

Public Document Pack

Mid Devon District Council

Environment Policy Development Group

Tuesday, 5 March 2019 at 2.00 pm
Exe Room, Phoenix House, Tiverton

Next ordinary meeting
Tuesday, 11 June 2019 at 2.00 pm

Those attending are advised that this meeting will be recorded

Membership

Cllr R F Radford
Cllr D R Coren
Cllr Mrs C P Daw
Cllr R M Deed
Cllr R Evans
Cllr D J Knowles
Cllr Mrs E J Slade
Cllr J D Squire
Cllr R Wright

A G E N D A

Members are reminded of the need to make declarations of interest prior to any discussion which may take place

- 1 **Apologies and substitute Members**
To receive any apologies for absence and notices of appointment of substitute Members (if any).
- 2 **Declarations of Interest under the Code of Conduct**
Councillors are reminded of the requirement to declare any interest, including the type of interest, and reason for that interest, either at this stage of the meeting or as soon as they become aware of that interest.
- 3 **Public Question Time**
To receive any questions relating to items on the Agenda from members of the public and replies thereto.

Note: A maximum of 30 minutes is allowed for this item.

- 4 **Minutes of the Previous Meeting (Pages 5 - 10)**
Members to consider whether to approve the minutes of meeting held on 8th January 2019 of the Group as a correct record.

- 5 **Chairman's Announcements**
To receive any announcements that the Chairman may wish to make.
- 6 **Single Use Plastics Update** *(Pages 11 - 16)*
To receive a report from the Scrutiny Officer providing progress to date on reducing the amount of single use plastics used by the Council.
- 7 **Electric Car Charging Points** *(Pages 17 - 24)*
To receive a report from the Group Manager for Corporate Property and Commercial Assets providing members with an overview of the progress installing electric charge points in the District for electric/hybrid vehicles and to update members on the performance of electric chargers installed at our leisure centres.
- 8 **Vehicle Sinking Fund** *(Pages 25 - 26)*
To receive a report from the Deputy Chief Executive (S151) to update the Environment PDG on the position of the Earmarked Reserve in the Vehicle Sinking Fund and suggest plans for the use of the residual funds.
- 9 **Financial Monitoring**
To consider a verbal report from the Deputy Chief Executive (S151) presenting financial monitoring information for the income and expenditure to date.
- 10 **Performance and Risk** *(Pages 27 - 36)*
To provide Members with an update on performance against the corporate plan and local service targets for 2018-2019 as well as providing an update on the key business risks.
- 11 **Chairman's Annual Report** *(Pages 37 - 40)*
To receive the Chairman's draft annual report on the work of the Environment PDG since May 2018, which will be submitted to Council on 24th April 2019.
- 12 **Identification of Items for Future Meetings**
The Committee are asked to note the following items identified for the next meeting as identified on the work plan:
- National Assistance Burial Procedure
- Play Area Safety Inspection Policy
- Environment Educational Enforcement Policy
- Performance & Risk
- Note: This item is limited to 10 minutes. There should be no discussion

on the items raised.

Stephen Walford
Chief Executive
Monday, 25 February 2019

Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Member Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use other forms of social media to report on proceedings at this meeting.

Members of the public are welcome to attend the meeting and listen to discussion. Lift access the first floor of the building is available from the main ground floor entrance. Toilet facilities, with wheelchair access, are also available. There is time set aside at the beginning of the meeting to allow the public to ask questions.

An induction loop operates to enhance sound for anyone wearing a hearing aid or using a transmitter. If you require any further information, or

If you would like a copy of the Agenda in another format (for example in large print) please contact Carole Oliphant on:

Tel: 01884 234209

E-Mail: coliphant@middevon.gov.uk

Public Wi-Fi is available in all meeting rooms.

This page is intentionally left blank

MID DEVON DISTRICT COUNCIL

MINUTES of a **MEETING** of the **ENVIRONMENT POLICY DEVELOPMENT GROUP**
held on 8 January 2019 at 2.00 pm

Present

Councillors

R F Radford (Chairman)
D R Coren, R M Deed, R Evans, Mrs E J Slade, J D Squire
and R Wright

Apologies

Councillor(s)

Mrs C P Daw and D J Knowles

Also Present

Councillor(s)

C J Eginton

Present

Officer(s):

Andrew Jarrett (Deputy Chief Executive (S151)), Andrew Pritchard (Director of Operations), Stuart Noyce (Group Manager for Street Scene and Open Spaces), Catherine Yandle (Group Manager for Performance, Governance and Data Security), Vicky Bowden (Environment and Enforcement Manager) and Carole Oliphant (Member Services Officer)

41 Apologies and Substitute Members (00.01.35)

Apologies were received from Cllr Mrs C P Daw and Cllr D J Knowles.

42 Declarations Under the Code of Conduct (00.01.35)

No declarations were made.

43 Public Question Time (00.01.53)

The Chairman of Willand Parish Council asked the following questions:

These questions relate to the report at item 5 on your agenda.

In Paragraph 2.1 reference is made to the recording of District Officer activity and gradings given as the result of their inspections.

Are those gradings and records of activity in respect of a Parish or Town available to Ward Members or the respective Parish or Town Council please?

Under Paragraph 2.1 duties are outlined as statutory, mandatory or discretionary. It is noted that under mandatory car parking enforcement is listed as if not undertaken it could lead to a loss of income. Under discretionary it lists 'activity which the authority can choose how much or little it wants to do. The list of examples includes dog fouling patrols.

Does this not give the impression that making money from car parking enforcement is more important to MDDC than protecting the health of residents, particularly children, by enforcing their own legislation in relation to dog fouling – namely fouling of land by dogs (Mid Devon) Order 2012?

You are recommended at the beginning of the report to feed back areas of concern to Cabinet. Is this mandatory and discretionary policy an area which concerns this Group and should be referred to Cabinet?

The Group Manager for Street Scene and Open Spaces responded by saying that he would make the information regarding district officer activity available to the public. He would respond to the second question during his report.

44 **Minutes of the Previous Meeting (00.04.30)**

The Minutes of the meeting held on 6th November 2018 were approved as a true record and signed by the Chairman.

45 **Chairman's Announcements (00.05.13)**

The Chairman had no announcements to make.

46 **Meeting Management (00.05.23)**

The Chairman proposed that item 9 on the agenda, Performance and Risk be moved to item 5 and this was agreed.

47 **Performance and Risk (00.05.55)**

The Group had before it and **NOTED** a *report from the Group Manager for Performance, Governance and Data Security providing Members with an update on performance against the Corporate Plan and local service targets as well as providing an update on the key business risks.

Discussion took place regarding the amount of recycling collected that was actually recycled and Members were concerned about press reports that some recycling was sent abroad to landfill.

The Group Manager for Street Scene and Open Spaces stated that MDDC did kerbside sorting of recycling and that this minimised the risk that items collected would not be recycled. He confirmed that any items found by the crews to have been incorrectly placed into recycling bins were left at the kerbside with a card and not sent to the processors.

He explained that all of MDDC recycling waste was currently sent to UK processors who had a statutory obligation to report back the end destination of the material ..

He was confident that material sent to the processors and declared as recycled was actually recycled as this was a legal requirement.

Note: * Report previously circulated and attached to the minutes

48 **Update on the Street Scene Education and Enforcement Service (00.16.04)**

The Group received and **NOTED** a *report outlining the performance of the Street Scene Education and Enforcement service from the Group Manager for Street Scene and Open Spaces.

He outlined the contents of the report and stated that this was the second update since the review of the service in 2016/2017.

Referring to public questions asked he stated he would be happy to release the figures for street cleansing inspections. He explained that the inspections were completed by ward not by parish and that 400 inspections a year were completed over all of the wards in the district. He further explained that street inspections were not planned for after the area had been cleaned and that the inspections were independent to the street cleaning service. He stated that any inspections that came out at C or D were acted upon immediately and the street cleaning team was dispatched.

He stated that the discretionary and statutory headings in the report did not reflect the importance of the activity, the report stated what activities had to be done or not by the local authority. He explained that dog fouling patrols were shown not very cost effective without intelligence from the public and that dog fouling usually took place when nobody was looking.

The Group Manager for Street Scene and Open Spaces said that the report would be brought back to the Group at the end of the year and Group could at that time decide on the allocation of discretionary time.

There was a general discussion on the numbers of abandoned cars in the district and officers explained that MDDC's contractor did not charge the authority to remove them currently. It was difficult to trace the culprits as the registered keeper was not legally responsible but the registered owner was, and this information was not easily available.

Note: *Report previously circulated and attached to the minutes

49 **Bulky Waste and Garden Waste Charges (00.30.21)**

The Group received a verbal report by the Group Manager for Street Scene and Open Spaces providing members with analysis of the current charges for bulky waste and garden waste bins and an alternative charging structure as requested at the last meeting.

He explained that the authority's charging structure for bulky waste was in line with other authorities in Devon but the current charging structure of fixed price items meant that some users were paying less for more items being removed.

He further explained that if the fixed price item charge was removed then users would pay more for the more items they had removed. He explained that the increase in income to the Council for removing this charge would be less than £1k per annum.

It was therefore **RECOMMENDED** to Cabinet to abolish the Fixed Price Items charge of £27.00

(Proposed by Cllr D Coren and Seconded by Cllr E J Slade)

50 **Financial Monitoring (00.33.24)**

The Group **NOTED** a verbal report from the Deputy Chief Executive (S151) presenting financial monitoring information for the income and expenditure to date.

He explained that the report had been presented to Cabinet in January 2019 and that the Council's position had improved by £75k, although the savings had not been in the area's within the remit of the Environment PDG.

51 **Draft Budget Update (00.35.11)**

The Group had before it and **NOTED** an update on the budget * from the Deputy Chief Executive (S151) setting out the revised draft budget changes identified.

Consideration was given to the fact that the Councils position had changed positively since last reported to the Group and that the budget gap was down from £662k to £253k. He explained that the Revenue Support Grant was consistent with what was budgeted for in the draft budget.

The Governments settlement confirmed the level of increase to Council Tax which was allowed and that MDDC's council tax could be increased by up to 3%. The settlement also gave assurance that there would be no changes to New Homes Bonus in 2019/2020 but no assurances were given after this date.

He explained the vehicle sinking fund and that the Council had a long term policy for a sinking fund to replace all vehicles which was greater for refuse and recycling vehicles. Officers had been looking to take vehicles on contract hire instead of buying them outright and this should save £150k for 2019/2020 and the sinking fund already accumulated would no longer be required.

Members asked how much was held in the existing sinking fund and what this would now be spent on if it was not required to purchase new vehicles. The Deputy Chief Executive Officer (S151) said he would bring a report on the details to the next meeting

Note: - Report * previously circulated and attached to Minutes.

52 **Identification of Items for Future Meetings (00.53.01)**

The Group was given an overview of the Governments Resource and Waste Strategy for England by the Group Manager of Street Scene and Open Spaces. He reported the key facts of the report and advised the Group that he would provide a update on the Strategy and what this would mean for the Council as and when required.

The following items were proposed for future meetings:

- Electric Car Charging Points
- Vehicle Sinking Fund

(The meeting ended at 3.15 pm)

CHAIRMAN

This page is intentionally left blank

ENVIRONMENT POLICY DEVELOPMENT GROUP

5TH MARCH 2019

Single use plastic update

Cabinet Member(s): Cllr Clive Eginton, Leader of Council

Responsible Officer: Kevin Swift, Scrutiny Officer

Reason for Report: To provide an update on the implementation of Motion 549 (Cllr B Evans - 8th June 2018), which aims to phase out the use of Single Use Plastics (SUPs) by the Council.

RECOMMENDATION: That the PDG notes the report.

Relationship to Corporate Plan: Priority: Environment

Aim 1 – Increase recycling and reduce the amount of waste

- Provide a high standard waste and recycling service for the benefit of all households
- Reduce the amount of residual waste produced
- Work with businesses, especially pubs and restaurants, to encourage recycling to improve business efficiency and reduce commercial waste going to landfill
- Increase understanding of environmental sustainability and recycling initiatives through education and promotional activities

Financial Implications: Potential increase in revenue from recycling

Legal Implications: None

Risk Assessment: Degradation of environment, increase costs associated with cleaning up discarded SUPs.

Equality Impact Assessment: Not applicable to this report.

1.0 Review of Mid Devon District Council's SUP usage

1.1 The main source of single use plastic used by the Council comes from food and beverage packaging and tableware. This type of plastic is commonly found along our coastlines and discarded in our countryside. The impact on animal and human health has been well documented and is of growing concern to the community. The potential for plastics to pass through the food chain is also a growing threat.

1.2 Mid Devon Leisure have a number of channels by which SUPs are purchased such as through vending machines or by suppliers to the cafes in operation at Exe Valley and Lords Meadow. Since the motion was passed Leisure management have engaged with the cafes to review their products and practices. Each operator provided a summary:

Camper Coffee (Lords Meadow)

Cups and lids are compostable.
Milk containers/plastic wraps are recycled.
Wooden stirrers are Biodegradable.
Discount offered for use of reusable cups.
Glass has to be taken off site but is recycled.

Elsie May (Exe Valley)

Using Veg ware take away cups, which are compostable.
Started to change all packaging recently to Veg ware or similar.
Using paper bags/carrier bags with cardboard cup holders and wooden stirrers, paper straws, wooden knives, forks and spoons and some Veg ware packaging.
Smoothie cups are still at this moment in time single use plastic but the supplier does have Veg ware smoothie cups on their stock list.
The plastic cup lids and any plastic cutlery we have left, currently working through our stock but once they have gone they will all be bio gradable.
We do recycle our cardboard but don't recycle our plastic milk bottles, glass or plastic drink bottles.

Culm Valley Coffee Machine

Identified suppliers for compostable lids and cups. We would have to use up the current stock, but the price is very comparable to the lids currently in use.
Current cups in use can be recycled; however, there is no clear mention of them being biodegradable or compostable.

Mid Devon Leisure will continue to work with the companies and their suppliers in moving towards alternatives or replacements for SUPs.

2.0 Vending machines

2.1 The removal of SUPs in vending machines would rely on major national suppliers moving to more sustainable packaging. Though this may be desirable it is unlikely to happen in the short term. The recycling of drink bottles remains our most effect way of reducing the impact of SUPs. Producing energy from waste remains another alternative route. National and local initiatives to introduce refund schemes may also improve the recycling rate. Mid Devon Leisure are looking at ways of maximising the collection of drink bottles at their centres.

3.0 Program area initiatives

3.1 The following table outlines progress that has been taken by each program area. It should be noted that where possible general packaging of goods e.g. plastic wrap will be taken up by Procurement rather than by an individual program area.

Program	Actions
Finance/Procurement	Sent letter to all suppliers (approx. 180) asking them to complete a survey about SUPs. This will provide information about company plans and will hopefully encourage further positive dialogue between Council and companies on this

	issue.
Public Health and Regulatory services	Plastic specimen containers are now sterilised and re-used. Very little SUP used other than what can be readily recycled in Phoenix House.
Performance, Governance and Data Security	No SUPs used.
Building Services	Written to all building product suppliers explaining that we have signed up to a pledge to reduce single use plastics and asked them to support this fact. They have also asked them for a copy of their environment policy. No longer use or order plastic cups for the water cooler. Have taken steps to increase waste segregation in the yard, ultimately with a view to recycling as much plastic waste as possible e.g. PVC sheets now recycled.
Housing	No SUPs used.
ICT	No SUPs used.
Legal Services and land charges	No SUPs used.
Business transformation and customer Engagement	Removed plastic 'water' cups from all meetings. Staff and Member meetings now using china cups. Recyclable paper cups available for large public meetings.
Street Scene and Open Spaces	Worked with Public Health and Leisure to increase recycling. New bins provided.

Contact for more Information: Kevin Swift, Scrutiny Officer
kswift@middevon.gov.uk
Tel. 0781 135 876

Circulation of the Report: Cllr Clive Eginton, Andrew Pritchard, Dir. Of Operations, Jill May, Dir of Corporate Affairs and Business Transformation, Kathryn Tebbey, Monitoring Officer, Catherine Yandle, Group Manager for Performance Governance and Data Security

List of Background Papers: Procurement letter

This page is intentionally left blank

Corporate Procurement
Phoenix House
Phoenix Lane
Tiverton
Devon
EX16 6PP

Tel: 01884 234378
Email: procurementoffice@middevon.gov.uk

13th February 2019

Re: Reduction of Single Use Plastics

Dear Supplier,

As you are probably aware in January 2019, the Prime Minister launched the 25 Year Environment Plan, outlining the government's new ambitions for protecting the environment. The plan sets out steps to tackle a wide range of environmental issues, including plastic waste and the impact it has on the marine environment. The Prime Minister announced that the government has pledged to eradicate all avoidable plastic waste by the end of 2042.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf

As a government body, MDDC are looking at eliminating single plastic use in the council and where possible within its supply chain. So that we might bench mark where our suppliers are in the reduction of single use plastics, indeed plastics in general currently, please complete and return the survey below to the email address above.

This is a generic letter going to all suppliers so we appreciate all questions may not be applicable, please answer where you can. Also please be assured MDDC will not share any individual company's information, only the generic % results of this survey.

Thank you for your kind cooperation

Yours Faithfully



Mrs Rebecca Addis
Procurement & Contracts Officer

Does your business have already in place policies/plans to reduce of Single Use Plastic?

- A) Within your own business premises? Yes No
- B) With the provision of your product /services to clients? Yes No
- C) Within your supply chain? Yes No

If you answered "Yes" to any of the above, please can you attach a copy or link to your website

If your company does not yet have a plan/policy in place to reduce of Single Use Plastic is it your intention to introduce one? Yes No

If Yes, do you have a date for when this might be?

Is your business actively seeking alternatives to plastic in the design and manufacture of the products you supply?

Yes No

Is your business actively seeking alternatives and removing plastic packaging from your products?

Yes No

Does your business view the drive to reduce single use plastic as a nuisance or an opportunity?

Nuisance....... Opportunity.......

Please can you give more detail below on what influences the point of view indicated above.

.....
.....
.....
.....

Please return to procurementoffice@middevon.gov.uk

ENVIRONMENT POLICY DEVELOPMENT GROUP

5 MARCH 2019

ELECTRIC VEHICLE CHARGING POINTS

Cabinet Member(s): Cllr Ray Stanley – Portfolio holder for Housing & Property Services

Responsible Officer: Andrew Busby – Group Manager for Corporate Property and Commercial Assets

Reason for Report: To provide members with an overview of the progress installing electric charge points in the District for electric/hybrid vehicles and to update members on the performance of electric chargers installed at our leisure centres.

RECOMMENDATION: Members to note the content of the report. Officers to continue with the review of the provision of electric car charging facilities in light of growing popularity of ULEVS (Ultra Low Emission Vehicles).

Financial Implications: There are currently three leases with an electric car charging provider called Instavolt. These chargers are located at Exe Valley Leisure Centre, Culm Valley Sports Centre and Lords Meadow Leisure Centre. Each charger occupies two car parking spaces which results in an income for the authority detailed in item 8.2.

Legal Implications: It is the view of officers that the recommendations have no legal implications. Further consideration will be given to the legal implications should Property Services recommend in the future to proceed with installing an electric vehicle charging infrastructure.

Risk Assessment: The risk is deemed to be low and each charger is maintained by the provider, therefore the risk to the user is the responsibility of the provider. The Council complete duty of care checks on the equipment.

Equality Impact Assessment: Not applicable for this report.

Relationship to Corporate Plan: Priority 4: Environment Aim 2

1.0 Background

1.1 A request was made for an item to be brought to a future committee meeting to outline progress in relation to installing electric charge points. This report details the background in terms of Central Government policy and incentives for Ultra Low Emission Vehicles (ULEVs) and the types of ULEVs available.

1.2 The Government has demonstrated its commitment to increase (ULEVs) through the pledge to end the sale of all new conventional petrol and diesel cars by 2040. ULEVs are vehicles with pure electric engines, plug-in hybrid engines or cars with CO2 emissions below 75g/km at the tailpipe. The Government's rationale for increasing ULEVs is to help promote green manufacturing and jobs as well as reducing emissions from road transport.

Increasing the uptake of ULEVs can have a positive impact on air quality by reducing the nitrogen dioxide emissions from conventional car engines.

- 1.3 Department for Transport statistics (2018) indicate that during 2018 Q2, 15,600 ultra-low emission vehicles (ULEVs) were newly registered in the United Kingdom, an increase of 37% on 2017 Q2. ULEVs made up 2.1% of all new registrations. Consequently to support the increase in ULEVs the Government is introducing a number of incentives and enforcement measures including increasing vehicle tax for new non-electric cars, providing more funding for electric charging infrastructure, and working with the car industry to promote electric vehicles including through the Go Ultra Low initiative.
- 1.4 The Automated and Electric Vehicles Act 2018 came into force on the 19th of July 2018. The Act gives Government powers to ensure that consumers can use publicly accessible charge points without need for multiple memberships, ensure the provision of electric charging infrastructure at key strategic locations such as Motorway Service Areas and leisure centres and require that charge points have 'smart' capability. (Smart capability means that the charger has the ability to communicate with the battery management system in order to control and monitor the charging process, this will reduce high peaks of electricity demand and minimise pressure on the grid).
- 1.5 The Government currently provides grants for consumers to buy new ULEV and there are also a number of schemes and grants administered by the Office for Low Emission Vehicles (OLEV) to support the installation of electric vehicle charging infrastructure:
 - **Electric Vehicle Home Charge Scheme** – Provides grant funding up to 75% towards the cost of installing electric vehicle charge points at domestic properties across the UK;
 - **Workplace Charging Scheme** - voucher-based scheme that provides support towards the up-front costs of the purchase and installation of electric vehicle charge points, for eligible businesses, charities and public sector organisations;
 - **On-street Residential Chargepoint Scheme** - The on-street Residential Chargepoint Scheme (ORCS) provides grant funding for local authorities towards the cost of installing on-street charge points for residents with no access to off street parking to charge plug in electric vehicles (funding is for 75% of the capital costs).

2.0 Electric Vehicles and Charging Infrastructure

- 2.1 Ultra Low Emission Vehicles (ULEVs) comprise three types of vehicle:
 - Pure electric - powered solely by a battery charged from mains electricity with a single charge range typically of up to 100 miles.
 - Plug-in hybrid - a vehicle with a battery for short trips of perhaps 10-35 miles and a standard petrol or diesel engine for longer journeys.
 - Extended range vehicles – powered by a battery with an internal combustion engine generator on board. The vehicle is always powered by the electric motor and has a battery range of about 50 miles which is extended by the generator, powered by the petrol engine, for up to 310 miles of motoring.

- 2.2 The range of an electric vehicle is dependent on a number of factors including weather, topography, and driving style. The use of lights, heaters/air conditioning and windscreen wipers will all affect the number of miles that can be travelled on a single charge. Urban driving is more suitable for electric vehicles as there is more energy recovery from braking, whereas aggressive driving and steady speed driving such as on motorways can be detrimental to battery life with the result in as little as 60% of the reported range of the vehicle being achieved.
- 2.3 The majority of ULEV car owners recharge their vehicles at their home location overnight and do not make use of public recharging points. Research shows that most of the journeys made using electric vehicles are for relatively short distances within the range of a single charge of the vehicle. Currently there are three main vehicle charging options available:
- Rapid charging (43kW to 50kW) – supply either alternating current (AC) or direct current (DC) from a charging unit. Charges an electric vehicle to around 80% charge in 30 minutes. Cost of equipment c. £15-£40k and annual maintenance approximately £1-£5k. We the Council have this type of charger on the premises at EVLC, LMLC and CVSC.
 - Fast charging (7kW to 22kW) – all AC and supply charge times of 3-4 hours. Many commercial and public on-street charges use this technology. Cost of equipment c.£1.7-£5k and annual maintenance approximately £400-£900.
 - Slow charging (3kW) – a full charge can take 6-8 hours and this charging option is typical of the provision at domestic properties where vehicles are charged overnight. Cost of equipment is approximately £250-£1k.
- 2.4 The cost of installing a charge point varies greatly depending on the type and rating of the charger and also the ability to connect to a close and suitable power supply. There will also be additional costs associated with site investigation, ducting/cabling, protection to the charge point, possible changes to Traffic Regulation Orders, and changes to traffic signs and road markings.
- 2.5 The Council commissioned Instavolt to install one electric charger at our leisure and sports centres located at Exe Valley, Lords Meadow and Culm Valley. These chargers proved to be successful that resulted in Instavolt increasing the number of chargers to two at each site. All Instavolt chargers cost £0.35 per kWh to use, with no connection fee and no monthly membership fee.

Site performance statistics – January 2019

Station Name	Number of Sessions	Energy Dispensed (kWh)	GHG Savings (kg)	Fuel Savings (Litres)
INSTAVOLT / EXE VALLEY 1	41	404.617	44.388	192.223
INSTAVOLT / EXE VALLEY 2	102	957.947	105.098	455.066
GRAND TOTAL	143	1362.564	149.486	647.289
INSTAVOLT / CULM VALLEY 1	31	322.367	35.364	153.148
INSTAVOLT / CULM VALLEY 2	36	494.444	54.246	234.898
GRAND TOTAL	67	816.811	89.61	388.046
INSTAVOLT / LORDS MEADOW 1	21	232.661	25.524	110.531
INSTAVOLT / LORDS MEADOW 2	31	246.514	27.041	117.103
GRAND TOTAL	52	479.175	52.565	227.634

Mid Devon District Council Overall Figures – Lifetime

Month	Number of Sessions	Energy Dispensed (kWh)	GHG Savings (kg)	Fuel Savings (Litres)
2017	162	1128.865	123.844	536.302
2018	2018	18282.421	1980.989	7670.161
Jan-18	124	776.150	85.154	368.703
Feb-18	85	667.554	73.238	317.133
Mar-18	103	821.588	89.419	390.313
Apr-18	154	1278.351	135.838	607.319
May-18	173	1548.455	163.010	735.645
Jun-18	159	1430.430	145.676	679.556
Jul-18	173	1523.595	165.656	723.796
Aug-18	166	1640.047	179.924	779.132
Sep-18	185	1690.488	185.459	803.125
Oct-18	251	2495.851	273.809	1185.691
Nov-18	199	2045.006	224.352	971.524
Dec-18	246	2364.906	259.454	108.224
2019	262	2658.550	291.661	1262.969
Jan-19	262	2658.550	291.661	1262.969
Grand Total	2442	22069.836	2396.494	9469.432

2.6 There are currently six national charging networks: Charge Your Car, Polar network, Ecotricity, PodPoint, ZeroNet and Tesla. Most networks require registration (usually via Smartphone app) and they either charge an annual membership fee which allows members free usage of the charge points or alternatively Pay As You Go options. The Tesla supercharger network is designed exclusively to Tesla electric vehicles. The Council use the Instavolt Rapid Chargers network.

3.0 Current situation in the South West

3.1 Table 1 shows the breakdown of charging point connectors in each of the UK regions. Scotland has the most charging points follow by London and the South-East; the regions with the least charging points are Yorkshire and Wales.

Data sourced from <https://www.zap-map.com/> February 2019

Table 1 – Breakdown of charging point connectors in each of the UK regions.

Region	Number of charging points	Percentage across the UK
East Midlands	931	4.8%
East of England	1300	6.7%
Greater London	4454	22.9%
North East	922	4.7%
North West	1362	7%
Northern Ireland	468	2.4%
Scotland	2814	14.4%
South East	2743	14.1%
South West	1650	8.5%
Wales	620	3.2%
West Midlands	1093	5.6%
Yorkshire and the Humber	1032	5.3%
Other		0.4%
TOTAL	19489	100%

4.0 Options for installing additional electric charging infrastructure in Mid Devon

4.1 Across the UK the majority of publicly available charging points are sited either in public off-street car parks, private facilities with public access such as supermarkets or motorway service areas, car dealerships or isolated independent outlets. The majority of provision made by local authorities is within public off-street car parks.

4.2 In more isolated areas plugin hybrid and extended range vehicles are likely to be the more appropriate lower emission option at the current time. The business case for providing charge points in the more rural parts of the county is not as strong, because demand from ULEV vehicle owners will be less and there can be issues with connections to both an energy source and mobile

networks which increase the cost of providing new infrastructure. However the Group Manager for Corporate Property & Commercial Assets has requested Instavolt to review the potential of further chargers being installed in our Pay & Display and Amenity Car Parks, this will be subject to feasibility of the providers own internal business model.

- 4.3 Property Services will record the number and location of enquiries from the public about EV charging, and at the present time the numbers of queries about charge points, this will develop a better understanding of demand.
- 4.4 Despite these challenges the Council is committed to reviewing the approach to the provision of electric car charging facilities in light of the growing popularity of ULEVs.
- 4.5 Officers will consider the future provision of electric vehicle charging points around our District looking at the feasibility of trialling appropriate electric charging infrastructure; consider whether OLEV (Office for Low Emission Vehicles) grant funding could be used to help implement a network of electric chargers in residential areas.
- 4.6 Given the number of local authorities in the South West there is some complexity in developing a coordinated network of charge points across the county both in terms of ensuring that there is an appropriate level of provision across the county as well as a consistent approach to the infrastructure provided and how it is used including the charges for parking and electricity.
- 4.7 The research and development of electric vehicle technology and associated charging infrastructure is still relatively new and emerging, with advances in battery technology expected to increase the typical range of vehicles and new wireless charging points being developed (including locating charging infrastructure below the road surface). Officers will continue to monitor the changes taking place and investigate suitable options. One of these new options which is technically feasible, and potentially suitable is the conversion of street lighting columns into electric vehicle charge points.

5.0 **Legal Implications**

- 5.1 Consideration has been given to the potential for any legal implications arising from the recommendations. It is the view of officers that the recommendations have no legal implications. Further consideration will be given to the legal implications should Property Services recommend in the future to proceed with installing additional electric vehicle charging infrastructure. This may include commercial contracts, leases of land for the installation of the infrastructure and ensuring issues of liability are properly accounted for.

6.0 **Equalities Implications**

- 6.1 Consideration has been given to the potential for any equality impacts arising from the recommendations as this report is for information only. It is the view of officers that at this stage the report does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. Further consideration will be given to the equalities implications should

Property Services decide in the future to proceed with installing electric vehicle charging infrastructures that will be subject to a further committee report.

7.0 Finance

7.1 Consideration has been given to the potential for any financial implications arising from the recommendations. It is the view of officers that this recommendation has no financial implications. Property Services will agree financial risk in the future to proceed with installing electric vehicle charging infrastructure.

7.2 In summary the Council are receiving £2,300 per annum per site for two electrical charging points at each location.

8.0 Conclusion

8.1 As referred to previously in this report the Government is leading on the promotion of electric vehicles to consumers and also in the provision of nationwide electric charging infrastructure, including at fuel stations. The Council has a role, to support the Government's policy to increase the uptake of electric vehicles and to consider whether it is feasible for local authorities to introduce electric charge points in more locations across our District by supporting proposals which seek to deliver opportunities for the use of electric vehicles.

8.2 Officers will continue the review of our electric vehicle charging approach and the provision of charging facilities and also monitor the changes in electric vehicle and associated charging infrastructure technologies in the coming years.

Contact for more information: Andrew Busby, Group Manager for Corporate Property and Commercial Assets – 01884 234948 / abusby@middevon.gov.uk

Circulation of the Report: Cabinet Member Cllr Ray Stanley, Leadership Team

List of Background Papers: Not applicable

This page is intentionally left blank

ENVIRONMENT PDG 5 MARCH 2019

VEHICLE SINKING FUND – EARMARKED RESERVE

Cabinet Member Cllr Clive Eginton
Responsible Officer Andrew Jarrett, Deputy Chief Executive (S151)

Reason for the report: To update the PDG on the position of the Earmarked Reserve and suggest plans for the use of the residual funds

RECOMMENDATION: To note the content of the report and make suggestions where appropriate.

Relationship to the Corporate Plan: To deliver our Corporate Plan’s priorities within existing financial resources.

Financial Implications: This is a financial update and the implications are contained within the report.

Risk Assessment: The Council has taken a prudent approach to setting aside vehicle sinking funds. The availability of these residual funds can be used to mitigate the risks associated with the new contract arrangements.

Equality Impact Assessment: There are no Equalities Impact implications relating to the content of this report.

1.0 Introduction

- 1.1 Members will be aware that we have been working alongside Exeter City Council to award a contract to deliver our vehicle fleet. A report of the results of this tender will be presented to Cabinet on 7 March.
- 1.2 We have prudently, for some years, been setting aside funds in the General Fund to replace our vehicles on a rolling basis at the end of their economic lives. The move to a lease arrangement has changed the need from this Earmarked Reserves and has the potential to free up some funds to be committed elsewhere.

2.0 Vehicle Sinking fund – Current position

- 2.1 We have analysed the spend to date from the reserve and allocated the funds accordingly. The following table shows the current uncommitted position.

Table 1- Earmarked Reserve Balance

	Amount £k
Balance as at 11 Nov 2018	2,121
As per 2018-19 Capital Programme	(204)
2018-19 Street cleansing vehicle hire	(35)

Committed to items within the 19/20 budget	(485)
Telehandler	(80)
Hire of telehandler in waste	(5)
Uncommitted Balance as at 5 March 2019	1,312

3.0 Residual Balance

- 3.1 It is fortuitous that due to the success of the tendering exercise that we no longer have the reactive pressures of the ongoing maintenance and replacement of our fleet. We are mindful, however, that this is a new contract and that we should ensure that we have adequate funds set aside to “smooth” the pressures which have been identified (c£250k over the 7 year contract term) and any unforeseen pressures e.g. excessive costs for “unfair wear and tear”, i.e. our own liability.
- 3.2 We are also aware that we may need to give ourselves options as regards our service delivery base and would therefore recommend retaining adequate funds to allow us to pursue various options.

4.0 Conclusion

- 4.1 It is recommended that the residual balance is maintained to mitigate the identified pressures over the term of the contract and also to provide a “buffer” for unforeseen damage/wear and tear costs. The remaining amount should be held to provide a source of funding should the Council decide to explore relocating or changing the service delivery model.
- 4.2 This position will be discussed in more detail within the year end outturn report which will be considered by the Cabinet at its June meeting, where formal recommendations will be required to re-allocate these funds.

Contact for more information: Andrew Jarrett
Deputy Chief Executive (S151)
01884 234242
ajarrett@middevon.gov.uk

Circulation of the Report: Leadership Team
Elected Members
Group Managers

ENVIRONMENT PDG

5 MARCH 2019:

PERFORMANCE AND RISK REPORT

Cabinet Member Cllr Clive Eginton
Responsible Officer Director of Operations, Andrew Pritchard

Reason for Report: To provide Members with an update on performance against the corporate plan and local service targets for 2018-19 as well as providing an update on the key business risks.

RECOMMENDATION(S): That the PDG reviews the Performance Indicators and Risks that are outlined in this report and feeds back any areas of concern to the Cabinet.

Relationship to Corporate Plan: Corporate Plan priorities and targets are effectively maintained through the use of appropriate performance indicators and regular monitoring.

Financial Implications: None identified

Legal Implications: None identified

Risk Assessment: If performance is not monitored we may fail to meet our corporate and local service plan targets or to take appropriate corrective action where necessary. If key business risks are not identified and monitored they cannot be mitigated effectively.

Equality Impact Assessment: No equality issues identified for this report.

1.0 Introduction

- 1.1 Appendix 1 provides Members with details of performance against the Corporate Plan and local service targets for the 2018-19 financial year.
- 1.2 Appendix 2 shows the section of the Corporate Risk Register which relates to the Environment Portfolio. See 3.0 below.
- 1.3 Appendix 3 shows the profile of all risks for the Environment for this quarter.
- 1.4 All appendices are produced from the corporate Service Performance and Risk management system (SPAR).

2.0 Performance

- 2.1 Regarding the Corporate Plan Aim: **Increase recycling and reduce the amount of waste: % of household waste reused, recycled and composted;** the recycling rate for the year so far is on target at 53% compared to 52.6% for the same period last year.

- 2.2 The residual waste sent to landfill continues to be better than target at 313.84Kg. The performance regarding missed collections remains the same with recycling better than refuse.
- 2.3 Regarding the Corporate Plan Aim: **Protect the natural environment:** There have been 13 Fixed Penalty Notices (FPNs) issued so far this year with one offender having appeared in court resulting in a fine of £800 for non-payment of the FPN. All fly-tipping incidents are also being investigated, 120 in the last quarter.
- 2.4 Members of Cabinet have voted to recommend a preferred route for the Cullompton town centre relief road, which was option B.
- 2.5 When benchmarking information is available it is included.

3.0 Risk

- 3.1 The Operational risk assessments are job specific and flow through to safe systems of work.
- 3.2 The Corporate risk register has been reviewed by Group Managers' Team (GMT) and updated. Risk reports to committees include risks with a total score of 10 or more. (See Appendix 2)

4.0 Conclusion and Recommendation

- 4.1 That the PDG reviews the performance indicators and risks for 2018-19 that are outlined in this report and feeds back any areas of concern to the Cabinet.

Contact for more Information: Catherine Yandle, Group Manager for Performance, Governance and Data Security ext. 4975

Circulation of the Report: Management Team and Cabinet Member

Corporate Plan PI Report Environment

Monthly report for 2018-2019
 Arranged by Aims
 Filtered by Aim: Priorities Environment
 For MDDC - Services

Key to Performance Status:

Performance Indicators:

No Data	Well below target	Below target	On target	Above target	Well above target
---------	-------------------	--------------	-----------	--------------	-------------------

* indicates that an entity is linked to the Aim by its parent Service

Corporate Plan PI Report Environment

Priorities: Environment

Aims: Increase recycling and reduce the amount of waste

Performance Indicators

Title	Prev Year (Period)	Prev Year End	Annual Target	Apr Act	May Act	Jun Act	Jul Act	Aug Act	Sep Act	Oct Act	Nov Act	Dec Act	Jan Act	Feb Act	Mar Act	Actual to Date	Group Manager	Officer Notes
<u>Residual household waste per household (measured in Kilograms) (figures have to be verified by DCC)</u>	321.83 (10/12)		378.00	32.70	64.94	93.67	121.38	156.22	186.30	219.50	247.43	278.12	313.84				Stuart Noyce	(April - January) Social media campaigns and publicity encouraging recycling and reuse together with a convenient kerbside collection service has helped to ensure a continued reduction in residual waste tonnage. (LD)
<u>% of Household Waste Reused, Recycled and Composted (figures have to be verified by DCC)</u>	52.6% (10/12)		53.0%	54.3%	55.0%	56.5%	56.1%	54.5%	54.2%	53.8%	53.8%	53.1%	53.0%				Stuart Noyce	(January) An increase in the amount of dry recycling generated over the Christmas holidays together with higher leaf sweeping tonnage sent for composting has contributed to the recycling rate remaining on target. (LD)
<u>Net annual cost of waste service per household</u>			£45.31	n/a	Stuart Noyce													
<u>Number of Households on Chargeable Garden Waste</u>	9,330 (10/12)		9,500	9,613	9,848	9,912	9,953	9,978	10,034	9,967	9,837	9,688	9,712				Stuart Noyce	(January) The number of garden waste customers has increased by 382 compared to the same period last year. (LD)
<u>% of missed collections</u>	0.04% (10/12)		0.03%	0.02%	0.02%	0.03%	0.03%	0.03%	0.04%	0.04%	0.04%	0.04%	0.04%				Stuart Noyce	(January) Improving missed

Corporate Plan PI Report Environment

Priorities: Environment

Aims: Increase recycling and reduce the amount of waste

Performance Indicators

Title	Prev Year (Period)	Prev Year End	Annual Target	Apr Act	May Act	Jun Act	Jul Act	Aug Act	Sep Act	Oct Act	Nov Act	Dec Act	Jan Act	Feb Act	Mar Act	Actual to Manager Date	Group to Manager	Officer Notes
<u>reported (refuse and organic waste)</u>																		collection performance has been a focus for the newly appointed Operations Manager. (LD)
<u>% of Missed Collections logged (recycling)</u>	0.03% (10/12)		0.03%	0.01%	0.01%	0.01%	0.01%	0.02%	0.02%	0.02%	0.02%	0.02%	0.02%				Stuart Noyce	(January) The % of missed collections attributed to kerbside recycling remain on target for the year. (LD)

Aims: Protect the natural environment

Performance Indicators

Title	Prev Year (Period)	Prev Year End	Annual Target	Apr Act	May Act	Jun Act	Jul Act	Aug Act	Sep Act	Oct Act	Nov Act	Dec Act	Jan Act	Feb Act	Mar Act	Actual to Manager Date	Group to Manager	Officer Notes
<u>Number of Fixed Penalty Notices (FPNs) Issued (Environment)</u>	41 (10/12)			3	4	7	8	9	11	12	12	12	13				Stuart Noyce	

Environment PDG Risk Management Report - Appendix 2

Report for 2018-2019

For Environment - Cllr Clive Eginton Portfolio

Filtered by Flag:Include: * CRR 5+ / 15+

For MDDC - Services

Filtered by Performance Status: Exclude Risk Status: Low

Not Including Risk Child Projects records or Mitigating Action records

Key to Performance Status:

Risks: No Data (0+) High (15+) Medium (6+) Low (1+)

Environment PDG Risk Management Report - Appendix 2

Risk: Corp RA - Recycling Income Reduction in material income levels due to market forces.

Effects (Impact/Severity):

Causes (Likelihood):

Service: Street Scene Services

Current Status: Medium
(12)

Current Risk Severity: 4 - High

Current Risk Likelihood: 3 - Medium

Service Manager: Stuart Noyce

Review Note: No further mitigating actions or incidents since the last review.

Risk: H&S RA - Carlu Close Depot Inherent risk at Carlu Close site - highest scoring risk

Effects (Impact/Severity):

Causes (Likelihood):

Service: Street Scene Services

Current Status: Medium
(10)

Current Risk Severity: 5 - Very High

Current Risk Likelihood: 2 - Low

Service Manager: Stuart Noyce

Review Note: Changes have been made to operations at Carlu Close such as not idling engines inside the building, varying fan use, leaving main doors open to improve ventilation etc. Air Quality testing results prove CO2 readings are at an acceptable level.

Risk: H&S RA - Litter picking Litter picking - Risk of accident/injury from vehicles when working roadside

Effects (Impact/Severity):

Causes (Likelihood):

Service: Grounds Maintenance

Current Status: Medium
(10)

Current Risk Severity: 5 - Very High

Current Risk Likelihood: 2 - Low

Environment PDG Risk Management Report - Appendix 2

Service Manager: Darren Beer

Review Note: SSoW/Induction training /PPE - High viz conforming to Class 3 requirements. No working in peak hours 7am -10am & 4pm - 7pm
Operatives to litter pick facing against traffic/Warning beacons on vehicle/Warning signage must be used in correct locations

Risk: H&S RA - Recycling Depot Operatives Risk assessment for role - Highest Risks scored - Vehicle Movements inside Depot/Risk of Fire

Effects (Impact/Severity):

Causes (Likelihood):

Service: Street Scene Services

Current Status: Medium (10)	Current Risk Severity: 5 - Very High	Current Risk Likelihood: 2 - Low
------------------------------------	---	---

Service Manager: Stuart Noyce

Review Note: SSoW/designated walkways/PPE/Reversing Assistants/Equipment servicing. Regular alarm testing and equipment checks/flammable materials outside.

Risk: H&S RA - Refuse Driver/Loader Risk Assessment for Role - Highest risk from role RA. - Risk of RTA from severe weather conditions

Effects (Impact/Severity):

Causes (Likelihood):

Service: Street Scene Services

Current Status: Medium (10)	Current Risk Severity: 5 - Very High	Current Risk Likelihood: 2 - Low
------------------------------------	---	---

Service Manager: Stuart Noyce

Review Note: SSoW/Training & Instruction/Mobile phones

Risk: H&S RA - Street Cleansing Operative Risk assessment for role - highest risk from role - Risk of accident/injury when working roadside

Effects (Impact/Severity):

Causes (Likelihood):

Service: Street Scene Services

Current Status: Medium (10)	Current Risk Severity: 5 - Very High	Current Risk Likelihood: 2 - Low
------------------------------------	---	---

Service Manager: Stuart Noyce

Review Note: Risk assessment for role - highest risk from role - Risk of accident/injury when working roadside. Work is carried out following Chapter 8 Guidance

Environment PDG Risk Management Report - Appendix 2

Risk: H&S RA - Tractor Operations Tractor with Side Arm Flail Operations (Where applicable this RA is to be used in conjunction with the Working by roadside RA and the Hand Held Hedge Cutter RA)

Effects (Impact/Severity):

Causes (Likelihood):

Service: Grounds Maintenance

Current Status: Medium (10)

Current Risk Severity: 5 - Very High

Current Risk Likelihood: 2 - Low

Service Manager: Darren Beer

Review Note:

Risk: H&S RA - Tree Operations including the use of a chainsaw Tree Operations

Effects (Impact/Severity):

Causes (Likelihood):

Service: Grounds Maintenance

Current Status: Medium (12)

Current Risk Severity: 4 - High

Current Risk Likelihood: 3 - Medium

Service Manager: Darren Beer

Review Note: Team no longer complete any work at height.
Team only complete work on small or fallen trees from the ground.

Risk: H&S RA - Use of GM vehicles (inc. loading, tipping, trailers and use of water bowser) Loading vehicles + unloading on site

Effects (Impact/Severity):

Causes (Likelihood):

Service: Grounds Maintenance

Current Status: Medium (10)

Current Risk Severity: 5 - Very High

Current Risk Likelihood: 2 - Low

Service Manager: Darren Beer

Review Note:

Risk: H&S RA - Working at height Use of Ladders

Effects (Impact/Severity):

Causes (Likelihood):

Service: Grounds Maintenance

Current Status: Medium (12)

Current Risk Severity: 4 - High

Current Risk Likelihood: 3 - Medium

Service Manager: Darren Beer

Review Note: Working at Heights training carried out by staff 15.11.2018
Using a MWEPP removed from current practice

Environment PDG Risk Management Report - Appendix 2

Risk: H&S RA - Working by Roadside Urban/Rural Carrying out activities and tasks by the roadside.

Effects (Impact/Severity):

Causes (Likelihood):

Service: Grounds Maintenance

Current Status: Medium (10)

Current Risk Severity: 5 - Very High

Current Risk Likelihood: 2 - Low

Service Manager: Darren Beer

Review Note:

Risk: H&S RA -Waste Collection - Health and Safety Risk of other vehicle users becoming involved in RTA's

Effects (Impact/Severity):

Causes (Likelihood):

Service: Street Scene Services

Current Status: Medium (10)

Current Risk Severity: 5 - Very High

Current Risk Likelihood: 2 - Low

Service Manager: Stuart Noyce

Review Note: SSoW/Training and instruction/Accident and incident reporting system/Mobile phone communication

Risk Matrix Environment Appendix 3

Report

Filtered by Service: Grounds Maintenance, Street Scene Services
Current settings

Risk Likelihood	5 - Very High	No Risks	No Risks	No Risks	No Risks	No Risks
	4 - High	No Risks	3 Risks	No Risks	No Risks	No Risks
	3 - Medium	No Risks	No Risks	No Risks	3 Risks	No Risks
	2 - Low	1 Risk	2 Risks	3 Risks	6 Risks	10 Risks
	1 - Very Low	1 Risk	2 Risks	2 Risks	4 Risks	2 Risks
		1 - Very Low	2 - Low	3 - Medium	4 - High	5 - Very High
		Risk Severity				

This page is intentionally left blank

Environment PDG – Chairman’s Report – 2018-2019

This past year has been no different to other years, the challenges do not get any easier, as long as austerity lasts, we will face the same challenges. Last year I was able to report of our move to Carlu Close, this has now proven to be a positive good financial move for the District, particularly now we have moved the ground maintenance to Carlu.

May 2018

Motion 542 (Councillor Mrs Jenny Roach – 30 November 2017) -That this Council consider the use of recycling trolleys as a pilot project, hopefully in Silverton, as an alternative to assisted collections for those who wish to try out such a system - **RECOMMENDED** to Council that Motion 542 be rejected.

Motion 545 (Councillor L Taylor – 10 April 2018) - That this Council considers the use of British Hedgehog Preservation Society (BHPS) stickers on all Mid Devon grass cutting machinery, requesting that all users check the area to be cut before using the equipment. The stickers are free and are being used by other Councils such as East Devon District Council, Derbyshire County Council and Manchester City Council to name but a few - **RECOMMENDED** to Council that Motion 545 be supported

Bereavement Service fees and charges for 2018/19 - **RECOMMENDED** to the Cabinet that, subject to the removal of a charge for ‘Exclusive Rights of Burial and Right to Erect a Memorial’ for 30 years for those who die under the age of 18, the proposed Bereavement Service fees and charges for 2018/19 be approved.

Street Scene Education and Enforcement Services - **RECOMMENDED** to the Cabinet that:

- a) The fine for littering be increased to the statutory maximum of £150.
- b) The time allocated to discretionary duties be varied as specified in paragraph 2, Table 2.
- c) Policies, systems and procedures necessary to enable Fixed Penalty Notices (FPN’s) to be served on the relevant person(s) associated with littering from vehicles be introduced.

Also at our May meeting, we made a recommendation to Cabinet that the annual target in relation to residual household waste be reduced from 420kg per year to a more challenging target of 378kg.

July 2018

Motion 549 (Councillor B Evans – 27th June 2018) - That this Council phase out the use of single use plastics (SUP) by MDDC and its suppliers by the end of 2018 or whenever current contracts expire that would be effected by the required removal of the use or supply of SUP that may run past this date - It was **RECOMMENDED** to Council that the Motion be supported.

Repairing Footpaths and Roads Policy - It was **RECOMMENDED** that the Cabinet approve the revised Repairing Footpaths and Roads Policy as attached in Annexe 1 and that the number of inspections be added to the Performance and Risk Report.

Members also had the usual performance and risk before them, updating them against the corporate plan and local service targets for 2018/2019, as well as providing an update on the key business risks.

The Group were proposing that fixed penalty figures be removed from the performance report and fly tipping be included in its place.

September 2018

Area of Outstanding Natural Beauty (AONB) status for the Exe Valley - **RECOMMENDED** to the Cabinet that the Council consider option 1 to seek full AONB Designation. This created quite some discussion. Members discussed their disappointment that the public consultation exercise, that had been conducted by Members, which showed overwhelming support for the local Towns and Parishes, had not been included in the report. Members acknowledged that there would be a cost of pursuing the ANOB status but they felt that this would not outweigh the benefit.

The Group noted a verbal report from the Group Manager for Finance presenting the financial update in respect of the income and expenditure so far in the year.

The figures included a £52k overspend in the Environment portfolio and this could be contributed to additional staff costs, a reduction in income received from recycling cardboard and vehicle maintenance costs. The Group discussed the cost of kerbside recyclable waste and the Group Manager for Street Scene and Open Spaces stated that it was still better value for money than going to mixed collection and then having to sort the waste.

November 2018

Waste and Recycling update- The Group Manager for Street Scene and Open Spaces provided the following service update by way of presentation. He provided the Committee with further information on:

- The amount of waste collected
- Dry recycling rates
- Waste growth numbers
- Service updates
- Garden waste customer numbers
- The relocation of the Grounds Maintenance Team to Carlu Depot

He also explained potential changes to legislation in the pipeline.

The Group also had before it and noted a report from the Deputy Chief Executive (S151) asking it to consider the initial draft 2019/2020 budget and options available in order for the Council to set a balanced budget and agree a future strategy for further budget reductions for 2020/2021. It was agreed that the Group would look at the budget proposal again in January when funding from Government was known. The Group then discussed the

proposed increase in Bulky Waste charges for the 140 litre bin and a report would come back in January.

January 2019

Bulky waste and garden waste bin charges and an alternative charging structure - **RECOMMENDED** to Cabinet to abolish the Fixed Price Items charge of £27.00

The Group had before it an update on the 2019/2020 Budget for a **RECOMMENDATION** to Cabinet. The Provisional Statement confirmed some of our previous assumptions. As a Council we have been fortunate to receive recognition of our rurality and also an unexpected redistribution of excess Business Levy although the New Homes bonus top slice of growth had not been quite as high as we anticipated. It is encouraging that the Council has managed to significantly close the budget gap which had created significant pressures in the areas of Waste and Street Scene Operations.

After significant discussions on the 2019/2020 Budget proposals we were able to support a recommendation to support the Budget as set out in our papers.

March 2019

We will have various agenda items that we will consider and discuss which will be noted or given appropriate recommendations. These will be available on our website after the meeting.

This Environment PDG does recognise the efforts and co-operation that the Town and Parish Councils have given us, it has been a difficult year for Mid Devon which will only get more difficult each year as funding gets less and less and we are asked to do the same or more with less funding. This is likely to go on for the next year or two. I would like to thank Members of my PDG who have given their valuable support and keen insight into matters covered and discussed. We could not have operated without the stinging help we have had from all of the staff at Mid Devon District Council. Our move to Carlu Close has proven successful and with everyone's co-operation it went remarkably well.

I do thank the staff in Member Services for all the help they have given our PDG, particularly Carole Oliphant, she has been great to keep us on the right course. Many thanks.

Thank you to all members of the PDG.

Cllr Ray Radford – Chairman of the Environment PDG 2018-2019

This page is intentionally left blank