council. The delivery of schemes on the ground will be carried out in accordance with approved operational risk assessments.

## **Equality Impact**

7. This programme of work complies with the Council's Equality and Diversity Policy as it includes measures that support all users of the borough's transport networks, including vulnerable users.

## **Human Resources/Organisational Development**

8. Staff resource costs associated with the design/delivery of this programme of work are covered in the Transport capital programme. There are no further human resource or transformation implications associated with this report.

## **Commercial/Procurement**

9. The procurement of a Charge Point Operator to support delivery of the ORCS and wider programmes of work has been carried out by the West Midlands Combined Authority on behalf of the 7 Metropolitan Councils. Any further specific procurement activity that may result from the recommendations in this report will be carried out in accordance with the Councils Contract Standing Orders.

## **Environment/Climate Change**


10. This report refers to multiple council priorities including the Climate Change and sustainability pledge for decarbonisation.

It builds on Dudley's 'Forging a Future for All' objectives:

1. Climate commitment, creating a sustainable borough on its way to net zero carbon emissions, improved air quality, reduced fuel poverty.
2. Creates a pathway for sustainable travel
3. Creates an evidence base for likely changes in policy and planning requirements.

### **Council Priorities and Projects**

11. This programme of works supports the key Council priorities including the Borough Vision, Council Plan and Future Council Programme, through the improvement of the transport network and provision of a first phase of on-street Electric Vehicle Charging Infrastructure that will support and encourage the take up of Electric Vehicles. Increased Electric Vehicle take up supports both public health and the Council's response to the Climate Emergency through air quality improvements associated with accelerating the transition to lower/zero emission vehicles.



**Nicholas McGurk**  
**Acting Service Director - Neighbourhood Delivery**

**Contact Officer:**            **Neil Lissimore – Transport Strategy Manager**  
**Telephone: 01384 814686**  
**Email: [neil.lissimore@dudley.gov.uk](mailto:neil.lissimore@dudley.gov.uk)**

### **Appendices**

None.

### **List of Background Documents**

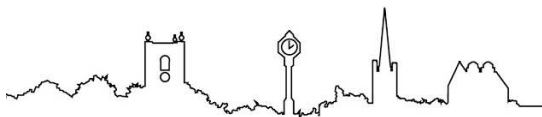
None.



# Climate Change Select Committee

## 14<sup>th</sup> September 2023

### Environmental Impact on Council House Refurbishment

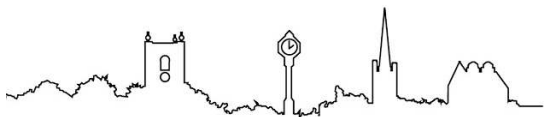


**Working as One Council in**  
the historic capital of the Black Country



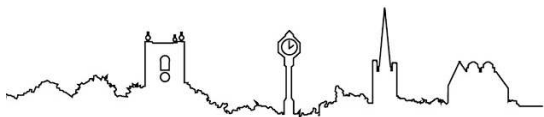
# The presentation will:

- Review unique challenges associated with this work
- Review energy saving and carbon reduction design measures within The Council House
- Evaluate the environment and financial benefit of the measures
- Consider impact of site construction
- Consider additional improvements



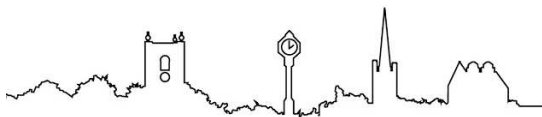
# Project workstreams

- £1m ERDF grant funding to deliver energy efficiency retrofit to public buildings using the Re:FIT framework
- £4.7m Salix grant funding to reduce carbon emissions under the Public Sector Decarbonisation Scheme (PSDS)
- £4m capital funding for refurbishment of The Council House



# The Council House – addressing the challenges

- Grade 2 listed heritage status
- Live operational building – ‘civic hub’
- Grant funding conditions (carbon savings not financial savings)
- Capital funding constraints (tender price inflation ie material costs etc.)
- Increased energy costs



# Lighting

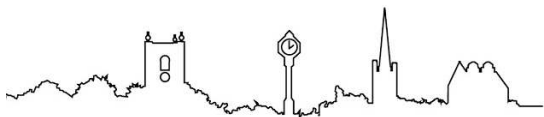
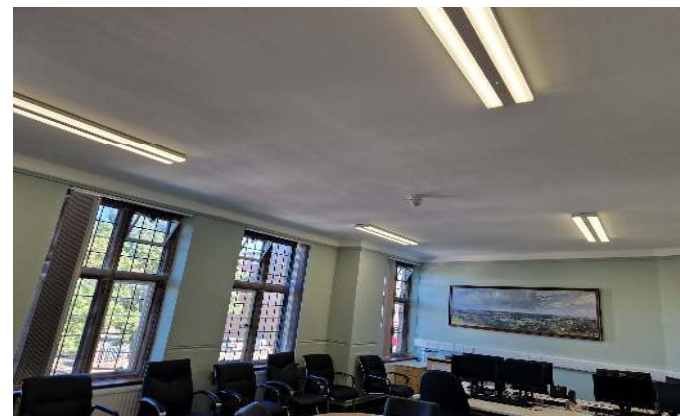


Lighting in committee room 2

Members Room - before



Members Room - after



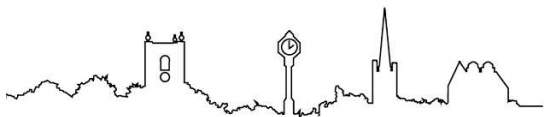
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# LED lighting upgrade

- Replace existing fluorescent tubes with LED lamps
- 400 lamps have been changed
- 19 tonnes of carbon saved per annum\*
- saving of 68,450kWh of electricity per annum
- £20,473 financial saving per annum

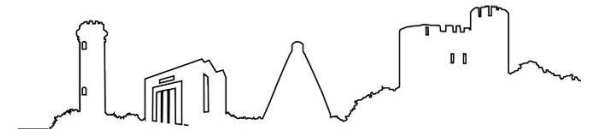
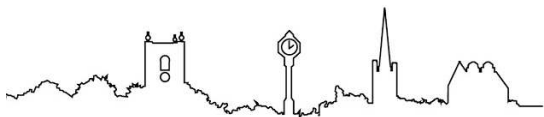
\*Based on Asset Plus carbon saving Investment Grade Proposal



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# Boiler Optimiser



# Boiler Optimiser

- Designed to reduce the time your boiler will burn gas without affecting the temperature of the building
- Boiler only responds to needs of building
- 12.5 tonnes of carbon saved per annum\*
- Saving of 67,540 kWh of gas per annum
- £1,366 saving per annum

\*Based on Asset Plus carbon saving Investment Grade Proposal

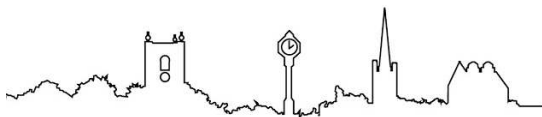


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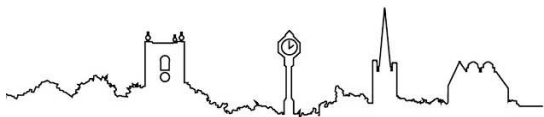
# Building Management System (BMS)



# Building Management System (BMS)

- Controls individual room temperatures and timings
- Replace obsolete technology
- Individual zones to allow areas of the building to be controlled
- 35.6 tonnes of carbon saved per annum\*
- Saving of 192,970 kWh of gas per annum
- £3,902 saving per annum

\*Based on Asset Plus carbon saving Investment Grade Proposal for Council House



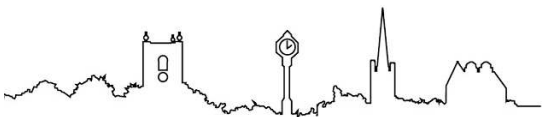
# Air Source Heat Pumps

4 heat pumps installed between 4 Ednam Road and The Council House



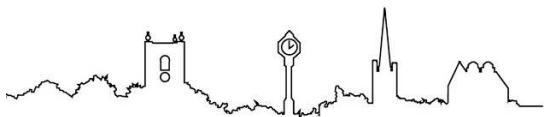
# Air Source Heat Pumps

- Installation of 4 Air Source Heat Pumps
- Transfers heat from outside air into water, which is then used for heating
- Operates down to -20C (external temperature)
- Delivers hot water to max 65C
- Linked to Building Management System (BMS)
- Saves 69.4 tonnes of carbon per year



# Passive Infrared Sensor (PIR) – Automatic lighting controls

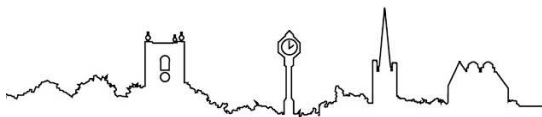
- PIR on lighting installed via ERDF energy grant
- Absence detection in office areas
- Presence detection in corridors and toilet areas
- Additional LED lighting installed in rooms not covered by energy grant
- Dimmable lighting for users who require lower lighting levels.



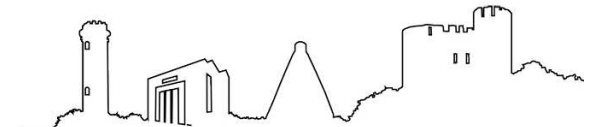
# Heat recovery ventilation



Heat recovery fans being craned into position

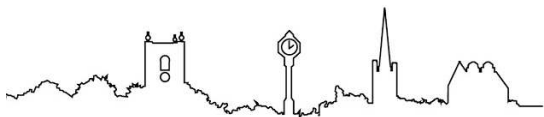


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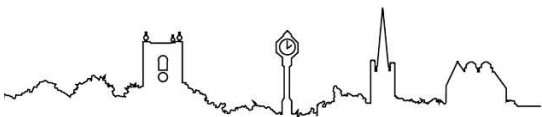
# Heat recovery ventilation

- Installed 2 new supply and extract heat recovery fans (large open plan office space)
- Additional fan to be installed on ground floor
- Extract heat warms cold incoming air (free heat)
- Minimal electrical use



# Other items

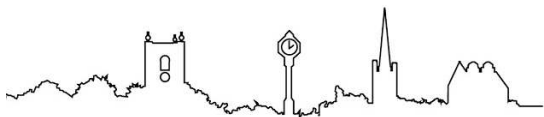
- Carbon negative recycled yarn & low carbon backing to carpets (min 77% recycled content)
- Low VOC paint – lower impact on indoor air quality
- Re-used desks (saving landfill & capital cost)
- Re-used Chairs
- Water saving (low flush toilets)
- Suspended ceiling (min 46% recycled content)





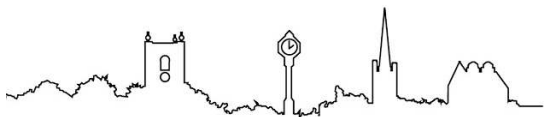
# Site Management

- Minimum 80% local supplier engagement reducing travel distances
- Vehicle share to reduce carbon emissions.
- Electric vehicle use promoted.
- Actively promote Green Travel Plans on the site and with our supply chain, inclusive of public transport, shared transport and the Cycle To Work Scheme.



# Future Initiatives

- Electric vehicle charging points
- Secondary Glazing
- Sustainable vehicle fleet (including 3<sup>rd</sup> party suppliers)
- Investigate new products ie thermal paint
- Additional thermal insulation in roof & walls



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**Meeting of the Climate Change Select Committee – 14<sup>th</sup> September 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.

### **Switchee**

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.

*K. Jones*

**Director of Housing and Communities**

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[helen.langley@dudley.gov.uk](mailto:helen.langley@dudley.gov.uk)

**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>

### Future Business – Climate Change Select Committee

<b>Date of Meeting</b>	<b>Work Programme</b>	<b>Responsible Officer/Area</b>	<b>Notes</b>
<b>14<sup>th</sup> September 2023</b>	<p>Transport Fleet Services</p> <p>Electric Vehicle Charging</p> <p>Environmental Impact on Council House Refurbishment</p> <p>Net-Zero Neighbourhood and Additional Sustainability Measures</p>	<p>Acting Service Director</p> <p>Acting Service Director</p> <p>Head of Corporate Landlord Services</p> <p>Director of Housing and Communities</p>	
<b>22<sup>nd</sup> November 2023</b>	<p>Carbon Reduction Plan/Achieving Net Zero</p> <p>Viability of Working from Home and reducing office sites</p> <p>Environmental impact on Council's Policy on Home Working</p>	<p>Interim Lead for Climate Change</p> <p>Head of Corporate Landlord Services</p> <p>Director of Regeneration and Enterprise</p>	

<p><b>24<sup>th</sup> January, 2024</b></p>	<p>Anaerobic Digestion and Food Waste Collection</p> <p>Cycle and Travel Card Scheme</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>Assistant Director People and Inclusion</p> <p>Head of Neighbourhood Services</p> <p>Head of Finance and Legal</p>	
<p><b>14<sup>th</sup> March 2024</b></p>	<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>	