

CARBON AND WASTE REDUCTION PANEL

7 September 2017

Commenced: 10.00 am

Terminated: 11.30 am

Present: Councillors Kinsey (Chair), Cooper, Feeley, Patrick, Pearce, Taylor and Whitehead.

In Attendance:

Nigel Gilmore	Head of Strategic Infrastructure
Alan Jackson	Head of Highways and Transport
Alison Lloyd-Walsh	Head of Environmental Development
Garry Parker	Head of Waste Management
Danielle Bamford	Project Support Officer
Christina Morton	Environmental Development Officer

Apologies for Absence: Councillors B Holland and Peet

8. DECLARATIONS OF INTEREST

There were no declarations of interest.

9. MINUTES

The Minutes of the proceedings of the Carbon and Waste Reduction Panel held on 29 June 2017 were agreed and signed by the Chair as a correct record.

10. BREXIT: IMPACTS ON LOW CARBON AGENDA

The Project Support Officer gave an update on the possible impacts on the low carbon agenda as a result of the UK leaving the EU.

The Panel were informed that the EU had set ambitious emission reduction targets (80% reduction by 2050) and the UK was seen as a global leader in its commitments to cut emissions. It was unlikely that this target would be affected as the fifth carbon budget was adopted after the EU referendum, which contained a commitment to reduce emissions by 57% by 2030, a more ambitious target than the longer term EU target. Although target levels were not expected to be affected, the way the UK met those targets could change.

The Panel were provided with a list of EU and UK policies that had contributed to reducing emissions. The list included Renewables Directive 2009, EU Waste and Landfill Directives, EU Emissions Trading Systems, Carbon Price Floor, Devolution and Incentives for electric vehicles and infrastructure.

It was reported that the EU renewable energy directive set binding targets regarding the proportion of energy consumed from renewable sources by 2020. The UK had been against the European target of 20% therefore the UK target had been set at 15%. However, it was unlikely that the UK would meet this target. Dependent on the new arrangement with the EU, the UK may not have to face sanctions on missing the target.

Areas of possible change were outlined and included Carbon Pricing and the Paris Agreement. It was still possible for the UK to join Carbon Pricing and if the UK wished to participate in the Paris Agreement they would need to submit their own pledge. New policies would need to be created to replace EU policies, which was an opportunity to develop and improve on EU approaches.

RESOLVED:

That the information provided be noted.

11. GREEN TRAVEL - ELECTRIC VEHICLES

The Panel welcomed Matthew Roberts, TfGM, who attended the meeting to make a presentation on reducing transport emissions in Greater Manchester.

He commenced by advising the Panel that transport was responsible for one third of carbon emissions, there were 1000 deaths a year from air pollution and if climate change was not tackled there could be a 13% increase in winter rainfall and an annual mean temperature rise of 2.3 degrees by 2050. The largest element of air pollution (Carbon Dioxide, Nitrogen Oxide and particulate matter of 10 microns or less) came from roads, 79% of this pollution came from cars, however there was a disproportionate level of air pollution from vans.

Reasons for the increase in air pollution were outlined and included population densification, increased urban living, increased car ownership and dependence on cars. However, attitudes to car use were slowly beginning to change and in 2005/07 young people drove approximately 2000 fewer miles than in 1995/07 and 77% of 18-35 year olds planned to live in urban centres with amenities in walking distance.

The Office of Low Emission Vehicles was established to promote growth in the electric vehicle market. The current UK objectives were for every new car from 2040 to be an Ultra-Low Emission Vehicle (ULEV) with a decarbonised fleet by 2050. There were plans for a network of supporting infrastructure, a smarter electricity grid with world class skills and facilities for the development and manufacture of ULEV technology.

There were two types of ULEV - a battery electric vehicle and a plug in electric vehicle. Plug in vehicles had the largest sale growth in the UK (approximately 1,800 in 2017) which placed the UK in the middle of the European electric vehicle growth market with Norway the highest country.

A map showing the locations of electric vehicle charging points in Greater Manchester was shown to the Panel; there were 160 fast chargers and 4 rapid chargers across the conurbation. There were 12 charging point in Tameside; Ashton Pool (2), Ashton Moss Tram Stop (4), Dukinfield Town Hall (2), Rassbottom Car Park Stalybridge 2) and Henrietta Street Car Park Ashton (2). The associated statistics were detailed.

RESOLVED:

That the content of the presentation be noted.

12. GREENING THE FLEET

The Head of Environmental Services (Highways and Transport) gave a presentation on green transport.

The Council's current fleet of vehicles had an age profile of seven to ten years old, which was uneconomical, unclean and high maintenance. A new fleet replacement programme was currently underway and to date there were 22 new refuse vehicles in operation, new road sweepers, a new light van fleet, new grounds care fleet and a new municipal fleet. During the first three months of using the 22 new refuse vehicles, carbon emissions had reduced by 8.8% (19 tonnes).

The reasons for changing the Council's fleet of vehicles was outlined and included improving air quality, reducing the number of premature deaths and air related hospital admissions, improving the health and wellbeing of residents and achieving savings. It was reported that since October 2016

only Euro 6 category vehicles had been purchased, which were vehicles that produced a maximum of 80mg of nitrogen dioxide per kilometre.

It was reported that fleet tracking software had been introduced on 90% of the fleet. This was anticipated to reduce fuel consumption by 10% through routing and idling control. A new tyre casing bank was being utilised in partnership with Michelin Tyres and up to 86% of tyre casings were re-used. There had been a trial of an electric van, which had proved positive but was unviable at present due to the limited infrastructure.

RESOLVED:

That the content of the presentation be noted.

13. CLEAN ENERGY SWITCH

The Project Support Officer gave an update on the Big Clean Energy Switch, which was an initiative that the Greater Manchester Combined Authority was working on to encourage residents in Greater Manchester to switch to clean energy.

It was reported that 63% of UK residents were guaranteed to save money by switching to a clean energy tariff supplied by up to eight energy suppliers. The renewable energy market was small (less than 2% of UK residents) and based on variable tariffs. There was currently a pre-launch campaign underway prior to the official launch in mid-October 2017.

RESOLVED:

That the information provided be noted.

14. WASTE SERVICES UPDATE

The Head of Waste Management provided an update on waste services.

The Panel were informed that the current recycling rate for Tameside was 56%. There were 47,000 collections each day with an average of four complaints per day, the number of complaints had decreased significantly following the round re-design, which was implemented to address round imbalances. The Waste Twitter account had 2,115 followers and there had been 6,138 'tweets'.

An update was given on the extraction of the Waste PFI, which would formally terminate on 29 September 2017. The current supplier, Viridor, would continue to provide a disposal service until 2019 and waste collections would not be affected. A new contract was being written and a new supplier was being sought for April 2019.

The Panel were told that it had been one year since a decision had been taken to charge for new and replacement refuse bins, which brought Tameside in line with all other Greater Manchester Local Authorities. There was no charge for new or replacement recycling bins. This had helped contribute to Tameside's increase in recycling levels.

RESOLVED:

That the information provided be noted.

15. URGENT ITEMS

There were no urgent items.

CHAIR