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PUBLIC

To: Members of Improvement and Scrutiny Committee - Climate Change, Biodiversity and Carbon Reduction

Friday, 21 June 2024

Dear Councillor

Please attend a meeting of the **Improvement and Scrutiny Committee - Climate Change, Biodiversity and Carbon Reduction** to be held at **2.00 pm** on **Monday, 1 July 2024**; the agenda for which is set out below.

Yours faithfully

A handwritten signature in black ink that reads 'Helen E. Barrington'.

Helen Barrington
Director of Legal Services

A G E N D A

PART I - NON-EXEMPT ITEMS

1. Apologies for absence
To receive apologies for absence (if any)
2. Declarations of Interest
To receive Declarations of Interest (if any)

3. Minutes of Previous Meeting (Pages 1 - 4)

To confirm the non-exempt minutes of the Improvement and Scrutiny - Climate Change, Biodiversity and Carbon Reduction meeting held on 29 April 2024.

4. Public Questions (Pages 5 - 6)

30 minutes maximum in total for this item. Questions may be submitted to be answered by the Scrutiny Committee or Council officers who are attending the meeting as witnesses, on any item that is within the scope of the Committee. Please see the procedure below for the submission of questions.

5. Review and Update of the Roll Out of Electric Vehicle Charging Infrastructure (Pages 7 - 20)

6. The Council's Role in Decarbonising Derbyshire's Schools (Pages 21 - 34)

7. Decarbonising the Estate - Asset Disposal and Renewable Energy (Pages 35 - 42)

8. Executive Scrutiny Report (Pages 43 - 52)

9. Work Programme 2024/25 (Pages 53 - 60)

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MINUTES of a meeting of **IMPROVEMENT AND SCRUTINY COMMITTEE - CLIMATE CHANGE, BIODIVERSITY AND CARBON REDUCTION** held on Monday, 29 April 2024 at Committee Room 1, County Hall, Matlock.

PRESENT

Councillor W Major (in the Chair)

Councillors G Hickton, J Bryan, S Bull, M Ford, A Gibson, A Hayes and D Taylor.

Apologies for absence were submitted for Councillor B Bingham and D Collins.

Officers present: Karl Apps (Assistant Director Sustainable Growth), Richard Bonner (Head Of Countryside Service), Rupert Casey (Assistant Director - Climate Change and Environment), Ruth Marshall (Million Trees Project Officer), Juliette Normington (Senior Democratic Services Officer), Luis Ramos (Local Nature Recovery Strategy Officer) and Caroline Toplis (Programme Manager - Climate Change).

9/24 DECLARATIONS OF INTEREST

Declarations of Interest were made for minute reference 12/24 - Councillor Ford had a personal interest as Chairman of the Derbyshire and Derby Development Plans Joint Advisory Committee and Chairman of the Regulatory – Planning Committee and Councillor Hickton had a personal interest as a Committee Member of the Regulatory – Planning Committee.

10/24 MINUTES OF PREVIOUS MEETING

RESOLVED – to confirm the non-exempt minutes of the Improvement and Scrutiny – Climate Change, Biodiversity and Carbon Reduction meeting held on 5 February 2024.

11/24 PUBLIC QUESTIONS

There were no public questions.

12/24 COLLABORATION WITH THE COUNTY'S MINERAL PRODUCTS INDUSTRY ON NET ZERO

Karl Apps introduced the report which was circulated in advance of the meeting providing Committee with an overview of the work the Council had completed with the Derbyshire mineral products to support Derbyshire to achieve New Zero emissions by 2050.

The Council's ambitions to de-carbonise the Derbyshire economy and grow the local skills offer were well publicised and set out in key strategy documents, which were listed in the report. A different approach to working with the Mineral Products Industry was taken, starting with the development of 'A collaboration to achieve Net Zero Memorandum of Understanding.

Much lobbying for systematic change, such as planning implications that may impact the minerals industry, was undertaken with future skills requirements identified to transition to a net zero industry. The Council would also undertake a piece of work in collaboration with the Institute of Quarrying to map the careers options, occupations, the skills needed for those occupations and whether there was the training available in the Derbyshire.

The joint bid to secure funding to develop place-based decarbonisation plans for the mineral products industries was unsuccessful however the concept developed was still considered to be appropriate and would be further developed whilst a funding source was secured.

The barriers to EV haulage adoption and the activity that the mineral products industry was doing around travel policies, skills gaps, and whole lifecycle of their vehicle fleet had helped to inform the Local Transport Plan (LTP) evidence base.

The Institute of Quarrying continued to be supported in their aspirations to develop a new training centre and head office - the detail would be included in the draft D2 Economic Strategy and would be promoted to the East Midlands Combined Council Authority (EMCCA) to secure funding for its delivery.

Members of the Committee were given the opportunity to ask questions on the information given. It was confirmed that there was still a shortage electric HGV kit in quarries due to weight restrictions. The rail network was a big part of discussions however there were challenges around capacity and value and was something that would be considered by the EMCCA.

RESOLVED – to note the overview of the work the Council has completed with the Derbyshire mineral products to support Derbyshire to achieve Net Zero carbon emissions by 2050.

13/24 **MILLION TREES PROJECT UPDATE**

Richard Bonner and Ruth Marshall presented the report which had been

circulated in advance of the meeting to provide an update Committee on the work being undertaken by the Council to deliver the Million Trees Project. The report detailed the primary goals of the Tree and Woodland Strategy including actions to be met by 2050 and listed progress to date.

The Project was working with many stakeholders to reach the target of planting a million trees in Derbyshire by 2030 whilst districts, boroughs, town and parish councils facilitated tree planting and collated data from businesses and organisations operating in Derbyshire. This was included in the Million Trees totaliser and to date, half a million trees had been planted.

Activity was now focussed on the development and delivery of the new Derbyshire's Heartwood Community Forest, with a target of 75 hectares, or 300,000 trees to be planted by March 2025. The forest would be funded by the Government's Trees for Climate programme and offers generous tree planting grants to landowners and communities to increase woodland cover. Existing work streams within the Project would continue to completion where possible and the Council's revenue budget for the Project would fund the Council's Million Trees Officer post.

The Million Trees website, launched in March 2023 had proven to be an effective tool for engaging with the public. A key feature was the interactive map, where individuals and organisations were encouraged to log trees planted and to be included in the total number of trees. Two businesses had donated £4,500, which had funded approximately 11,000 trees. Staff from Griffith Foods, one of the donors, joined a volunteer day and planted some 600 trees at Brook Park.

The Million Trees project remained well ahead of its annual targets with work continuing on promotion of its objectives and collaborative engagement. The Chairman congratulated the team for the outstanding work done.

Committee members were given the opportunity to ask questions. The types of trees planted were determined by the type of soil and geography of the land. The ambitious target was in line with other councils' targets and community work. The maintenance and upkeep of the trees and land was included in the budget and allowed for re-growth.

RESOLVED – to note the update on the work being undertaken by the Council to deliver the Million Trees Project.

Rupert Casey and Luis Ramos presented the report which had been circulated in advance of the meeting to inform Committee of the work being led by the Council in its role as responsible authority for the preparation of Derbyshire's Local Nature Recovery Strategy. The report was accompanied by a presentation detailing the reasoning behind the production of the Strategy together with how areas of particular importance were mapped.

It was recognised that prompt action was required to address society's neglect of nature. This needed to be done in a strategic, collaborative and evidenced-based manner, by means of a more biodiverse environment. It would allow important new net zero, climate change resilience, social, health, regeneration and economic growth benefits to be realised through the creation and restoration of wildlife-rich habitats, improving the landscape's resilience to climate change, reinforcing the natural, geological, and cultural diversity of England's landscapes and enabling people to enjoy and connect with nature.

The Strategy would protect, enhance and benefit Derbyshire, bringing much needed attention on the varied wildlife and landscape of the county. It was hoped the Strategy would be published by the end of March 2025.

Committee members welcomed the report and were given the opportunity to ask questions. It was established that there was extensive collaboration and participation from all Derbyshire's local authorities and recognition that the Strategy would be key for planning authorities.

15/24 WORK PROGRAMME

RESOLVED - Members agreed the work programme for the July 2024 meeting and were encouraged to propose items for future consideration by the Committee.

The meeting finished at 3.24 pm

Procedure for Public Questions at Scrutiny Committee meetings

Members of the public who are on the Derbyshire County Council register of electors, or are Derbyshire County Council tax payers or non-domestic tax payers, may ask questions of the Improvement and Scrutiny Committees, or witnesses who are attending the meeting of the Committee. The maximum period of time for questions by the public at a Committee meeting shall be 30 minutes in total.

Order of Questions

Questions will be asked in the order they were received in accordance with the Notice of Questions requirements, except that the Chairman may group together similar questions.

Notice of Questions

A question may only be asked if notice has been given by delivering it in writing or by email to the Director of Legal Services no later than 12 noon three working days before the Committee meeting (ie 12 noon on a Wednesday when the Committee meets on the following Monday). The notice must give the name and address of the questioner and the name of the person to whom the question is to be put.

Questions may be emailed to democratic.services@derbyshire.gov.uk

Number of Questions

At any one meeting no person may submit more than one question, and no more than one such question may be asked on behalf of one organisation.

Scope of Questions

The Director of Legal Services may reject a question if it:

- Exceeds 200 words in length;
- is not about a matter for which the Committee has a responsibility, or does not affect Derbyshire;
- is defamatory, frivolous or offensive;
- is substantially the same as a question which has been put at a meeting of the Committee in the past six months; or
- requires the disclosure of confidential or exempt information.

Submitting Questions at the Meeting

Questions received by the deadline (see **Notice of Question** section above) will be shared with the respondent with the request for a written response to be provided by 5pm on the last working day before the meeting (ie 5pm on Friday before the meeting on Monday). A schedule of questions and responses will be produced and made available 30 minutes prior to the meeting (from Democratic Services Officers in the meeting room).

It will not be necessary for the questions and responses to be read out at the meeting, however, the Chairman will refer to the questions and responses and invite each questioner to put forward a supplementary question.

Supplementary Question

Anyone who has put a question to the meeting may also put one supplementary question without notice to the person who has replied to his/her original question. A supplementary question must arise directly out of the original question or the reply. The Chairman may reject a supplementary question on any of the grounds detailed in the **Scope of Questions** section above.

Written Answers

The time allocated for questions by the public at each meeting will be 30 minutes. This period may be extended at the discretion of the Chairman. Any questions not answered at the end of the time allocated for questions by the public will be answered in writing. Any question that cannot be dealt with during public question time because of the non-attendance of the person to whom it was to be put, will be dealt with by a written answer.



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

**IMPROVEMENT AND SCRUTINY COMMITTEE - CLIMATE CHANGE,
BIODIVERSITY AND CARBON REDUCTION**

MONDAY, 1 JULY 2024

Report of the Executive Director - Place

**Review and Update of the Roll Out of Electric Vehicle Charging
Infrastructure**

1. Purpose

- 1.1 To provide an update on activities within the Council's Low Emission Vehicle Infrastructure Strategy that seeks to increase the uptake of electric vehicles across the County through the provision of an enhanced public electric vehicle charging network that utilises both private sector and Government funding.
- 1.2 To raise discussion points and considerations on the progress being made, share issues and raising questions.

2. Information and Analysis

Background

- 2.1 The Council's Climate Change Strategy: Achieving Net Zero, embeds the Council's Low Emission Vehicle Infrastructure (LEVI) Strategy (2019-2029). This Strategy sets out a vision that the 'Council will work collaboratively with local partners to accelerate the adoption of low emission vehicles (hybrid, electric, hydrogen and e-bikes) across the county, and in doing so make a major contribution to improving local air quality and to reducing greenhouse gas emissions'. This report provides

an opportunity to consider and review the delivery of electric vehicle charging infrastructure across the County.

- 2.2 In context, since the publication of the Council's LEVI Strategy, the number of private and company owned plug-in cars and light goods vehicles registered in Derbyshire (as recorded by the latest Department for Transport data) has accelerated from 2,185 (April 2019) to 18,012 (March 2023). The Committee should note that the number of plug-in vehicles remains significantly lower than the number of diesel and petrol car light goods (523,700) currently registered in Derbyshire at March 2023.
- 2.3 There has been good progress in supporting the private sector and other partners to deliver 361 publicly available electric vehicle charge points across the County. The Council is aware though, from over 1,000 responses to an open consultation on the Council's website, that there is high demand from both existing electric vehicle users and potential new adopters for more charge points (see map in Appendix 2).
- 2.4 There are significant challenges in delivering electric vehicle charge points in Derbyshire, notably in more remote rural areas with lack of electrical infrastructure, cost and commercial viability being a risk to coverage across all areas of Derbyshire. Consequently, the Council has been working with various partners, including the Department for Transport (DfT), the Energy Savings Trust (appointed as the DfT LEVI Support Body), Midlands Connect Sub Regional Transport Body, and Council Departments to develop five workstreams which will deliver a minimum of 4,500 additional charge points, and provide good coverage across the County. The current funding package is made up of the following financial contributions: £580,560 contribution from the DfT LEVI Capability Fund, £6.604m contribution from the DfT LEVI fund, and £300,000 from Derbyshire County Council. The five workstreams are:
- Workstream 1: Lamp Column Based Electric Vehicle Charging Infrastructure.
 - Workstream 2: - On-street stand-alone chargepoints.
 - Workstream 3 - Private sector funded rapid and ultra-rapid chargepoints.
 - Workstream 4 - Derbyshire Council - Estates Electric Vehicle Charging Network.
 - Workstream 5: Council capability and capacity to deliver the LEVI programme.
- 2.5 The DfT LEVI fund criteria makes clear that grants must be used to:

- 1) install electric vehicle (EV) charging infrastructure in areas where there is little or no residential off-street parking;
- 2) be in areas where charge point operators are unlikely to invest (e.g. rural areas or economically deprived areas); and
- 3) help to encourage uptake of electric vehicles.

2.6 Therefore, the schemes funded through LEVI fund focus on areas where on-street charging provision can be established to cover points 1-3 above, but in areas that the market would likely overlook or delay installations until they become more commercially attractive.

DfT LEVI Fund Workstream 1 - Lamp Column Based Electric Vehicle Charging Infrastructure

2.7 The £2.5m LEVI funding allocation will cover all capital costs associated with the supply and installation of lamp column based electric vehicle charging infrastructure. Ongoing management, back office and maintenance responsibilities will lie with a third-party operator under a concession contract arrangement. The capability funding will cover revenue costs associated with the project development and on-going management.

2.8 Concession contracts are a contractual arrangement between a public authority and an economic operator (the charge point operator). The latter provides services and is remunerated by being permitted to exploit the service. In this case, it is the use of the highway to operate EV charging points.

2.9 In addition, the concession contract provides for an ongoing revenue share providing an income stream to the Council over the contract duration (15 years) accrued from each charging transaction.

2.10 The LEVI fund award was provisional depending on a three-stage process:

- Stage one: expression of interest - completed in spring 2023.
- Stage two: application form, criteria compliance and tender document review - completed in November 2023 with confirmation of the award in February 2024.
- Stage three: contract review - submission deadline of mid-June 2024, with feedback from the LEVI Support Body expected in August/September 2024. (The DfT has established the LEVI Support Body to support local authorities to deliver LEVI funded projects).

- 2.11 To adhere to the terms of the funding, the Council has had to demonstrate to the LEVI support body and charge point industry that there is a viable and sustainable commercial Electric Vehicle Charging Infrastructure contract opportunity in Derbyshire to deliver the lamp column charging project. Through the contract specification, an equitable geographic spread of charge point provision is a prerequisite so that priority areas, rural areas and areas of socio-economic deprivation are not excluded.
- 2.12 Work completed includes detailing both existing and forecast demand, running an on-going public survey around charge point locations, site feasibility, electric supply and capacity assessments, and engaging with suppliers to further understand the options available, liaising with electricity Distribution Network Operators around the cost and energy implications of a large-scale installation.
- 2.13 Under the LEVI funded lamp column contract, the Council is requiring a minimum number of 2,500 lamp column chargers across the County.
- 2.14 Alongside the technical aspects, work is also ongoing to finalise the requirements of the concession contract tendering process.

DfT LEVI Fund Workstream 2 - On-Street Electric Vehicle Charging Infrastructure

- 2.15 The LEVI funding will cover all capital costs associated with the supply and installation of on-street electric vehicle charging infrastructure. Ongoing management, back office and maintenance responsibilities will again lie with a third-party operator under a concession contract arrangement. The capability funding will cover revenue costs associated with the project development and on-going management.
- 2.16 This project is being led by Midlands Connect, the sub-national transport body for Derbyshire's region, with legal and procurement support led by Nottinghamshire County Council. The project will utilise the £6.604m LEVI funding awarded to the Council and follows the same timeline and procedures as the lamp column based EVCI project.
- 2.17 The project will roll out on-street chargepoint networks across the East Midlands Council Combined Authority area. The charging equipment for this project will be free-standing, independently powered bollard style chargepoints located on the highway.
- 2.18 Although being led by Midlands Connect, the Council will own and manage the contract for the network within Derbyshire. The Council's

Sustainable Travel Team is part of the project delivery group and is closely involved in all decisions related to pre-procurement and tendering. The Sustainable Travel Team will be the lead for project management once the contract is in place.

- 2.19 The project is seeking around 2,000 charge points at circa 800 sites across the County, with up to four chargepoints installed per site (subject to local technical assessments), as the premise is to provide for those without access to off-street parking and therefore the ability to charge their vehicles overnight. These chargepoints will be mostly lower powered (<11kWh) chargers to facilitate overnight, long stay charging.

DfT LEVI Fund - Procurement and Delivery

- 2.20 Throughout the application process, the recommended procurement process has been to use Oxford City Council's Dynamic Purchasing System (OxDPS), designed specifically for EVCI contracts, specifically to limit the number of bidders to pre-vetted charge point operators and therefore speed up delivery.
- 2.21 This process was to be used by the circa 50 local authority and consortia that received LEVI funding. However, in April 2024, the advice from Oxford City Council and the Government changed substantially, notably that the use of a DPS could leave the Council open to legal challenge under the Concession Contracts Regulations 2016. Consequently, an alternative procurement approach of open tender has been adopted.
- 2.22 Revised tender documentation have been submitted to the LEVI support body in June 2024, with an agreement to proceed to tender expected in early autumn 2024. The Sustainable Travel Team is maintaining regular contact with leading suppliers to keep them up to date on progress in issuing the contract to the market. It is expected that the award of the contract will take place in early 2025, with implementation of lamp column-based chargers commencing in March 2025.
- 2.23 As part of the tender evaluation for both projects, the Council will require the successful chargepoint operator to provide details of how they will ensure that the spend will be in accordance with grant conditions. Grant conditions and bid scoring will include (but not limited to) such things as technology specification, locations, deadlines, maintenance and repair, carbon reduction, social value, revenue share and the approach to tariff setting. Delivery plans, evaluated as part of the award criteria, for both DfT work packages will also need to

demonstrate how they will accelerate a step-change in the deployment of electric vehicle charge points, and commercialisation of this infrastructure.

- 2.24 Whilst the change of procurement approach has caused a delay, site selection is being progressed in tandem. Locations are being identified that ensure equitable geographic spread locations and on factors including known demand, forecast demand, likelihood of private investment, rurality and levels of deprivation.

Cross-Pavement charging solutions

- 2.25 Several technological solutions are coming to market to facilitate the use of a home charge point. Solutions include cable gullies set into footways, overhead gantry systems and satellite electricity connections that allow for a charging cable to be connected to a home electricity supply whilst plugged into a vehicle parked on the highway.
- 2.26 We have seen an increase in the number of requests from residents seeking permission to install such solutions and thus utilise their own electricity, which is cheaper than using a commercial provider.
- 2.27 Whilst a handful of authorities are currently undertaking very limited trial of the various technologies, the longer-term management and impact of such solutions is untested. Concerns remain regarding public liability, impact on street scape and on-going highways maintenance implications.
- 2.28 Section 178 of the Highways Act provides that no one shall place cables across the highway without the highway authority's consent, and section 162 provides that a person who places wire or other apparatus across the highway in such a way as to cause a danger to users is guilty of an offence and liable to pay a fine. Due to the potential risks associated with unattended trailing cable across footways, it is Council policy that we do not permit trailing of cables over pavements. This includes the provision or installation of either gully based or overhead gantry systems, including those covered by a heavy-duty cable covering, set in a gully, or on an overhead gantry system.
- 2.29 How local authorities manage such request was complicated in March 2024 when central Government announced that funding will be made available to provide such solutions for households that have no off-street parking. The grant is intended to provide EV drivers with support towards the costs of the purchase and installation of EV chargepoints at

residential properties if they are also installing a cross-pavement charging solution.

- 2.30 The grant scheme advises that In order to be eligible for this grant the applicant must have all relevant permissions from the local planning and relevant highways authority (where the highway is public land).
- 2.31 However, there has been no guidance issued to councils about how they should respond, what preferred solutions might be and how to address the long term implications. The Council will need to review approaches to suitability of cross pavement solutions when National guidance is issued and make recommendations to Cabinet to consider whether a policy change is appropriate.

Workstream 3 - Private Sector Funded Rapid and Ultra Rapid Electric Vehicle Charging Infrastructure

- 2.32 Facilitating the switch to electric vehicles requires a mix of different types and speeds of charging infrastructure dependent upon their driving and travel patterns. The need for the roll out of a rapid chargepoint network was outlined in the Council's Zero Emission Vehicle Infrastructure Plan in 2019. However, delivery of this action was not possible under LEVI funding which does not permit a wide scale roll out of rapid chargers. The roll out of these types of chargers are viewed as being more commercially attractive to deliver by the private sector and is therefore not eligible for public funding.
- 2.33 The Council has been approached by several market leading chargepoint operators to establish a rapid and ultra-rapid charging network in the County, wholly funded by the private sector. To this end, the Sustainable Travel Team has been working with district and borough officers and consultants Jacobs Ltd to identify and assess potential car park and key locations that could host rapid/ultra-rapid charging infrastructure.
- 2.34 This has identified 40 shortlisted sites that could host one or more rapid/ultra-rapid chargers.
- 2.35 Final agreements are now being sought with district and borough partners around site confirmation, parking bay leases, parking fees, tariffs, revenue share, wayleaves, management responsibilities, maintenance, repair, and an exit strategy. Selection of sites is expected to be confirmed by the end of July 2024, following which the Council will appoint a rapid/ultra-rapid chargepoint operator by March 2025, ensuring best value and the high-quality service provider.

Workstream 4 - Derbyshire Council - Estates Electric Vehicle Charging Network

- 2.36 The Council is committed to becoming net carbon zero in its own estate by 2032, or sooner. To achieve this, the electrification of its own vehicle fleet will be a priority, as will encouraging employees to switch to electric vehicles. Four chargepoints are currently available for use at County Hall, one at Ambergate depot and one at Brimington Depot, all are operated by BP Pulse (BPP).
- 2.30 The BPP units are now at the end of their operational life and are now experiencing frequent outages. To ensure good reliability, officers are currently seeking to replace the chargepoints at County Hall and Ambergate with ProjectEV chargepoint units, which are the same as those being installed through the pilot EV project with Children's Services.
- 2.31 The Council is able to install units at around a third of the cost of a commercial provider utilising an existing framework contract: the cost of two 7kWh units is £3,250 compared to £9,000 delivered by commercial providers.
- 2.32 Advantages of the Council owner-operated solution includes:
- 1) the ability to fully control who uses the chargepoints, ensuring security and appropriate usage;
 - 2) direct oversight of energy consumption, enabling more efficient management and substantial cost savings;
 - 3) the potential to generate revenue through a kWh uplift, turning energy usage into a financial asset; and
 - 4) a centralised management system that provides detailed reporting across the entire estate. This includes managing access, monitoring energy use, and tracking cost recharging, thereby improving operational efficiency.
- 2.33 It is acknowledged that further electrification of the Council's fleet can only be achieved through provision of, and more widely available, charging options.
- 2.34 In order to achieve this, a proposal was taken to the Climate Change and Environment Programme Board for endorsement (June 2023) to provide appropriate infrastructure i.e., electric vehicle chargepoints (EVCPs) on Council premises for use by employee's private vehicles

and the Council fleet, including the fleet of electric pool cars for employees to use whilst on Council business.

- 2.35 The proposal advocated taking a two-stage approach of 1) delivering pilot sites, followed by 2) development of a wider strategic roll out plan. The proposal also set out Terms of Reference, including roles and responsibilities, and high-level project plans to take forward both the pilot and wider strategic projects, with the former acting as a proof of concept of a Council owned charging system.

Pilot Stage

- 2.36 As previously reported to this Committee, the pilot sites are being selected to support the reduction of grey fleet mileage for Children's Services, the teams that have the highest grey mileage by supporting a shift to electric pool cars. The pilot phase will deliver up to ten EVCPs across five sites, of which Clay Cross will be the first to have the chargers installed. The four other sites are: Hub Normanton, Mercian Place (Ilkeston), Eco Centre and Kents Bank (Buxton).
- 2.37 Taking this phased approach will allow the Council to evaluate the model, test reporting mechanisms (including energy offsetting and cost recuperating), as well as providing an opportunity for testing operating systems away from County Hall, such as vehicle booking, vehicle management, fault and issue reporting, and monitor service performance.

Strategic Roll-out

- 2.38 In June 2023, it was agreed that Sustainable Travel team would commission consultants to develop an Estate EV Charging Network Delivery Strategy. The commission has though been postponed until this financial year, due to the budget situation in the second half of 2023-24.
- 2.39 The Sustainable Travel Team is currently working with Estate colleagues to refresh the project and a clear delivery plan. Looking ahead, the Sustainable Travel Team will continue to offer technical advice but, in the long term, the management of EV charging infrastructure must become a routine part of the Council's facility offerings, akin to other service offerings such as building maintenance or IT infrastructure provision and management.

3 Consultation

- 3.1 There are no statutory consultations required at this stage of the projects.
- 3.2 It is important to note that since April 2023, through an online consultation page, the Council has been collecting expressions of interest (EOIs) from residents who want to see charge points delivered in their area. To date, over 1,000 EOIs have been registered, and this data forms part of the Council's Site Selection Strategy across all three projects.
- 3.3 As the LEVI projects progress, officers will continue to actively engage with all partners, stakeholders and the local community, and will ensure that all necessary statutory consultations are carried out in accordance with Council requirements, expectations and standards.

4 Alternative Options Considered

- 4.1 Option 1: No action - Taking no action to reduce the environmental impact of petrol and diesel powered vehicles would not support the urgent need to reduce greenhouse gas emissions to reach the Council's target to achieve net zero emissions across the County by 2050.
- 4.2 Option 2: Do Not utilise LEVI funding - Whilst not adhering to LEVI requirements may have let the street lighting tender sooner, at the time the difficult timescales and changing criteria were not expected. Taking this approach would have meant Derbyshire lost out on significant funding (£2.5m).
 - 4.2.1 Furthermore, the availability of the LEVI funding meant the Sustainable Travel Team was able to relinquish £1.65m during financial reviews through late 2023.
 - 4.2.2 Taking no action to reduce the environmental impact of petrol and diesel powered vehicles would not support the urgent need to reduce greenhouse gas emissions to reach the Council's target to achieve net zero emissions across the County by 2050.

5 Implications

- 5.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

6 Background Papers

6.1 Not applicable.

7 Appendices

7.1 Appendix 1 – Implications.

7.2 Appendix 2 – Requests for Residential Charging (by Parish).

8 Recommendations

That the Committee:

- a) Notes the update on activities within the Council's Low Emission Vehicle Infrastructure Strategy that seeks to increase the uptake of electric vehicles across the County through the provision of an enhanced public electric vehicle charging network that utilises both private sector and Government funding.
- b) Discusses and considers the progress being made, sharing issues and raising questions as appropriate.

9 Reason for Recommendations

9.1 To ensure appropriate information and understanding of the various electric vehicle infrastructure work programmes to reduce the carbon emissions and environmental impact of petrol and diesel vehicles and to encourage uptake of electric vehicles across the County.

Report Author: Daniel McCrory **Contact details:** daniel.mccrory@derbyshire.gov.uk

Implications

Financial

- 1.1 The Sustainable Travel Team has secured a capital grant of £6.604m from the Government's Local Electric Vehicle Infrastructure fund, in addition to a further revenue grant of £0.580m capability funding to ensure staff and resources are in place to deliver the electric vehicle infrastructure roll out over three years.
- 1.2 All projects detailed in this paper are live and ongoing and are being delivered by the Sustainable Travel Team using the LEVI funding and private sector funding. There is no requirement for any further financial commitments from the Council at this time however, a capital borrowing of £0.300m was secured in financial year 2021-22 for use on this project should it be required.

Legal

- 2.1 There are no legal implications associated with this paper. Any such implications are dealt with on a project by project basis. Sustainable Travel Team officers are working closely with members of the Council and Nottinghamshire County Council legal teams around the legal implications and requirements of the projects.

Human Resources

- 3.1 It is intended to utilise this capability funding to boost Derbyshire's in-house resource for LEVI planning and delivery through the creation of up to five fully grant funded posts across the Sustainable Travel and Highways teams; to confirm, these posts are proposed to be offered on a fixed term basis and recruitment will be in line with the Council's established processes. A Senior LEVI Officer has been in post since November 2023.

Information Technology

- 4.1 Electric Vehicle charging points require reliable digital connectivity. Such implications are considered at project development stage to ensure deliverability.

Equalities Impact

- 5.1 The delivery of specific actions within this paper may have Equalities Impact implications for the Council. These will be considered on a case-by-case basis.

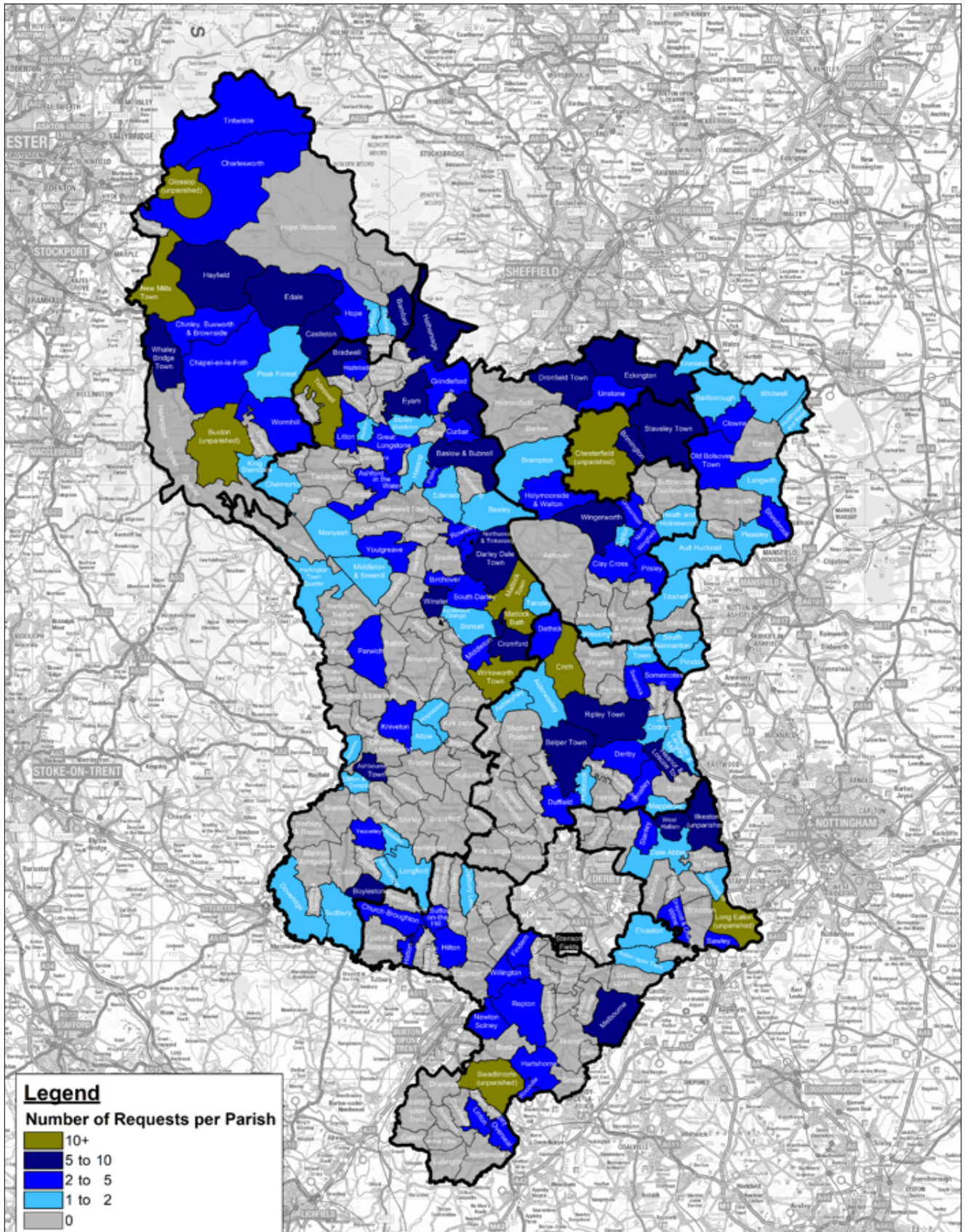
Corporate objectives and priorities for change

- 6.1 The actions set out in this paper support the Council's commitments to tackling climate change and reduce vehicle borne emissions, as set out in the Derbyshire County Council Climate Change Strategy (2021-2025) and Zero Emission Vehicle Strategy (2019-2029).

Other (for example, Health and Safety, Environmental, Sustainability, Property and Asset Management, Risk Management and Safeguarding)

- 7.1 Environmental sustainability considerations are embedded in the overall programme of work described above and in the individual projects.

Request for Residential Charging – by Parish





FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

**IMPROVEMENT AND SCRUTINY COMMITTEE - CLIMATE CHANGE,
BIODIVERSITY AND CARBON REDUCTION**

MONDAY 1 JULY 2024

Report of the Executive Director - Place

The Council's Role in Decarbonising Derbyshire's Schools

1. Purpose

- 1.1 To provide the Improvement and Scrutiny Committee for Climate Change, Biodiversity and Carbon Reduction with information on:
1. The carbon impact of Derbyshire's schools and current UK Government strategy and support related to the decarbonisation of schools.
 2. The progress that schools and relevant supporting Council service areas are making to reduce the carbon impact of Derbyshire's schools.
 3. The proposed next steps to explore what further action the Council could take to support the decarbonisation of schools.

2. Information and Analysis

The Carbon Impact of Derbyshire's Schools

- 2.1 There are around 170,000 children and young people in Derbyshire who are educated at 419 schools. These schools can be categorised into Derbyshire local authority-maintained schools and academies.
- 2.2 Derbyshire County Council ("the Council") has a commitment to playing its role in "*Achieving net zero emissions across all schools in Derbyshire*"

by 2050, and to set a more ambitious net zero target for schools within the Council portfolio” as set out in the Derbyshire County Council Climate Change Strategy: Achieving Net Zero (2021-2025).

- 2.3 The two main contributors to the carbon impact of schools are the emissions resulting from school buildings (energy used for power and heating) and the daily transport of pupils to and from school.
- 2.4 Although the Council has some influence on the decarbonisation of academies (primarily as it delivers the transport to schools), this report primarily focuses on the Derbyshire maintained schools which represent around 50% of the total Derbyshire schools, where the Council has budgetary control of the school estate, as well as being responsible for school transport.

Carbon Emissions from School Buildings

- 2.5 The largest part of an average school’s carbon impact results from the consumption of energy used to heat and power the school. Overall, Derbyshire schools are responsible for an estimated 1.4% of all carbon emissions across the county.
- 2.6 Table 1 provides a breakdown of the carbon impact and energy used in Derbyshire’s schools over the past two years (all maintained schools and a small number of academies that procure their energy through the Council’s procurement channels).

Table 1: Energy use in Derbyshire’s schools

Metric	2021-22	2022-23
Tonnes of CO₂e	14,370	11,870
kWh of energy consumed	73.1 million	62.1 million
kWh breakdown	Electricity 25% Gas 74% Other 2% (oil)	Electricity 26% Gas 72% Other 2%
CO₂ breakdown	Electricity 29% Gas 69% Other 2%	Electricity 29% Gas 69% Other 2%

- 2.7 In 2022-23, Derbyshire’s maintained schools emitted an estimated 11,870 tonnes of carbon dioxide (tCO₂e) which is one and a half times

more emissions than the Council's total corporate estate (7,475 tCO₂e). To give this figure some sort of comparison, the annual carbon emissions from Derbyshire schools are equivalent to emissions resulting from the Council's corporate estate, streetlighting and core fleet combined.

- 2.8 Compared to the 2021-22 period, the latest annual energy consumption data for schools and resulting carbon emissions have reduced by 17% which is due to the impact of fewer very cold days during the winter period and improved monitoring and control of energy consumption in more buildings. In 2022-23, the energy costs of Derbyshire's local authority-maintained schools were in the region of £9m, demonstrating that this is a significant cost annually to the Council.
- 2.9 The successful decarbonisation of schools is essential to achieving the target of Derbyshire being net zero by 2050, as well as the potential of reducing the operational running costs of schools.

Carbon Emissions from School Transport

- 2.10 The Council has a statutory duty to provide transport to and from schools for all pupils of compulsory school age attending the nearest available school that is over a statutory walking distance of over two miles when the child is aged seven and under and over three miles when the child is aged eight and over. Where the child has a special educational need, disability or mobility problem the child may be entitled to transport even if it is within statutory walking distance if they cannot reasonably be expected to walk to school because of their special educational needs, disability or mobility problem.
- 2.11 The transport of pupils to and from schools is categorised into mainstream school transport that is typically provided by bus, and special education needs and disability (SEND) transport that is typically provided by mini-bus or taxi.
- 2.12 School buses transport 7,000 pupils per day who are entitled to free transport, this is delivered through 150 dedicated school buses, 25 local commercial bus services and a small number of privately operated bus services for specific schools that organise their own transport. In total this costs the Council an estimated £7m per year.
- 2.13 SEND transport caters for 1,800 pupils and is delivered by approximately 850 different individual contracts that comprise of

individual pupils transported daily in taxis and small numbers of pupils in minibuses. In total, this costs the Council an estimated £16m per year because of the specialist nature of this transport and the higher average mileage required by SEND pupils.

- 2.14 Currently, data on the mileage from the transportation of school pupils is not collected. However, an estimate (using an average of 5 miles per pupil journey) produced in 2022, calculated that 13 million miles are undertaken annually, which equates to around 4,000 tCO₂e per year based on average vehicle types.

UK Government Role in the Decarbonisation of Schools

- 2.15 The UK Government is playing a role in the decarbonisation of schools, both through providing funding schemes and the production of a strategy that supports the ambition of reducing the carbon impact of schools.
- 2.16 In April 2022 (updated in December 2023), the Department for Education (DfE) launched its “Sustainability and climate change: a strategy for the education and children’s services systems” policy paper with four action areas defined, one of which is specific to the decarbonisation of school buildings and estates.
- 2.17 As yet, the impacts of the DfE strategy have been limited, with no clear guidance on delivery or direction of funding being announced, although a series of resources are planned for 2024 to assist schools and other education services on taking action to tackle climate change. This is expected to include an evaluation framework for project monitoring and evaluation¹.
- 2.18 In terms of funding, the Public Sector Decarbonisation Scheme (PSDS), administered by Salix (a non-departmental public body, owned wholly by Government) aims to support the Government’s commitment to reduce emissions from public sector buildings (including schools) by 75% compared to 2017 levels, as first set out in the 2021 Heat and Buildings Strategy. There have been three phases of the PSDS which has allocated more than £2 billion to almost 1,000 public sector organisations across England to support significant low-carbon energy upgrades to the buildings, ranging from heat pumps and solar panels to

¹

https://assets.publishing.service.gov.uk/media/658188b323b70a0013234bdb/Sustainability_and_climate_change_strategy_-_our_progress_so_far_December_2023.pdf

new energy efficiency measures such as insulation and low energy lighting. The Council was successful in securing funding from the PSDS in 2021 which has facilitated the installation of a heat pump and ancillary energy efficiency measures at Buxton Junior School.

- 2.19 In 2023, the Council submitted a further bid for PSDS to seek funding to support the decarbonisation of other Council buildings. Although this bid was unsuccessful, it provided valuable lessons learnt for future applications. It was evident from feedback and delivery timescales set by the PSDS governance that projects ideally need to be ‘shovel ready’ with prior funding for design and procurement already established.

The Council’s Role in the Decarbonisation of Schools

- 2.20 The decarbonisation of individual schools is not the responsibility of one particular organisation or individual and so is currently carried out through a variety of roles and channels that includes school headteachers, business managers, boards of governors and relevant Council services. The Council’s involvement depends on the aspect of decarbonisation being undertaken and typically consists of:

- School buildings – a combination of Children’s Services Development Team and Corporate Property’s Projects and Energy Teams
- Behaviour change – Climate Change Team
- Schools travel – Place Transport Team

- 2.21 Overall progress is being made with decarbonisation actions being delivered and emissions from schools reducing. The following sections provide a summary of the main areas of Council activity.

Energy Efficiency of School Buildings

- 2.22 The overall decision-making responsibility for school building energy efficiency improvements resides with Children’s Services Development Team and Corporate Property, or an assigned contractor who is responsible for delivery.
- 2.23 Corporate Property is responsible for producing and maintaining Display Energy Certificates (DECs) for schools. DECs are designed to show the energy performance of public buildings. They use a scale that runs from ‘A’ to ‘G’ with ‘A’ being the most efficient and ‘G’ being the least. Ratings A-C are considered good, D rating suggests that the energy efficiency is moderate, and E-G is considered poor.

- 2.24 Corporate Property has assessed the energy efficiency of all schools based on energy consumption data over the last two years. Out of a representative sample of 106 schools, 25% are rated good (A-C), 49% rated moderate (D) and 26% rated poor (E-G).
- 2.25 Corporate Property also support schools in accessing their own energy data through the Council’s SystemLink portal and encourage them to use their DEC’s to inform potential energy efficiency improvements.
- 2.26 Although Corporate Property assists in securing capital funding, giving technical advice and supporting the design requirements, Children’s Services is responsible for the planning and decision making of school energy efficiency improvements.
- 2.27 Typically, Children’s Services hold funding pots for school building energy efficiency improvements with a range of interventions and installations being carried out, as detailed in Table 2.

Table 2: Recent programme of works for school energy efficiency

School	Energy Efficiency Improvement
Crich Junior School	Boiler and heating renewal
Firfield Primary School	Pitched roof covering – insulation upgrade
Lady Manners School	Pitched roof covering – insulation upgrade
Hasland Infant School	Rewire, small solar PV array
Coppice Primary School	Rewire, smart lighting and solar PV array
Northfield Junior School	Flat roof covering – additional insulation
Brockwell Junior School	Flat roof covering – additional insulation
Ripley Infant School	Rewire, smart lighting and solar PV array

- 2.28 Corporate Property look to replace existing boilers when they reach their end of life with heat pumps and other low carbon heating where appropriate.
- 2.29 Individual schools can apply for external funding, such as the Government’s PSDS programme. Both Children’s Services and Corporate Property support schools in their applications to these programmes.
- 2.30 The installation of rooftop solar photovoltaic (PV) systems on schools reduces the use of grid electricity for power, which reduces cost and carbon. Since 2011 the Council has been installing solar PV systems at

schools. However, the current Council budget challenges has meant the planned programme of installations has been paused.

- 2.31 As of the end of 2023-24, 35 schools currently have rooftop solar PV installed with an estimated total annual generation of electricity of 243,009 kWh. Table 3 details the Derbyshire schools with rooftop solar PV installed.

Table 3: Schools with solar PV installed

School	Year of installation	Estimated annual generation (kWh)
Abercrombie Primary School	2015	8,370
Brailsford Primary School	2016	6,000
Breadsall Primary School	2023	28,400
Brockwell Nursery and Infant School	TBC	3,660
Burbage Primary School	2014	1,858
Buxton Junior School	2022	17,516
Cavendish Junior School	2015	21,000
Clowne Infant and Nursery School	2012	3,194
Creswell Infant and Nursery School	2015	3,348
Dallimore Primary School	2014	11,589
Darley Dale Primary School	2013	1,502
Grindleford Primary School	2015	3,194
Hady Primary School	TBC	TBC
Hallam Fields Junior School	2011	3,425
Harrington School	2023	TBC
Hayfield Primary School	2014	3,404
Heath Fields Primary School	2013	30,000
Herbert Strutt Primary School	2008	3,194
Leys Junior School	2014	1,650
Pinxton Nursery School	2015	3,300
Ripley Junior School	2023	7,014
Woodville Junior School	2014	2,453

Behaviour Change Initiatives

- 2.32 The decarbonisation of schools requires a reduction in energy consumption, as well as making buildings more energy efficient. The

cost of energy across Derbyshire's schools for 2023-24 is currently being analysed but is likely to be more than £8m. To help reduce these costs and resulting carbon emissions a stakeholder engagement and behaviour change programme called Energy Champions has been developed to support schools to reduce the energy consumption of their school.

- 2.33 The Energy Champions project (led by the Climate Change Team working in collaboration with Corporate Property's Energy Team) was launched in 2023 and aims to reduce energy consumption within Derbyshire's maintained schools. The project offers a dedicated, free carbon and energy management service to schools to provide both on-going energy monitoring data and bespoke carbon and energy management services, helping school staff to financially plan and mitigate against high energy costs and reduce the school's carbon emissions.
- 2.34 The project also promotes and implements energy efficiency behaviour change to help save costs, reduce emissions and make schools more sustainable. It provides energy reduction guidance and support for each school, as well as guided access to the Council's online energy portal. This portal enables schools to see how much energy is being used and provides access to a range of materials and advice on how schools can reduce their energy consumption.
- 2.35 The Energy Champions project also looks to support schools in analysing the energy consumption of their school, identifying school holiday consumption and heating start times with the aim of fine tuning, improving, and reducing heating requirements to help lower emissions and energy costs.
- 2.36 The project has a dedicated site on Derbyshire Services for Schools (S4S) website (<https://services.derbyshire.gov.uk/>), which is regularly updated to provide relevant areas of support and guidance.

School Travel Decarbonisation

- 2.37 As part of a wider review of the Council's indirect carbon emissions, the Council is currently reviewing the data available to help estimate and report on the carbon emissions resulting from home to school travel, which includes contract and spend data from home to school travel providers. This is an area where emissions can be reduced through contract management, route planning and vehicle choice.

- 2.38 The Council provides and promotes public transport initiatives for school travel for pupils through mechanisms, such as:
- Bus passes for pupils who can use any bus.
 - Specific buses that only serve schools.
 - Increased frequency of buses that go past schools at the start and end of the school day.
- 2.39 Although the Council delivers and promotes the use of public transport for school travel as a sustainable mode of transport, it currently has limited direct control over the types of vehicles the bus companies use but does encourage the transition of bus fleets to low carbon options.
- 2.40 The Council encourages schools across Derbyshire to join efforts to increase levels of sustainable and active travel to improve the health and well-being of children and young people through the [Modeshift STARS](#) scheme. This scheme recognises schools that have shown excellence in supporting cycling, walking and other forms of sustainable travel. Between 2015 (when the scheme was launched) to the 2019 academic year, accredited MODESHIFT Stars schools across the UK, reduced their car journeys by 2.5% which led to an overall shift away from single family car trips by 9%.
- 2.41 Through the Sustainable Travel Team, the Council provides dedicated officer time to support schools in creating, developing, and implementing travel plans, to monitor and evaluate travel plans and initiatives and to recognise and reward excellence in the promotion of sustainable and active travel.

Proposed Next Steps

- 2.42 Although the Council's role in decarbonising Derbyshire schools has been outlined in this report and actions and progress are being made, there is potentially the scope for further areas of support to be developed at zero or low cost to the Council using existing resources. This support could be formed around aspects such as:
- Strategy and policy – establishing a net zero target for Derbyshire's schools and a strategy and action plan to support its delivery in consultation with both Children's Services and Corporate Property. This could also include the addition of emissions from schools in the Council's annual emissions reporting and Climate Change Strategy refresh in 2025-26.

- Funding support – to provide the timely identification and provision of funding information, support, and advice to enable schools to access, apply for and succeed in external funding applications.
- Communication – subject to the resources being available and a lead service being agreed, establish a central Council contact point for 'climate change and schools' and effectively signpost schools to appropriate local, national, and international climate education resources and support.
- Behaviour change – the Energy Champions initiative could be promoted more widely to schools and potentially supported for implementation by the Education Partnership Board that can reach all 419 schools through its communications channels.
- Transport decarbonisation – strengthened understanding and management of the carbon impact of home-to-school transport and the development of an action plan for how these emissions can be reduced. This could include using data to target those areas where there is the biggest potential to reduce mileage and adapting commissioning and investment into provision.

2.43 Further work is proposed to be undertaken across relevant Council services to explore how these types of activities could be developed, co-designed and delivered with the input and agreement from all relevant service areas. Any formal recommendations would be considered by the Climate Change and Environment Programme Board and the Corporate Management Team (CMT) initially prior to any formal approval to proceed being sought.

3. Consultation

3.1 Consultation requirements will be considered on any projects proposed.

4. Alternative Options Considered

4.1 **No action:** Taking no action to support the decarbonisation of schools would not support the urgent need to reduce carbon emissions to achieve the Council's target of net zero emissions across all schools in Derbyshire by 2050, and to set a more ambitious net zero target for schools within the Council portfolio. It would also not support the delivery of the Department for Education's (DfE) sustainability and climate change strategy. Therefore, this option is not recommended.

5. Implications

- 5.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

6. Background Papers

- 6.1 None identified.

7. Appendices

- 7.1 Appendix 1 – Implications.

8. Recommendations

That the Committee:

- a) Notes the carbon impact of Derbyshire's schools and current UK Government strategy and support related to the decarbonisation of schools.
- b) Notes the progress that schools and relevant supporting Council service areas are making to reduce the carbon impact of Derbyshire's schools.
- c) Notes the proposed next steps to explore what further action the Council could take to support the decarbonisation of schools.

9. Reason for Recommendations

- 9.1 To ensure that the Improvement and Scrutiny Committee for Climate Change, Biodiversity and Carbon Reduction is informed of, understands and supports the work being undertaken to decarbonise Derbyshire's schools.

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Implications

Financial

- 1.1 The delivery of any next steps may have financial implications for the Council. These will be considered on a project-by-project basis subject to funding availability.

Legal

- 2.1 There is no current statutory obligation on Local Authorities to undertake work to support the decarbonisation of schools.
- 2.2 Local authorities do have a statutory duty to promote the use of sustainable travel to and from places of education in their area under section 508A of the Education Act 1996. Sustainable travel is that which may improve the physical wellbeing of users and/or the environmental wellbeing of all or part of the local authority's area.
- 2.3 The delivery of any next steps may have legal implications for the Council. These will be considered on a project-by-project basis.

Human Resources

- 3.1 The delivery of some of any next steps may have human resources implications for the Council. These will be considered on a project-by-project basis.

Information Technology

- 4.1 The delivery of some of any next steps may have information technology implications for the Council. These will be considered on a project-by-project basis.

Equalities Impact

- 5.1 The delivery of some of any next steps may have equalities impact implications for the Council. These will be considered on a project-by-project basis.

Corporate objectives and priorities for change

- 6.1 The delivery of projects and actions to support the decarbonisation of Derbyshire's schools supports the Council's ambition to be a net zero organisation by 2032, or sooner, and for the County to be net zero by 2050. This work will also help deliver the following Council Plan priorities: Resilient, Healthy and Safe Communities; High Performing, Value for Money and Resident-Focused Services; A Prosperous and Green Derbyshire.

Other (for example, Health and Safety, Environmental, Sustainability, Property and Asset Management, Risk Management and Safeguarding)

Environmental Sustainability

- 7.1 The delivery of projects and actions to support the decarbonisation of Derbyshire's schools will improve the environmental sustainability of the Council and the County and, in particular, will reduce greenhouse gas emissions.
- 7.2 The delivery of some of the recommendations may have other implications for the Council. These will be considered on a project-by-project basis.

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FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

**IMPROVEMENT AND SCRUTINY COMMITTEE – CLIMATE CHANGE,
BIODIVERSITY AND CARBON REDUCTION**

MONDAY 1 JULY 2024

Report of the Executive Director - Corporate Services and Transformation

**Decarbonising the Corporate Estate
Asset Disposal and Renewable Energy**

1. Purpose

- 1.1 To report further progress on the plans to decarbonise the council’s estate since the previous report to committee in February 2024, with particular emphasis on property rationalisation and current proposals for renewable energy generation.

2. Information and Analysis

2.1 Executive Summary

New data for 2023-24 indicates a further 6 million kWh reduction in energy use associated with corporate buildings in 2023-24.

Energy use has been further reduced as shown below:

year	kWh	tonnesCO2e
2020-2021	45,169,293	9,171
2021-2022	44,963,103	8,861
2022-2023	38,860,609	7,475
2023-2024	32,820,000*	6,564*

(*Final figures will be confirmed in August 2024).

Property rationalisation has delivered 75-80% of the savings achieved. The potential saving from further property rationalisation has been assessed and informs the projections for future energy use by 2032.

Proposed capital projects for the installation of photo-voltaic (p.v.) panels on corporate buildings have been paused due to funding issues, so an alternative means of provision has been identified, and is progressed to approval to procure. This option - for p.v. installation by an energy provider subject to a power purchase agreement - requires no capital investment up front.

2.2 Decarbonisation Progress 2020-2024.

In February 2024 the council was able to report:

- *“Between 2020-21 and 2022-23 the energy use associated with the corporate estate was reduced by 14% or 6.1 million kWh (from 45 million kWh to 38.9 million kWh).*
- *Carbon emissions were reduced by 18% or 1700 tonnes CO2e since 2021. (From 9171 to 7475 tonnes CO2e).*
- *5.1million kWh (80%) of this reduction has been achieved by property rationalisation.*
- *1 million (20%) is due to other measures including energy management, and other energy efficiency projects”.*

2.3 Energy Use Data 2023-24

The latest energy use data for 2023-24 shows a further reduction of energy consumption for corporate buildings, with a further 6 million kWh saving.

The total energy use for 2023-2024 is 32.8 million kWh.

(Subject to final confirmation in August 2024)

year	Energy use kWh	Carbon emissions	Fossil fuel	Elec	%
2022-2023	38,860,609	7,475	28,114,193	10,715,773	72%
2023-2024*	32,820,000*	6,564*	23,370,000	9,450,000	71%

It is estimated that 4.5million kWh (75%) of this reduction is as result of property rationalisation. 1.5 million (25%) is due to other measures including energy management, and energy efficiency projects.

In February 2024 the council predicted a minimum 3.5 million kWh of further savings from property rationalisation, to be achieved in 2024. The higher figure of 4.5 million kWh saving may be due to the pace of property rationalisation.

Summary:

- Total 12.1million kWh of energy savings since 2021-22.
- 9.6million kWh has been saved by property rationalisation.
- 2.5million kWh by other means.

There is a small shift away from fossil fuels, but progress is limited by lack of available project funding to remove gas and oil fuelled heating systems in favour of cleaner renewable alternatives.

2.4 Scope for further reductions in energy consumption arising from property rationalisation.

In February 2024 a comprehensive review was undertaken of the anticipated future commitment to assets across the estate (excluding schools).

- 40% of assets are in scope to be retained.
- 20% of assets are under review.
- 40% of assets are in scope for potential disposal.

This is an estimate which anticipates the potential outcome of future reviews. The estimated maximum energy saving associated with assets in scope for disposal is currently 17.5 million kWh.

This is an additional 13 million kWh over the 4.5million kWh saving just achieved.

The current programme for disposals schedules 22 buildings with a total energy saving value of 8.6 million kWh, based on total energy use for buildings during 2022/23.

1605-01	Beechcroft – Ilkeston	614466
1615-01	East Clune – Clowne	863766
1618-01	Gernon Manor – Bakewell	557955
1620-01	Goyt Valley – New Mills	539942
1623-01	Hazelwood Old Peoples Home – Ilkeston	505155
1625-01	Holmlea – Tibshelf	623675
1626-01	Ladycross House – Sandiacre	585678
1641-01	The Spinney – Brimington	797538
1696-01	Newhall Centre	356966
1722-01	West Street Offices, Chesterfield	260241
2922-01	Whitemoor Centre	335456
3475-01	Newhall Depot, Sunnyside, Swadlincote	2672
4063-01	New Mills Youth & Community Centre	186320
1611-01	Clay Cross Resource Centre	109924
3071-01	Peter Webster Centre	321908
3336-01	Gosforth Youth Centre	109560
3374-01	Hunloke Centre	252995
3411-01	Offices at School Road Chesterfield	152396
3458-01	Offices at High Street Staveley	49849
4271-01	Former Hasland Youth Centre	98621
3451-01	John Hadfield House	281,670
2574-01	Chatsworth Hall	1,002,855
		8,609,606

These savings begin to accrue after the buildings are vacated and power and heating demand is significantly reduced.

The 4.5 million kWh saving achieved in 2023-24 is part of the above disposals programme.

A further saving – a significant proportion of the remaining 4.1 million kWh – should be realised during 2024/25.

2.5 Projected Future Energy Use

When projecting future energy requirements to 2032 a range of potential scenarios is considered, together with an estimate of the possible commitment to future projects which will reduce energy use and transition away from fossil fuels.

There will be an additional energy load associated with any new buildings or alternative accommodation provisions which cannot be estimated.

In February 2024, the future energy use associated with the corporate estate was projected to be around 50% of the 2020-21 energy use by 2032. Consumption was therefore projected to reduce towards 20-22 million kWh.

Given the increased scope of the property rationalisation project, and the updated potential savings from future property rationalisation, this forecast can now be revised, such that the projected total energy use in 2032 is currently 15 million kWh.

There are many variables, including the future scope of carbon reduction projects, and the unknown energy demand of new buildings such as the Chesterfield hub.

2.6 Future Carbon Reduction Capital Projects.

Annual project programmes have been proposed to meet and exceed these targets, but there has been limited allocation of funding for carbon reduction projects. There has therefore been little opportunity to implement projects which will transition away from fossil fuels.

Measures to decarbonise the retained buildings focus upon microgeneration, energy management and retrofit projects.

- Microgeneration by photo-voltaic panels on roofs
- Energy management via remote monitoring kit to enable better monitoring.
- Retrofit projects including small scale interventions and major refurbishments.

2.7 Renewable Energy

Generating renewable energy from photo-voltaic panels installed on roofs.

There are two options for installing p.v. panels on corporate buildings:

- Option A: Capital projects to install p.v. panels are included in project programmes.
- Option B: installation by a provider at no capital cost subject to a subsequent lease and power purchase agreement.

Option A

Option A offers greater benefits but requires capital investment funded by borrowing or capital receipts.

Every year the proposed annual carbon reduction programme includes proposed capital projects for p.v. installation.

In 2022-23 the £6 million proposed programme included £2.4 million for proposed p.v. installations on 34 buildings to generate 500,000 kWh of renewable energy with an estimated payback of 10-12 years. Unfortunately, funding approval was subsequently withheld due to the wider financial pressures and emergency cost control measures.

In 2023-24 the £2 million proposed programme included £700k for proposed p.v. installations to generate 100,000 kWh of renewable energy on 15 buildings. This bid was unsuccessful due to the same funding issue.

The 2024-25 proposed programme is currently in development prior to a capital strategy bid in July 2024.

Residential care homes were prioritised for p.v. installation due to the high energy demand. Seven schemes were taken through preliminary design to secure the necessary prior determination for permitted development. Two small installations were completed. Five further schemes are now on hold due to the subsequent asset and service review.

Option B

The alternative option applicable to larger buildings meeting a certain threshold of annual electricity demand is to allow installation of p.v. panels by others as noted above.

This is effectively a method to procure renewable energy from an alternative provider. However, there will be an option to purchase the installation after 5 years. This option would then offer the full benefits of improvement in the energy efficiency ratings of the buildings.

In May 2024 approval to procure a contractor for the installation of the first four projects was approved. The proposed installations are estimated to generate 177,000 kWh of renewable energy to be utilised on site.

2.8 Solar Farms and Wind Turbines

Renewable energy may also be generated by major projects. The proposed solar farm at Williamthorpe is estimated to offer the potential to generate 3 million kWh of renewable energy per annum. Funding is allocated and the project is currently submitted for planning approval.

Feasibility assessments have identified opportunities for additional solar farms elsewhere in Derbyshire, but it is not currently possible to secure the necessary grid connections in these locations. A county-wide review of the potential for wind turbines on our sites has identified two sites of interest which are currently subject to further technical assessment.

3. Consultation

The relevant report regarding the approval to procure a contractor to install p.v. panels subject to a power purchase agreement has recently been subject to consultations with:

- the Climate Change group
- the Climate Change and Environment Board
- Legal Services
- Procurement
- Finance.

4. Alternative Options Considered

As described in the report.

5. Implications

Appendix 1 sets out the relevant implications considered in the preparation of the report.

6. Background Papers

None

7. Appendices

Appendix 1 – Implications

8. Recommendation(s)

That the Improvement and Scrutiny Committee:

- a) Notes further progress on the plans to decarbonise the council's estate since the previous report to committee in February 2024, and the current proposals for renewable energy generation.

9. Reasons for Recommendation(s)

To support the strategy and action to achieve Net Zero for the Corporate Estate

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Appendix 1

Implications

Financial

- 1.1 The Director of Finance has confirmed the existing allocation of capital funding for the proposed solar farm. Finance have been consulted on the approved procurement report regarding the proposed alternative for p.v. installation.

Legal

- 2.1 The Director of Legal and Democratic Services will provide advice as necessary on a project specific basis.

Human Resources

- 3.1 HR provide input regarding any proposed building closures and any impact on human resources.

Information Technology

- 4.1 no issues

Equalities Impact

- 5.1 no issues

Corporate objectives and priorities for change

- 6.1 The corporate policy is to achieve Net Zero for the corporate buildings by 2032 or sooner.

Other (for example, Health and Safety, Environmental, Sustainability, Property and Asset Management, Risk Management and Safeguarding)

- 7.1 n/a



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

**IMPROVEMENT AND SCRUTINY COMMITTEE – CLIMATE CHANGE,
BIODIVERSITY AND CARBON REDUCTION**

1 July 2024

**Report of the Executive Director - Corporate Services and
Transformation**

Executive Scrutiny Protocol

1. Divisions Affected

County-wide

2. Key Decision

2.1 This is not a Key Decision

3. Purpose

3.1 For the Committee to note the Executive/Scrutiny Protocol as a framework for the relationship between the Executive and the scrutiny process.

4. Information and Analysis

4.1 In 2020 a member led review of the Council's Scrutiny function was undertaken in conjunction with the Centre for Governance and Scrutiny. This review brought about a positive cultural change in the way that scrutiny operates at the Council. As a result of the changes, the approach to scrutiny is far more collaborative between the various committee chairs and senior officers which has enabled far better work programming.

- 4.2 Separate to this the Government has published [Statutory Guidance on Overview and Scrutiny in Local Authorities](#) which promoted a formal working agreement between the executive and the scrutiny function in the form of a protocol. The guidance suggests that an Executive Scrutiny Protocol can help to define the relationship and expectations between the Cabinet and Scrutiny Committees to ensure that the two can work together in a positive and productive way. The guidance makes it clear the protocol may provide a framework, rather than a prescriptive set of rules, it “can deal with the practical expectations of scrutiny committee members and the executive, as well as the cultural dynamics.”
- 4.3 A protocol has been developed in conjunction with the five Scrutiny Committee chairs. The protocol has been discussed and endorsed by the Scrutiny Co-Ordination Group which consists of Scrutiny Chairs, the Managing Director, Executive Directors, Director of Legal and Democratic Services and Councillor Spencer as the relevant Cabinet member.
- 4.4 The protocol was presented to Cabinet for formal adoption in June and will be used going forward to regularise the relationship between the Executive and scrutiny. The protocol is also being reported to each of the five scrutiny committees. It is also being recommended, in line with the statutory guidance, that the Scrutiny Co-ordination Group reviews the operation of the protocol after a 12-month period to ensure that it is operating effectively.

5 Consultation

- 5.1 No formal public consultation is required for the protocol, but relevant members and officers have been consulted in its drafting.

6 Alternative Options Considered

- 6.1 The Cabinet has already approved the protocol so there are no alternative options.

7 Implications

- 7.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

8 Background Papers

- 8.1 None identified.

9 Appendices

- 9.1 Appendix 1 – Implications
- 9.2 Appendix 2 – Executive/Scrutiny Protocol

10 Recommendation(s)

That Committee:

- a) Notes the Executive Scrutiny Protocol at Appendix 2 to the report; and
- b) Notes that the Scrutiny Co-ordination Group will be reviewing the operation of the Protocol in 12 months' time.

11 Reasons for Recommendation(s)

- 11.1 The Protocol has been developed in order to establish a joint approach between the Executive and Scrutiny in relation to the function of the Scrutiny process and its role in the decision-making structure of the Council. Cabinet is asked to formally approve the Protocol to demonstrate executive support.
- 11.2 A review is recommended to ensure the Protocol remains fit for purpose and up to date.

12 Is it necessary to waive the call-in period?

- 12.1 No

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Implications

Financial

- 1.1 There are no financial or resourcing implications associated with this report.

Legal

- 2.1 None directly arising from this report.

Human Resources

- 3.1 None directly arising from this report.

Information Technology

- 4.1 None directly arising from this report.

Equalities Impact

- 5.1 None directly arising from this report.

Corporate objectives and priorities for change

- 6.1 A healthy and successful relationship between the Executive and Scrutiny will contribute towards the delivery of High quality public services.

Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)

- 7.1 No relevant implications

DERBYSHIRE COUNTY COUNCIL

Executive-Scrutiny Protocol

Introduction

1. The relationship between the Executive (Cabinet and Portfolio Holders) and the Scrutiny function is governed in part by legislation and the Council's Constitution, in particular the Scrutiny Committee procedures. The purpose of this protocol is to set out the principles which will be followed by both the Executive and the Improvement and Scrutiny Committees.
 - i. To enable Improvement and Scrutiny members and the Executive members to fully understand their powers, roles and responsibilities in relation to the Scrutiny function.
 - ii. To establish a framework and the necessary procedures to enable Scrutiny to work effectively.
 - iii. To define and clarify the role of the Executive in the Scrutiny process.

The Improvement & Scrutiny Committees have very different functions and responsibilities. However, the aim of both the Executive and Scrutiny is to secure the best outcomes for the people who live and work in Derbyshire.

It is the responsibility of the Executive to take decisions to implement the budget and the key policies set out in the policy framework agreed by Full Council.

The Improvement and Scrutiny Committees have a number of responsibilities. These include:

- i. Adding value to the work of Derbyshire County Council
- ii. Holding the Executive to account on behalf of the residents of Derbyshire County Council through the regular review of performance in relation to service delivery
- iii. Holding the Executive to account through scrutinising its decisions
- iv. Undertaking reviews of Council activities and those of other public bodies that affect the people who live and work in Derbyshire, leading to recommendations on improvements which can be made
- v. Calling-in Executive decisions which have not yet been implemented if there is a need for aspects of the decision to be reviewed
- vi. Assisting the Executive in policy formulation and developing recommendations on the budget and policy framework when examining
- vii. Undertaking research and consultation on behalf of the Executive and in advance of Cabinet decisions. This is known as Pre-Decision Scrutiny
- viii. Being engaged with major policy and strategy work at a very early stage. This is known as Pre-Strategy Scrutiny

2. Culture

A Member-led review of Scrutiny was undertaken during 2020 which recommended cultural change ensuring that Scrutiny has a stronger and clearer role, adds value to the work of the Executive and Derbyshire County Council and works closely with the Managing Director and Executive Directors.

3. Relationship between the Executive and Scrutiny

The following principles set out how the working relationship between the Executive and Scrutiny should operate:

- i. The Executive and members of the Improvement and Scrutiny Committees recognise that they each have different functions and responsibilities that contribute to securing the best outcomes for the people who live and work in Derbyshire.
- ii. All participants in the working relationship between Executive and Scrutiny will do so in a spirit of mutual respect and constructive challenge.
- iii. Meetings of the Improvement and Scrutiny Committees should bear in mind the statutory guidance that scrutiny work should be conducted in a non-party political manner
- iv. The Executive recognises that the Improvement and Scrutiny Committees have a number of rights, for example requiring Cabinet Members to attend its meetings or calling-in Executive decisions which have not yet been implemented, should they consider a decision to be reviewed. The Improvement and Scrutiny Committees will exercise those rights responsibly.
- v. One of the principal responsibilities of the Improvement and Scrutiny Committees is the ability of non-executive members to hold the Executive to account. An important method to ensure accountability is through examining performance and decisions taken by the authority. To facilitate this challenge the Improvement and Scrutiny Committees may:
 - a. Challenge the Executive about decisions which have been taken by Cabinet;
 - b. Consider performance information;
 - c. Query or ask for information about items which are set out in the Forward Plan.
- vi. In addition to their rights as councillors, members of the Improvement and Scrutiny Committees and their working groups have additional rights of access to documents as included in the Access to Information rules in the Constitution. This allows the committees access to copies of any documents which are in the possession, or control, of the Executive or its committees. There are a few limits on this access, and these are identified in the rules.
- vii. There will be strong emphasis placed upon Improvement and Scrutiny adding value to the work of the Executive and the Council. In this vein, the Improvement and Scrutiny Committees will be engaged in policy and strategy development at a very early stage. The Executive may request that Improvement and Scrutiny Committees undertake Pre-Decision work and

- equally the Improvement and Scrutiny Committees may request that they undertake work to assist the Executive in its deliberations.
- viii. The Chairs of the Improvement and Scrutiny Committees, to maintain the independence of the committee, should declare an interest when presiding over the scrutiny of relatives who may be part of the Executive.
 - ix. Members of the Executive cannot be members of the Improvement and Scrutiny Committees. Cabinet Support Members will not act as members of the Committee looking at portfolios to which their role relates to in order to maintain separation of roles between the Executive and Scrutiny function.

4. Conduct of Meetings

The following principles set out how meetings should be conducted in support of the general principles above.

- i. Meetings of the Improvement and Scrutiny Committees which are attended by Cabinet Members are subject to the relevant provisions in the Council's Constitution. They will usually be held in public unless exempt or confidential information will be discussed, and consideration needs to be given as to whether the public and press should be excluded.
- ii. Cabinet Members required to attend an Improvement and Scrutiny Committee will be given at least 10 working days' notice in writing by the Democratic Services Officer, together with an indication of the issues being raised and the expected focus of questioning.
- iii. Members of the Improvement and Scrutiny Committee are asked to notify the Democratic Services Officer of any factual information required in advance of the meeting.
- iv. When a Cabinet Member is required to attend a Committee, they may be accompanied by the relevant officer(s) to assist with explaining complex information.
- v. Attendance by Cabinet Members at task and finish working groups is to inform debate, clarify matters and contribute to a specific topic rather than to be held to account in respect of matters relating to the Cabinet Member's responsibilities.

5. Developing Work Programmes for the Improvement and Scrutiny Committees

The work programme is a flexible plan which outlines the programme for the coming municipal year and is usually developed at the first meeting after the Annual Council. The programme is drawn together by the Chair and members of the Committee and can include issues put forward by members, topics that arise during discussion with Cabinet Members, Executive Directors and senior officers, concerns generated from the Corporate Complaints Policy, the Council Plan, performance data and potential issues arising from corporate priorities or the Forward Plan.

The relevant Cabinet Member and senior officer will be informed of any reviews undertaken that fall within their remit and asked for observations on the final scoping document.

Cabinet Members can suggest items for inclusion in the scrutiny work programme; however, it is recognised that the Executive should not try to exercise control over the work of the Improvement and Scrutiny Committees. It is ultimately for the Improvement and Scrutiny Committee to determine whether to include such suggestions in the programme.

Once the work programme has been agreed the Improvement and Scrutiny Committee will endeavour to deliver it, however it is recognised that the programme needs to be flexible enough to be able to accommodate urgent, short term issues or emerging priorities that may arise during the year. On occasion there may be good reason why an ongoing review is not concluded, or planned review not commenced. This could be for a number of reasons including lack of capacity, insufficient evidence upon which to draft firm conclusions or decision by the Committee that it is no longer a priority. In such circumstances the relevant Cabinet Member and Executive Director will be informed prior to the Committee deciding to remove the review from the work programme.

It is important that the work of the Improvement and Scrutiny Committees receives broad publicity in order to ensure that residents and community groups are able to engage with the process. The Democratic Services Officer will work with the Council's Communications Team to publicise the work of the Committee.

6. Meetings with Scrutiny Chairs, the Cabinet Member, the Managing Director (MD) and Executive Directors (EDs)

The purpose of such meetings is to:

- i. Strengthen rapport
- ii. Create a shared understanding
- iii. Discuss strategic matters at an early stage so that Scrutiny may maximise its input and add value to the Council and to enable Scrutiny to develop informed and focussed annual Work Programmes
- iv. Ensure the Executive and Officers are kept informed about the Work Programme

7. Meetings with the Scrutiny Chair and the relevant Cabinet Member(s)

The purpose of such meetings is to:

- i. Strengthen understanding and rapport
- ii. Discuss a range of matters including the potential opportunities for pre-decision Scrutiny work.

8. The Health Scrutiny Committee

Legislation sets out the requirements specifically in relation to the Health Scrutiny Committee. This Committee is different from the Council's other Improvement and Scrutiny Committees.

The Health Scrutiny Committee is responsible for scrutinising any major health service reconfigurations in accordance with the Local Authority (Public Health, Health and Wellbeing Boards and Health Scrutiny) Regulations 2013.

The Health Scrutiny Committee is required to participate in Joint Health Scrutiny Committee arrangements with other local authorities. Currently, the Council is a member of the South Yorkshire, Derbyshire and Nottinghamshire Joint Health Scrutiny Committee (represented by the Chairman of the Council's Health Scrutiny Committee) and is an affiliate member of the Greater Manchester Joint Health Scrutiny Committee.

9. Scrutiny Review Recommendations

- i. Following the conclusion of a scrutiny review the final report and recommendations will be presented to the relevant Improvement and Scrutiny Committee and when agreed submitted to Cabinet for consideration. The chair, or appropriate member if the chair is not available, will present the report and recommendations to the next scheduled meeting of Cabinet.
- ii. Cabinet will provide a written response to the recommendations from the responsible Cabinet Member and this will be presented to the relevant Improvement and Scrutiny Committee at the next appropriate opportunity.
- iii. The response will identify those recommendations that have been accepted and will be implemented, along with reasons for those that will not be taken forward.
- iv. The Improvement and Scrutiny Committees have a duty to monitor progress of implemented recommendations. After six months the Cabinet Member responsible will be invited to attend the relevant Improvement and Scrutiny Committee to explain to members the progress of the implementation of accepted recommendations.

10. Compliance with this Protocol

The Monitoring Officer is responsible for overseeing compliance with the protocol and ensuring that it is used to support the wider aim of supporting and promoting a culture of scrutiny. Matters relating to the protocol's success may be reported to Council. The role also includes promoting the role of the authority's scrutiny function, providing support and guidance to Members and officers relating to the functions of the Improvement and Scrutiny Committees

and providing a link between Cabinet, the Improvement and Scrutiny Committees and the Corporate Management Team.



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DERBYSHIRE COUNTY COUNCIL

**IMPROVEMENT AND SCRUTINY COMMITTEE –
CLIMATE CHANGE, BIODIVERSITY AND CARBON REDUCTION**

Monday 1 July 2024

Report of the Director - Legal and Democratic Services

Work Programme 2024-25

1. Purpose

- 1.1 To review the Committee's work programme and invite committee members to suggest possible agenda items for the municipal year 2024-25.

2. Information and Analysis

- 2.1 It is considered good practice that each Scrutiny Committee develops and agrees an annual work programme. The identification of relevant topics and their allocation to a specific meeting date, focuses the work of the Committee and promotes transparency.
- 2.2 Scrutiny work programmes are best viewed as flexible documents. The timescales are indicative of when each issue will be considered by the Committee. Throughout the year timings may change and new issues may emerge. For example, new items may be identified from the Council's Forward Plan.
- 2.3 The work programme for 2024-25 is given at Appendix two and Members are invited to propose additional items to be considered for inclusion.
- 2.4 When identifying issues for the work programme Members are advised to consider:

- Whether the issue falls within the remit of the Committee
- How the issue aligns with the Council Plan priorities
- Whether the issue is in the public interest
- If there has been a change to National Policy and how this will affect people in Derbyshire
- If there are any performance, financial or safety concerns about a particular service or function
- How consideration by the Scrutiny Committee will add value.

3. Consultation

- 3.1 Scrutiny work programmes are developed in consultation with Committee members. They are also informed by discussions with Executive Directors, who offer guidance about the timing of the Committee's involvement, to ensure that scrutiny work coincides with the availability of performance data, specific milestones, and appropriate stages of policy development.

4. Alternative Options Considered

- 4.1 The option of not having a work programme was rejected as it is considered important that topics are allocated to specific meeting dates in order to focus the work of the Committee and promote transparency.

5. Implications

- 5.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

6. Background Papers

- 6.1 None

7. Appendices

- 7.1 Appendix 1 – Implications
7.2 Appendix 2 –Work Programme 2024-25

8. Recommendation(s)

That the Committee:

a) Notes the 2024-25 work programme and considers any proposed revisions or additions.

9. Reasons for Recommendation(s)

9.1 To focus the work of the Committee and promote transparency.

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Implications

Financial

1.1 None Identified for this report

Legal

2.1 None Identified for this report

Human Resources

3.1 None Identified for this report

Information Technology

4.1 None Identified for this report

Equalities Impact

5.1 None Identified for this report

Corporate objectives and priorities for change

6.1 Resilient, healthy and safe communities.

6.2 High performing, value for money and resident focused services.

6.3 Effective early help for individuals and communities.

6.4 A prosperous and Green Derbyshire

Other (for example, Health and Safety, Environmental, Sustainability, Property and Asset Management, Risk Management and Safeguarding)

7.1 None Identified for this report

Climate Change, Biodiversity and Carbon Reduction I & S Committee

2024-25 Work Programme

Monday 1 July 2024

Assets Theme

Topic	Lead Officers	Purpose	Portfolio Holder
Electric vehicle charging infrastructure	Daniel McCrory	To consider and review the work that the Council is undertaking to help facilitate a growth in electric vehicle charging infrastructure across the Council's estate and across Derbyshire.	Cllr Carolyn Renwick
The Council's role in decarbonising Derbyshire's schools	Caroline Toplis	To consider and review the work that the Council is undertaking to help decarbonise Derbyshire's schools.	Cllr Alex Dale
Decarbonising the Corporate Estate – asset disposal and renewable energy	David Beard	To consider and review the progress being made on decarbonising the Council's Corporate Estate – with a particular focus on the impact of asset disposal and renewable energy projects	Cllr Simon Spencer

Monday 16 September 2024

Nature Theme

Topic	Lead Officers	Purpose	Portfolio Holder
Biodiversity Duty	Adam Lathbury	To consider and review how the Council is fulfilling its responsibilities under the Biodiversity Duty.	Cllr Carolyn Renwick
Ash Die Back	Richard Bonner	To consider and review the work being undertaken by the Council to manage the impact of Ash Die Back Disease across Derbyshire on Council and private land.	Cllr Carolyn Renwick

Offsetting the Council's residual emissions	Caroline Toplis	To consider and review the work being undertaken to establish an approach carbon offsetting (including nature-based solutions) to support the Council's and county's net zero targets.	Cllr Barry Lewis
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Monday 2 December 2024

Strategies Theme

Topic	Lead Officers	Purpose	Portfolio Holder
Climate Change Strategy: Annual Review of Progress	Caroline Toplis	To consider and review the annual report on progress against delivery of the Council's Climate Change Strategy	Cllr Barry Lewis
Local Nature Recovery Strategy for Derbyshire	Rupert Casey	To consider and review the draft Local Nature Recovery Strategy for Derbyshire	Cllr Carolyn Renwick
Graduate Cohort Climate Change Project	John Kinderman / Graduate Cohort	To consider and review the work undertaken by the Council's Graduate Cohort during 2024 on assessing the effectiveness of the Council's Climate Change Engagement Plan and associated approaches.	Cllr Barry Lewis

Monday 3 February 2025

Collaboration Theme

Topic	Lead Officers	Purpose	Portfolio Holder
EMCCA Net Zero and Environment Programme	Caroline Toplis	To consider and review the collaborative work being undertaken with partners through the EMCCA Net Zero and Environment workstream.	Cllr Barry Lewis
Supporting community climate change initiatives	John Kinderman	To consider and review the Council's role and activities with regards to enabling and supporting the climate change work, projects and initiatives of Derbyshire's third sector (charities, social enterprises and community groups)	Cllr Barry Lewis

Derbyshire Heartwood Community Forest	Rupert Casey	To consider and review the work being undertaken to plan and develop the Derbyshire Heartwood Community Forest through partnership working.	Cllr Carolyn Renwick
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Monday 28 April 2025			
Transport Theme			
Topic	Lead Officers	Purpose	Portfolio Holder
Reducing the environmental impact of business travel – update	Alan Marsden/Daniel McCrory	To receive and consider an update on the programme of work being implemented to decarbonise the Council’s business travel.	Cllr Barry Lewis
Decarbonisation of the Highways Service – update	Neill Bennett	To receive and consider an update on the work being undertaken to develop and deliver a highway decarbonisation strategy.	Cllr Charlotte Cupit
Improving Derbyshire’s bus network – update	Chris Hegarty	To receive and consider an update on the work being undertaken to improve Derbyshire’s bus network, including ensuring bus travel is an integral part of the decarbonisation of transport and travel in Derbyshire.	Cllr Charlotte Cupit

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