

**Minutes of the Climate Emergency Taskforce  
(virtual teleconference)  
29 March 2022 (6.00pm – 8.00pm)**

**Present:** Cllr Matt Bryan (Chairman), Cllr Paul Bowers, Cllr Jill Houlbrook, Cllr Paul Roberts, Cllr Gillian Edwards, Cllr Simon Eardley, Cllr Gina Lewis, Cllr Robert Cernik, Cllr Karen Shore, Will Pearson, Bernadette Bailey, Gemma Davies, Rob Edmondson, Jody Sherratt, Adam Briggs, George Ablett, Charlie Steer, James Melling, Mark Brazil, Melissa Crellin, Niall MacFadyen, Steven Hughes, Simon Dowell, Jennifer Kelly, Rebecca Collins, Dave Roberts.

**Apologies:** Clare Olver, Mark Thompson, Ged Barlow, Ashley Rogers, Phil McCabe, Charlotte Harris, Jane Gaston, Gwydion Rhys, Clare Watson.

**1 Welcome and introductions**

The Chairman welcomed everyone to the teleconference meeting.

**2 Apologies for Absence**

Apologies for absence were received from Clare Olver, Mark Thompson, Ged Barlow, Ashley Rogers, Phil McCabe, Charlotte Harris, Jane Gaston, Gwydion Rhys, Clare Watson.

**3 Declarations of interest**

- No new interests were declared.

**4 MINUTES**

**DECIDED: That**

(1) the minutes of the Climate Emergency Taskforce held on 17 November be approved.

**5 Public Questions**

Niall MacFadyen asked a question regarding the Government's biomass strategy, and engaging on the consultation with this. He described that Cheshire West has substantial sources of biomass, and that the Government expects biomass to become a major energy source over the next 20-30 years. Biomass was outlined as being a key net negative technology.

**6 Cheshire West Recycling:** Mark Brazil, Rob Edmondson and Jody Sherratt from Cheshire West Recycling (CWR) were welcomed to present how CWR are delivering on carbon reduction via the waste programme. He described how CWR employs 300 people, achieved 99.9% collections 'right first time', had been certified in ISO 9001, 14001, and 45001 in the first 12 months of operation, and has a 58% recycling rate with less than 1.5% sent to landfill. Rob described a three phase response to the Climate Emergency. The first phase involved data collection, analysis and action. The second involved route optimisation and driving behaviors, and the third involved re-fleeting and service change.

**7** Jody expanded on the first phase, outlining that this was about maximising existing assets. CWR set up a drivers club – driving accountability and improvement based on their driving performance in regard to fuel economy, speed and idling. Fuel use was reduced by 10%, and speeding and idling reduced by 75%. This was

dependent on telematics in vehicles, centralisation of data, feeding bespoke power BI dashboards. This has been embedded as a key management tool that underpins operational and strategic decision making.

In phase 2, Jody described that route optimisation had taken place, introducing 90 new collection rounds, 7 frontline vehicles were removed, 8,439 ton carbon reduction resulted from this change, and £350,000 per annum efficiencies were achieved.

Phase 3, involving re-fleeting was described as requiring the procurement of 90 new vehicles. All these vehicles will be EURO 6 and suitable for re-energising to different fuel sources. These vehicles are 15% lighter and have 65% fewer moving parts. There are electric bin lifts and hydraulics on the vehicles, and the vehicles will be powered by HVO, which has been assessed by CENEX as producing 80% fewer greenhouse gases.

20 legacy diesel support vehicles will be replaced – these will be 50% electrified by 22/23 and 100% by 23/24. 55 tons of CO2 will be avoided as a result.

The next element of Phase 3 was outlined as the switch to the twin bin service. Jody summed up the switch as involving a 68% reduction in fleet size, a 35% reduction in fuel use, a 30% reduction in CO2, top quartile recycling performance.

Cllr Bryan thanked Rob and Jody for their presentation. He conveyed a number of questions from the chat, one from Charlie Steer on whether Biomethane was considered, one on the timeframe to shift from HVO and where this is sourced from Cllr Houlbrook, and how metrics and idling are monitored by Cllr Cernik, and whether this fleet could be converted to another source. Jennifer Kelly also asked regarding behavior change, Cllr Roberts asked about the savings from the waste strategy. Cllr Bryan also asked his own question regarding progress on interaction with Protos.

Jody addressed the question from Jennifer on container choices. He described that making containers larger tended to drive more material recycling. Biomethane was considered as a power source for the vehicles in the CENEX assessment. BioCNG was described as being more expensive and therefore was not the preferred option compared to HVO. The presenters described the aspiration to switch to HVO within 6 months and that this would be appropriately certified to ensure it came from renewable and responsible sources. Rob described that vehicles were switching to electric hydraulics, including for some legacy vehicles. Rob described that CWR are engaging with Protos to look at mixed plastic recycling. Jody described the dashboards that show driving performance in more detail, and that these are a core part of management practice. He described that much of the software for the company had been replaced since it was ran by Kier and that operatives are enabled to take a greater role in the community, e.g. reporting problems, and having defibrillators on vehicles. Cllr Eardley asked regarding increasing extraction of recyclables from street bins. He also described an increase in waste to landfill between 2019 and 2021 and asked whether this was an ongoing situation. Mark Brazil described that there was an operational issue regarding recycling of street waste in that there would be costs in switching to a vehicle suitable for this, and splitting out street bins to accommodate recyclables. On the Landfill point, Rob describes that the waste to landfill or treatment had reduced by 6%. Some of the increase was attributed to more people being at home during the pandemic. The

Council's food waste goes to anaerobic digestion. Residual waste is converted to refuse derived fuel for use in energy from waste and an element of this goes to biological treatment. The remainder of the waste goes through a mechanical/biological treatment process to produce refuse derived waste. Recyclables are converted back to useful materials.

## **8 Grid constraints in Cheshire West:**

George Ablett and Dave Roberts presented regarding the grid constraints in Cheshire West and what can be done to resolve them. George outlined that one of the main challenges locally is the severe constraints on the electrical system. He shared a grid capacity map produced by SP Energy Networks, outlining that there is very little capacity, and opportunities to provide connections into the grid are not there and unlikely to be there within the next 5 years. He set out that there are a lot of projects that have been scoped via the Invest Net Zero Cheshire website for renewable energy. There are potential within the grid in terms of time-shift, and George handed over to Dave Roberts from EA Technology. Dave set out that EA has worked with Invest Net Zero Cheshire on that piece of work with the LEP. EA are also working with the LEP on delivering network visibility and building decarbonisation in addition to the net zero cheshire project.

Network visibility was the primary focus of the presentation. Dave described that EA had deployed low voltage monitoring to all the substations in the Chester and Ellesmere Port, meaning that it is the most monitored network on the planet. Stakeholders can register free of charge to monitor grid demand. Dave took the Taskforce through a case study of one substation in Chester, setting out the demand curve for a domestic setting, which rose slightly in the morning, reduced throughout the day, then peaked in the evening, before declining again at night. Dave also described the work that EA has done to map energy demand from EV charging.

Niall Macfadyen asked a question regarding Cheshire's renewable potential and asked how we achieve the 1GW potential. Jennifer Kelly asked how we can work collectively to achieve this. Cllr Lewis asked how the network is affected by solar energy.

George described that there is grid capacity at the right times, in the right places, and that this should open up the planning of SP energy networks to enable these technologies to come on-line. In terms of how solar affects the grid, George described that the infrastructure needed to accommodate the energy input from solar. Equally, George discussed the need to work with planning teams to address the potential expansion of solar including into rural locations. In relation to a question about rural monitoring, Dave described that rural monitoring is on the future plan for the network visibility project.

Cllr Houlbrook also discussed the need for substations to be kept clean and tidy. George outlined that there is a reporting function to let SP energy networks know about break-ins and similar and get this resolved.

## **9 Next Steps:**

Cllr Bryan discussed that the next meeting will take place in July focused on transport.