

MATTERS ARISING UPDATE SHEET

FROM SCRUTINY COMMITTEE MEETING ON

14 JULY 2022

Updates		
Minute Item Number	Member Query Raised	Cabinet Member/Officer Response (no more than a paragraph required)
4	What happens to the batteries of scrapped Electric Vehicles?	These will be disposed of via specialist hazardous waste disposal routes which are currently being developed to service this requirement. Valuable materials such as lithium, cobalt and nickel etc. will be recovered.
4	What is the latest situation in relation to the problem with contaminated Blue Bins in previously identified streets in Lowestoft?	We have been working with Norse and the MRF to try and address this problem. We will be putting in place a programme to engage with problem areas, and have started with an audit of loads to identify particular problem areas and rounds. Thanks to the partnership working between ESC, Norse and the MRF, the 'prohibitive' items from Lowestoft Rounds are now at the lowest ever level.
5	Do we/Norse liaise with partner authorities in Norfolk and Essex regarding verge cutting and litter picking along the A12 corridor?	Not currently – this is something to possibly consider in future.
5	How can we mitigate the impact on residents of weekly Norse Commercial Waste Collections in Felixstowe at 5.30am?	Collections should start at 0600hrs at the earliest, unless special permission has been granted by ESC. If we can have details of this we can address with Norse.
5	In liaison with the Deputy Leader and Cabinet Member with responsibility for Economic Development, why is nuclear energy classed as "clean" energy?	Nuclear energy is a low carbon energy source. It is often referred to as 'clean' energy as it does not produce carbon dioxide and other greenhouse gases when the electricity is generated. Power is generated through fission, the process of splitting uranium atoms to produce energy. The heat created because of fission is used to produce steam that spins the turbines to create electricity without harmful emissions to the air which would be created by fossil fuel power stations.

Information Notes

(These should be no more than 1 x A4 sheet)

What are the practicalities and costings of providing more publicly accessible Electric Vehicle Charging points on Council owned land? (Minute Item Number 4)

Practicalities include:

1. There is no statutory requirement for LAs to provide chargepoint infrastructure.
2. Numerous unknowns including:
 - a. demand for chargepoint infrastructure;
 - b. locations for demand;
 - c. kW size of chargepoints; and
 - d. market response by existing fuel providers.
3. Assuming ESC will install some infrastructure, identifying suitable assets considering:
 - a. Demand for chargepoint services by residents, businesses and visitors.
 - b. Power availability.
 - c. Compliance with procurement rules and regulations for:
 - i. Capital purchases;
 - ii. Operational expenditure;
 - iii. Commercial operator capabilities and requirements;
4. Additionally, national, regional (Transport East), and local (Suffolk County Council (SCC)) policies must be considered for mobility management. De-carbonising passenger journeys is not the only objective for travel management so simply facilitating a move from internal combustion engine (ICE) vehicles to battery electric vehicles (BEV) is not considered appropriate. Policies continue to consider removing the need to travel first, followed by active travel such as walking and cycling, then sustainable public transport including bus and rail, with travel by passenger car as the least preferred transport option. There are numerous national publications, Transport East's regional strategy for the East of England, and SCC's local transport plans that detail.

What is the proposed plan for retrofitting the Council's Housing Stock including indicative timescales and costings, and will this be achieved in time to meet this Council's target to be carbon neutral by 2030? (Minute Item Number 4)

Retrofitting Council housing stock is a national challenge shared by all Local Authorities, requiring national-level solutions.

The Housing Department is currently in the process of increasing the performance data it holds for each property, including completing the updating of a number of EPC assessments. This will then enable the development of a comprehensive retrofitting programme.

The Council is also bringing forward two demonstrator retro-fit projects that will test the most effective solutions possible on particular property types within the stock. A key feature of these trials will be the data the council already holds on the way the tenants live and use the buildings and the performance of the properties. This will enable 'before' and 'after' comparisons to be made, which in turn will inform the refinement of the forthcoming retrofit programme.

In addition, the Council is building some seventy new passivhaus properties which provide further information on what can be achieved through the authority's own newbuild schemes.

The cost of retrofitting all of the Council's social housing stock is still being worked on but will be very substantial and will require very significant levels of Government funding due to the scale of the challenge and scope of the work required.

The completion date for the retro-fit project will depend on the extent of the work required and the staff and financial resources needed to deliver it. It will also depend on Members' view on the relative priority of retro-fit versus building more new affordable homes.

We will continue to look for ways to engage with Government on this very important issue.