



Telford & Wrekin
C O U N C I L

Addenbrooke House Ironmasters Way Telford TF3 4NT

ENVIRONMENT SCRUTINY COMMITTEE

| | | | |
|-------|--------------------------|------|---------|
| Date | Tuesday, 27 October 2020 | Time | 6.00 pm |
| Venue | Remote Meeting | | |

Enquiries Regarding this Agenda

| | | |
|---------------------|--------------------------|--------------|
| Democratic Services | Kieran Robinson | 01952 382061 |
| Media Enquiries | Corporate Communications | 01952 382406 |

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| <u>Committee Membership:</u> | Councillors M Boylan, C Cassar, V J Holt, T L B Janke, T J Nelson, G L Offland and G C W Reynolds (Chair) |
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AGENDA

- | | <u>Page</u> |
|--|-------------|
| 1. Apologies For Absence | |
| 2. Declarations Of Interest | |
| 3. Minutes of the Previous Meeting | 3 - 6 |
| 4. On Street Waste and Recycling Briefing To receive and discuss the presentation of Dean Sargeant (Director: Neighbourhood and Enforcement Services) and Debbie Germany (Service Delivery Manager: Strategic Waste & Neighbourhood Services Performance). Councillor Lee Carter (Cabinet Member for Neighbourhood, Commercial Services and Regeneration) will also attend for this item. | |
| 5. Transport Briefing | 7 - 18 |
| To receive and discuss the presentation of Dean Sargeant (Director: Neighbourhood and Enforcement Services) and Matt Powell (Service Manager: Strategic Transport, Neighbourhood & Enforcement Services). Councillor Carolyn Healy (Cabinet Member for Visitor Economy, Historic & Natural Environment and Climate Change) will also attend for this item. | |
| 6. Work Programme Review | 19 - 22 |
| To review the work programme of the Committee. | |
| 7. Chair's Update | |

ENVIRONMENT SCRUTINY COMMITTEE

Minutes of a meeting of the Environment Scrutiny Committee held on Wednesday, 22 July 2020 at 6.00 pm via Remote Meeting

Present: Councillors M Boylan, G H Cook, V J Holt, T L B Janke, T J Nelson, G L Offland and G C W Reynolds (Chair).

Also Present: Councillor C Healy (Cabinet Member for Visitor Economy, Historic & Natural Environment and Climate Change)

In Attendance: A Lowe (Associate Director: Policy & Governance), F Mercer (Director: Communities, Customer & Commercial Services), H Rayet (Climate Change and Sustainability Coordinator) and K Robinson (Democratic and Scrutiny Services Officer)

Apologies: None

ENVSC5 Declarations Of Interest

There were no declarations of interest.

ENVSC6 Minutes Of The Previous Meeting

RESOLVED – that the minutes of the meeting held on 6 February 2020 be confirmed and signed by the Chair.

ENVSC7 Climate Change

The Committee received the presentation of the Director for Communities, Customer & Commercial Services and the Climate Change & Sustainability Coordinator. The presentation covered a broad range of issues.

The presentation gave Members an overview of the science underlying climate change. Officers provided an explanation of the greenhouse gas effect and effects this had on both the United Kingdom and, locally for the Borough. On 25 July 2019, the Council declared a Climate Emergency and made a commitment for carbon neutrality from the Council's controlled operations and activities by 2030. A further commitment was made to engage with residents, businesses, public sector organisations and partners to work together with the aspiration for the Borough to also be carbon neutral by 2030.

To meet the 2030 target, the Council would focus on reducing emissions as far as possible. If this measure was unable to decrease emissions sufficiently, the Council's Action Plan called for measures such as habitat creation and tree planting as a means of offsetting emissions. Climate action has to benefit the Borough's communities, providing employment prospects and inward investment – it was important not to heighten inequality. The Council's climate

action is not new, its carbon footprint has reduced by 44% since 2005, and action has accelerated over the past year with the introduction of Green Guarantee sites and a number of projects; namely switching to LED and retrofitting buildings with solar power. In the year just gone, the Council had also switched to a 100% green energy tariff for the Council estate, streetlights, and schools.

Officers noted the duality of COVID-19 in respect of the Council's climate change agenda. On the one hand, the pandemic had slowed efforts down due to redeployment of staff and a shift in immediate priorities. Whilst on the other, there had been significant environmental benefits from the closure of public buildings and home working, reduced business miles, and a substantially reduced reliance on printing.

Moving forward, over the next year, the Council planned to continue with a number of measures. Additional buildings were to be retrofitted, the efficiency of fleet services would be reviewed, and procurement of a multi-partner electrical vehicle framework would begin. Alongside these measures would be nature-focussed work that would look at enhancing and restoring grassland, heathland, and wetland on council land and scoping the creation of community forests.

The Council recognised the need to work collaboratively with a range of stakeholders for climate policies to be effective. To this end, the Council had established Climate Change Partnership, which had a broad membership representing business, education, community groups, and the public sector. Its membership would be widened further via a sub-group system of working, allowing other interested parties to become involved. The Partnership was not Council led but Council supported.

A new initiative, Climate Change Champions, was to be launched and would open up volunteering opportunities to all in the Borough. The idea was to have a programme of events throughout the year in the community to reach out to residents and to hear a range of ideas. This initiative fit into a broader programme of engagement that also included a resident's survey.

Members asked a number of questions as follows:-

Was electricity produced by the Council's solar farm still fed into the National Grid, as opposed to stored locally?

At present, excess energy produced by the solar farm is fed into the National Grid. The alternative to this meant that the Council would lose the Feed-In Tariff payments that made up a significant proportion of the project's revenue. The preference would be to install a private wire system to benefit local businesses if there were changes to the system.

Would the Council extend its sustainable building initiative to the private sector?

There is already grant funding for Small and Medium Enterprises (SMEs) but not through this project. The Council was looking to promote the Marches

Renewable Energy (MarRe) funds, which covered up to 50% towards the installation of renewable technologies. The funding would be available until 2021 and was also available to town and parish councils.

When Officers discussed the decrease in business mileage during the pandemic, did the figures include the Councils partners' mileage?

The figures only cover the Council officers but it was hoped it would include partners later.

How would the Council's Carbon Neutral Action Plan be future proofed?

There would be a combination of finding savings in existing buildings and environmental impact reports for new projects and policies. Building environmental considerations into new projects from the outset was one of the best ways. Additions would be made to the action plan when necessary and procurement had an environmental assessment built into their process, where environmental issues were 10% of the overall weighting.

How many electrical vehicle charge points was the Council looking to procure? And, would the charge points be on Council property or would this project be carried out with the private sector?

There wasn't a specific number available but a report was being prepared that would have a number. The charge points would be located in both public and private spaces.

Did the Council know how many of the town and parish councils had converted their footway lights to LED lighting?

The Council was aware that town and parish councils had a significant amount of work in this area. It would be useful for town and parish councils with experience to share their skills so that others can make the most of what others have learnt.

Could the Council ask the town and parish councils to provide numbers of LED and non-LED street lighting?

This was a good suggestion and could be on an agenda of the Partnership Group. Encouraging town and parish councils to use LED lighting was a 'win-win' project due to the climate and financial benefits.

Is there anything in the upcoming community survey about resident's interest in taking responsibility for environmental projects?

This was timely, as the survey would be finalised that week. Officers would investigate the plausibility of its inclusion.

Members also briefly discussed the role of the role of the Committee moving forwards and the importance of monitoring governance and tracking targets. Members also discussed opportunities for resident engagement through community ownership schemes.

Officers made clear that input of Scrutiny was valuable and the views of a wide range of stakeholders would be taken into account.

ENVSC8 Chair's Update

Connection with the Chair was lost at 19:33 before this item could begin.

The meeting ended at 7.37 pm

Chairman:

Date: Tuesday, 27 October 2020



Becoming Carbon Neutral

Transport Actions Update Report

27th October 2020





1 Transport Actions

Within the Becoming Carbon Neutral Action Plan, there are 11 transport actions. These are:

| Action | Phase | Timescale | Estimated annual carbon savings |
|--|----------|--------------|--|
| Develop and implement a Corporate Travel Plan minimising car travel for commuting and between offices | Develop | 0-2 years | To be determined, once data is available |
| Implement Cycle to Work scheme for employees. | Develop | 0-2 years | On the basis of a conservative 250 employee take up, the carbon saving would equate to 55 tonnes CO2e. |
| Explore options for salary sacrifice schemes such as travel loans for rail and bus passes which would:- - provide staff with wider travel choices - increase travel by public transport - improving local air quality - promote smarter working practices and reduce unnecessary business and customer travel -raise awareness of the Council's commitment to reducing its carbon dioxide emissions | Discover | 5 - 10 years | Carbon reductions will depend on measures implemented and will be confirmed in future updates of the Action Plan. |
| Explore options to further promote car sharing | Develop | 0 - 2 years | 100 people car sharing equates on average to saving 51 tonnes CO2e. |
| Explore the replacement of pool vehicles with ultra-low emission vehicles | Discover | Ongoing | There are 31 pool vehicles averaging approx. 268,000 miles a year, equating to approx. 72 tonnes CO2 per annum. Replacement with ultra-low emission vehicles, there is potential on average to save 52 tonnes CO2e dependent on the vehicle type. |
| Procurement of a multi partner electric vehicle charge point framework and deployment across car parks in Telford & Wrekin – not limited to TWC ownership | Develop | 0 - 2 years | Supports wider Borough switch to low emission vehicles. There is the potential to increase electricity usage, however, this is offset by the Council's green energy tariff. |
| Review Council's Fleet Services to ensure optimum efficiency | Develop | 0 - 2 years | To be determined, once data is available. |
| Run a campaign to specifically promote electric vehicles via the Zenith Salary Sacrifice Car Lease Scheme | Develop | 0 - 2 years | To be determined, once data is available. |
| Work in partnership with Gridserve to scope the provision of a 100% renewable fast charging Electric Vehicle Forecourt | Discover | 2 - 5 years | This measure is not counted in the Council carbon reduction baseline, as it does not fall under Council controlled operations and activities. |
| Explore further potential sustainable transport solutions in the borough, to include schemes like passenger rail linkage to The Gorge, improvements to bus services and improvements to cycling and walking routes | Discover | Ongoing | This measure is not counted in the Council carbon reduction baseline, as it does not fall under Council controlled operations and activities. |
| Explore initiating a public e-bike hire scheme for the Borough: Subject to market interest implement a cycle hire scheme with a company, on a trial basis for a maximum of a year in the Borough | Discover | 5 - 10 years | This action would open up cycling to those who do not own a cycle and would target the short destination journeys that may otherwise have been undertaken by car. This would also count towards the Borough's carbon reduction figures, as well as improving air quality, benefits to health and a sense of wellbeing. |



2 Action Update

2.1 Develop and implement a Corporate Travel Plan minimising car travel for commuting and between offices

- Officer Matt Powell, Strategic Transport

The Council has had a Travel Plan since 2004, and over the years, there has been some successes in encouraging the switch to more active and sustainable travel to and from work. However, in recent years, the travel plan has stalled and needs a refresh.

Usually the first stage of a corporate travel plan would be to conduct a travel to work survey. Data from a travel to work survey can help identify suitable measures to include in the travel plan. However due to COVID, this is not a suitable time for such a survey and it is thought that an alternate approach will need to be considered alongside future workforce planning work streams.

Discussions are ongoing at SMT as to the direction of this work, and how it fits in with the future working arrangements within the authority.

2.2 Implement Cycle to Work scheme for employees.

- Officer Jo Winborn, Governance & Legal Services
⇒ This action is linked to action 2.1, the Council's Travel Plan

A new Cycle to Work scheme has been identified and will be presented to SMT in October for final approval. Once approval is received the scheme will be relaunched to employees.

2.3 Explore options for salary sacrifice schemes such as travel loans for rail and bus passes

- Officer Jon Power, Governance & Legal Services
⇒ This action is linked to action 2.1, the Council's Travel Plan

This action is a potential measure to be included in the Council travel plan, if demand for staff travel loans is identified.

2.4 Explore options to further promote car sharing

- Officer Matt Powell, Strategic Transport
⇒ This action is linked to action 2.1, the Council's Travel Plan

Previously the Council had operated a car share scheme for a number of years and had dedicated car share parking spaces in Darby House car park.

In 2013, under the DFT Local Sustainable Transport Fund, Carshare Shropshire and Telford was launched. This scheme covered the whole county and was open to any person living or working in the borough or county. Unfortunately, the funding for the scheme website ended in 2016, and with the removal of dedicated car share spaces at Darby House, the car share scheme faltered.



To revise the car share scheme, dedicated car share spaces should be reintroduced, along with a system to match potential car sharers. This action is a potential measure to be included in the Council travel plan.

2.5 Explore the replacement of pool vehicles with ultra-low emission vehicles

- Officer Matt Powell, Strategic Transport

Initially, we have procured 6 electric vehicles. (Four for Public Protection's Neighbourhood Enforcement Officers and two for Highways). These vehicles have now been registered, and are awaiting delivery to the Council in the coming weeks. This will take the number of vans in our fleet to 37 and the percentage of EVs to 16.2%. This may theoretically save in the region of 6t CO₂e per year.

We are currently looking at providing charging facilities for these vehicles at Darby House, Granville House & Southwater. Initially these charging points will be for fleet use only. However, over time these could potentially be opened up to wider use to support charging for other vehicles.

Energy Savings Trust (EST) are currently carrying out a wider review funded by central government into the rest of our pool fleet, which will show the anticipated costs and savings of upgrading wider vehicle fleets. Though this will require investment if more vehicles are being switched, both in terms of vehicle procurement and charging infrastructure, but will deliver carbon savings for that investment.

Initial results from EST modelling shows that a 28 further vehicles could theoretically be replaced with electric versions which could save 28.6t CO₂e per year. We are awaiting the full report from EST to allow recommendations to be made.



2.6 Procurement of a multi partner electric vehicle charge point framework and deployment across car parks in Telford & Wrekin – not limited to TWC ownership

- Officer Matt Powell, Strategic Transport

As part of the Council's ULEV (Ultra Low Emission Vehicles) Strategy, we have been investigating various possible scenarios to increase EV charge points for the public across the borough. We carried out a Prior Information Notice (PIN) setting out our intentions but to also gather information, to inform our tender.

Our draft tender document initially focuses on a commercial offer to attract potential EV charge point companies to install, maintain and operate EV charge points. We will then consider where and how we extend this provision into other areas.

We are currently awaiting the completion of a specific utilities/renewables lot under the BiT Dynamic Purchasing System, through which we will tender this work.

We hope that other partners such as Telford Shopping Centre, and The International Centre, will be able to utilise the agreement in the future, and provide EV charge points in their car parks as well.

2.7 Review Council's Fleet Services to ensure optimum efficiency

- Officer Matt Powell, Strategic Transport

A contract will be awarded in October to deliver a holistic review of all transport commissioned and delivered by the authority, with the aim to review and where appropriate, redesign the way services are delivered. Whilst costs is understandably a key driver behind this project, efficiency of vehicle use and therefore the impact on climate will also be integral to the report.

As part of this review, we will also be reviewing our subsidised transport offer, with a view to delivering cost and carbon savings by delivering smarter services, such as Demand Response Transport (DrT). We will also consider tourist/leisure services to locations such as The Wrekin to provide alternatives to private car usage.

2.8 Run a campaign to specifically promote electric vehicles via the Zenith Salary Sacrifice Car Lease Scheme

- Officers Debbie Brown, Emma Baldwin, Rachel Barlow, Finance & Human Resources

The salary sacrifice car benefit scheme, provided by Zenith, offers a wide range of vehicles and manufacturers, all of which have carbon emissions of 125g/km or below. This means that the scheme supports a greener environment. There are also a range of Ultra-Low Emission Vehicles (ULEVs) available (those with carbon emissions of 75g/km or below).

We usually hold a roadshow twice per year where Zenith come in to our 3 main Council buildings to promote the car scheme to employees. This year, due to the pandemic, we have been unable to hold these roadshows, however we have done a marketing campaign (actually taking place this week 28th Oct – 2nd Nov) which has involved an article being sent out to staff on Monday,



Wednesday and the Friday Staff News roundup, highlighting the Zenith offer and promoting electric vehicles:

<https://telfordcorporate.sharepoint.com/teams/eCouncil/CouncilNews/Lists/Posts/Post.aspx?ID=782>
<https://telfordcorporate.sharepoint.com/teams/eCouncil/CouncilNews/Lists/Posts/Post.aspx?ID=783>

We continue to monitor take up of the car scheme including the CO2g/km levels of vehicles that are taken through the scheme.

2.9 Work in partnership with Gridserve to scope the provision of a 100% renewable fast charging Electric Vehicle Forecourt

- Officer James Dunn

This work is currently on hold pending the identification of potential sites.

2.10 Explore further potential sustainable transport solutions in the borough, to include schemes like passenger rail linkage to The Gorge, improvements to bus services and improvements to cycling and walking routes

- Officer Matt Powell, Strategic Transport

We are currently working on a number of sustainable transport projects through our day to day work, and also as part of the Recovery Reform Reset thematic groups including:

2.10.1 A Better Deal for Buses

In September 2019, Government announced A Better Deal for Bus Users funding package with ambitious and innovative actions to meet the needs and demand of the travelling public. The funding is split into a number schemes, one of which is the Rural Mobility Fund.

The Council has submitted the expression of interest application form to this fund, in which we have expressed a wish to develop and implement a Demand Responsive Transport (DRT) service in a variety of locations in Telford & Wrekin. The key areas we are looking at are the employment areas, access to the Princess Royal Hospital and supporting / modernising our subsidised routes.

We are currently waiting for a decision from DfT on this fund, although understand that it may be delayed indefinitely due to COVID and the impact of social distancing on public transport.



2.10.2 Restoring your Railway Fund

In January 2020, the Department for Transport launched the Restoring Your Railway Fund to support the development of proposals to reopen closed railway lines and stations.

Harworth, the owners of the former Ironbridge railway site, submitted a bid and received some initial feedback. We are liaising with them, and offering support to strengthen their bid, with the aim to resubmit the bid in November 2020. If successful, this fund would look to investigate options for the reopening of this line to passenger rail services.

2.10.3 Emergency Active Travel Fund

On the 9th May 2020 a £2 billion package to promote alternative ways to travel, such as walking and cycling, was announced in order to relieve the pressure on public transport as the UK began to enter the 'restart phase' of its response to Covid-19.

Within this fund, the government has allocated £250 million in emergency active travel funding to support local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians to assist with social distancing requirements. It is then hoped that in long term the changes will alter behaviours, leading to positive effects and benefits active travel can deliver.

The fund was split into two tranches. In Tranche 1, the Council was allocated £76,000 and this was used to fund:

- 300 Cycle stands, which were offered to Members, Parish and Town Councils as well as to Businesses. 147 of these stands have been installed to date, and we are working on where we will install the remaining 153 through further phases.
- An experimental one way system and cycle lane at The Wrekin, to promote walking and cycling in the area by making it safer to access by sustainable modes.
- Experimental temporary closures in Ironbridge to support social distancing, but also encourage sustainable travel in The Gorge.

For Tranche 2 the indicative funding allocation is £306,000, although we have bid for £460,000. To receive the funding the Council has completed the DFT survey outlining how the funding would be spent. The following schemes are included:-

- A518 Connectivity Package – This scheme will bring forward and improve connectivity along the A518 from Muxton to the north of Telford & Wrekin, by creating approximately 2Km/1.25 miles of permanent footway/cycleway adjacent to the A518.
- Flagship Cycle Parking Hubs – This scheme looks to bring forward flagship cycle parking hubs, initially at five locations in Telford (Lawn Central, Telford Town Centre, Wellington Town Centre, Ironbridge, Oakengates and Southwater)

We are currently waiting for confirmation of funding from DFT which was due at the end of August 2020. This delay adds further pressure and risk to delivery, as these projects must be delivered by the end of this financial year.



2.10.4 Cycling and Walking Consultation & Strategy

In 2017, the Council adopted its [Cycling and Walking Strategy](#). Now that the strategy is three years old and in light of recent government announcements around active and sustainable travel, we have started to review and update the strategy, as well as link it to the work of the Emergency Active Travel Fund.

As a short term measure in advance of a full consultation exercise, we have launched a [cycling and walking survey](#), asking the public their views on

- What challenges they face when walking and cycling in their local area
- How the Council could improve things quickly
- What changes should be made in the long term

This initial survey was only intended to be an interim method of collecting scheme ideas, and we are now developing a wide ranging consultation exercise to shape our strategy refresh, our emerging Cycling and Walking Investment Plans (LCWIP).

2.10.5 Telford Bike Hub

Telford Bike Hub opened in August 2017 following the decision of the previous commercial operator, Cycle Experience to cease operation in Telford Town Park at the end of June 2017. In order to maximise the opportunity over the summer holiday, we managed to get a basic hire offer open early in the summer holidays. The site offered cycle hire as well as a programme of events such as guided rides, learn to riders and individual training sessions. However for a variety of reasons the operation was not deemed viable and the hub has not operated as a hire centre since October 2017.

We are now developing proposals for a re-launch of the Bike Hub in 2021 as a as a predominantly seasonal offer between Easter and the end of October half term. Based on previous usage data, it is planned that this will operate:

- Weekends only from Easter until the start of the summer holidays
- 7 days a week through the school summer holidays and half terms
- Site to close other than for pre-booked/planned events between the end of October half term and Easter

It is noted that the previous operation was not commercially viable, and as such and re-launch is also likely to require subsidy. However, it is recommended that using wider Active Travel funding to subsidise this service would allow us to operate a facility of value to the community and to support the need to further promote and enable access to cycling in the borough, in turn contributing to climate change and personal wellbeing. It is hoped that a re-launched Bike Hub could become a focal point of our cycling activities and link to/support wider work in this area.

We are currently developing this into a full proposal, which is due for completion in November 2020 to allow for any further work before a re-launch around Easter 2021.



2.10.6 Telford & Wrekin Cycling & Walking Map

The Council currently produces a [cycling and walking map](#) for the borough. This is available as a printed version via numerous outlets across the borough as well as a download from the Council's website.

[Cycling](#) and [walking](#) maps for the various individual routes in the borough are also available to download from the Council website. Both forms of transport have dedicated webpages on the Council website, which have been reviewed recently.

[Cycling](#)

[Walking](#)

However, we are keen to make this map more interactive and user friendly, as such we are currently developing an online version of the map that is interactive, as opposed to the pdf versions currently available. It is envisaged that once this original map has been created, that we will improve it over time by adding in additional functionality.

Over the summer months, the Road Safety team have been assessing each cycling route and the information from the assessments will be feed into the updated map.

2.10.7 Return to School September 2020

To enable children to return to school/college safely via public transport we have been regularly liaising with Arriva to support the introduction of the school only bus services. These dedicated services have been introduced to ensure that bus users can continue to use services with social distancing in place, if they need too, while children can travel safely to school/college as well.

In addition, we are carrying out a borough wide travel to school survey to see how children are travelling to school. At the same time, we are also asking schools to complete a small survey on cycle and scooter facilities they have on site to educate future works programmes. We hope to have all the results by the end of October.



2.10.8 Active and sustainable travel to school

The Council's Road Safety Team offer a range of road safety and sustainable travel activities and initiatives to schools. These are being promoted now that the service can continue after stopping in the first phase of lockdown, and support our communities to make more sustainable choices around travel, by providing them with the required skills. These include:-

- Bikeability and Bikeability Fix
- Dr Bike
- Cycle Skills
- Junior Road Safety Officers (JRSO)
- Modeshift STARS – School Travel Plans
- Pedestrian Training – Start Stepping and Stepping Out
- Safer Routes to School
- School Assemblies
- Scooter Skills
- Travel Telford School Network
- Walking Bus
- Workshops – Be Bright Be Seen, Transition, Road Safety

2.10.9 Bus Infrastructure Improvements

In 2019 and early 2020 we have started to roll out wider improvements to our public transport infrastructure both to encourage the use of public transport, but also improve the customer experience. Such improvements have seen new shelters installed at Oakengates Bus Station and Telford Central Station, as well as real-time information screens in Telford Town Centre and Oakengates. We have also rolled out QR code based real time information at all stops on the route 4, and are now expanding this to the other core routes.

This investment will continue to improve our bus stops over the coming years with the view to continually improving bus passenger numbers to support COVID recovery, but also the use of sustainable travel modes.

2.10.10 Station Travel Plans

West Midlands Trains (WMT) operate and manage the three railway stations in the borough, Oakengates, Telford Central and Wellington. Under their franchise agreement, there is a commitment to develop, adopt and maintain Station Travel Plans for each station.

The overall aim of the Station Travel Plan is to encourage rail passengers to use more sustainable forms of transport when travelling to and from their stations. This includes improving access to public transport, and providing facilities to encourage walking and cycling.

Stakeholder workshops for each station will take place in October 2020, and we will use these sessions and the wider project to promote and improve our stations with a view to improving our offer around rail transport.



2.10.11 Wellington Station - Access for All Funding

The DFT announced in April 2019, that Wellington Railway Station was selected as part of the Access for All funding. The funding is a key part of the Government's Inclusive Transport Strategy to improve the accessibility of the railway. The funding is specifically targeted at providing improvements at stations which will enable more disabled people to access the rail network.

We are aware that Network Rail have commenced the high-level assessment of options to introduce step free access at the station. They are currently compiling a programme for the scheme, so this will be shared as soon as possible, alongside holding further discussions with stakeholders on their requirements for the scheme, which is likely to be this winter. The aim is for the chosen single option for step free access to be delivered by 2024.

We will work with Network Rail to ensure that this programme delivers our needs, and if needed/possible, we will look at wider improvements to compliment this scheme and improve access between the rail and bus stations, further improving access to sustainable transport modes.

2.11 Explore initiating a public e-bike hire scheme for the Borough: Subject to market interest implement a cycle hire scheme with a company, on a trial basis for a maximum of a year in the Borough

We are currently researching a possible bike hire scheme including electric bikes known as ebikes. We are collating information regarding successful schemes and have joined CoMoUK Bike Share forum. CoMoUK supports the delivery of shared modes through advocacy, research and development. They also provide a national bike share scheme accreditation which provides assurance to local authorities on an agreed set of standards expected by operators when providing services.

We are developing a brief for external support on this project that will look at the feasibility of commencing a trial scheme in Telford Town Centre to provide links to employment sites and the residential area. It is hoped that this scheme would reduce short car trips in these areas.

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Environment Scrutiny Committee – 2019/20 and 2020/21 Work Programme

Key:-

* New Suggestions Received and Shared with Scrutiny Assembly on 24 October 2019

| | Issue / Topic | Purpose | Status / Source if New | Service Area | SMT Feedback (if any) | Updated Position |
|---|--|---|---|---------------------|---|--|
| * | Climate Change Emergency and Plastic Free Telford & Wrekin | <p>Consideration to be given to steps that this Council can take to reduce its impact upon climate change, ways in which the Council can influence businesses to do the same and ways in which the Council can influence communities to do likewise</p> <p>The Council and the Borough's progress to net zero and then zero carbon emissions. As a subset of this, reporting analysis and challenge on specific progress to 50% energy from sustainables across Shropshire, progress towards Ulevs, Progress towards passive house standards for new housing and retrofit insulation to existing housing, progress towards a Shropshire wide food policy, and progress towards Plastic Free status for the Borough.</p> | <p>New - Scrutiny Chairs</p> <p>Cllr Tim Nelson</p> | Commercial Services | <p>Large subject matter. Transport update to be discussed at October meeting. Update on plastic free and climate change in October and identify topics to focus on at that point.</p> | Initially, October 2020 with further focused review on an ongoing basis due to breadth of subject. |

| | Issue / Topic | Purpose | Status / Source if New | Service Area | SMT Feedback (if any) | Updated Position |
|---|--|---|--------------------------|--------------------------------------|--|-----------------------------------|
| * | Waste & Recycling | Monitoring of Implementation of contracts | New - Scrutiny Chairs | Neighbourhood & Enforcement Services | Robust contract monitoring against key basket of KPI's undertaken both monthly by officers and quarterly by the leader and Cabinet Members. KPI's available for sharing. | Annual review – approx. Feb 2021. |
| * | Waste Receptacles (SMB suggest adding this to the Plastic Free scope and widening the remit to incorporate on street recycling facilities) | Replacement of open topped concrete litter bins with wheelie bins secured in metal frame. | New - Public | Neighbourhood & Enforcement Services | | October 2020 |
| | Flood Water Management | Considered in 2016/17 | Statutory responsibility | Neighbourhood & Enforcement Services | Linked to flooding response. Improvements have been made to enable response to be targeted to appropriate locations. | Feb – March 2021 |

| | Issue / Topic | Purpose | Status / Source if New | Service Area | SMT Feedback (if any) | Updated Position |
|--|--|----------------------------|------------------------|--------------------------------------|--|-----------------------|
| | Grounds and cleansing service contract procurement | Monitoring of new contract | Monitoring | Neighbourhood & Enforcement Services | Contract monitored on a daily/weekly/monthly set of meetings by officers with quarterly strategic meetings attended by Leader and Deputy Leader. KPI's available for scrutiny. To include method of delivery and whether or not it is most effective. | Approx February 2021. |

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