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Meeting: Place and Environment Scrutiny Committee
Date: Tuesday 30th April, 2024
Time: 7.00 pm
Venue: Council Chamber, Corby Cube, George Street, Corby, Northants, NN17 1QG

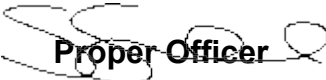
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To members of the Place and Environment Scrutiny Committee

Councillor Graham Lawman (Chair), Councillor Philip Irwin (Vice-Chair), Councillor Valerie Anslow, Councillor Melanie Coleman, Councillor Emily Fedorowycz, Councillor Macaulay Nichol, Councillor Mark Pengelly, Councillor Geoff Shacklock and Councillor Lee Wilkes.

(Substitutes: Cllrs Carter, Currall, Dalziel, Dearing, Dell, Henson, O'Hara and Watts).

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<p>Sanjit Sull, Monitoring Officer North Northamptonshire Council</p> <p> Proper Officer 22 April 2024</p>			

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Minutes of the Place and Environment Scrutiny Committee

Held at 7pm on Monday 25th March, 2024 at the Council Chamber Corby Cube, Corby, NN17 1QG

Present: -

Members

Councillor Graham Lawman (Chair)

Councillor Valerie Anslow

Councillor Melanie Coleman

Councillor Emily Fedorowycz

Councillor Philip Irwin (Vice-Chair)

Councillor Macaulay Nichol

Councillor Mark Pengelly

Councillor Lee Wilkes

Officers

Kerry Purnell, Assistant Director Communities and Leisure;

Graeme Kane, Assistant Director Highways and Waste

Jonathan Waterworth, Assistant Director Assets and Environment

Jane Bethea, Director of Health

Lyn Gray, Strategic Corporate Property Manager,

Charlotte Tompkins, Waste Services Manager,

Kunwar Khan, Scrutiny Manager (Interim)

Carol Mundy, Senior Democratic Services Officer (Committees/Members)

Emma Robinson, Democratic Services Support Officer

Also, in attendance - Councillor Helen Howell, Executive member.

The chair welcomed all present and the viewing public to the meeting.

34 Apologies for absence

Resolved to note that an apology for absence was received from Councillor G Shacklock.

35 Election of Vice Chair

It was proposed by Councillor Wilkes and seconded by Councillor Coleman that Councillor P Irwin be elected as vice-chair for the remainder of the municipal year.

Resolved that Councillor Irwin be elected as vice-chair for the remainder of the municipal year.

36 Minutes of the meeting held on 5 February 2024

Resolved that the minutes of the meeting held on 5 February 2024 be approved as a correct record and signed by the Chairman.

37 Declarations of Interest

The Chairman invited Members to make any relevant declaration of interest in respect of any items on the agenda.

Resolved that the following declarations be noted:

- Cllrs Anslow, Irwin and G Lawman each made a personal declaration on agenda item 8 - Asset Rationalisation and Use - Scrutiny Panel Feedback, as a member of Wellingborough Town Council.
- Cllr Pengelly made a personal declaration on the same agenda item, as a member of Corby Town Council.

38 Notification of requests to attend the meeting

Seven requests to speak had been received on minute 39, The future of Kettering Leisure Village - Options Review; one person had withdrawn their request and two speakers were not present.

39 The Future of Kettering Leisure Village - Options Review

As requested and agreed, the Chairman invited Councillors Hakewill, Lee, Pandey and Watts to speak in relation to agenda item 6 – the Future of Kettering Leisure Village - Options Review. In summary, the following key points were made during their representation:

- Kettering Leisure Village (KLV) was a critical asset to North Northamptonshire Council (NNC)
- Disappointment that the company, which had drawn up the options appraisal, was not present for the committee to scrutinise them directly, however, the Executive Member and senior officer responsible were present to respond to any questions and to provide specific details.
- Members were concerned that the report needed to include more financial details and conveyed their preference for NNC to bring KLV back under the control of the council. They sought the re-introduction of the services that had closed. They gave their full support to staff and users of the facility and asked whether the Council's Leisure Strategy could be brought forward earlier to encompass the future of KLV.

The Chairman thanked the speakers for their input on this item which provided further context and wider representation on this important item to be considered by the committee.

The Place and Environment Scrutiny Committee noted the circulated joint report of the Assistant Director Communities and Leisure and Assistant Director Assets and Environment, including the consultant's appraisal, in relation to the Options Review for Kettering Leisure Village. The Chairman invited the relevant officers to present the report, highlighting salient points.

Mrs Purnell presented the report to committee, explaining that Compass Contracts Services UK Ltd (CCS) had decided to close KLV in 2023. Action was taken by the council, executive and officers along with CCS and the leaseholder of the site, Phoenix Leisure Management (PLMS) to broker an interim solution to enable the site to remain open and to develop an options appraisal for the longer-term operation of the site.

The history of the site in relation to the legal ownership was explained, informing the committee that KLV had been built in 1991/92 and consisted of a sports hall, conferencing centre, meeting rooms, bars, concert venue, creche and theatre.

The former Kettering Borough Council had been granted a lease for the site by BQ Farms Limited for a term of 125 years at a peppercorn rent. Such lease expires in 2116. In 2000, KBC granted an underlease of KLV to PLMS via a co-terminus lease expiring in 2116 and ownership sits with PLMS until such time. The council does not have control of the site but must work proactively with PLMS to mitigate any repair obligations and other lease covenants to avoid a breach of the council's covenants.

The report detailed the current position in relation to KLV and introduced a business case, including associated options appraisal, setting out details of the agreements between North Northamptonshire Council and PLMS. The report also clarified the legal ownership of the site detailing how limited the council's options were in regard to exercising control. It also informed of the options that may be available, should the site come back into the control of the council at any point.

The report detailed the key findings of the options review by Max Associates.

It was reiterated that, due to the above legal position, there is little that the council can do at the current time other than to offer its support to PLMS with the work they are undertaking.

The Chairman thanked Mrs Purnell for her detailed report and informed the committee that Councillor Hakewill was filming the meeting, noting that it was expected that the meeting be informed to enable any member of the public not wishing to be filmed to avoid it.

He opened the item up for debate.

Members discussed the options review and expressed disappointment that Max Associates were not present to answer questions directly.

The committee wished to continue to support and retain KLV as a strategic and important asset for North Northamptonshire and the more local community of Kettering.

It was considered that PLMS needed to gain as much support and engage with as many people as possible to ensure that people used the facility fully. The Conference Centre and soft play needed to reopen and the business needed to grow to sustain itself for the future.

Members noted the legal position that the council was in and appreciated that there was little the council could do, other than give its support.

They commented on the grant funding that was given to KLV, which was substantial, and asked how financial risk was monitored. Officers clarified that they currently held monthly meetings with PLMS.

Members commended the hard work of officers in working with PLMS, to keep KLV open, which was very appreciated.

They considered that more knowledge of the financial position and sustainability of KLV remaining operational was required. They also asked if it would be a more viable option for leisure services to be brought 'in-house' in the future and asked how developments with the Leisure Strategy were progressing. Officers clarified that the strategy would be coming forward in 2025.

The committee's preference and priority was to ensure the long-term sustainability of KLV including the continued growth of theatre and other community activities. They were also keen to see the theatre continue to grow. Officers confirmed that production bookings were made 18-24 months in advance and there was work ongoing with PLMS to support them to develop a longer-term business plan for the Lighthouse Theatre.

It was accepted that the current position was not ideal; there were questions over the limited options available. Comments were also made that there had been little consultation with councillors and users of the site by Max Associates. It was also considered that there needed to be a more positive publicity campaign and that the public needed to add their support to the venue.

Members also commended and thanked PLMS for stepping in when CCS had closed the venue, they appreciated that PLMS had a desire for the this to work and that they needed support to assist them in doing so.

Resolved:

Place and Environment Scrutiny Committee recommends to the Executive that:

- i. Officers be thanked for the considerable piece of work undertaken and for supporting the ongoing business growth and continuing work with PLMS;
- ii. The following key points be carefully considered and noted by the Executive when making the decision:
 - a. the position regarding the legal ownership of the KLV site arising from the nature of the council's and PLMS's leasehold interest;
 - b. the Options Review by Max Associates and that such options predicate the council having full control of the site, which is not currently the case;
 - c. the council is neither able to take control nor the day to day running of KLV under options identified in the Options Review due to the nature of the lease arrangements;
 - d. should the site return to the full control of the council, in the short term, an external contractor would be the most sustainable solution as recommended within the Options Review; there would also be considerable budgetary pressures whilst the wider management model for the council's entire leisure portfolio was considered;

e. KLV was of great importance to North Northamptonshire and the local community and that PLMS should be encouraged to engage with users, councillors, stakeholders and parish and town councils; and any business plan, financial projections and costings along with other data from PLMS be reviewed on a regular basis.

40 Waste Management Three Year Plan (Update)

The circulated joint report of the Assistant Director, Highways and Waste, Graeme Kane and the Waste Services Manager, Charlotte Tompkins, was received.

Mr. Kane presented the report and explained that in September 2022, the Executive approved the council's first Waste Management Three Year Plan (2022-2025) and that this report provided an update on the progress made.

Reference was made to the future delivery of waste collection and street cleaning services in the East Northamptonshire area with the committee being asked to consider what future delivery model they deemed would be most suitable.

The report detailed items included in the three-year plan and how this was currently operated, having progressed the harmonisation of services inherited from the former borough and district councils, along with the development of the service to reflect emerging Government regulations and guidance.

The Government's plans to reform waste through its Simpler Recycling Strategy would ensure that people across England would be able to recycle the same materials wherever they lived for the benefit of the environment. This had taken longer to implement than expected and some of the work on the three-year plan had been delayed because of this.

Details of the actions from the three-year plan that had been completed were contained within the report. Further actions yet to be implemented, originating from the three-year plan were also detailed within the report.

The committee was being asked to review the plan, including the progress made and the items to be completed, and to recommend the options for East Northamptonshire for the Executive to consider.

Such options included an extension to the contract with the current provider for up to a further seven years or to bring the service in-house. By bringing the service in-house, it would mean that all services are delivered directly by the council's in-house teams. This would enable the authority to continue the integration of collection rounds and utilise resources across the boundaries of the former borough and districts.

A financial analysis based on the cost of delivering the services could mean that whichever delivery model was more cost-effective would be the basis for the decision. Whilst this had not been carried out yet, potentially the external provider could be better value for money than an in-house service and the contract could be extended, resulting in a mixed approach to service delivery.

Should the contract be extended, the Executive could take time to consider its longer-term approach to delivering the services for the future and determine whether it

wanted to externalise all the waste collection services through a procurement exercise or whether it wished to integrate them into one directly delivered in-house model.

Consideration could also be given to the establishment of an arms-length organisation to deliver those services on behalf of the council.

The chairman thanked Mr Kane for his report and opened it up for debate.

The committee considered the report and thanked officers for the considerable progress made with the three-year plan.

They asked questions about the provider for East Northamptonshire and questioned if such provider could potentially take over the provision of service for the whole of Northamptonshire and whether it was unusual for there to be an in-house team and an outside provider. Officers clarified that it was not usual practice but if it worked well and was a good and efficient service then there was no need to not do so.

Some Members considered that it would be more streamlined to have everything in-house and noted that there had been some teething problems when the former Norse contract in the Wellingborough area had come back in-house, though these had been resolved. Officers clarified that the contract with Norse had come to an end, so it had been easier to bring the services back in-house.

Members considered that the best option may be to encourage a short extension to the current contract as it appeared to work well, this would enable more discussions to take place about the future service and how it should be provided.

Regarding the three-year plan members raised concerns about public waste bins and street bins, needing to be made more effective with separate recycling areas. This was noted.

The committee commended and thanked officers for the way in which the service had progressed and would continue to progress. Future food collection implementation was welcomed, and the need for more commercial recycling was raised. Officers clarified that over £1m was generated from commercial waste and that the service ran very successfully.

Accessibility to recycling centres was mentioned, along with the introduction of WEEE doorstep collections. Comments were made about the implementation of an intensive education programme for the public as mistakes were still made over what went in which bin. It was considered that often when children were highly educated on the subject they would go home and encourage their parents to recycle more efficiently.

Officers were asked about the number of electric vehicles in situ. It was confirmed that there were eight vehicles on the way, one refuse vehicle was already located in Wellingborough. Further consideration of provision would be made once the current contracts expired but it was noted that vehicles were extremely expensive whether it was to buy or via a lease.

The chairman thanked members for their input and comments made around the East Northamptonshire contract which concluded that a short extension to the current contract be considered, whilst deciding on the future delivery of the service.

Resolved:

Place and Environment Scrutiny Committee:

- i Appreciates the progress made against the Waste Management three-plan and it be noted;
- ii Asks the Executive to carefully consider the remaining actions to be delivered;
- iii Proposes to the Executive that a two-to-three-year extension to the current contract for the waste collection service in East Northamptonshire be considered whilst deciding on the options for the most sustainable and effective way in which future delivery of the service could be undertaken.

41 Asset Rationalisation and Use - Scrutiny Panel Feedback

The circulated report of the Assistant Director Assets and Environment, Jonathan Waterworth, was received to provide a summary of the Asset Rationalisation & Use Scrutiny Panel's findings and recommendations on the use of the council's office estate.

He presented the findings to the committee and the recommendations to either utilise, consolidate or exit some of the current buildings.

Members discussed the findings and raised some concern that both the council buildings in Wellingborough would no longer be used as office space, but would be retained for community use. It was considered imperative that there remained a presence in Wellingborough and that offices and parking be available for those staff who wished to work in that location and for the public to visit. The offices were used for many meetings, both internally by officers and by external organisations, the building having both a council chamber and a smaller room and these would need to be replicated elsewhere. Weddings were also held in the Council Chamber. There was also a query over what 'community use' the Swanspool House building, could be used for, if it was deemed unsuitable to be used for office space due to its design as a house, listed status and costs to remove the extension. Croyland Hall and Abbey were suggested as potential bases for community access to services.

Further questions over the retention of some of the less visually attractive buildings was also raised. The officer clarified that some that were being questioned were the subject of long leases that would be costly to exit, and the offices remained fit for purpose. Members suggested consideration be given to converting unused offices to residential accommodation.

It was clarified that before a final decision was made, there would be a consultation period with trade unions and staff.

The committee wished to continue to hold the Asset Rationalisation & Use Scrutiny Panel and asked that new membership thereof be considered with future discussion topics to include the Energy Efficiency Standards Regulations and the Council's Commercial Estate, along with consideration of any further policy development. Members need not be members of this scrutiny committee to sit on the panel.

Resolved:

Place and Environment Scrutiny Committee:

- i Applauds the work undertaken by the Asset Rationalisation & Use Scrutiny Panel;
- ii Recommends to Executive that the findings of the Panel and future consultation with users be taken on board when making any decisions; and
- iii Wish to continue to hold the panel meetings with updated membership to consider energy efficiency, future commercial portfolio and any relevant policy improvements.

42 Close of Meeting

There being no further business, the Chair thanked Members and Officers for their attendance and closed the meeting at 9.45pm.



Place and Environment Scrutiny Committee

Tuesday 30th April 2024

Report Title	Consideration of Removal of Hackney Carriage Zones in North Northamptonshire
Report Author	Iain Smith Assistant Director of Regulatory Services iain.smith@northnorthants.gov.uk

Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	Choose an item.
Which Corporate Plan priority does the report most closely align with? Our priorities for the future North Northamptonshire Council (northnorthants.gov.uk)	Safe and thriving places

List of Appendices

Appendix A – Consultation Responses (Website)

Appendix B – Consultation Responses (Email)

1. Purpose of Report

- 1.1. To present the findings of the consultation process on the potential removal of the Hackney Carriage Zones.
- 1.2. To review the recommendation to the Executive in respect of potentially removing the hackney carriage zones in North Northamptonshire. The matter has been before Licensing and Appeals Committee who have recommended to the Executive that the zones be removed.

2. Executive Summary

- 2.1 Following vesting day on 1st April 2021, while private hire vehicle licensing reflected the new unitary arrangements, historical legislation meant that hackney carriage licensing continued to operate in line with the pre-unitary authority areas.

- 2.2 A report was put before the Executive on 14th September 2023 recommending that a consultation be carried out on removing the hackney carriage zones in North Northamptonshire.
- 2.3 A consultation process was undertaken between 30th October 2023 and 21st January 2024.
- 2.4 A report was put before the Licensing and Appeals Committee on 21 March 2024 presenting the findings of the consultation. The Committee determined that they would recommend to the Executive that the zones should be removed and that the hackney carriage bye laws should be reviewed.

3. Recommendations

- 3.1. It is recommended that the Place and Environment Scrutiny Committee:-
- a) note the recommendation of the Licensing and Appeals Committee to the Executive Committee that the existing Hackney Carriage zones should be removed and the bye laws reviewed.
 - b) consider any comments it may wish to make to the Executive prior to it making the final decision.
- 3.2 Reason for Recommendations in relation to the zones - following the alignment of the hackney carriage tariff of fares and implementation of one Hackney Carriage and Private Hire Policy covering the whole of NNC's area, the retention of four separate zones for hackney carriage licencing needed further consideration. The Licensing and Appeals Committee agreed a proposal to the Executive to replace the current four hackney carriage zones with one NNC zone.
- 3.3 Reason for Recommendations in relation to the byelaws - the review of the zones necessitates a review of the byelaws which govern hackney carriage licencing.
- 3.4 Alternative Options Considered in relation to the zones - the committee could recommend that the Executive;
- i) Takes no action and retains the current four hackney carriage zones.
 - ii) Determines that the zones should be removed and the process required to implement this decision immediately begins.
 - iii) Determines that the zones should be removed, but that there should be a delayed implementation date.
- 3.5 Alternative Option Considered in relation to the byelaws - the committee could recommend that the Executive;
- i) Takes no action and retains the current Hackney Carriage Byelaws.

4 Report Background

- 4.1 Following vesting day on 1st April 2021, while private hire vehicle licensing reflected the new unitary arrangements, historical legislation meant that hackney carriage licensing continued to operate in line with the pre-unitary authority areas.
- 4.2 On 3rd July 2023 a report was put before the Licensing and Appeals Committee to consider whether there was a desire to review the existing zone arrangements, alongside a proposal to review the hackney carriage byelaws. The committee resolved to recommend to the Executive:
- that a consultation process be undertaken on the potential removal of the current four hackney carriage zones and replacement with one North Northamptonshire Council (NNC) zone;
 - that the current Hackney Carriage Byelaws be reviewed.
- 4.3 The matter was considered by the Sustainable and Prosperous Executive Advisory Panels jointly on 9th August 2023 prior to the Executive meeting. It was resolved that the proposal to undertake a consultation process on the potential removal of the Hackney Carriage Zones and Hackney Carriage Byelaws, be recommended to the Executive for a decision.
- 4.4 At its meeting on 14th September 2023 the Executive :
- Approved commencement of a consultation process on the potential removal of the current four hackney carriage zones and replacement with one NNC zone;
 - Approved that the current Hackney Carriage Byelaws are reviewed.
- 4.6 Between 30th October 2023 and 21st January 2024 a consultation on the proposal to remove the hackney carriage zones in North Northamptonshire was carried out. The consultation was on the North Northamptonshire Council Website during this period and media releases were sent out. All hackney carriage proprietors and driver licence holders were directly emailed at the commencement of the consultation and prior to the closure of the consultation.
- 4.7 On 21st March 2024 the Licensing and Appeals Committee heard submissions from interested parties and considered the consultation responses and resolved that the committee:
- Considered the report and consultation responses;
 - Agreed to make a proposal to the Executive to replace the current four hackney carriage zones with one North Northamptonshire Council (NNC) zone;
 - Agreed to make a proposal to the Executive to review the current Hackney Carriage Byelaws.

5 Issues and Choices

5.1 Senior officers from Regulatory Services met with trade representatives at meetings in Corby and Wellingborough. During the meeting with representatives from the Corby trade on 2nd January 2024, the following key points were raised by the trade;

- It was stated that the current policy requirement that vehicles must be no older than four years from the first day of registration on initial application to the council, is resulting in significant financial challenges which are making the trade un-viable. Although this comment relates to the policy, rather than the decision over whether zones should be removed, it was considered that the two issues are related.
- The removal of zones would mean that saloon hackney carriage vehicles licensed by the council (due to them holding grandfather rights under the policy) would be permitted to use the ranks in Corby. Since there are no licensed saloon hackney carriage vehicles within the Corby zone, it was considered that this would reduce the standard of service within the Corby zone and increase the number of non-accessible vehicles plying for hire within Corby.
- Increasing the geographical size of the zone by forming one new North Northamptonshire zone, would result in licensed drivers using the ranks who lack geographical knowledge of the area. This would reduce service provision for customers who may not be transported via the shortest route available. It was claimed that this also creates a safety issue, since vulnerable passengers are reliant upon the driver knowing the area. It was claimed that this could result in chaos and confusion.
- It is believed that removing the zones would increase the number of licensed hackney carriage vehicles in Corby town centre, resulting in congestion on George Street.
- It was stated that Corby has more cabs per capita than any other town within North Northants and there is no significant unmet demand. It was stated that other areas do not have the same number of taxi's available and they have an unmet demand. It was acknowledged that there has been no unmet demand survey in the other towns.

5.2 During the meeting with representatives from the East and Wellingborough trade on 3rd January 2024, the following key points were raised by the trade;

- Concerns were raised in relation to policy requirements for hackney carriage vehicles to be wheelchair accessible and for vehicles to be no older than four years from the first day of registration on initial application. It was claimed that this is adversely impacting the trade. This comment relates to policy requirement concerns rather than the decision over whether zones should be removed, however given the impact upon the trade it was considered that the issue was still relevant.
- It was stated that by de-zoning the council would be 'moving the goalposts', since the policy provided 5year grandfather rights for existing licensed vehicles to continue to be used. It was therefore felt that no further significant change should be made which may further impact the trade within this time period.

- Representatives felt that drivers would move to where the work is, so there will be a shortage of vehicles available for hire in certain areas, impacting customers within those towns.
 - It was stated that drivers are using different fares across the four zones and allowing drivers to ply for hire across the whole North Northamptonshire area would create variations in the fare charged, resulting in conflict for drivers.
 - There was a concern that the knowledge test may be too difficult, due to the need for it to cover the whole of the North Northamptonshire area. This may result in a number of drivers being unable to pass the test, which would reduce the number of hackney carriage vehicles available for hire, which would be detrimental to the public.
 - There was a feeling that the trade wanted to continue to serve the same community they have always served and de-zoning would reduce the number of vehicles available for them to service their existing customer base, meaning a reduced service.
 - Creating one new North Northamptonshire zone would result in drivers not having a good knowledge of the area, which would mean that they could inadvertently fall foul of legislation by not using the quickest route, which could result in enforcement action being taken against them.
- 5.3 There was no request for a meeting from hackney carriage proprietors or drivers currently working in the Kettering zone.
- 5.4 The responses received during the consultation period are included at Appendix A and B. In total there were 256 responses received, of which 221 were received through the councils website and 35 were received via email.
- 5.5 Appendix A lists the consultation responses received through the councils website during the consultation period. There were 221 responses, of which 153 have completed the consultation questionnaire in full and 68 have partially completed the questionnaire. The responses can be summarised as:
- 34 strongly agree
 - 18 agree
 - 8 disagree
 - 102 strongly disagree
 - 6 neither agree nor disagree
 - 53 didn't answer.
- 5.6 Appendix B contains 35 responses, all received directly to the Licensing team from the trade and the inclusions are direct copies of the email representations received. 33 of the responses were against the potential removal of the zones and 2 were in favour.
- 5.7 If the decision is taken to introduce one hackney carriage zone for North Northamptonshire, then the Authority has already identified that a new set of byelaws will be required for the area and it will be necessary to complete both central and local government processes to achieve this. This will need to be aligned with the introduction of the new zone.
- 5.8 If the decision is taken to continue with the existing zones then it will still be necessary to introduce new byelaws for the 4 zones as the current sets are old and outdated. The Department for Transport issued a new set of model byelaws for local authorities to adopt in November 2023. The model byelaws would need

to be introduced separately in each of the four zones to ensure commonality of approach.

5.9 At the request of the Licensing and Appeals Committee further research was undertaken with unitary authorities in England to understand their current position on hackney carriage zones. Where possible telephone conversations were had with licensing officers in those authorities. The feedback from those conversations is below.

5.10 Of the 16 councils identified that gained unitary status or became a single district level council (in the case of West Suffolk), 9 have retained their taxi zones and 7 have de-zoned.

a) Of the 9 councils which have retained their zones, contact was made with 7 of the licensing teams - a summary of responses is provided below. Responses are anonymised at the request of some respondents. Where direct contact could not be made, an internet search was undertaken to try to establish the current position.

- i) 4 councils are actively considering de-zoning and have committed publicly to reviewing their zoning policy in the coming few years. Some have, or are in the process of, reviewing their taxi policies and explained that in readiness to de-zone, they are harmonising driver and vehicle standards (e.g. age and emissions policies, with some ensuring all Hackney Carriage Vehicles will be wheelchair accessible going forwards) as well as considering tariff structures, reviewing their own fees and charges, and the practicalities of undertaking vehicle inspections.
- ii) 1 council has not yet considered the matter.
- iii) 4 councils are not considering de-zoning currently. One council had consulted publicly on the matter some years prior but mainly due to differences in vehicle standards and tariffs, had chosen not to do so. One council reported that one of the key reasons why it had not de-zoned was because of their geographical size – were licensing to be centralised, they were concerned about vehicles needing to travel significant distances for inspections and to collect taxi plates.

b) Of the 7 councils which have de-zoned, an Officer made direct contact with 4 licensing teams to find out what their experience has been – responses are summarised below and are anonymised at the request of some respondents.

- i) Little evidence of licence holders applying to neighbouring authorities because of de-zoning (usually because of age or emissions policy requirements or because hackney carriage vehicles had to be wheelchair accessible from a certain date). One council reported that this had happened shortly after de-zoning but that over time, licence holders had chosen to come back and license with them.
- ii) Little evidence that the local taxi trade migrated to other areas within the new single zone – experience was that businesses continued to operate in the towns and villages they'd always operated in, though they now have freedom to accept fares if travelling back from a drop-

off. One council had a different experience regarding the migration of operators to a busier zone, but this was due to the specific geography of the area. Councils reported that those areas which had been underserved remained underserved and that de-zoning did not exacerbate this issue.

iii) Overall, councils have seen an increase in their private hire vehicle numbers – a proportion of this increase is because there has been a trend for proprietors to transition from operating hackney carriage vehicles to private hire.

iv) Only one council reported experiencing some over-ranking.

6 Next Steps

- 6.1 The matter will be considered by the Executive on 6th June 2024.
- 6.2 If the decision of the Executive is to remove the four zones currently in place and create one new NNC zone, an action plan will be formulated for agreement to ensure that the correct democratic processes are undertaken to execute this decision. In addition administrative processes will be redesigned to reflect the decision. This will include the creation of new knowledge tests for Hackney Carriage drivers, review of administrative processes and a review of the Hackney Carriage and Private Hire Licensing Policy to ensure that it reflects the change.
- 6.3 The Executive decision over de-zoning will determine if 4 new sets of model byelaws are required or one for the whole of North Northamptonshire. Beyond this point the process will be the same. The proposed byelaws will need to be agreed. A new set of model byelaws were introduced by DfT in November 2023 which may be adopted as the new byelaws.
- 6.4 Once the draft new byelaws are agreed, they will need to be approved by the Secretary of State for Transport and a date of introduction agreed. The new model byelaws contain a revocation byelaw to deal with existing bye laws.

7 Implications (including financial implications)

7.1 Resources, Financial and Transformation

- 7.1.1 The removal of the four local zones will remove the requirements for unmet demand surveys for hackney carriages in the Corby area, removing the need to pass the costs onto the trade. This will also remove the number of hackney carriage vehicle licences currently identified as being the number sufficient to meet demand.
- 7.1.2 There is concern that if the zones are removed this will leave some of the smaller towns with a reduced number of Hackney Carriage vehicles available for hire, due to the drivers moving to the towns where there is more work. This would have a negative impact upon service provision in these areas. The extent to which the trade will change the way that they operate and how long it would take for the market to even out is unknown.

7.1.3 It is anticipated that over time the existing taxi trade and new businesses entering the market will develop to meet the opportunities that a decision to remove zones might offer. With one licence being required for a driver and for a vehicle to operate across North Northamptonshire rather than the current four, one for each zone, the option for area wide operations is available. As a result it will be necessary to review current taxi rank availability both in terms of locations and capacity to ensure that customer service requirements continue to be met.

7.1.4 New application processes will need to be developed to meet the requirements of the new area including a new “knowledge test” to reflect the modern demands on taxi drivers in North Northamptonshire.

7.2 Legal and Governance

7.2.1 Should the Authority wish to remove hackney carriage zones from its area then there is a legal process to follow. This process is laid out in Schedule 14 to the Local Government Act 1972, Part II, para 25, detailed below.

25 (1) Subject to sub-paragraph (2) below, a local authority may after giving the requisite notice resolve that any of the enactments mentioned in paragraph 24 above shall apply throughout their area or shall cease to apply throughout their area (whether or not, in either case, the enactment applies only to part of their area).

(2) A resolution under this paragraph disapplying—

(a) section 171(4) of the Public Health Act 1875;

(b)

(c) section 82, 83 of the Public Health Acts Amendment Act 1907; or

(d) section 76 of the Public Health Act 1925;

must be passed before 1st April 1975, but any other resolution under this paragraph may be passed at any time.

(3) A resolution under this paragraph applying either of the following provisions, that is to say, section 21 of the said Act of 1907 or section 18 of the said Act of 1925, throughout an area shall have effect as a resolution disapplying the other provision throughout that area and a resolution under this paragraph applying either of the following provisions, that is to say, the original street-naming enactment or section 19 of the said Act of 1925, throughout an area shall have effect as a resolution disapplying the other provision throughout that area.

(4)

(5) The notice which is requisite for a resolution given under sub-paragraph (1) above is a notice—

(a) given by the local authority in question of their intention to pass the resolution given by advertisement in two consecutive weeks in a local newspaper circulating in their area; and

(b) served, not later than the date on which the advertisement is first published, on the council of every parish or community whose area, or part of whose area, is affected by the resolution or, in the case of a parish so affected but not having a parish council (whether separate or common), on the chairman of the parish meeting.

- (6) *The date on which a resolution under this paragraph is to take effect shall—*
(a) *be a date specified therein, being not earlier than one month after the date of the resolution; .*
- (7) *A copy of a resolution of a local authority under this paragraph, certified in writing to be a true copy by the proper officer of the authority, shall in all legal proceedings be received as evidence of the resolution having been passed by the authority.*

7.2.2 Previously approval for a resolution under this Section required the approval of the Secretary of State but this was removed by a Legislative Reform Order and therefore, provided the above process is followed, the Authority can remove its Hackney Carriage zones.

7.2.3 Should the Authority wish to introduce a byelaw or byelaws which deviate from the model ones, the DfT expects the Authority to take a rigorous approach in drafting to ensure that the tests of legal validity are met. These are set out in *Kruse v Johnson* [1898 2 QB 91] as comprising four elements essential to validity:

- byelaws must be within the powers of the local authority which makes them;
- byelaws must not be repugnant to the general law;
- byelaws must be certain and positive in their terms; and
- byelaws must be reasonable.

7.2.4 If a local authority identifies a policy objective which it wishes to reflect in byelaws, the onus will be on the local authority to draft a suitable byelaw to put to the Department for provisional approval. The onus will also be on the local authority to satisfy itself as to the validity of any proposed byelaw which it submits to the Department for approval. It is expected that the Authority will have sought their own legal advice and to provide an explanation as to why they consider that any proposed byelaw is valid.

7.2.5 Confirmation by the Secretary of State does not endow the byelaws with legal validity - only the courts can determine whether a byelaw is valid. To this extent, it is crucial that any draft byelaws are seen and approved by the Council's legal advisers. Any request for provisional approval of byelaws which deviate from the model should be accompanied by an explanation of the policy objective, a justification of their validity and confirmation that the byelaws have been approved by legal advisers.

7.2.6 Should the Authority decide to implement new byelaws, there is a need to follow the process laid down in Section 236 of the Local Government Act 1972 for the adoption of byelaws:

- (1) *Subject to subsection (2) below, the following provisions of this section shall apply to byelaws to be made by a local authority in England under this Act and to byelaws made by a local authority in England, the Greater London Authority, Transport for London, an Integrated Transport Authority for an integrated transport area in England or a combined authority under any other enactment and conferring on the authority a power to make byelaws and for which specific provision is not otherwise made.*

- (2) *This section shall not apply to*
- (a) *byelaws of a class prescribed by regulations under section 236A, or*
 - (b) *byelaws made by the Civil Aviation Authority under section 29 of the Civil Aviation Act 1982.*
- (3) *Subject to subsection (3A) below, the byelaws shall be made under the common seal of the authority, or, in the case of byelaws made by a parish council not having a seal, under the hands and seals of two members of the council, and shall not have effect until they are confirmed by the confirming authority.*
- (3A) *Byelaws made by the Greater London Authority shall be made under the hand of the mayor and shall not have effect until they are confirmed by the confirming authority.*
- (4) *At least one month before application for confirmation of the byelaws is made, notice of the intention to apply for confirmation shall be given in one or more local newspapers circulating in the area to which the byelaws are to apply.*
- (5) *For at least one month before application for confirmation is made, a copy of the byelaws shall be deposited at the offices of the authority by whom the byelaws are made and shall at all reasonable hours be open to public inspection without payment.*
- (6) *The authority by whom the byelaws are made shall, on application, furnish to any person a copy of the byelaws, or of any part thereof, on payment of such sum, not exceeding 10p for every hundred words contained in the copy, as the authority may determine.*
- (7) *The confirming authority may confirm, or refuse to confirm, any byelaw submitted under this section for confirmation, and may fix the date on which the byelaw is to come into operation and if no date is so fixed the byelaw shall come into operation at the expiration of one month from the date of its confirmation.*
- (8) *A copy of the byelaws, when confirmed, shall be printed and deposited at the offices of the authority by whom the byelaws are made, and shall at all reasonable hours be open to public inspection without payment, and a copy thereof shall, on application, be furnished to any person on payment of such sum, not exceeding 20p for every copy, as the authority may determine.*
- (9) *The proper officer of a district council shall send a copy of every byelaw made by the council, and confirmed, to the proper officer of the council, whether separate or common, of every parish to which they apply or, in the case of a parish not having a council, to the chairman of the parish meeting, and the proper officer of the parish council or chairman of the parish meeting, as the case may be, shall cause a copy to be deposited with the public documents of the parish. A copy so deposited shall at all reasonable hours be open to public inspection without payment.*

(10) The proper officer of a county council shall send a copy of every byelaw made by the council, and confirmed, to the council of every district in the county, and the proper officer of the council of a district shall send a copy of every byelaw made by the council, and confirmed, to the council of the county.

In this section the expression “the confirming authority” means the authority or person, if any, specified in the enactment (including any enactment in this Act) under which the byelaws are made, or in any enactment incorporated therein or applied thereby, as the authority or person by whom the byelaws are to be confirmed, or if no authority or person is so specified means the Secretary of State.

7.3 Relevant Policies and Plans

7.3.1 The implementation of one zone will remove the barriers which currently exist to licensed hackney carriages to trade across North Northamptonshire. It will allow hackney carriages to ply for hire across the area in line with the Safe and thriving places priority to enable people to travel across North Northamptonshire, and beyond.

7.3.2 As the Hackney Carriage and private Hire policy requirements come on-line, it will also meet the greener, sustainable environment priority as it will open up access to sustainable forms of transport for the population to use across the area.

7.4 Risk

7.4.1 There are no significant risks arising from the proposed recommendations in this report.

7.5 Consultation

7.5.1 A 12 week consultation was carried out via the Council’s website between 30th October 2023 and 21st January 2024.

7.5.2 Two meetings were held between senior managers and the taxi trade to discuss the option of removing the hackney carriage zones.

7.5.3 The consultation responses are included within the appendices to this report.

7.6 Consideration by the Executive

7.6.1 The recommendations from the Licensing and Appeals Committee and this Committee are to be presented to the Executive on 6th June 2024.

7.7 Equality Implications

7.7.1 An equality impact screening assessment has been carried out. The impact of this proposal is generally neutral with the exception of potential positive impact with regards to disability.

- 7.7.2 While the Authority's Hackney Carriage and Private Hire Policy requires that all newly licensed hackney carriages are wheelchair accessible vehicles, this will take some time to filter through to the whole fleet.
- 7.7.3 In the meantime there are no licensed wheelchair Accessible Hackney Carriages in the East Northamptonshire area and only 3 in the Wellingborough area. Corby and Kettering have a fully wheelchair accessible hackney carriage fleet.
- 7.7.4 Removing the zones means that these vehicles could service the ranks in the areas with no or minimal wheelchair accessible vehicle provision as well as no zones meaning more business opportunity to provide WAV service to all of these areas.

7.8 **Climate Impact**

- 7.8.1 The Council declared a climate change emergency in June 2021, and is committed to reducing its climate impact both within its own Council buildings and in working with businesses and the wider community to achieve net zero energy emissions.
- 7.8.2 The North Northamptonshire Council Hackney Carriage and Private Hire Vehicle Policy will continue to drive standards in the licensed vehicle trade to manage climate impact from this sector. Implementation of emission standards on hackney carriages should see diminished impact from this sector even if a decision is taken to remove zones and potentially increase miles travelled.
- 7.8.3 This proposal removes the restrictions on hackney carriages plying for hire and working on taxi ranks in the 4 old local authority areas . It would allow a North Northamptonshire Council licensed hackney carriage to ply for hire and wait at ranks anywhere within the Authority's area. Linked to the Authority's hackney carriage and private hire vehicle policy which requires wheelchair accessible hackney carriages and a move towards low/zero emission vehicles in the coming years, this should offer an improved and greener public transport service.
- 7.8.4 A Climate Change Impact Assessment has been undertaken with the overall assessment indicating that this particular decision will have no significant impact on climate change.



North Northamptonshire Council has committed to being a carbon neutral organisation by 2030, 5 yrs & 10 mos away.

7.9 Community Impact

7.9.1 The implementation of this proposal should, with time, provide access to an accessible fleet of vehicles across the Authority area which are low or zero emissions.

7.10 Crime and Disorder Impact

7.10.1 There are no identified crime and disorder implications from this proposal.

8 Background Papers

- 8.1 Licensing and Appeals Committee Report, 3rd July 2023
[Agenda for Licensing and Appeals Committee on Monday 3rd July, 2023, 7.00 pm - North Northamptonshire Council \(moderngov.co.uk\)](#)
- 8.2 Sustainable and Prosperous Executive Advisory Panel Report, 9th August 2023
[Agenda for EAP Sustainable Communities on Wednesday 9th August, 2023, 9.30 am - North Northamptonshire Council \(moderngov.co.uk\)](#)
- 8.3 Executive Report, 14th September 2023
<https://northnorthants.moderngov.co.uk/ieListDocuments.aspx?CId=386&MId=1584&Ver=4>
- 8.4 Licensing and Appeals Committee Report, 21st March 2024
[Agenda for Licensing and Appeals Committee on Thursday 21st March, 2024, 7.00 pm - North Northamptonshire Council \(moderngov.co.uk\)](#)

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Item No.	Respondent status	Agree/Strongly Agree ✓ Comments	Disagree/Strongly Disagree Comments	Other Comments		Officer comments
1.	Resident of North Northamptonshire Member of a charitable organisation North Northamptonshire Councillor Town and Parish Councillor	Ability of taxis to pick up anywhere. Especially useful to prevent empty return journeys (which use fuel and create CO2) and waste money. May prevent the situation where taxis are not willing to do a journey for various reasons. Patrons often have to ring and wait excessive times for return pick ups at Hospital, etc; now any taxi from their area can also pick up if they're dropping another fare. Will provide the ability for taxis	May congregate taxis around areas of high use, leaving other areas with few taxis. May create conflict between taxi drivers. May lead to drivers not having sufficient local knowledge, esp. of roadworks and shortcuts and places with 'local' names.	Concern about taxi firms not locally owned or controlled, leading to lack of local knowledge (at base) and taxis being drawn away to busier places at times.		Any removal of zones will purely widen the area within which hackney carriages can sit on ranks, ply for hire or be flagged down. It does not affect their area of operation when pre-booked. Future trade could adopt a North Northamptonshire operating strategy where there is no need to immediately return to an old zone if they've travelled outside; they can go to the nearest rank and work from there if they want

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		to operate where there are not				rather than empty miles.
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		many based - e.g. East Northants.				
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2.	Resident of North Northamptonshire	remove confusion			The removal of zones would remove the last of the old legal requirements relating to each of the 4 zones and make the operation of the hackney carriage trade clear and consistent to all users.
3.	Resident of North Northamptonshire	I'm hoping that pricing will be levelled - Kettering taxi costs are much higher than elsewhere in the county - preposterously so. It makes sense to administer one licensing authority for council costs, taxi drivers and residents			Pricing is not affected by this proposal. The Authority has already agreed maximum fares across the area. It should be noted that these are a maximum and agreed lower fares may be charged.
4.	Hackney Carriage driver/proprietor		It will be negative impact for everyone.		There is no evidence to

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			<p>It will bring so much trouble in any zone and it will be lots of fighting between customer and driver.</p> <p>Taxi driver should only work where they have licence and where they have area knowledge.</p>			<p>substantiate this claim.</p> <p>Hackney carriage drivers will always pass an area test before being licensed.</p>
5.	Hackney Carriage driver/proprietor			Neither agree or disagree		No comment
6.	Hackney Carriage driver/proprietor			Neither agree or disagree		No comment

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7.	Hackney Carriage driver/proprietor Private Hire driver/operator Local business		Drivers won't know the areas sufficiently. Charges are different to meters for example corby charge different tariffs under the meter regulations so should drivers from rushden use Hackney meter customers could get argumentative	The council have made mistakes and have back tracked broke regulations and don't seem to care about the welfare of the taxi trade we feel everything is pushed towards encouraging the use of bus services as the	Hackney carriage drivers will always pass an area test before being licensed. Pricing is not affected by this proposal It is our intention to put in place meetings with the North Northamptonshire taxi trade this year.
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			<p>with drivers accusing them of over charging this is then putting drivers safety at risk. Quickest route would not be known. More people in one area is going to reduce drivers income and other areas won't be able to provide a service to the elderly and infirmed as there will be lacking drivers.</p>	<p>are government funded. No meetings are held with the taxi trade and you don't follow goverment Guidelines. West Northamptonshire have had more support in the trade why can't we have the same. I feel management of the taxitrade should be looked at in North northants as its appalling.</p>		
8.	Resident of North Northamptonshire Local Business	More cost effective. Which is something NNC needs to be.		All taxis MUST be battery EVs, there is no excuse.		No comment.

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9.	Resident of North Northamptonshire	Taxis can pick up everywhere. So one dropping in my area could pick up even if they were licensed in another zone.				If the decision was taken to remove the zones then all vehicles and drivers would be licensed to cover all of the North Northamptonshire area .
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10.	Resident of North Northamptonshire		While it might help your admin it will not help the people of each zone especially in Corby where prices have been hiked because of what happens elsewhere. Corby has one of the most unique and best cab services and doesn't need to be saturated by other areas crossing into area. The boundaries have always worked and shouldn't be changed because it makes it easier for council to have one department.			There is no evidence to suggest that longer term there will be cross border movement if this decision is made. The feedback suggests that current licence holders will stay working as they are. The boundaries referred to no longer exist which is the reason for the consultation.
11.	Resident of North Northamptonshire	One price over the whole of NNC area				There is already one maximum fare applicable to North Northamptonshire

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12.	Resident of North Northamptonshire		It would lead to a significant increase in fares, the only			There is already one maximum fare
			way to reduce this impact is to bring all fares down to the lowest currently charged.			applicable to North Northamptonshire
13.	Resident of North Northamptonshire			Strongly agree		No comment
14,	Resident of North Northamptonshire			Strongly agree		No comment
15,	Resident of North Northamptonshire	Removes unnecessary red tape - I would hope.		How many Hackneys actually operate in each area? I.e. So we can see the scale of this alleged problem? I'm not sure I've ever seen one in the area?		The move to one zone would make the administrative processes for hackney carriage licensing simpler.. East – 28 Kettering – 46 Wellingborough - 31 Corby - 113
16.	Resident of North Northamptonshire			Strongly agree		No comment

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17.	Resident of North Northamptonshire		It could do especially if the wheelchair ones are operating in other areas. Kettering and Corby could end up short of these types of vehicles.			There are currently 162 licensed wheelchair accessible vehicles in North Northamptonshire.
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18.	Resident of North Northamptonshire	Hackney owners would be able to offer a service crossing present zone boundaries in both directions, which would be more energy-efficient; they would require just one licence instead of potentially four, saving admin for the licensing authority. Passengers would have a greater choice of hackney cabs in every part of the greater zone.	Accessibility noncompliant cabs will for a time be competing with compliant cabs; owners should be given time to upgrade vehicles but first-time applications should be granted ONLY to accessible vehicles. The industry should be consulted on the harmonization of fares etc, as they are the people with expertise and knowledge; but the licensing authority should consult the public once again before introducing the final schedule.			The comments in the agreed column would be the expected outcome over time if one zone was adopted. If one zone is approved then all licensed hackney carriages will have access to ranks. This means there could in theory be some mixing of wheelchair accessible vehicles and nonwheelchair accessible vehicles while the policy requirements work through
19.	Resident of North Northamptonshire	Make life easier.				No comment
20.	Resident of North Northamptonshire	More choice of provider.				No comment

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21.	Member of a charitable organisation		Would this mean that taxis that were ordered for a			No. A flag down can only occur when a vehicle is
			particular journey could be flagged down and then would not arrive at their expected destination			available for hire. If a taxi was booked for a particular journey then it would not be available. An illuminated roof light is an indication that a taxi is available.

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22.	private individual	It would allow more opportunity for drivers and enable simpler administrative processes.	North Northants is a large area and it will be difficult for drivers to have a good knowledge of the whole area. However this could be addressed by retaining the area knowledge tests and restricting drivers to the areas for which they have passed the relevant test			Agreed comment is correct. If one zone is adopted then a knowledge test for that zone will be implemented. The old areas will no longer exist and there will be no restrictions. A driver could choose to work in a particular town but would be required to travel across the district if requested to do so.
23.	Resident of North Northamptonshire	Other towns will be able to hail a taxi on the street.				Correct
24.	Resident of North Northamptonshire			Agree		No Comment
25.	Resident of North Northamptonshire	freedom of trade and effort				No Comment
26.	Resident of North Northamptonshire Local Business			Neither agree or disagree		No Comment

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27.	Member of the public	make working for the taxi firms easier as they will be able to travel into another zone and work	the taxi drivers might not agree with the changing of the zones			No Comment
28.	Resident of North Northamptonshire	It would allow the free movement of vehicles and customers should be able to get picked up quicker. I particularly like the idea that disabled users would be better served				It is hoped that this would be the case if one zone was adopted.
29.	Resident of North Northamptonshire	It makes sense that a unitary authority should have a united set of rules for				No comment

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		hackney carriages and that the standards should be the highest. It would also take away any confusion with the travelling public.				
30.	Resident of North Northamptonshire	i think a taxi should be able ply its trade across the whole county and not in four separate areas				No comment
31.	Resident of North Northamptonshire	Easier for me to get a taxi				No comment
32.	Resident of North Northamptonshire	It would make administration easier and remove any unfair differences				One zone would make administration more efficient
33.	Resident of North Northamptonshire		Provision for wheelchair accessibility would not be available			There are currently 162 licensed wheelchair accessible vehicles in North Northamptonshire.

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34.	User of taxi services	make it easier for admin and for the drivers		surely a taxi driver should be free to operate in the whole area		One zone would make administration more efficient
35.	Resident of North Northamptonshire	The proposal would, if implemented, achieve consistency of rules throughout North Northamptonshire; the cancellation of any Bye laws no longer appropriate; and recognition of the fact that licensed hackney carriages need to cross the boundaries of the previous District Councils.				One zone would make administration more efficient

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36.	Resident of North Northamptonshire	It will allow all cabs easier access to all the zones, particularly those thst accommodate wheelchairs.				The authority is aware that there is a disparity in the availability of Wheelchair Accessible Vehicles across the area with the current arrangement. One zone would make it easier for wheelchair
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						accessible vehicles to work in other areas, potentially increasing supply in these areas.
37.	Resident of North Northamptonshire			Agree		No comment
38.	Resident of North Northamptonshire	Increase ability to take taxis between former Borough/district areas without additional costs				No comment

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39.	Resident of North Northamptonshire	Cut down on paperwork+ good for the customers.				One zone would make administration more efficient
40.	Hackney Carriage driver/proprietor			Neither agree or disagree		No comment
41.	Hackney Carriage driver/proprietor		I am still trying to learn the streets of my own expanding town after 37 years of driving hackney cabs without having to learn other towns streets It's bad			The format of a new fit for purpose area test will be looked at if one zone is given approval. The comments about the dramatic changes in all of

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			<p>enough now customers thinking your taking them a longer route your opening up a whole load of problems</p> <p>Corby meets the criteria for wheelchair accessible vehicles not Kettering or Wellingborough for years we have updated our vehicles to purpose built hackneys not saloon cars like other towns</p>			<p>our towns and villages with new developments is noted. There are currently 162 licensed wheelchair accessible vehicles in North Northamptonshire, not just in Corby.</p>
42.	Resident of North Northamptonshire	<p>It means that all taxis will be available to all with no need for the taxi firms to lose money while they are in another zone. Also it will be cheaper for the taxi companies to</p>				<p>Fares are designed to cover a variety of costs incurred by the vehicle proprietor. While there would be a saving in the cost of licence application if a</p>

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						driver and vehicle were licensed in
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		operate with only one license required. Hopefully this will bring down taxi fares.				more than one of the current zones, the saving may not affect fare rates.
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43.	Hackney Carriage driver/proprietor		<p>With zones in place, hackney carriages have strong knowledge of area working. The proposal that it would mean hackneys from different zones would get fares back to their existing zones is very rare and not realistic as a good reason to change</p>			<p>The view is not that hackney carriages could return to their existing zones with a passenger, but have the option to work any rank in North Northamptonshire, without a need to return to a particular town before starting work again.</p>
44.			<p>Corby prides itself on keeping fares affordable to the public we only have a handful of taxis that charge the top north northants rates and the public are very mindful of</p>			<p>The fare tariff is the maximum amount that may be charged. It is for proprietors and the trade in general to determine if any fare below that maximum is to be</p>

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			<p>those proprietors if you make it the one zone it would be very damaging to our trade we also don't have the facilities for other taxis to ply for hire in Corby the zones should remain as they are</p> <p style="text-align: right;">Corby</p> <p>is a town were the public use taxis on a daily basis it is not a luxury for that reason alone we try to keep it as affordable as possible bringing in other Hackney vehicles that charge higher prices would be very harmful indeed</p>			<p>charged. The Authority cannot control a competitive market. It would be for licence holders to decide if they wish to trade across the district if one zone is adopted and what fare they should charge. The market will determine what is acceptable and what is not.</p>
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45.	Hackney Carriage driver/proprietor		I think as an environmentalist, that vehicles traveling far and wide into different areas of the county			A hackney carriage is not being asked to make any journey if one zone is implemented that it
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			would have an adverse effect on air pollution, I'm am surprised that as a conservative run council, that this proposal has even got thus far, pollution is high on the parties manifesto, would it not be sensible to consider this move when we have turned to all electric taxis, I'm very confused at the double standards being adopted by the Conservative Party that you claim to represent.			wouldn't already do. At this time if a hackney carriage is hired to do a journey out of zone then it has to return empty to that zone unless it has a private hire booking for the return. While a driver may wish to do this, if one zone is implemented, there would be no need to do so as they have access to all of the ranks in North Northamptonshire.
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46.			Some towns very close each other that time can work but all 3 town seprate and far i dont think so kettering taxis or wellingborough taxls coming to			If one zone is adopted it gives drivers the freedom to work where they wish in North Northamptonshire as they have access to all of the
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			<p>corby for work or i never go to kettering for work i dont know the streets i dont thing so this is good idea I need change my taxi i find tomany taxis 6-7 years old but i cant buy it cos have to be 4 years old this is not right i got family now i have to buy 35-40 tousend pound taxi nobody thinking taxi drivers in council, sitting on table and decided 4 years old. Never think how they earning money</p>			<p>ranks in North Northamptonshire.</p> <p>The second comment is not relevant to this consultation but is a policy matter which will be reviewed this year.</p>
47.	Hackney Carriage driver/proprietor		<p>No because it does,t make sense to to have one zone and drive long distances.thanks</p>			<p>See comments above.</p>
48.	Resident of North Northamptonshire	<p>It will be fairer for all of the North</p>				<p>No comment</p>

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		<p>Northamptonshire residents to have just one zone, presumably with the same fares. The (presumably Corby) taxi drivers that are whinging and moaning about this proposed change in the media are simply seizing the opportunity to make a political point. The knowledge test may mean learning a larger geographic area but these drivers seem to overlook how London taxi drivers - who have a much bigger area to learn - cope. If a driver can't learn North Northamptonshire- much smaller than</p>				
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		London - then frankly they				
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		shouldn't be in the job. It is a shame that we (especially in Corby) are landed with some of the least intellectually qualified (to state that in a Politically Correct way!!) in the UK				
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49.	Resident of North Northamptonshire		<p>The fleet improvements can be achieved without changing the zones. Taxis are generally used for journeys within a zone so this change is unnecessary. Drivers will have to achieve a county wide 'knowledge' which would be difficult or the standard required would have to be dropped to cover the larger geographical area.</p>			<p>The decision as to whether to remove zones is not just about current practice undertaken but involves an assessment over the restrictions on trade and whether an individual or business should need to purchase and regularly renew 4 driver and 4 vehicle licences in order to be able to trade across North Northamptonshire?</p>
						<p>The area test issue is addressed above.</p>

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50.	Resident of North Northamptonshire	There is a shortage of taxi capacity in Oundle and surrounding villages and any derestriction is welcome. The suggestion that the "knowledge" tests are a problem is surely redundant in the age of sat navs and mobile phone navigation. If the driver doesn't know the way then the passenger surely will.				Noted
51.	Resident of North Northamptonshire	Strongly agree It would save on costs and efficiencies				No comments
52.	Parish Council (as a body, not as individual Cllrs)	Simplifies the admin arrangements for the benefit of the hackney carriage owners/drivers,				One zone would make administration more efficient

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		and brings in a uniform set of byelaws for all four zones, for the benefit of the travelling public.				
53.	Resident of North Northamptonshire		Corby residents have relied on the taxi service and is still used extensively. Any change would have a negative impact on bith shopping, hospital appointments and social isolation			There is no evidence to indicate that a move to one zone would have the impact described. Feedback received indicates that at this time the trade will continue to provide its existing services.
54.	Resident of North Northamptonshire		Less taxi's and more rogue drivers getting in			There is no evidence to indicate that a move to one zone would have the impact described.

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55.	Resident of North Northamptonshire		My comments refer to mainly Corby. 1. You will lose the 'local' in 'Local Taxi Service'. 2. London Type Taxi's have ease of access for the			Comment 1. There is no evidence to indicate or reason to suspect that a move to one zone would have the impact described.
			disabled and for shopping trips. 3. London Type Taxi's are easily identified for flagging down. 4. London Type Taxi's make it easier to identify rogue taxi owners using their own cars, without insurance, on the streets"			Comments 2 & 3 are statements requiring no response. Comment 4. No area requires or has only London style taxis. All licensed vehicles are required to have the appropriate insurance before being licensed.

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56.	Resident of North Northamptonshire		<p>We live in 2023 everyone has a smart phone and sat nav. why would a taxi driver need to learn 382 sq miles of roads and routes. due to the poor public transport people in Corby rely on local taxi firm who won't rip them off. Unfortunately like every consultation with the residents in the area, you will ignore what's</p>			See comments above
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			<p>best for us and do whatever you like because thats all the majority of nnc do</p>			
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57.	Resident of North Northamptonshire	<p>One common taxi regime across the council makes sense from an administration and clarity perspective. If the best standards are taken as the benchmark for the regulation of cabs this would be a sensible move eg all Hackney Carriages can carry disabled passengers, are liveried in the same manner it will make it clear for residents on what is a hackney carriage</p>	<p>Costs / fares that will increase. The amount of knowledge needed by drivers. Perhaps have a base location for the cab which requires the current knowledge and then a basic knowledge test for other areas in the council they do not frequent as often. Need to ensure that all Hackney Carriages are required to meet the highest standards of the combined area eg they should all be black cabs for example.</p>			<p>One zone would make administration more efficient</p> <p>Some comments relate to policy requirements which are already in place and being implemented in line with the grandfather rights condition.</p> <p>Area test comments are addressed above.</p>
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58.	Resident of North Northamptonshire		<p>Local drivers know their own areas....i have used cabs where the drivers do not speak understandable English, drive using satnav (no knowledge of the area), and i have even had to direct driver to a simple, well known road. Driver stated he was from Leicester! Why change a system that has worked well for YEARS. Too many things are getting changed since we became NNC, and most of them NOT beneficial, let towns continue operating as they always have done...</p>			<p>Points raised are not relevant to dezoning. A decision to move to one zone will not change the standards we expect from licensed drivers.</p>
59.	Resident of North Northamptonshire		<p>Local knowledge is very important.listen to</p>			<p>Area test requirements are addressed above.</p>

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			people for a change.			
60.	Resident of North Northamptonshire			Strongly disagree		No comment
61.	Resident of North Northamptonshire		We need drivers that know their local area well and are properly licensed. Making the area the whole of North Northants is a huge area.			Drivers are required to be licensed in accordance with the council's policy. Area knowledge is addressed above.
62.	Resident of North Northamptonshire			Strongly disagree		No comment

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63.	Resident of North Northamptonshire		Why change something that works perfectly well now. We all know that you will go ahead and do what you want so why lie to us and say you are keeping an open mind in things			As of 1 April 2021 North Northamptonshire Council came into existence and the four previous areas were removed except in the case of historic hackney carriage legislation. A new single policy
						necessitates review of historic arrangements

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64.	Resident of North Northamptonshire Local business		Pollution would be increased throughout the county, with too many taxis moving from town to town to pick passengers up, all against the government's environmental policy could understand when we go electric , surely this defeats the objective , mind boggling			The issue of taxi movements if one zone is approved are addressed above.
65.			Under the new proposals, the range of miles to have knowledge of exceeds London. This is totally unfair and threatens the drivers lively hoods. NNC should stop meddling with this totally			The area test is addressed above. Wheelchair accessible vehicles are a policy requirement for hackney carriages. There is no evidence to support claims of

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			<p>unnecessary review and concentrate on things that really matter, such as getting out of the debt they are in. Black cabs as used in Corby are needed especially for the disabled or those with mobility issues, which standard saloon cars cannot cope with. Most drivers have a good working knowledge of the areas they work in and are usually helpful and considerate of their passengers. The registration they have to pay is high enough, perhaps the NNC could concentrate on those drivers who</p>			<p>unlicensed drivers in hackney carriages.</p>
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			don't have the proper licence. A			
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			poor proposal.			
66.	Resident of North Northamptonshire	Brings in uniform prices across the county. Customers know how much a taxi is going to be no matter where they are in the county.				Fares not relevant to this consultation. A maximum fare tariff for North Northamptonshire is already in place.
67.	Resident of North Northamptonshire North Northamptonshire Councillor Town and Parish Councillor		Discuss with drivers first from all the 4 old council areas Too large an area to do this should be done gradually over several years of an option			Divers are able to contribute to the consultation process.
68.	Hackney Carriage driver/proprietor	More choices and I can't get into a London-style taxi. The saloon vehicle option is a very good thing.				No comment
69.	Resident of North Northamptonshire			Strongly disagree		No comment

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70.	Resident of North Northamptonshire		If you got a job in northampton it would take at last 45 minetes by the time we got there			This response does not appear to relate to this consultation or the
			the customer would have gave up and phoned an other taxi Who ever has put this proposal does not know anything about the taxi trade the more miles a taxi has to do the more the tax man expecets you to earn			role of a hackney carriage.

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71.	Hackney Carriage driver/proprietor		<p>It would not benefit anyone and how would you police it and what happens to drivers that are already licensed? Corby people who use taxis know their drivers and it could have a negative impact on the vulnerable passenger. Who is profiteering from these new rules</p>			<p>There is no issue in policing the new proposal – in fact it simplifies enforcement as any North Northamptonshire hackney carriage could legitimately operate anywhere in North Northamptonshire. It is not perceived that there would be an impact on current drivers or the vulnerable.</p>
72.	Resident of North Northamptonshire		<p>The area drivers are required to</p>			<p>The area test is addressed above.</p>

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			know is plainly ridiculous and as a resident of Corby which is historically reliant on affordable taxi service it would severely impact the disabled and those less wealthy if any negative changes were made.			There are no negative changes identified for this proposal in relation to the disabled and less wealthy. A maximum standard tariff is in place.
73.	Resident of North Northamptonshire		The area far too large to manage properly and why change a great taxi system which has worked well for years with no apparent benefit.			No comment.
74.	Not Known			Strongly disagree		No comment
75.	Resident of North Northamptonshire		Could ruin taxi service. Taxi service is good enough already.			There is no evidence to suggest that moving to one zone would be detrimental to

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						existing taxi services.
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76.	Private Hire driver/operator Resident of North Northamptonshire		<p>There are already too many rogue drivers on the roads in NNC Pretending to be cab drivers, that are working with impunity. Unless this is addressed first then it will just become worse. I see hackney taxis on a regular basis with hidden licence plates or no plates at all (especially in the mornings doing school runs) but nothing and no one seems to care. Also the costs are becoming stupid , my badge expires at the end of January 2024 and I have already decided I am not going to keep it. Governance is non existent on drivers and by opening up the whole of NNC</p>			<p>There is no evidence to substantiate these claims. School runs are enforced by the home to school service. Any breaches as described would be dealt with in liaison with the licensing team. Note: vehicles licensed with other local authorities from outside of the local authority area will be carrying out journeys to schools within the area.</p>
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			is just asking for even more rogue drivers. I think you need to sort the existing issues out before opening things up . Do more checks on drivers whilst they are working, why not use parking officials to also have the powers to do rank checks and get the rogues off the streets first.			
77.	Resident of North Northamptonshire		Rouge unsafe taxi carriers			No justification for these claims.

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78.	Hackney Carriage driver/proprietor		Extremely unlikely that drivers will sit any knowledge test for whole of northamptonshire, will lead to less cab drivers in general, saloon cars could take "flag downs", in all areas, and could open areas up to			The area test has not been designed yet . It is assumed that the reference to saloon cars relates to private hire vehicles, or hackney carriage vehicles with grandfather rights.
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			<p>abuse by rogue drivers. Corby cabs serve the general public with hospital visits, getting to work, being able to visit supermarkets. Also cabs provides an invaluable service for wheelchair and walking aid users who may not otherwise be able to reach places as easy. It would be extremely unlikely, for instance, that customers in Corby will wait for a taxi come all the way from northampton, to take them from a doctors appointment in Corby, to their Corby home.</p>			<p>It is illegal for private hire vehicle drivers to accept flag downs. The latter part of this comment appears to relate to hackney carriages carrying out private hire work. This is not covered by this consultation.</p>
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79.	Hackney Carriage driver/proprietor		Open to abuse by rouge drivers			No justification to this comment.
			Will have a major impact on the livelihood of Corby tax drivers The 382 square mile knowledge test is ridiculous			Area test is addressed above.
80.	Private Hire driver/operator			Strongly agree		No comment
81.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
82.	Resident of North Northamptonshire		The town will be flooded with rogue operators to reduce the negative impact I say keep it as it is.Would there be any point ?			No justification for this comment.
83.	Resident of North Northamptonshire		There will be too many taxis coming from other towns and operating in one area			No evidence to substantiate this claim.

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84.	Hackney Carriage driver/proprietor Private Hire driver/operator Resident of North Northamptonshire			Strongly disagree		No comment
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85.	Hackney Carriage driver/proprietor		It was cause a chaotic situation, where drivers from other areas are taking work from other areas, which would add to confusion for customers It would not be possible to know the geographical areas of all the towns involved. Even with sat nav you still need to have a basic knowledge of the area			In the event of one zone being adopted, the market would determine who wished to work where. There is no evidence to suggest that chaos would ensue if this decision was taken. Area test is addressed above.
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86.	Hackney Carriage driver/proprietor		<p>It will destroy our business in Corby. Corby always have the lowest fares in Northants area. Corby customers can't afford to pay same prices as people from Kettering or Wellingborough.</p> <p style="text-align: right;">New law regarding the age</p>			<p>There is no reason to expect that if one area is adopted that it will impact on existing businesses but market forces would need to prevail.</p> <p>Age restrictions on licensed vehicles are policy matters</p>
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			<p>of Cabs has already a big impact for Owners in Corby. Most of them bought Cabs from 2010, 2011 reg. But these Cabs will not run forever. So after 2025 probably from 114 licences in Corby it will remain 50% of them.</p> <p>Unfortunately there are no Cabs available to buy in UK and electric ones are not practicable and are very, very expensive.</p>			<p>which will be dealt with elsewhere.</p>
87.	Hackney Carriage driver/proprietor		<p>de zoning would potentially increase the opportunity for rogue vehicles to appear thus putting the safety of the public at risk. currently the local council</p>	<p>Talk to the people who know about Taxis. Talk to the drivers/owners and moreover speak to the public who pay to use them, who keep the trade going. If the public</p>		<p>All licensed vehicles in NNC are required to follow the same policy requirements. The consultation process has invited comments from the trade.</p>

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			<p>and more so the local cabbies can keep an eye on this. The general public know who they can trust with local taxi companies. this is paramount when travelling in a taxi. If we have every tom dick and harry driving cabs round it will be carnage. The number of complaints to the council will increase 10 fold.</p>	<p>didn't need us we wouldn't be here. over 1 million fares a year are done with Hackney cabs.</p>		
88.	Hackney Carriage driver/proprietor		<p>I would like to keep old version if possible</p> <p style="text-align: center;">Please keep the old version</p> <p style="text-align: center;">We don't know much the other zones why we are concerned,</p>			No comment

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			we are happy to work with our zone.			
89.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
90.	Resident of North Northamptonshire			Strongly disagree		No comment
91.	Resident of North Northamptonshire			Strongly disagree		No comment
92.	Hackney Carriage driver/proprietor		Yes, because the price are lower here. Also I think you when you know a zone you travel more efficient and reduce the costs			No comment

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93.	Hackney Carriage driver/proprietor			Strongly agree		No comment
94.	Hackney Carriage driver/proprietor Private Hire driver/operator Resident of North Northamptonshire		I believe if there is 1 zone for all hackney carriage drivers, not every one will pass their knowledge test, as to learn the 4 area zones will be near impossible. You will loose alot of licences, Drivers will be forced to go and get wolverhampton or Rutland licence as its alot easier to			The area test is addressed above.
			get and alot cheaper.			

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95.	Hackney Carriage driver/proprietor Private Hire driver/operator Resident of North Northamptonshire		It will be impossible passing the test on all four zones as we don't work or familiar with area. I've invested a lot of money buying a new vehicle, then top of that is getting resprayed. If I can't pass the test for any reason, I will be lumbered with a car that I can't sell as being yellow.			The area test has been addressed above.
96.	Resident of North Northamptonshire	It will result in fairness for all North Northamptonshire boroughs as each will be charged the same fare. I have noticed that Corby drivers in particular seem to be whinging in the Northants				No comment

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		<p>Telegraph about this due to the need to learn a larger geographic zone. However, drivers in London (and other large cities) must do this for an even larger geographic area and seem to cope just fine.</p>				
97.	<p>Hackney Carriage driver/proprietor Private Hire driver/operator Resident of North Northamptonshire</p>		<p>I think this would have negative impact for local HC drivers as passing the knowledge test for 1 zone will be impossible I, as I only operate in Wellingborough and its borough. I do not no any other area.</p> <p>If I can't pass my test I will loose my badge and loose my job</p>			<p>The area test is addressed above.</p>

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98.	Resident of North Northamptonshire		Fully licensed drivers already are comparing with			No comment
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			<p>taxi- like services where knowledge of local areas is not so much required due to popularity of GPS serviced- and as a result becoming taxi driver will become harder. Local taxi drivers are vital not just for economy, they are part of authority due to stricter than in other transport services certification, that people can trust: to let their children travel with when the bus broke down, to care that they will walk your elderly father to the door carrying his shopping (and often they do wait till he is inside!), bringing people to</p>			
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			hospital when wait for ambulance is			
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			too long, even carrying vulnerable people home safely after great night out. Make becoming black cab driver no more complicated than before- in times of GPS in nearly every phone and car knowledge of street names is not as important as fact, that that job is taken by people from local community and caring for local community and with local community standards.			
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99.	Hackney Carriage driver/proprietor Private Hire driver/operator	removing the zones will have more opportunities' for the drivers to earn more and do less dead miles . and customer can frequent taxis				No comment
100.	Resident of North Northamptonshire			Strongly disagree		No comment

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101.	Hackney Carriage driver/proprietor		<p>It will kill the hackney trade in town and local people will not feel safe with other companies coming into the town Abd if they don't know the area they could be going to the wrong destinations at the cost of the customers</p> <p>The knowtest is far too large an area for anyone to get"</p> <p>"We are all fully wheelchair accessible hackneys the other areas are not Wellingborough only has one wheelchair chair accessible cab</p>			<p>Towns will require hackney carriages and the matter of one zone should do nothing to impact on that.</p> <p>The area test is dealt with above.</p> <p>Vehicle policy is dealt with above and all licensed vehicles are required to comply.</p> <p>3 wheelchair accessible vehicles currently licensed in Wellingborough.</p>
102.	Hackney Carriage driver/proprietor Resident of North Northamptonshire		<p>With fuel prices at the price they are why would anyone want to take a fare to the other side of</p>			<p>It is an offence for a hackney carriage driver, without reasonable excuse, to refuse</p>

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	Local business		the county, not to mention the fuel pollution this would cause, I just can't see any benefit in this proposal at all, There is a famous saying 'if it's not broke don't fix it ' the NNC seem to be intent to cause disruption to a perfectly run system which we have had for years,			to take a fare at a rank. The distance would not be a reasonable excuse. There is no change over this matter
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103.	Hackney Carriage driver/proprietor		As an owner of an Electric taxi. I am already struggling to finance this business. The 4 year rule has left me extremely vulnerable to bankruptcy. I am already struggling to pay for my lease and I have to try and find finance for another £19k before July if I am able to continue			There is no expectation that the adoption of one zone will lead to saturation of any one town. The indications from current operators are that they do not wish to move at this time. Vehicle age requirements are a policy matter to be
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			<p>with this business. The pressure is immense. As all I can see is more debt on top of current debt. It isn't looking good for me as a business owner. If the removal of the zones saturates our already difficult trade with more taxis. I will almost certainly have to hand my vehicle and plate back. I cannot risk more debt with potentially lower earnings. I have done what I feel the council wanted and moved to electric. It is crippling me and im only trying to make a modest living. I cannot afford more debt. Many taxi owners</p>		<p>looked at further this year.</p> <p>The area test has been covered above.</p> <p>The maximum fare tariff increase and the 5 years grandfather rights were introduced by the Authority to generate income to support those changes and to allow time for vehicle owners to prepare for the vehicle changes. These matters are not part of this consultation</p>
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			<p>cannot afford more debt.</p> <p>I feel the removal of the 4 year rule to something more realistic would help so many taxi owners in Corby and all over Northamptonshire.</p> <p>I would also never consider to go to another town for work and especially a wheelchair job. So I don't think this is a very well thought out idea. I think you would find if you asked the question to drivers, that going to another town for a wheelchair job at their in town tarif if doesn't make any financial sense.</p>			
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			<p>You need to think about affordability for these taxi owners. Maybe if there were grants available to owners to move to wheelchair accessible taxis that could help with the shortfall in the areas in question. Grants in Corby for upgrading taxis I'm sure would be welcomed.</p> <p>With regards to the knowledge test. I can strongly say that I speak for many taxi drivers. Having to undergo a knowledge test for all zones is completely unrealistic and unachievable. If this is enforced I will have no choice but to shut down</p>			
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			<p>my business and hand my taxi back. I would urge you to consider whether administrative policies mean more to you than taxi drivers livelihoods. Also will what you gain from this change be worth more to you than what is taxi owners/drivers will loose." I feel that the reason you may not have had many responses could be due to the fact that owners feel that you will make the changes anyway regardless of what concerns we express. I hope our views are strongly considered. As these changes</p>			
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			could destroy many of our			
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			livelihoods. Many older drivers/owners could just give up the trade. I'm only 50 and I'm considering it too.			
104.	Hackney Carriage driver/proprietor			Strongly disagree		No comment

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105.	Hackney Carriage driver/proprietor		<p>Most of the county's Hackney vehicles are saloon cars with the exception of Corby and Kettering how would these towns benefit from non wheelchair accessible vehicles coming into their areas</p> <p>Has anyone at the council any idea how much a purpose built taxi costs what percentage of the councils own vehicles are electric</p>			The other areas would benefit from having access to wheelchair accessible vehicles.
106.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
107.	Hackney Carriage driver/proprietor		Will be NO positive impact ... I am against proposals			No comment

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108.	Hackney Carriage driver/proprietor		The proposal is a disaster for the whole community, has no common sense and who come out with this idea is brainless (sorry to say this) but is true, because it does not make sense to change something that has been working so smoothly all this time just for the sake of implementing a new idea.			No comment
109.	Hackney Carriage driver/proprietor Resident of North Northamptonshire Local business		Leave as it is we don't want 1 zone "Corby is a taxi town on its own right. Nnc should help us not destroy us" "I have been a taxi driver			No comment

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			in corby for about 40 years . But since nnc has been made up the taxis have gone down hill. Should of left it as was."			
110.	Hackney Carriage driver/proprietor		I think it will take money away from the Corby taxi industry, as it would mean more taxis from other Burroughs could come in and apply for higher and reward			There is no evidence to support this claim
111.	Hackney Carriage driver/proprietor Resident of North Northamptonshire			Strongly disagree		No comment
112.	Hackney Carriage driver/proprietor		Should keep the zones the way thay are where local taxi drivers doing local routes and know what best for the public			No comment

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113,	Hackney Carriage driver/proprietor		I don't think this proposal to move the zones will be damaging to the		There are no recognised safety concerns with adopting one zone.
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			<p>taxi trade and the public of Corby because the safety aspect. "I don't think? This would help.</p> <p>I think? We should keep the zones in place because of safety aspects." "This</p> <p>want make any difference to the council and the way things are run by moving the zones to 1 zone.</p> <p>The people of Corby know the taxi drivers When using the taxi cabs and they trust</p>		<p>The administration of hackney carriage licensing would be more efficient as one licence would be issued for each hackney carriage and driver to work in North Northamptonshire,</p>
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			them and rely on them."			
114.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
115.	Hackney Carriage driver/proprietor			Disagree		No comment

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116.	Hackney Carriage driver/proprietor		Negative impact will be becoming in conflict with Hackney drivers from Kettering or Wellingborough and other way round. Also going to operate in this areas is not going to be economicly for us, and learning all this streets in this new areas.			No evidence to justify these claims.
117.	Hackney Carriage driver/proprietor		How can hackney carriages which are actually cars in Wellingborough sit on our ranks and cant accommodate a wheelchair or double pushchairs. It is ludicrous. This is all about saving the council and you have no idea or thoughts how the hackney carriage trade operates			All hackney carriages will be wheelchair accessible vehicles under the current policy once grandfather rights expire.

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118.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
119.	Hackney Carriage driver/proprietor		<p>Our local bus service is very poor. So local resident they will struggle to for transport for example mother taking her children into the school morning time baby on the prams she can't walk far. she depending on taxi drivers. Senior citizen who wants to go for shopping or doctor, blood tests she or he they totally dependent on taxi drivers.if it's one zone we will out of town can provide services in local. Taxi from Kettering Wellingborough they have salon car as taxi.they won't</p>			<p>This comment appears to be referring to prebooked work which is not affected by the proposal of one zone.</p> <p>Kettering have a wheelchair accessible fleet.</p> <p>The area test is referred to above.</p>

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			provide taxi service to			
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			<p>wheelchair customers. So to keep our local transport service reliable then council should not make it one zone. If something doesn't benefit public and drivers and local businesses then why council bring this proposal in agenda.any changes should be benefit of the local people and drivers and businesses</p> <p style="text-align: right;">Taxi</p> <p>drivers test should not be too complicated.if it's too complicated then no driver will come to continue to taxi service</p>			
120.	Hackney Carriage driver/proprietor		<p>Unlicensed drivers more congesting to george street in</p>			<p>The proposal to move to one zone will not impact</p>

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			corby drivers not knowing streets			upon unlicensed drivers.
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						The area test covered above.
121.	Hackney Carriage driver/proprietor		I feel all taxi should be wheelchair accessible and until the are zones should stay the same in my opinion you cannot have vulnerable people waiting in the cold for a suitable vehicle to arrive			No comment.
122.	Hackney Carriage driver/proprietor		I think if all Hackney carriages are able to pick up from any zone there would be to many in one zone and not another in the not so busy zones			It is expected that the market will determine the need for vehicles in any area. There is no evidence that there will be saturation in “busy” areas – rank space is limited.

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123.	Hackney Carriage driver/proprietor		Vehicles from other zones plying for work in Corby zone will be coming on our taxi rank charging our public higher fares and also taking			See above. Any taxi can charge the maximum permitted fare tariffs.
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			<p>them on longer routes to their destinations as no doubt the sat navigators they use will not always be accurate a bit like horizon computer decimating the post masters and also taking up spaces on our taxi ranks We have built this taxi trade up over many years making it an affordable option of transportation for the Corby public going to work on school runs and shopping it is a way of life in Corby and by encouraging other operators from different zones will only cause confusion and resentment</p>			<p>No comment about route assumptions.</p> <p>Again there is reference to prebooked work which is not covered by this consultation.</p>
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124.	Hackney Carriage driver/proprietor		It's working as it is. Don't waste time and money on something you don't have to.			No comment
125.	Hackney Carriage driver/proprietor		<p>"1. It will negatively affect the business of drivers in Corby. Corby drivers are not interested in going out to other zones to work and want to stay in Corby and drive loyal customers.</p> <p>2. Local customers want local drivers. We have established great relationships with our customers over the years and we have a very good reputation. Drivers from other zones won't have the same relationships and I am worried</p>			<p>1. There is no evidence that moving to one zone will negatively affect business.</p> <p>2. Licensed drivers are professional drivers and there should be no issues with customer relationships.</p> <p>3. working across zones has been dealt with above.</p> <p>4. The area test has been discussed above.</p> <p>5. As 4 above and, if adopted, one zone will allow</p>

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			about them damaging			all drivers to be tested
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			<p>our perception with locals.</p> <p>3. The argument for customers not being able to flag down a driver from another zone isn't relevant - in my experience of driving cabs for 16 years, when I have been in another zone, I have never had someone flag me down. We typically go in other zones when there are plenty of taxis on the road (such as for peak time account runs), so it doesn't give customers more options.</p> <p>4. They don't know our roads just as much as we don't know theirs.</p>			<p>equally and consistently.</p>
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Appendix A

			Driving taxis is about knowledge			
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			<p>of the roads and the shortest route, especially when there are issues on the roads like roadworks or crashes. Also, customers often specify the route they want to take to their destination during the journey. How is a driver not from our zone able to react to dynamic changes. This is equally applicable to me driving in another zone.</p> <p>5. We have an extensive test and licensing process in Corby which takes time to learn the roads. How can I be expected to learn and pass tests for all roads across an</p>			
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			additional 3 zones whilst trying to			
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			maintain my knowledge of Corby. I am approaching my 60s and it isn't easy to keep up with the new roads in Corby, nevermind to have to learn all other zones. This will also make the licensing and testing process more complicated and will add further costs to us as drivers."			
126.	Hackney Carriage driver/proprietor			Neither agree or disagree		No comment
127.	Hackney Carriage driver/proprietor		I think it would ruin perfectly run taxi services across the 4 zones in a unrepairable way to businesses and the public			No evidence to support claims

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128.	Hackney Carriage driver/proprietor		Already the taxi ranks in Kettering during night and day are			Congestion on ranks has been previously discussed.
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			full. Combining all the zones would have congestion at the taxi ranks and the roads. Drivers from other zones would not have ample knowledge of that certain area. for example Kettering driver would not have wider knowledge of wellingborough and Corby thus impacting customer.			Area test has been previously discussed.
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129.	Hackney Carriage driver/proprietor		<p>"In my opinion I think it would be best to keep Corby with It's own wheelchair accessible taxis. Corby has a great taxi community and Corby people like the taxi service in Corby. If we had other drivers from other zones coming in to Corby it would win my</p>		<p>The adoption of one zone would not encourage illegal taxi activity. Any evidence of illegal activity should be provided to the Authority for an investigation to be carried out.</p> <p>The Authority sets the maximum fare tariff. Any proprietor/driver</p>
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			<p>opinion open up to pirate (non licensed) drivers/vehicles plying for hire illegally.</p> <p>We would then probably have a night time economy crisis. Younger vulnerable people need to know they are getting home safe.</p> <p>Also, the taxi trade in Corby needs to set it's own fare table for the good people of Corby whome we have served faultlessly over the years."</p>			<p>can set their own tariff below that maximum.</p>
130.	<p>Hackney Carriage driver/proprietor Resident of North Northamptonshire</p>		<p>Already the taxi ranks in Kettering during night and day are full. Combining all the zones would have congestion at</p>			<p>Answered above.</p>

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			the taxi ranks and the roads.Drivers			
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			from other zones would not have ample knowledge of that certain area.for example Kettering driver would not have wider knowledge of wellingborough and Corby thus impacting customer.			
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131.	Hackney Carriage driver/proprietor		<p>As a Corby hackney cab driver of forty years the negative impact of dezoning is simply not going to work as with such a vast area to cover how is the council going to police the likes of rouge drivers who are not licensed at present i haven't seen taxi inspector on the rank for ages and talking about ranks there isn't enough rank space for the amount of cabs we</p>		<p>The area to be covered has not changed for the licensing service.</p> <p>There is no evidence of "rogue" unlicensed drivers and nothing to suggest that adopting one zone would make such a difference.</p> <p>Rank space will be reviewed if a single zone is adopted.</p> <p>The parking wardens monitor</p>
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			have in Corby at present so it would be a danger to public safety to allow more black cabs into the town center area sometimes you can't even drop passengers off on the overflow rank as it's full of just eat and Uber delivery drivers but the council after no end of complaints has done nothing to prevent this so the situation in Corby town center will be a danger to the public and just cause even more traffic chaos. Stop this nonsense none of your committee,s have looked at the bigger picture it's just a box ticking			the taxi ranks for illegal parking and issue enforcement notices where required.
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			exercise wasting the good people of			
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			Corby,s money which could be spent on others things.			
132.	Hackney Carriage driver/proprietor		no positive impact To big of a area to monitor			The area has not changed for the licensing service.
133.	Hackney Carriage driver/proprietor		The zones are better because everyone will work in their own zones as before. I think these zones were better and could impact a lot of cars on not making money. I think people who live in Corby or Kettering should work in their own area rather than it being one zone.			No comment

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134.	Hackney Carriage driver/proprietor		<p>I cannot think of any positives from this new proposal.</p> <p style="text-align: right;">"De-</p> <p>zoning taxi zones</p> <p>Issues</p>			<p>Reference to booking (private hire) not covered by this consultation.</p> <p>If one zone is adopted, the</p>
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			<p>There are robust historical reasons why taxi zones exist:</p> <ul style="list-style-type: none"> • Taxi firms provide a local service (most booking will be fares within the town or local villages). It would not be commercially viable to offer a service outside of a local area unless the fare was returning to its operating area. • Local drivers have the local knowledge being able to navigate the best routes, know just about every street, local landmarks, factories, hotels and generally everything going on around the town. 			<p>operating area will be North Northamptonshire.</p> <p>There is evidence in the submissions to this consultation that drivers cannot keep up with the level of development taking place in North Northamptonshire. If one zone is adopted a new area test will be developed relevant to modern circumstances.</p> <p>No evidence to suggest that one zone would not negatively impact residents. It would provide consistency of service across the area.</p>
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			<ul style="list-style-type: none">• In the odd chance a driver acquired a fare to say Rushden (perhaps once every 5 years or so) there is absolutely no reason for them to stay and work in that area – they wouldn't be able to navigate the new area without resorting to a satnav, which is hardly a professional image.• Attempting to learn an area the size of North Northamptonshire is not practically attainable.• De-zoning would have a negative effect for residents of North Northamptonshire with nothing to gain but the			<p>The benefits of one zone to the Authority are described briefly above.</p> <p>Vehicle age is a policy matter not relevant to this consultation. The policy will be reviewed this year.</p>
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			<p>possibility of plenty to lose.</p> <p>Remedy</p> <ul style="list-style-type: none">• The council have already harmonised fares/taxi operational policy and consequently have nothing to gain by de-zoning. There is no reason why the status quo should not remain." "Taxi operating policy <p>Issues The vehicle type/age (policy number 6.1.1.4) and exceptional condition policy (6.9.3) are both fair and acceptable. The arbitrary replacement of vehicles of 4 years old or less (6.1.1.1) has no merit and is not</p>			
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			<p>acceptable to the taxi trade for the following reasons:</p> <ul style="list-style-type: none">• Taxis are specialist vehicles and are significantly more expensive in comparison to a normal saloon car or van.• When purchased new, the owner will probably finance the vehicle over a period of 4-7 years. The consequence of this means specialist taxis under 4 years old are generally not available on the second-hand market, resulting in the likelihood of having to purchase new.• It should be questioned why a vehicle that			
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			<p>conforms to the rigorous tests and conditions of policy 6.1.1.1, is not suitable for the rank.</p> <ul style="list-style-type: none">• There are a number of scenarios where the 4 years or less policy can have catastrophic consequences for taxi owners. For example, if someone bought a new taxi 4 ½ years ago on a 7 year finance deal, had the taxi written off (EV's are notorious for being written off with little damage), they would be in a precarious financial position to finance another new vehicle ahead of their 7 year finance plan ending. Or, if			
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			an owner retiring in 3			
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			<p>years time had their 11 year old TX taxi written off, there is no likelihood of being able to finance a new vehicle over 3 years – they would be out of business and out of work.</p> <p>Remedy</p> <ul style="list-style-type: none">• This rule needs to be withdrawn, as the only outcome of the 4 year or less rule is in 95% of cases, owners will be forced to buy new, which is unacceptable.• It would be acceptable for any new issue licences (not existing licences) to be required to start with a new vehicle. <p>Taxi driver licence</p>			
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			<p>Issues</p> <p>The taxi driver licence is becoming too expensive (estimated £700 for a new driver) and over qualified (courses, advanced driving etc). It's probably easier to drive a bus rather than a taxi.</p> <p>Awareness courses are applaudable, but they should not be a qualification or at a cost to the driver. The difficulty and cost of applying for a taxi drivers licence is becoming a barrier for new recruits joining the industry and for older drivers to renew their badge.</p> <p>Remedy</p>			
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			<p>Get back to basics, all that is required is:</p> <ol style="list-style-type: none">1. Clean, full UK driving licence (held for at least 3 years)2. DBS3. Medical4. Area knowledge test <p>Advertising and colour of taxis</p> <p>Issues The policy described in 6.3.6 and 6.11.1/5 is archaic, even London, one of the most regulated taxi trades in the UK discarded this type of policy years ago. London allows any standard colour, adverts and full advertising wraps. This policy only denies owners of</p>			
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			<p>additional income to offset costs.</p> <p>Remedy Vehicles should be in standard colours and approved adverts should be allowed.</p> <p>General comment</p> <p>Issues Discrimination – There are two main types of passenger transport in Corby (taxis and buses) and the policies between them appear inconsistent.</p> <ul style="list-style-type: none">• Most buses on internal routes around Corby are in excess of 15 years old and school buses in excess of 20 years old. Replacement buses only have to			
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			<p>meet regulations, whereas replacement taxis have a 4 year or less policy.</p> <ul style="list-style-type: none">• Buses are allowed to advertise, taxis are not.• Buses are allowed to be any colour, taxis are not.• Taxi drivers and owners are being harangued for minor discrepancies and threatened with points/fines. Recent examples of this include a driver parked on the edge of the rank (while he popped to the loo) and an owner for not reporting a scratched bumper. Although offences			
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			should be reported, these			
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			<p>appear very petty, especially when the general motorist flouts just about every road regulation and parking restriction around the town with impunity (traffic wardens are ineffective, due to only being visible for a few hours per week).</p> <p>It is without doubt this council discriminates against the taxi trade."</p>			
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135.	Hackney Carriage driver/proprietor Resident of North Northamptonshire		"1. Knowledge Test - if you fail 3 times you've lost your badge. It's an impossible test to pass. We couldn't possibly learn all the areas of NN need to have a proper geographical knowledge of the			1. Area test discussed previously. 2. if the adoption of one zone is agreed then the testing regime will be reviewed accordingly.
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			<p>area. Knowledge of London is 113sq miles and it takes 4 years to learn how are we supposed to learn an area 382sq miles. New applicants will go for the easier PHV test. If you have no new drivers replacing the old, the trade dies. Solution = Keep existing zones.</p> <p>2. Penalty Points - With the potential for zones to be open, we could work in other areas without a test until we reapply for our licence. Even though we have no knowledge of those areas. Should we take a fare outside of our regular</p>			<p>3. previously discussed.</p> <p>4. Previously discussed. All Taxis are readily identifiable by their roof lights whatever type of vehicle they may be.</p> <p>Final paragraph – there are 218 hackney carriages licensed in North Northamptonshire.</p>
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			zones and take the customer			
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			<p>the wrong way, by using Sat Nav as a guide, we could get 6 penalty points “The driver of a hackney carriage failing to take the shortest route to any destination unless given other directions by the hirer”. If we hit 12 points we are put in front of the Licensing Committee and could potentially lose our badge. Solution = Keep existing zones.</p> <p>3. Wheelchair Accessible Vehicles (WAV) - Whilst Hackney’s in Corby and Kettering are WAV, those in East Northants and Wellingborough</p>			
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			<p>are saloon cars. These will be able to work the ranks in Corby and Kettering. Should a saloon car be sat at a rank in Corby how is a wheelchair user supposed to get in. Not only this but customers are going to get confused about what vehicle they can safely hail. If saloon cars are now taxis, what's to stop a young woman who's had too much to drink flagging down the wrong vehicle and getting in an unlicensed vehicle. East Northants and Wellingborough have "Grandfather Rights" for 5 years. After that they must have a WAV.</p>			
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			<p>Solution = Keep existing zones.</p> <p>4. Can get a fare back to area - They keep saying that if we get a pick up from Corby going to Wellingborough, we can wait on a rank to get a fare back to Corby. This does not and WILL NOT EVER HAPPEN. We have more chance of winning the lottery. As previously stated, we don't know the area, therefore our 1st concern is lost time. As we don't know the area it will take us longer to find fares. This drastically reduces our earning potential. It's much</p>			
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			better to return to your area. The so			
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			<p>called saving on fuel is nothing compared to the loss of 1 hours income waiting for fares in a different zone you are unfamiliar with and we could potentially lose our badge. (See point 2).</p> <p>Solution = Keep existing zones."</p> <p>"I suspect the council hasn't had much of a response from this ""consultation"" due to the fact you don't listen to the trade or its customers.</p> <p>Every consultation this council has done, they have went against public opinion and did exactly what the</p>			
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			council wanted to do.			
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			<p>Already owners are faced with going into huge financial debt or going out of business due to the new policy but you refuse to listen. When the trade spoke with officers about this the reply from the Licensing Manager Russell Howell was ""if you can't afford a new Hackney cab, get a Private Hire"".</p> <p>We've had a huge reduction of drivers taking a knowledge test and this is having an impact to the public with available taxis at night. This also has a knock on effect to local pubs/restaurant's</p>			
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			<p>as it's putting off customers going out for the fear of not being able to get home. Not to mention the increase in crime/violence due to cabs not being available to disperse crowds of young adults in the early hours of the morning.</p> <p>The Hackney trade is on the brink of collapse and we're asking the council to listen to us and help us. Unfortunately, so far you've refused. We're not expecting this to be any different."</p>			
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136.	Hackney Carriage driver/proprietor		The proposal would have a really negative attitude to the taxis on all four zones			There is no evidence that this would be the case.
			and it would also cause animosity between the different zone drivers			

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137.	Hackney Carriage driver/proprietor		<p>Corby has 114 purpose built wheelchair accessible taxis more per head of population than London or anywhere else in the United Kingdom add to this more than a hundred private hire vehicles why on earth would the town require taxis from other regions coming into the town prior to Covid we had unmet demand surveys every three years</p> <p>Purpose built taxis are extremely expensive to buy and the second hand vehicles are</p>		<p>The decision to move to one zone will not require taxis from elsewhere to go to another town. That would only happen if market forces drove it.</p>
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			extremely difficult to obtain due to the fact anyone who has a taxi which was registered before 2010 is keeping hold of it for as long as possible rather than buying a new vehicle costing upwards of eighty thousand pounds.			
138.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
139.	Hackney Carriage driver/proprietor Resident of North Northamptonshire		"I don't agree that zones should be merged. There isn't sufficient place in Kettering silver street Taxi rank as customer doesn't come to any other taxi rank and there are always queuing to get a spot to pick a fare if other zones Hackneys are allowed things will			There are three ranks in the Kettering night time economy. Concerns about other taxis are referred to above. Vehicle models are policy discussions to be reviewed later this year.

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			<p>get more worse for Kettering drivers. I understand the reason you stated that why zone should be merged. "While the Authority's new policy requires that all new hackney carriages are wheelchair accessible, this will take time to impact on the whole fleet so, in the meantime, the removal of zones will allow these existing vehicles to operate across the whole Authority area." But if someone needs a wheelchair Hackney vehicle they can always private hire a Hackney vehicle from other zones." The business is already</p>			
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			<p>low because of cost of living crisis the vehicle requirements for the new Hackney carriage isn't affordable for most of the driver as it costs around 50K. This will cause disappearing of the Hackney carriage in the future. In West Northamptonshire the Hackney carriage vehicle is allowed to have wheelchair access from the rear and those vehicles are affordable and more economical to run the business please consider to allow those types of vehicles in North Northamptonshire.</p>			
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140.	Hackney Carriage driver/proprietor		There will be no positive impact. I strongly disagree with the zones			As above.
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			<p>merging, there is already hardly any space on the Horsemarket rank for Hackney carriages that are Kettering based. I say Horsemarket as that's where all the customers wait. They don't go to any other rank.</p> <p>Business isn't great anyway for us Kettering drivers, imagine Hackney's coming from other zones. It will be hard to earn anything.</p>			
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141.	Hackney Carriage driver/proprietor		After speaking with the other drivers and seeing the state of the town centre there will be NO positive impact. There's absolutely no space on the rank. There may be a lot of conflict between drivers from all			As above
			zones. Earning money is hard enough with the many Hackney carriages there already is, if other Hackney's come Kettering we can forget about Earning anything.			

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142.	Hackney Carriage driver/proprietor		Corby has 114 wheelchair accessible taxis the most per head of population in the United Kingdom including London add to that over 100 private hire vehicles I don't believe that there is a need for taxis from other areas to ply for hire in the Corby area The cost of purpose built taxis has exculpated in the past 6 years therefore creating a dramatic shortage of used			Responded to above.
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			taxis available for sale forcing the value of up to such an extent that a 3 year old Mercedes vito costs more than it cost new with a 3year warranty			
143.	Hackney Carriage driver/proprietor			Agree		No comment
144.	Hackney Carriage driver/proprietor	Cut the dead mileage down for Hackney's being able to sit in all zones				No comment
145.	Hackney Carriage driver/proprietor	This will cut dead mileage down for Hackney's being able to sit on all ranks has you can wait from job to job				No comment
146.	Hackney Carriage driver/proprietor		It is not good for population and owner of it is one big area. It makes it harder for everyone's life.			No comment

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147.	Hackney Carriage driver/proprietor		I feel that this proposal would be			No comment
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			<p>of no benefit to either proprietors, drivers or the local residents if it were to be implemented. The system as it is has worked very well for more time than i care to remember, i have had a hackney carriage badge since 1987. With fuel costs why on earth would i want to travel out of town to look for work when there is plenty of work in Corby. At the moment the public feel confident in the knowledge that a hackney carriage is quite obviously a taxi, they therefore feel safe, especially older people and</p>			
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			younger people out at the weekend			
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148.	Resident of North Northamptonshire		<p>We are more than happy with the service provided by our Corby taxi drivers and have been for many years. We dont see any benefit to changing things to either the public or the taxi drivers. You seem intent on making life so difficult for taxi drivers who we rely on greatly as our bus service is a disgrace</p>		No comment
149.	Hackney Carriage driver/proprietor		<p>A taxi driver needs an intimate knowledge of the area they are working including historic names and local slang terms for buildings and streets. If this area suddenly becomes 5 times larger then that expertise will be lost.</p>		Addressed above.

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150.	Hackney Carriage driver/proprietor		<p>It would cause complete chaos in the rank in Corby, as currently sky cabs has the biggest fleet of hackneys in Corby and they charge different prices than the council tariff. This would cause confusion, anger and resentment towards drivers of different prices were being charged for the same journeys...</p> <p>Also local knowledge is of utmost importance!! Yes sat nav's can be used but not everywhere shows up.. customers can already be funny and rude and even violent if drunk when we clarify or ask directions to</p>			Addressed above.
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			an address already, this would antagonise them more, leading to difficult situation			
151.	Hackney Carriage driver/proprietor			Strongly agree		No comment

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152.	Hackney Carriage driver/proprietor		You can not remove zones whilst operating a taxi policy that allows purpose built Hackney carriages to sit on ranks that also allows saloon to sit on, the policy is not workable. This will cause chaos on the ranks, also hackneys from other towns will not have the local knowledge so causing conflict and the potential for confrontation putting the drivers in danger. Until you have sorted the errors in the taxi operating			Addressed above and policy issues to be deal with in separate review.
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			<p>policy and made it a level playing field for all Hackney carriage operators from all the zones to work from then removing zones is a disaster for the trade. The policy is not fair and the expectancy for operators to pay £75k for vehicles is putting operators out of business and killing the trade, which is also putting the public at risk when trying to get home late at night with fewer vehicles operating.</p>			
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153.	Hackney Carriage driver/proprietor		We don't want de zone which is not gonna benefit public and drivers .if this doesn't benefit Council shouldn't de zone.and it will make worse transport services			No comment
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			in local. Because local people depending on taxi service. Bus service is no sufficient			
154.	Member of a charitable organisation			No answers		No comment
155.	Hackney Carriage driver/proprietor			No answers		No comment
156.	Hackney Carriage driver/proprietor Private Hire driver/operator			No answers		No comment
157.	Hackney Carriage driver/proprietor			No answers		No comment
158.	No answer			No answers		No comment

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159.	Hackney Carriage driver/proprietor			No answers		No comment
160.	Resident of North Northamptonshire			Strongly disagree		No comment
161.	Resident of North Northamptonshire			No answers		No comment
162.	Resident of North Northamptonshire			No answers		No comment
163.	Hackney Carriage driver/proprietor			No answers		No comment
164.	No answer			No answers		No comment
165.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
166.	Hackney Carriage driver/proprietor			No answers		No comment
167.	Hackney Carriage driver/proprietor Resident of North Northamptonshire Local business			Strongly disagree		No comment
168.	No answer			No answers		No comment
169.	No answer			No answers		No comment

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170.	Hackney Carriage driver/proprietor			No answers		No comment
171.	Hackney Carriage driver/proprietor			Strongly disagree		No comment
172.	Resident of North Northamptonshire			No answers		No comment
173.	Town and Parish Councillor			Disagree		No comment
174.	Resident of North Northamptonshire			No answers		No comment
175.	Resident of North Northamptonshire			No answers		No comment
176.	Town Council			No answers		No comment
177.	North Northamptonshire Councillor			No answers		No comment

178.	Resident of North Northamptonshire			No answers		No comment
179.	Resident of North Northamptonshire		It would mean more price rises			Moving to one zone will have no impact on fares
180.	Resident of North Northamptonshire		.	No answers		No comment
181.	No answer			No answers		No comment

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182.	Hackney Carriage driver/proprietor			No answers		No comment
183.	No answer			No answers		No comment
184.	HC driver in another area			Neither agree or disagree		No comment
185.	Resident of North Northamptonshire			No answers		No comment
186.	Resident of North Northamptonshire			No answers		No comment
187.	No answer			No answers		No comment
188.	Resident of North Northamptonshire			Strongly disagree		No comment
189.	Resident of North Northamptonshire			No answers		No comment
190.	Resident of North Northamptonshire			Strongly disagree		No comment

191.	Resident of North Northamptonshire			No answers		No comment
192.	Resident of North Northamptonshire			No answers		No comment

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193.	Resident of North Northamptonshire			No answers		No comment
194.	Resident of North Northamptonshire			No answers		No comment
195.	National association			No answers		No comment
196.	Resident of North Northamptonshire			No answers		No comment
197.	Hackney Carriage driver/proprietor			No answers		No comment
198.	Hackney Carriage driver/proprietor			Agree		No comment
199.	Resident of North Northamptonshire			Strongly agree		No comment
200.	Private Hire driver/operator			No answers		No comment
201.	Hackney Carriage driver/proprietor			No answers		No comment
202.	Hackney Carriage driver/proprietor			No answers		No comment
	Resident of North Northamptonshire					

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203.	Hackney Carriage driver/proprietor			No answers		No comment
204.	Hackney Carriage driver/proprietor			No answers		No comment
205.	Hackney Carriage driver/proprietor			No answers		No comment
206.	Hackney Carriage driver/proprietor			No answers		No comment
207.	Resident of North Northamptonshire	residents will be able to travel between zoned areas without needing to understand the differences between the arears				No comment
208.	Resident of North Northamptonshire			No answers		No comment
209.	Resident of North Northamptonshire			Agree		No comment
210.	Resident of North Northamptonshire			Strongly disagree		No comment
211.	Hackney Carriage driver/proprietor			No answers		No comment

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	Private Hire driver/operator Resident of North Northamptonshire Local business					
212.	Hackney Carriage driver/proprietor Resident of North Northamptonshire			No answers		No comment
213.	Hackney Carriage driver/proprietor			No answers		No comment
214.	Hackney Carriage driver/proprietor			No answers		No comment
215.	Hackney Carriage driver/proprietor			No answers		No comment
216.	Hackney Carriage driver/proprietor			No answers		No comment
217.	Hackney Carriage driver/proprietor			No answers		No comment
218.	Hackney Carriage driver/proprietor			No answers		No comment

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219.	Hackney Carriage driver/proprietor		"our fares are lower then others and it would efect and confuse the customers and drivers"			North Northamptonshire Council has agreed maximum fare tariffs. The licence holder determines the fare they wish to charge.
220.	Hackney Carriage driver/proprietor			No answers		No comment
221.	Hackney Carriage driver/proprietor			No answers		No comment

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Item No.	Consultation Response	Officer Response
1	<p>Each zone should remain separate, as each zone has its own needs. Corby has always had a dependency on taxis. Due to this, fares have always been reasonable. If you lump them together, the Council will go with the highest rate zone, leaving the other zones to match that fare rate, thus leaving taxi users to find extra money for fares, which at this moment of rising prices across the board, is another kick in the teeth for the people</p>	<p>The same maximum fare tariff is already set in each of the 4 zones. This is a legal maximum not a set fare and hackney carriage proprietors / drivers may agree with their passengers prior to the commencement of a journey to apply a lesser fare. Beyond setting the maximum fare tariff, it is not for the Authority to determine the fares to be charged.</p>
2	<p>Our only worry is for the learning of the knowledge to get a Hackney License. Will candidates need to learn every street and road within all 4 Zones as at present the knowledge test is only needed for the zone that we are currently licensed to ?</p>	<p>If one hackney carriage zone is agreed then a new knowledge test will be required for that zone. The Authority will look to the guidance of the Department for Transport and other similar authorities in determining what form that test should take. Any test will have supporting information available beforehand indicating the level and type of knowledge that is to be expected.</p>
3	<p>Regarding the consultation of hackney carriage zones, I would strongly propose that we keep the zones the way they currently are. The concerns are the following;</p> <p style="padding-left: 40px;">If current drivers are to operate in new areas, I assume there will be additional requirements such as; a new knowledge test of an unfamiliar area. Whereby this would be difficult and unfair for current drivers as we do not operate in these zones. This will put our jobs and livelihood in jeopardy, potentially losing our badges. These are serious concerns for feeding our families and paying our mortgages</p>	<p>Please see response to 2 above</p>

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<p>4</p>	<p>I disagree with the removal of Hackney Zones. These are the following reasons:</p> <ol style="list-style-type: none"> 1. OVER CROWDING in one area with hackney carriage's will cause lack of service in other areas. 2. SAFETY OF DRIVER certain areas charge under the Hackney tariff so if one of the drivers from other areas goes to that zone and charges metered fare they could get attacked by members of the public and accused of overcharging. (IE Corby). 3. INCOME if the zones are removed drivers in certain areas would have to work extra hours to make same income as more drivers over populated in one area. Other areas will lack service as no taxis. 4. KNOWLEDGE TEST drivers that are already licenced should not be put through the test. All new applicants should be required to do the test. This should be part of the consultation as it plays a big part in the process. The SAFEGUARDING TRAINING SHOULD BE DONE WITH IMMEDIATE EFFECT TO PROTECT DRIVERS AND VUNRERBLE PASSENGERS WE SHOULD NOT WAIT UNTIL RENEWAL AS SAFEGUARDING IS A DAY TO DAY PRACTICE IN THE TRADE 5. GRANDFATHER RIGHTS the policy states that we have 5 years from 01/04/2023 existing Hackney Vehicle Licences, as half of our fleet are saloon hackney carriages this would put financial burden on the company as feel the drivers on renewal would just opt for private hire licence. 18 vehicles to replace as would become unusable would cost my company nearly £400.000 to replace the fleet. The general public suffer as no longer have the ability to hail taxis. The most logical thing to do is give licenced drivers grandfather rights on Badge Licences to run alongside the 5 year policy. 	<ol style="list-style-type: none"> 1. It is unclear where the issue of overcrowding might arise. If this relates to hackney carriages descending on what are thought to be "hot spots" for customers then it will soon become clear what business is actually available. It is anticipated that if the decision to move to one zone is taken, then there will be a period of settling down while those businesses that wish to look to grow their business elsewhere test the water to see what is available. 2. See 1 Above. 3. The market will need to adjust to the new area. 4. See 2 above 5. The 5 year grandfather rights period was introduced with the new policy to allow businesses to plan and start to replace vehicles which did not meet that policy and to improve emission standards as quickly as possible. While the hailing of taxis is one of the legal rights that only a hackney carriage has, the practice is infrequent these days with most customers using ranks or booking.
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5	<p>As a Hackney Taxi Owner/Driver for some 25 Years i have seen many changes ,Some positives and many negatives of recent times, However on this occasion this is Beyond a Step to Far,The Knowledge and Complications off a 382 mile radious is quite simply more than crazy It would not be cost effective or enviromently friendly to operate or run a business in this manner and lead to Public Confusion , For example(Saloon Hackneys on Corby Ranks that cant take Wheelchairs) !!!! It seems to me that Whoever is driving/recomending this policy has quite clearly, Beyond a doubt, A total lack of understanding and knowledge off the Trade and most importantly the needs of the Public ! Since the formation of NNC the Hackney Trade has been desimated and seriously destabilised ,With many Drivers/Owners Opting to depart the Business as a result of additional soaring costs and more regulations and costly courses.(Look at the Data on Drivers leaving over that last 3 years) I would also ask if an impact study has been done regards this recomendation ? I would strongly urge the executive committee/ elected members on this occasion to please listen to the Trade and the Public of whom we all serve , But i fear my concerns will not be brought to your attention when you meet in due course.</p>	<p>See 2 above</p> <p>No impact survey has been undertaken</p>
6	<p>Hi I'm against the remove off the zone thanks.</p>	<p>No comment</p>
7	<p>Hi! I dont agree with that removal zone at all.thanks</p>	<p>No comment</p>
8	<p>I disagree with the removal of hackney carriage zones</p>	<p>No comment</p>
9	<p>Hi We want the zone to stay the same. Thanks</p>	<p>No comment</p>

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10	I don't think it is a good idea I am quite happy working as I am I have been. a taxi proprietor for nearly 28 years and don't think all these changes you are making are an imprimovement to the profession the opposite you are discouraging people comming in to the trade Corby is a taxi town has been for 60 years and the people of Corby are happy the way it is as for the 4 years or under vehicle you can only buy it is crazy.	No comment
11	The objections of the trade from Corby Hackney owners association has been made quite clear to yourselves!i It is not in the consumer's interest	The Council's policy is that all hackney carriages will be wheelchair accessible. When
	in Corby or any other zone to allow drivers and vehicles to be of a lower standard than what is being used today. Simply put you will be allowing saloon cars to ply for trade at ranks and on the street that has always been done by purpose built or converted vehicles driven by licence holders who know where they are going! It is quite ridiculous to use a false premise that drivers should stay in the location that they drop to achieve a return fare.	the policy was introduced it was agreed that grandfather rights would permit existing vehicles which are not wheelchair accessible to continue to operate for a period of time. The Hackney Carriage and Private Hire Vehicle policy is to be reviewed within the next 12 months and the Authority may wish to review this position.
12	I am totally against proposed de zoning consultations.	No comment
13	I disagree with the dezoning proposals. The reason being that you will have taxis from the other towns taking spaces on the taxi rank. Which will cause bad feelings with drivers in the towns that they operate from. There are numerous other reasons that would cause arguments and disagreements between drivers.	If the decision is taken to introduce one zone then any licensed hackney carriage driver will have the legal right to go to any rank in the district. Any evidence of drivers behaving inappropriately as a result of the decision will be dealt with under the policy.
14	As a hackney carriage proprietor plate hc [REDACTED] being a driver since mid	Licence fees related to hackney carriages and

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	<p>eighties and now hearing 61 tears of age m vinding down and having to learn the expanding streets of corby is enc brain also having a disability I understand accessible vehicles b have always had a fleet of 114 wheelchair vehicles it's the price o licence that needs addressed as there is v has already caused a lot of my fellow I because of this me proposal don't try and well before this merge of councils.</p>	<p>private hire vehicles are costed to provide a cost neutral service. Work is currently under way to ensure that new fees and charges properly reflect the North Northamptonshire Council licensed vehicle service costs. It is understood that cost of living pressures are a significant factor in determining choices.</p>
15	<p>I feel the zones should be kept as they are as being a driver in Corby for over 27 years I'm still learning some of the new streets now. If someone from another zone was to start picking up then the customer will be getting charged a lot more for the fare for the simple fact that they won't know where they'll be going. This will be the same if I was to pick up in a different area.I hope you'll consider this when making your decision</p>	<p>See 2 above. The comment "I'm still learning some of the new streets now" is an indicator that the approach to the knowledge test is in need of review.</p>
16	<p>Hi,I am a cab owner and driver and I am totally against dezoning and I consurned about the effects on which it will have on my and all our community of taxi drivers.</p>	<p>No comment</p>
17	<p>I don't agree with dezoning. I think in my opinion if council will combined the zone there will be few problems. it will be very difficult for local taxi drivers to work specially in kettering on the rank. Main Rank we can park only 4 taxis. Basic knowledge of the area.to learn the roads in new area would be challenge.</p>	<p>There are currently 7 rank spaces in Silver Street/ Dalkeith Place Kettering for daytime use with an additional 10 spaces on the Horsemarket to service the night time economy. See 2 above with regards to knowledge tests</p>
18	<p>Hi I'm against the remove of the zones thanks</p>	<p>No comment</p>
19	<p>I am in the favour to remove zone Reason 1st customer have more easy excses to transport 2nd more compatatibe price 3rd and most important envourment frendly less dead milage and less emmission</p>	<p>No comment - supporting one zone</p>
20	<p>Disagree.</p>	<p>No comment</p>

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21	In response to your previous email I am getting back to you on the topic by disagreeing.	No comment
22	I Mr [REDACTED] licenced Hackney driver in Corby have many concerns about the rezoning rule implementation. I would like to know structures will continue, trading with in sky cabs. Does prices will have to fall in line with the rest of . Thus rendering our trade in corby at great risk of people in the town are on minimum wage or universal increase represents a major threat to our business. It s I can see what will happen to the knowledge test, will an I have to have street knowledge for the whole of looking at all the rule changes I find it hard to see how all rule changes on all vehicles.	See 1 & 2 above
23	<ol style="list-style-type: none"> 1. It will negatively affect the business of drivers in Corby. Corby drivers are not interested in going out to other zones to work and want to stay in Corby and drive loyal customers. 2. Local customers want local drivers. We have established great relationships with our customers over the years and we have a very good 	With regards to knowledge tests, see 2 above. With reference to the loyal customers comments, it is difficult to see the relevance to hackney carriage work. Hackney carriages working ranks pick up the next customer in

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	<p>reputation. Drivers from other zones won't have the same relationships and I am worried about them damaging our perception with locals.</p> <p>3. The argument for customers not being able to flag down a driver from another zone isn't relevant - in my experience of driving cabs for 16 years, when I have been in another zone, I have never had someone flag me down. We typically go in other zones when there are plenty of taxis on the road (such as for peak time account runs), so it doesn't give customers more options.</p> <p>4. They don't know our roads just as much as we don't know theirs. Driving taxis is about knowledge of the roads and the shortest route, especially when there are issues on the roads like roadworks or crashes. Also, customers often specify the route they want to take to their destination during the journey. How is a driver not from our zone able to react to dynamic changes. This is equally applicable to me driving in another zone.</p> <p>5. We have an extensive test and licensing process in Corby which takes time to learn the roads. How can I be expected to learn and pass tests for all roads across an additional 3 zones whilst trying to maintain my knowledge of Corby. I am approaching my 60s and it isn't easy to keep up with the new roads in Corby, nevermind to have to learn all other zones. This will also make the licensing and testing process more complicated and will add further costs to us as drivers</p>	<p>line and they may or may not know them. Any driver is expected to be professional and provide good customer service.</p>
24	<p>I would formally like to raise my objections with regards to North Northamptonshire removing the current licensing zones.</p> <p>I am currently, and have been a Hackney Carriage operator for 36 years within the wellingborough area and if fact my family have served the local Wellingborough area prior to, and during, the intial launch of the Hackney Carriage licensing within the borough, many many years ago. Over the years Wellingborough has implemented some of the highest standards with regards to vehicle, age, condition and even the colour. As a result of</p>	<p>The Authority has introduced the new North Northamptonshire Council Hackney Carriage and Private Hire Vehicle Policy to standardise requirements across the trade. There is a window where there are still differences but this will be closed in time.</p> <p>All drivers are expected to be at the same level.</p> <p>No driver loses their licence for failing a test. The option to re-sit is available.</p>

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	<p>this Wellinborough has has some of the most distinguished taxis in the country (yellow) and more specifically a ceratin shade of yellow, thus</p>	
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ensuring that they are easily identified by members of the public. Although this has added additional cost to the operators it has given the public and more importantly the old, young and vulnerable people the ability to feel safe knowing that the car they are entering is in fact a local taxi.

In addition to this Wellingborough has also had some of the most stringent rules with regards to the age, specification and condition of vehicles and when you compare to its nearest Zone (East Northants). As a result of this Wellingborough operators have been forced to invest thousands of pounds when purchasing new vehicles to meet the age limit, standards and colour requirements (respray for licensing). As the standards within Wellllingborough have enforced and maintained for so long i cannot understand why council are prepared to lower these the standards to allow operators from other zones, with much lower standards or vehicle requirements to operate with Wellingborough creating confusion and risk to the public..

Whilst the current Hackney carriages standards (colour) allow the public to identify licenced vehicles correctly eliminating the current zones would leave the public ar risk of getting into an unlicensed or private hire vehicles without the knowledge of such.

Over the years Wellingborough has had, and still has, issues with private hire vehicles illegally plying for hire putting the public at risk. This has been ongoing and has never been managed by the licensing authority, to allow the dezoning of the hackney carriages will create further confusion and risk to the public not knowing what vehicles are licensed to convey passangers. Please remember they have had and been familiar with Yellow saloons or Black taxis that were introduced 24 years ago.

In addition to the above concens i would also like to bring to your attention the financial implications of this. Approximately 10 months ago i

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	<p>replaced my vehicle and to meet the current standards. During this process i sent various emails and pictures of the vehicle to the council to</p>	
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ensure that it met the strict standards. The pictures that were sent of the vehicle were to show what i would have classed as tinted windows in the rear. The response i had was that i would have to purchase the vehicle and hope that it met the required standards but there was no guarantee. As this was high risk i was forced to look for another vehicle that required me to invest over £20,000 to do so, yet the licensing authority in East Northants were accepting vehicles of a much lower standard that could be purchased for less than £5,000....How on earth can this be considered as fair competition.

If the zones are to be removed and the standards currently operating in Wellingborough reduced by allowing vehicles with a much lower standard and age of vehicle to operate, (previously licensed within East Northants) are the council going to compensate current operators that have invested thousands ?

Whilst i understand that standards and requirements change, logic has to be applied. If the council propose to eliminate the zones wouldn't this be prudent to do so when the same standard and vehicle requirements actually comes into force. i.e the current proposal of electric hackney carriage taxis.

There have been Further financial impacts as a result of the enforced price increase, that resulted in Hackney Carriages losing out of town work into other zones due to the high fares and has pushed this work to private hire vehicles.

I would also like to raise my concerns with the requirements enforced for current drivers to complete the new tests

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As an example: I have been driving a licensed hackney carriage vehicle in the borough since 1988 and whilst doing so am proud to say that i have never has a complaint made against me in person or to the council

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in relation to my driving standards, my level of English and maths, routes taken or conduct, yet if i make a mistake on one of these tests i would be forced out of work with costs for the vehicle still required....can this really be considered as fair? Would you consider it reasonable to take away someones livelihood because they made a mistake on a test even though they had been doing the job for 36 years without complaint.? To compound this even further the council has introduced these new test to existing drivers, how on earth can this be considered a required standard where a driver can continue to be a fit and proper person to hold a hackney carriage license for the remainder of his licence period (potentially three years) but when renewing might fail a tests that could result in his license not being renewed. Do you sit tests to keep your job ???. I totally accept and support high standards, and agree that new drivers should complete these tests but i cannot understand or support this for current drivers unless complaints have been received. However, I would suggest where complaints have been received, the driver should be interviewed and if the driver found to be at fault the relevant applied.

I hope you can consider my comments and continue to support the individual licencing across the four zones. I would appreciate your consideration to the fairness of testing for current drivers.

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25	<p>Hi I would like to put my views across for the removal of Hackney zones. Just in case my last one was "lost"</p> <ul style="list-style-type: none">• what % of drivers from each zone do you propose will enter the other zones for work• is this free run or by way of having a job...Cross borders if you will• how was this data collected• can this data be made available to scrutinise• from what can be estimated via group chats and social media. The cross will happen if any between Wellingborough and Rushden; then Kettering and corby. Anything else the distance to too great, just to drive to the other zone. Which will mean in 4 years Wellingborough and	<p>Many of the points raised here have been addressed above. The reference to the Judicial Review of North Yorkshire Council who have gone through the removal of zones relates to alleged errors in process.</p>
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	<p>Rushden will not have any hackney's as everybody is committed not to change to WCV</p> <ul style="list-style-type: none"> • what will be done in ways of enforcement for when drivers take issue with other drivers being on the rank • knowledge test across the 4 zones. With technology is this needed if de-zoned. The test is costly and out dated. With needing to know 382 sq miles. London covers 6 sq miles <p>Councils such as below have done or are doing away with it</p> <ul style="list-style-type: none"> • bury • Plymouth • TFL considering • what lessons are being learnt from the judicial review happening Currently in North Yorkshire • what guarantees will we be offered that we will not be breaking the law • safety - the taxi licence main purpose is to maintain public safety. This will not make a difference either way, so why implement <p>As a side issue. I have floated an idea which seems to be gaining pace....if the council would agree to having a mixed fleet. Wellingborough and Rushden would support the changes. With Kettering not really voicing an opinion. That would only leave corby in disagreement.</p>	
26	<p>Does this mean taxis from other areas can work from Kettering Taxi ranks. If so the zones shouldn't be removed as it is already difficult to get on the Taxi ranks in Kettering at the weekends.</p>	No comment

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27	I have been a Hackney carriage operator in Corby since 2007. In that time I have also represented the Taxi owners and drivers in dialogue and opinion with the then Town Council. These meetings were in my opinion the best way of inclusion on decision making and real life scenarios that would occur within the trade. Since the new Licensing Authority has come into place there has no longer any dialogue, or the dialogue that has taken place has been unprofessionally not minuted which is inept to say the least. The zones should remain as they are. The public deserve	No comment
	the best possible service and by maintaining the zones the public will be served. The councillors should take note of this. In one of the Licensing committee meeting's I attended it was put to the councillors that if I were to take a fare to Wellingborough and there was somebody waiting on a rank for a taxi I would have to drive straight back to Corby as I was not permitted to ply for hire in another Zone. Which I and all the other Hackney drivers throughout the Zones are aware of, what was disappointing was that the councillors sold it to one another that the person on the rank wanted to go to Corby and the poor Corby taxi driver couldn't take the fare. It was absolutely ridiculous coming out with a 1 in 100 million chance of that ever happening it put a slant on the whole case or biased leaning towards what they want Which is de zoning. I'm going to fight this all the way.	
28	Good morning I am totally against proposed deboning as it will highly effect my business which I have worked hard to build for 19yrs	No comment
29	Good evening I'm writing this email about the the proposed Hackney carriage zone change. I don't believe it's fair on us as a Hackney driver having already done all the tests. To pass also the new driving and wheelchair tests. Just for us to be told we need to do a new test for all of North Northamptonshire. I only want to be able to pick up in the kettering zones as this is my where I live.	See 2 above

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30	I am against the dezoning.	No comment
31	I think it's better if the zone restrictions finished many thanks	NO Comment - supporting one zone.
32	Hi I strongly oppose to this as this will make nearly impossible for any driver to pass the Hackney licence and plus the local public will suffer as well as they will not have any Hackney drivers left to serve the public. Thks	No comment
33	I am totally against this , and believe it is a ridiculous idea !	No comment
34	Good morning Taxi licensing Team. I'm agains the removing of zone. Regards	No comment
35	Note this response follows the format of the consultation on the website) 1 In what capacity are you responding to this survey?	No comment to much of what has been said here.

Appendix B

<p>Hackney Carriage driver/proprietor, Resident of North Northamptonshire Other: The proposal 2 To what extent do you agree or disagree with the proposal to remove the zones? Strongly disagree 3 If you think the proposal would have a positive impact, then please tell us why here: Positive impacts: 4 If you think the proposal would have a negative impact, please tell us why, along with any suggestions on how any potential negative impacts could be reduced or avoided: Negative impacts: I don't agree that zones should be merged. There isn't sufficient place in Kettering silver street Taxi rank as customer doesn't come to any other taxi rank and there are always queuing to get a spot to pick a fare if other zones Hackneys are allowed things will get more worse for Kettering drivers. I understand the reason you stated that why zone should be merged. "While the Authority's new policy requires that all new hackney carriages are wheelchair accessible, this will take time to impact on the whole fleet so, in the meantime, the removal of zones will allow these existing vehicles to operate across the whole Authority area." But if someone needs a wheelchair Hackney vehicle they can always private hire a Hackney vehicle from other zones. 5 If there is anything else that you would like to tell us that you have not already told us, you can do so here: any other comments: The business is already low because of cost of living crisis the vehicle requirements for the new Hackney carriage isn't affordable for most of the driver as it costs around 50K. This will cause disappearing of the Hackney carriage in the future. In West Northamptonshire the Hackney carriage vehicle is allowed to have wheelchair access from the rear and</p>	<p>With regards to rear wheelchair access on hackney carriages, this was never considered as sufficient access to the rear of a hackney carriage when queueing on a rank would not be possible and the customer is most likely to have to go down and up kerbs and be in the highway for access to and egress from the vehicle.</p>
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Appendix B

	those vehicles are affordable and more economical to run the business please consider to allow those types of vehicles in North Northamptonshire. Thanks	
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Place and Environment Scrutiny Committee

Tuesday 30th April 2024 – 7pm

Report Title	Developer Contributions Scrutiny Panel Final Report
Report Author	George Candler Executive Director for Place & Economy (Deputy Chief Executive) George.candler@northnorthants.gov.uk

Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	Choose an item.
Which Corporate Plan priority does the report most closely align with? Our priorities for the future North Northamptonshire Council (northnorthants.gov.uk)	Choose an item.

List of Appendices

Appendix A – Climate Change Impact Assessment tool

1. Purpose of Report

- 1.1. Following the decision of the Scrutiny Committee in 2023 to establish a Scrutiny Panel to review the Council's Developer Contributions function, this report provides an overview of the work of the Panel between December 2023 and April 2024, and sets out the recommendations made by the Panel to help guide the continued improvement of the service.

2. Executive Summary

- 2.1. Developer Contributions are a matter of local significance. It is therefore important that the Council has assurance through its scrutiny process that there are effective governance arrangements in place to ensure the service is fit for purpose, and delivering the best possible outcomes for North Northamptonshire and its residents
- 2.2. The Place & Environment Scrutiny Committee identified a need for a more detailed review of Developer Contributions (commonly referred to as Section 106 (S106) obligations) and a Developer Contributions Scrutiny Panel was

established, to review the operations of the Council's Developer Contributions service. This included work to address the findings of an audit report and peer review carried out between April 2021 and September 2022, which highlighted areas for improvement across different aspects of the service, including legacy arrangements.

2.3. A Scoping Report was presented to the Committee in October 2023 setting out the rationale, purpose and approach of the Panel. It was confirmed that a series of focused meetings be held during December 2023 – April 2024 to review and investigate the Council's approach to Developer Contributions, including the following areas:

- 2.3.1. Policy and legislative framework
- 2.3.2. Issues and opportunities in the current system
- 2.3.3. Addressing the audit and peer review outcomes
- 2.3.4. Monitoring, reporting and governance processes
- 2.3.5. Project delivery
- 2.3.6. Future areas of focus

2.4. Following this review the Panel would provide a series of recommendations for the service to support continued improvement and provide continued assurance with respect to the effective governance of developer contributions for the Council.

2.5. The purpose of this report is to advise Councillors of the key findings and recommendations of the Panel.

2.6. The recommendations of the Developer Contributions Scrutiny Panel for consideration for the scrutiny committee are:

- (a) That there is a mechanism for councillors, town and parish councils, to access (either directly or via the Developer Contributions team) details regarding S106 Agreements within their respective areas, including information on new and historic S106 Agreements.
- (b) That councillors are notified regarding the signing of any new S106 Agreements within their wards and the contributions that these will provide.
- (c) That councillors, town and parish councils are better informed of the process for putting forward comments in relation to S106 requirements within their wards during consultation stage on new planning applications, supported by easy-to-use guidance setting out the types of contributions that may be secured based on adopted policy, evidence and strategic priorities.
- (d) That details of all relevant policy documents relating to securing S106 obligations be easy to locate on the Council's website.
- (e) To explore (where appropriate) the use of bonds to provide added security to the Council in respect of S106 contributions payable.
- (f) That an annual report be presented to councillors detailing S106 funds requested, secured, collected, spent and returned, and confirming future priorities for project delivery.
- (g) That work continues to complete the restructure of the service to support the management of S106 Agreements and ensure sufficient resources and capacity are in place to enable improvements to be implemented.
- (h) That work to move legacy S106 records into a single new ICT system for Planning continue, supported by the Transformation team, enabling a more harmonised and streamlined monitoring and reporting process for Developer Contributions.

2.7. Reason for Recommendations

- To support continued improvement of a significant area of the Council's work.
- To align with the Council's transformation outcomes.
- To accord with legislation and adopted policies of the Council.

3. Report Background

- 3.1. North Northamptonshire has a strong history of delivering growth, in terms of housing and employment.
- 3.2. Between 2011 to 2021, the population grew at more than twice the national average and there remains significant potential to deliver new homes and jobs, in particular through Sustainable Urban Extensions, supported by adequate investment in infrastructure.
- 3.3. Developer contributions (secured in North Northamptonshire through Section 106 legal agreements) are an established mechanism through which developers contribute towards the provision of such additional services and infrastructure required as a result of development.
- 3.4. The focus of developer contributions is largely on site-specific mitigations. They will usually only be applied to secure delivery of additional infrastructure capacity over and above the existing level of provision. However, in some cases these contributions may also support the delivery of larger, strategic scale schemes.

Policy & Legislative Framework

- 3.5. Developer contributions may only be sought where they meet the three legislative tests, as set out in Regulation 122 of the Community Infrastructure Levy (CIL) Regulations and paragraph 57 of the National Planning Policy Framework 2023. This demands that planning obligations must only be sought where they meet all of the following criteria:
 - Necessary to make the development acceptable in planning terms
 - Directly related to the development; and
 - Fairly and reasonably related in scale and in kind to the development
- 3.6. Failure of a local planning authority to demonstrate compliance with these three tests may result in contributions being removed from S106 agreements and may also result in legal challenge.
- 3.7. The adopted North Northamptonshire Joint Core Strategy (Local Plan Part 1) sets out the strategic need for delivery of and investment in infrastructure through developer contributions, and this is further supported by the Part 2 Local Plans (including Site Specific Plans), the adopted Minerals and Waste

Plan, and a range of Supplementary Planning Documents, guidance and other adopted policy frameworks.

- 3.8. These documents together form the basis of any request for Developer Contributions made in response to proposed new development and are the starting point for identifying the types of project that may be delivered as a result. It was reported to the Panel that all of these documents are available to view on the Council's website in its 'Growth, plans and policies' section¹
- 3.9. Other statutory bodies and infrastructure providers (such as NHS England, the Police and Fire Service, Natural England or National Highways) will also be able to secure Developer Contributions where necessary and where impacts on their services and facilities are identified. In the majority of circumstances, those parties will be responsible for evidencing their own requirements and identifying the specific measures necessary to support growth. The Council plays an important role in supporting this work however, through collaboration at plan setting stage, consultation on planning policy and new applications, and working in partnership on schemes where there is mutual benefit to joint working.
- 3.10. The Panel considered it important for councillors, and local town and parish councils, to have a greater understanding of the types of infrastructure that could be secured through Developer Contributions, and to have clearer guidance available to them to support any potential future requests. It was also viewed important that these same parties are notified when new S106 Agreements were signed, and to make it easy to request or to directly access information regarding developer contributions secured from sites and S106 funded projects in their areas.

Issues and Opportunities in the current system

- 3.11. A key area of concern highlighted by the Panel was that of viability and the ability of the Council to respond to these challenges effectively.
- 3.12. Viability considerations need to be taken into account in accordance with National Planning Practice Guidance, which sets out that the total cumulative cost of all relevant policies should not be of a scale that will make development unviable.
- 3.13. Where viability concerns are highlighted by an applicant, the Council will undertake an assessment and where necessary instruct an external viability expert to provide expertise. In the event that this results in confirmation that a scheme is unviable when considering the full cost of developer contributions, then an appropriate level of reduction may be agreed, informed by service areas, strategic priorities and adopted policies. Any such circumstances will also be reported to the relevant planning committee for consideration before a decision is reached.
- 3.14. The Panel considered that it was critical for councillors to understand viability concerns if this had potential to impact on delivery of infrastructure, and highlighted the importance of these being considered by the relevant

¹ <https://www.northnorthants.gov.uk/growth-plans-and-policies>

planning committee. It was also suggested that where deeds of variation to existing S106 agreements were sought on viability grounds (which could potentially lead to a reduction in future S106 contributions), that there be closer engagement with councillors to explore the impacts of this and that local communities are better informed of any resulting changes.

- 3.15. The Panel explored the different options available to the Council regarding enforcement of S106 obligations, for example in the event of a financial obligation not being paid when due, non-delivery of a specific obligation, or in the event of a developer going into administration before discharging its obligations. This includes a range of measures, including planning enforcement, debt recovery or potential legal action being instigated. Where necessary, any action will be assessed on a case-by-case basis with the relevant services and with input from legal services as to the most appropriate course of action.
- 3.16. Recognising the mechanisms already in place to enforce obligations, Panel members asked whether there might be a way to further mitigate or manage any potential risk to the Council of late or non-delivery, by exploring the use of bonds in respect of developer contributions. Such an approach would grant the Council a considerable degree of certainty that funds could be claimed in the event of a default occurring, to ensure the necessary infrastructure works could be completed. The Panel recommended that this proposal be considered in more detail.

Addressing the audit and peer review outcomes

- 3.17. Prior to the establishment of North Northamptonshire Council on 1st April 2021, each of the legacy authorities had different arrangements in place for managing developer contributions, with each authority also using its own database or system for monitoring compliance.
- 3.18. Early in 2021/22 it became apparent that the level of detail, accuracy and completeness of some of the monitoring records that had transferred into the Council via the legacy authorities varied considerably, and an internal audit identified number of areas for improvement to improve consistency and increase the level of assurance provided through harmonised governance and reporting arrangements.
- 3.19. In addition to the audit, the Planning Advisory Service peer review of the Council's planning service in 2022 reported a perception amongst some of those consulted that the Council was "not getting the most" out of Developer Contributions, and that there was a perceived lack of visibility over what had been accomplished – noting however that works was already underway to address these concerns.
- 3.20. As a result of the audit and peer review findings a number of actions were implemented by the developer contributions service, including:

3.20.1. Constructing an accurate and up to date record of all S106 Agreements currently in place

- 3.20.2. For each S106 Agreement confirm the raising of invoices and receipt of income in accordance with trigger points and verify that spend has occurred in accordance with requirements
 - 3.20.3. Introduce a consistent process and systems for administering, recording and monitoring S106 Agreements including standardised policies and procedures, and establishment of multi-disciplinary meetings where appropriate
 - 3.20.4. Formally define the role of officers with responsibility for administering S106 Agreements and identify sufficient resources to perform this role across North Northamptonshire
 - 3.20.5. Introduce regular reconciliation of planning and finance records in respect of S106 income and expenditure
 - 3.20.6. Implement a formal reporting process to senior management and at committee level that is consistently applied across the Council
- 3.21. The progress of the Developer Contributions service in responding to the recommendations of the 2021 audit report has been reported at regular intervals to the Council's Audit and Governance Committee, culminating in the re-audit of the service in early 2023. This concluded that significant improvements had been made since the original audit and resulted in an improved rating of 'Satisfactory' for the service, which was reported back to the Committee in June 2023.
- 3.22. It is however recognised that some areas of activity are ongoing – for example with resources and capacity being linked to the wider restructure of Place & Economy which has not yet completed, and the Council's move to a new ICT system for its planning services which will incorporate a platform to assist with monitoring S106 Agreements, reducing reliance on manual reconciliation and helping the service to be more effective and efficient as a result.
- 3.23. The Panel recommended that work on these areas continue to be a priority for the Council, to support the continued improvement of the developer contributions service.

Monitoring, reporting and governance processes

- 3.24. As highlighted above, a key area of focus for the developer contributions service, working with the Assistant Director of Growth & Regeneration, has been to provide a clear way forward to resolve legacy issues and improve the effectiveness of the service. This has included a review of processes and governance arrangements, culminating in the development of a new internal protocol for the management of developer contributions.
- 3.25. The protocol establishes clear internal processes for delivering a fully integrated end-to-end S106 developer contributions function for the Council, operating in a consistent, structured and managed way that provides high levels of assurance across all areas within its scope. This includes:
- 3.25.1. Clear procedures and responsibilities for collecting and allocating S106 contributions

- 3.25.2. Clear procedures and responsibilities for discharging S106 obligations
 - 3.25.3. Regular monitoring and reporting requirements
 - 3.25.4. Proposals for the production of clear and publicly accessible information relating to S106 matters
- 3.26. The protocol also sets out the establishment of a new Developer Contributions Board, to oversee the effective implementation of the protocol and to support the effective planning, prioritisation and governance of S106 developer contributions across all directorates.
- 3.27. A draft of the protocol was presented to the Planning Transformation Board in August 2023 and subsequently to the Developer Contributions Board for review and comment prior to its implementation in October 2023.
- 3.28. The Developer Contributions Board will oversee the production of the Council's infrastructure funding statement – an annual report detailing the amounts of S106 funding secured, received, spent, and (where applicable) returned by the Council in the previous reporting year, and outlining future priorities for project delivery. These reports will be published annually on the Council's website, improving transparency and access to information on S106 developer contributions for local communities.
- 3.29. The Panel recommended that the annual report be provided to councillors for information.

Project Delivery

- 3.30. Ensuring delivery of the infrastructure required as a result of new development is critical in supporting growth, creating sustainable communities and mitigating the impact of development on existing services and facilities.
- 3.31. In order to account for inflationary costs between the date of a S106 Agreement being signed and a payment being received by the Council, all financial contributions secured through S106 Agreements are required to be 'index linked'. This provides certainty for the Council that the funding it will receive in future will be able to cover the actual future cost of delivering the infrastructure.
- 3.32. The Panel highlighted a number of specific sites and projects from across North Northamptonshire where there had previously been perceived delivery issues, and the reasons behind this.
- 3.33. In some cases, it was considered that the wording of a particular obligation in a S106 Agreement could provide greater flexibility for the Council and/or Developer to respond to changing patterns in demand for infrastructure – for example to address cumulative impacts across a wider area or to respond to changes in take up of specific services e.g., school provision. This would also help the Council to respond to new priorities for infrastructure delivery as they arise.

- 3.34. It was however recognised that in all instances, there is a continued need for the Council to demonstrate that developer contributions meet the legislative tests (as set out above).
- 3.35. The Panel recommended that the developer contributions service continue to work with the Council's legal services to review standard template S106 clauses to improve their effectiveness and strengthen the Council's position.
- 3.36. The Panel also recommended improved communication between services and local communities regarding delivery of projects in their areas supported through S106 developer contributions.

Future areas of focus

- 3.37. Whilst a substantial amount of work has been carried out to date by the developer contributions team to respond to the historic challenges inherited by the Council and address the findings of the audit report and peer review, there are a number of further areas of work that have been identified for future development, both as a result of continued review and improvement of the service but also as a result of the input of the Panel.
- 3.38. A key recommendation of the Panel was to support local town and parish councils gain an improved understanding of the range and type of S106 developer contributions that they could potentially seek to secure in future, and the types of projects that these could be used to deliver mindful of the three legislative tests set out in above. The developer contributions service will also work with the Transformation team leading on the ICT planning service project to identify where there might be opportunities to deliver improved public access via the website to S106 data.
- 3.39. As outlined above, there is already a range of policy and guidance documentation available on the Council's website setting out the adopted approach to securing developer contributions, however much of this was developed and adopted by the legacy authorities prior to local government reorganisation and whilst there is an overlap across specific services there remain some historic differences.
- 3.40. The Panel recommended that clear and consistent guidance be provided to town and parish councils, to support the identification and prioritisation of local schemes.
- 3.41. Coupled with this, it was recommended that the developer contributions service work closely with the planning policy team and with service areas to ensure a consistent approach to S106 as part of the emerging work on the update to the Local Plan.

4. Issues and Choices

- 4.1. Recognising the progress that has been made since 2021 by the developer contributions service in addressing historic weaknesses identified in the 2021 audit report and 2022 peer review, it is now a good opportunity for the

Council to assess the current position and make recommendations for further improvement – both in the short and long term.

- 4.2. The Scrutiny Committee is requested to review the progress made in responding to the audit and peer review recommendation, note the actions still underway and support the recommendations for further improvement set out herein.

5. Next Steps

- 5.1. As outlined above, the Council's developer contributions function will work to implement the recommendations as set out, working with colleagues across different service areas as well as external partners to support delivery of a consistent, streamlined and efficient service. This will also involve identifying best practice and shared learning opportunities with other authorities, building on existing regional partnership networks – both formal and informal.
- 5.2. A report on the recommendations set out in this paper will be presented to the Council's Executive.

6. Implications (including financial implications)

6.1. Resources, Financial and Transformation

- 6.1.1. There are no direct financial implications arising directly from this report. However the effective governance of S106 developer contributions is an area of significance for the Council, being a key mechanism for ensuring that financial and non-financial obligations relating to the delivery of infrastructure projects are complied with to meet the needs of planned for growth and to effectively mitigate the impact of development.
- 6.1.2. It is also important that the synergies and interdependencies between some of the recommendations set out and wider transformation initiatives (such as the restructure of the Growth and Regeneration service and the ICT planning transformation project) are acknowledged. Effective implementation of these wider transformation schemes will help to support delivery of the recommendations set out in this report, by providing the resources, capacity and systems that have been identified as necessary to the continued improvement of the service..

6.2. Legal and Governance

- 6.2.1. There are no direct legal implications resulting from this report, as it sets out actions for service delivery improvements. It should however be noted that developer contributions secured through S106 obligations are legally binding on both the owner/developer of the relevant site and the Council.
- 6.2.2. Ensuring an effective governance process is in place to oversee management of S106 agreements is therefore a key component of providing the necessary assurance to the Council that these obligations are being complied with, minimising risk and supporting infrastructure delivery.

6.2.3. The recommendations set out in this report will support this process, in addition to which the continued operation of the Council's Developer Contributions Board will provide effective internal governance and oversight of decisions relating to the allocation and expenditure of S106 contributions.

6.3. Relevant Policies and Plans

6.3.1. The adopted North Northamptonshire Joint Core Strategy (Local Plan Part 1) and associated Part 2 Local Plans, Supplementary Planning Documents, Infrastructure Delivery Plan, adopted Minerals and Waste Plan, and Planning Obligations Framework: Creating Sustainable Communities (2015, as amended) set out the overarching policy basis which underpins the Council's approach to S106 developer contributions.

6.3.2. All relevant policy documents can be found on the Council's website: <https://www.northnorthants.gov.uk/growth-plans-and-policies>

6.3.3. The recommendations set out in this report are in line with the Council's Corporate Plan, particularly the commitments to create safe and thriving places, provide a green, sustainable environment, support connected communities and provide modern public services.

6.3.4. Activity undertaken as a result of the recommendations in this report will help to promote a harmonised, streamlined and efficient service, support delivery of infrastructure priorities and improve transparency for local communities regarding developer contributions in their area

6.4. Risk

6.4.1. There are no significant risks arising from the recommendations of this report. However, delivery of an effective S106 developer contributions service is a priority for the Council. The recommendations set out above have been designed to build on the response already underway in relation to responding to the 2021 audit and peer review, helping to further minimise potential risk and improve service delivery. Those actions still ongoing at this time are included on the Council's risk register for continued monitoring and review. These actions include delivery of additional capacity and resources through the restructure of the Growth and Regeneration service and delivery of the ICT Planning service transformation project.

6.5. Consultation

6.5.1. No consultation is required in relation to this report.

6.6. Consideration by the Executive

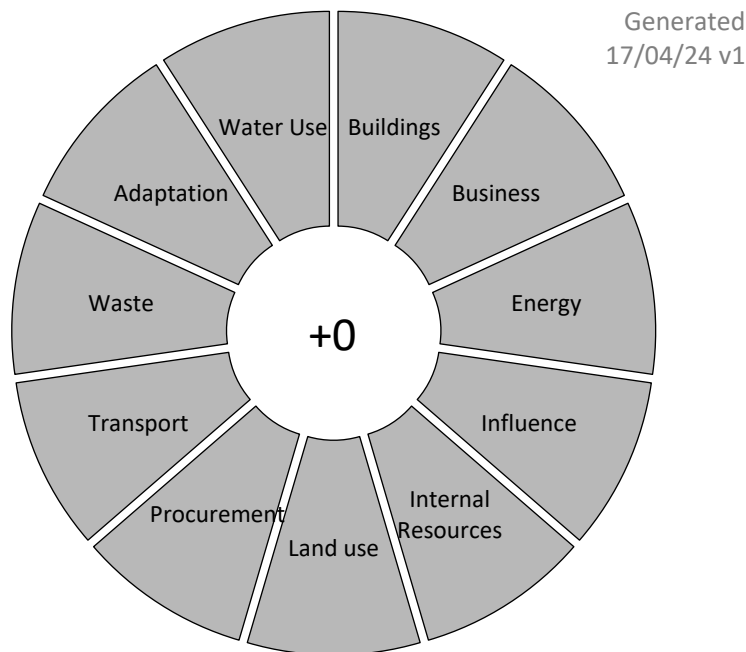
6.6.1. No prior consideration or decisions have been made by the Executive in respect of the recommendations set out in this report.

6.7. Equality Implications

6.7.1. There are no equality implications arising from the recommendations of this report.

6.8. Climate Impact

- 6.8.1. The climate change impact assessment has been completed, showing zero impact directly as a result of the recommendations of this report.
- 6.8.2. The infographic shows the relative costs and benefits of the decision on 11 different categories with respect to the climate: Buildings, no effect. Business, no effect. Energy, no effect. Influence, no effect. Internal Resources, no effect. Land use, no effect. Procurement, no effect. Transport, no effect. Waste, no effect. Adaptation, no effect. Water Use, no effect:



North Northamptonshire Council has committed to being a carbon neutral organisation by 2030, 5 yrs & 8 mos away.

- 6.8.3. A Climate Change Impact Assessment will need to be carried out in relation to individual projects supported through S106 developer contributions in order to ensure appropriate impacts are identified and considered..

6.9. Community Impact

- 6.9.1. The recommendations set out in this report will support the continued improvement of the Council's S106 developer contributions function which will in turn have a positive impact on local communities by reducing complexity, improving communication and transparency of S106 related matters and supporting delivery of infrastructure projects across North Northamptonshire to help mitigate the impact of development.

6.10. Crime and Disorder Impact

- 6.10.1. There are no direct Crime and Disorder impacts relating to the recommendations set out in this report.

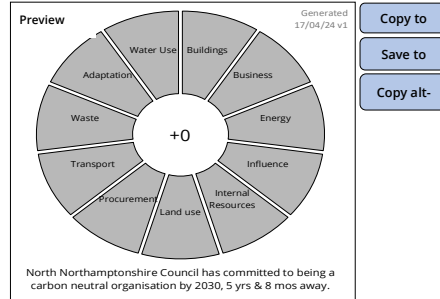
7. Background Papers

- 7.1. Town and Country Planning Act 1990 (as amended): [Town and Country Planning Act 1990 \(legislation.gov.uk\)](#).
- 7.2. Community Infrastructure Levy Regulations (2010) as amended: [The Community Infrastructure Levy Regulations 2010 \(legislation.gov.uk\)](#).
- 7.3. Report to Scrutiny Committee (31 October 2023) - Proposed Scoping for Developer Contributions Scrutiny Panel and Appendix:
 - 7.3.1. [Scrutiny Report - Developer Contributions Scrutiny Panel Scoping Oct 23.pdf \(modern.gov.co.uk\)](#)
 - 7.3.2. [Appendix - Draft Scrutiny Review Panel Scoping - Developer Contributions 20 Oct 23.pdf \(modern.gov.co.uk\)](#).

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Climate Change Impact Assessment Tool (v1)

Directorate & Service Area	Place and Economy
Report Name	Scrutiny Panel Report - S106 Developer Contributions
Report date	15/04/2024
Report author & role	George Candler - Executive Director of Place & Economy
Proposal Summary	Report to set out recommendations of the Scrutiny Panel regarding management &
Export filename	Scrutiny Panel Report - S106 Developer Contributions CClA 15.04.2024.png



Category	Impact	Notes / justification for score / existing work (see guidance sheet or CClA detailed notes for more information)	Score (-5 to +5)	Mitigations (If the impact is negative, please provide a mitigating action for reducing the impact going forward)
Buildings	Building construction	N/A		
Buildings	Building use	N/A		
Buildings	Green / blue infrastructure	N/A		
Buildings				
Business	Developing green businesses	N/A		
Business	Marketable skills & training	N/A		
Business	Sustainability in business	N/A		
Business				
Energy	Energy efficiency	N/A		
Energy	Reducing energy demand	N/A		
Energy	Switching to low-carbon energy supply	N/A		
Energy				
Influence	Communication & engagement	N/A		
Influence	Wider influence	N/A		
Influence	Working with communities	N/A		
Influence	Working with partners	N/A		
Influence				
Internal Resources	Material / infrastructure requirement	N/A		
Internal Resources	Staff time requirement	N/A		
Internal Resources	Staff travel requirement	N/A		
Internal Resources	External funding	N/A		
Internal Resources				
Land use	Carbon storage	N/A		
Land use	Improving biodiversity adaptation	N/A		
Land use	Natural flood management	N/A		
Land use				
Procurement	Food & Drink	N/A		
Procurement	Products	N/A		
Procurement	Single-use plastic	N/A		
Procurement	Services	N/A		
Procurement				
Transport	Decarbonising vehicles	N/A		
Transport	Improving infrastructure	N/A		
Transport	Demand reduction	N/A		
Transport	Supporting people to use public transport	N/A		
Transport	Supporting people to use active travel	N/A		
Transport				
Waste	End of life disposal / recycling	N/A		
Waste	Waste volume	N/A		
Waste				
Adaptation	Drought vulnerability	N/A		
Adaptation	Flooding vulnerability	N/A		
Adaptation	Heatwave vulnerability	N/A		
Adaptation				
Water Use	Improving water-use efficiency	N/A		
Other	Other 1			
Other	Other 2			
Other	Other 3			
Other	Other 4			

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Place & Environment Scrutiny Committee

Tuesday, 30th April 2024

Report Title	Carbon Management Plan Annual Report 2022/23 Scrutiny Panel Feedback
Report Author	Jonathan Waterworth Assistant Director Assets & Environment

Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	Not applicable
Which Corporate Plan priority does the report most closely align with? Our priorities for the future North Northamptonshire Council (northnorthants.gov.uk)	Green, sustainable environment

List of Appendices

Appendix A – Carbon Management Plan Annual Report 2022/23

1. Purpose of Report

- 1.1. This report provides a summary of the work that has taken place toward the delivery of the Carbon Management Plan (CMP) and the Council's goal to become a carbon neutral council, by 2030 from December 2022 – December 2023, and seeks comments/ feedback from the Committee prior to the report being considered by the Executive for approval.

2. Executive Summary

- 2.1 In December 2022, the Executive approved North Northamptonshire Council's (NNC) CMP, which set out how the Council will achieve its goal of becoming carbon neutral by 2030. The CMP also established the Council's baseline carbon emissions based on available 2021/22 data and identified key areas of focus to achieve its targets, through carbon emission initiatives and carbon offsetting.
- 2.2 The Plan has been reviewed quarterly by the Sustainable Communities Executive Advisory Panel, and the Annual Report reflects progress made from the period December 2022 – December 2023. This report details the recommended changes, proposed new activities, and provides an update on the Council's carbon footprint.

3. Recommendations

- 3.1. It is recommended that the Place and Environment Scrutiny Committee:
- (a) Notes the positive work undertaken toward the delivery of the CMP;
 - (b) Provides comments and feedback on the findings of the CMP Annual Report at Appendix A.
- 3.2. Reason for Recommendations:
- The CMP Annual Report sets out progress on the key areas of focus for the Council to achieve its target to be carbon neutral by 2030.
 - The CMP Annual Report supports the Council's ambition for climate change mitigation as set out in the Corporate Plan.
 - Whilst the projects within the CMP require financial investment, they will provide both operational efficiencies and carbon savings.
 - The updates set out in the report compliment a number of existing environmental policies, such as the Pollinator Strategy and Tree Management and Care Policy.

The recommendation will be subject to Executive approval on 13th June 2024.

- 3.3. Alternative Options Considered:
- The alternative option is not to publish the CMP Annual Report. This would not align with the Council's declaration of a climate and environment emergency, or wider strategic priorities. This option is therefore not recommended.

4. Report Background

- 4.1 In July 2021, the Council declared a Climate and Environment Emergency and subsequently the Council committed to becoming carbon neutral by 2030. The Council's Carbon Management Plan was approved in December 2022 to support this goal.
- 4.2 Further, as part of the 2021/22 budget setting process, the Council earmarked £1m of reserves funding over three years to support the Council on its journey to becoming carbon neutral. This report also provides an update on funding spend.
- 4.3 The CMP Annual Report (Appendix A) provides an overview of progress made in delivering the CMP after its first year; covering December 2022 to December 2023, including recommended changes, and proposed new activities. It also provides an update on the Council's carbon footprint, highlighting changes from the previous year's monitoring and original baseline.

5. Issues and Choices

- 5.1 The CMP Annual Report is the first opportunity for the Council to illustrate progress made toward the delivery of the plan and to becoming carbon neutral. It has been developed with input from services across the Council, recognising that a cross-directorate approach must continue to be taken to ensure the Council's ambition is achieved.
- 5.2 **CMP Annual Report: Carbon Footprint Update**

5.2.1 The December 2022 CMP detailed that as a new organisation we did not have a historic baseline of carbon emissions from which to work from, and that work would need to be undertaken to build on the quality of the emissions data in the coming years. This included expanding the range of Scope 3 reporting to consider the wider impact of our operations, with an anticipation that our reported CO₂e emissions would rise requiring a revised baseline¹. The inclusion of Scope 3 emissions goes beyond what is required of Local Authorities but has been included to illustrate the Council's commitment to climate change and transparency of the impact of its operations.

5.2.2 As part of this annual report, the 2022/23 carbon emissions for the Council have been calculated, with work undertaken to build upon the quality and completeness of the Council's emissions data and expand the range of Scope 3 reporting. For the 2022/23 financial year, the Council's total carbon footprint was 20,084.25 tCO₂e. This increase on the 2021/22 figure is attributable to:

- The inclusion of Scope 3 emissions linked to the disposal of household waste collected from residents and businesses, water supply and treatment, and an increase in staff business travel;
- The inclusion of Scope 1 fleet mileage emissions²; and
- An increase in natural gas usage following the collection of more accurate and complete datasets from Council assets

A full breakdown of the Council's emissions is detailed on page 16 of the CMP Annual Report. We have also retroactively updated the 2021/22 carbon footprint to reflect any missing/ estimated data. Whilst it may be seen as disappointing that the Council's emissions have increased, the inclusion of wider reporting standards, in line with the Greenhouse Gas Protocol, only better serves to identify positive actions the Council can take to tackle climate change and lead by example.

5.2.3 Going forward, the 2022/23 carbon footprint will be used as the Council's baseline year as it provides a more accurate representation of emissions. This means NNC's carbon neutral trajectory will be measured against this figure. Further work will need to be undertaken to analyse indirect Scope 3 emissions associated with the Council's supply chain. The purpose of this work is to enable indirect Scope 3 emissions to be monitored and reported on annually and updated in line with prevailing best practice guidance.

5.2.4 From the 2022/23 footprint, we have derived the following:

- 30% of emissions come from electricity and gas usage at council owned and operated sites
- Fleet mileage and fuel consumption account for 17.3%

¹ As referenced on page 8 of the [Carbon Management Plan 2022](#).

² The GHG Protocol recommends using a combination of fuel-based and distance-based calculation methodology for fleet emissions. This combination is used because carbon dioxide (CO₂) is calculated from fuel use (litres), whereas methane (CH₄) and nitrous oxide (N₂O) are calculated from distance travelled (mileage). GHG Protocol, "Technical Guidance for Calculating Scope 3 Emissions, Category 4: Upstream Transportation and Distribution," page 51, [Scope3 Calculation Guidance 0.pdf \(ghgprotocol.org\)](#).

- 23.3% of emissions are associated with the disposal of household waste, water supply & treatment, and staff business travel, attributing to the increase on the 2021/22 emissions baseline
- The full percentage breakdown of captured Scope 1, 2, and 3 emissions is outlined on page 6 of Appendix A

5.3 **CMP Annual Report – Progress Updates for the 82 activities, Changes & New Activities**

5.3.1 In the first iteration of the CMP all 82 activities were allocated a delivery term of short, medium, or long. Over the course of the last year work has commenced on the majority of short- and medium-term activities. Out of the 82 activities:

- 18 have been delivered
- 47 have a Green RAG status, meaning they are on track to be delivered as planned, and
- 1 has an Amber RAG status, meaning it is facing some challenges to delivery; however, mitigation is in place and the delivery timeline is not impacted

5.3.2 For the remaining 16 activities it has become apparent that the original prescribed delivery terms are not all feasible, largely due to contractual limitations and the complexity of work that needs to take place to deliver each activity. As a result, 16 activities have a Red RAG status meaning they face considerable challenges, which will likely see the scope/ timeline for delivery impacted. As such, to mitigate blockages and enable on time delivery, the terms have been adjusted for 15 of these activities, as outlined on pages 32-34 of Appendix A. The 1 remaining Red activity (CMP034 – Carbon Neutral Fleet) will maintain a Red RAG status because it cannot be delivered by 2030. This is due to the procurement of new fossil-fuel vehicles for the Wellingborough depot³, with a contract term past the date of delivery of January 2030 as outlined on pages 25-26 of Appendix A. The Council will need to offset these emissions to achieve a carbon neutral fleet in 2030.

5.3.3 A request was put out to officers asking for recommendations for new CMP activities to help the Council reduce carbon emissions. 21 new activities were proposed and considered. Of this, 5 are not suitable for further consideration, and 4 require further investigation to determine feasibility, the output of which will determine if they will be added to the 2024/25 CMP Annual Report as new activities. The remaining 12 have been selected and will now be added to the CMP as new activities, as outlined on page 35 of Appendix A.

5.3.4 The plan will continue to require investment both in staffing and financial resources to implement and progress delivery. The alternative option of not progressing the plan leaves the Council exposed to further fluctuations in energy costs, ageing technology, and vehicles, and would be a departure

³ 44 new vehicles were ordered, 8 of which are EVs. At the time of procurement, due to the quick turnaround times required, it was determined that only 8 EVs would be suitable for the Wellingborough depot. This decision was made for a number of reasons i.e., charging infrastructure and space limitations at the depot, the weight of the vehicles, staff need to take vehicles home, and cost. The contract was signed in March 2023 and has for a 7-year term.

from the strategic priorities set out in the Corporate Plan. Additionally, not tackling the Council's carbon emissions in the context of the climate and environmental emergency would not illustrate corporate responsibility or set a positive example for North Northamptonshire organisations and residents about how the Council intends to address climate change.

5.4 CMP Annual Report: Achievements

5.4.1 As indicated in the CMP Annual Report 2022/23, there has been a lot of foundational work completed to work toward meeting our carbon neutral target. To include the delivery of 18 activities, across all 8 thematic areas. Some examples include:

Behavioural changes:

- Launch of the Climate Change Impact Assessment (CCIA) tool to inform decision-making;
- Carbon reduction and sustainability questions added to procurement exercises for contracts of £100K or more;
- Carbon literacy training integrated into staff induction, to include 37 members and 101 staff having completed a Carbon Literacy Course; and
- The adoption of our Future Ways of Working Strategy.

Feasibility analysis: conducted to explore decarbonisation options such as improvements to building energy efficiency and opportunities for renewables (i.e., solar PV).

- 24 stock condition surveys completed on 10 leisure facilities and 14 corporate buildings;
- 24 Energy Performance certificates received to inform investment decisions;
- Cost benefit analysis conducted for introducing low carbon bunkered fuel; and
- Procurement of a Fleet Decarbonisation Report (report will be complete in June 2024)

Tangible carbon savings examples include:

Highways: (please note emissions from the activities below are indirect Scope 3, so the CO₂ savings are afforded to Kier Highways rather than the Council)

- 100% of the Highways winter gritting fleet now utilising hydrotreated vegetable oil (HVO) instead of diesel; and
- 35% of petrol driven hand-tools replaced with electric alternatives.

Highways – Streetlighting: (Direct Scope 2 electricity emissions for the Council)

- 4,815 halogen lamps have been converted to LED. This is a multi-year project, due to be completed in June 26, and will afford a 75% energy savings equivalent to 500.79 tonnes of carbon dioxide equivalent (tCO₂e) annually.

Fleet:

- 1 Electric Refuse Collection Vehicle (eRCV) is in use out of the Wellingborough Depot. Carbon savings from fuel usage (at 13,000 annual miles) is estimated at 153.47 tCO₂e;
- 18% of our newly ordered fleet is electric, which will result in a carbon savings, amount is dependent on mileage and scope 2 electricity emissions to be calculated at a later date; and
- 18 EV chargers installed at council owned car parks, and a further 169 have been installed on-street across North Northamptonshire.

Assets:

- Energy consumption of IT equipment has been reduced by 69,800 kWh - a carbon savings of 27.18 tCO₂e;
- Creation of a new energy management system via Laser and supporting monitoring service, which over time will enable the organisation to understand and improve energy efficiency in buildings and reduce carbon emissions; and
- Grounds Services are in the process of switching approximately 350 petrol/ diesel driven hand tools to battery operated alternatives.

Carbon Sequestration & Biodiversity:

- 20 urban parks identified in Wellingborough suitable for a variety of living things for capturing and storing carbon
- 9,832 trees were planted during 2022/23 (Dec 22- Dec 23) across North Northamptonshire

Big things on the horizon:**Fleet:**

- Over the next 4 years, the Council's diesel bunkered fuel supply will be replaced with HVO. A carbon savings of 1,620.23 tCO₂e once the switch over is complete.

Assets:

- Decarbonisation works on the Corby Cube, Corby Swimming Pool, and Desborough Leisure Centre (pending the successful outcome of a PSDS funding bid), to include replacing existing fossil fuel fired boilers with air source heat pumps, and the installation of solar PV and LED lighting. Estimated annual carbon savings of 642 tCO₂e, delivery by March 26; and
- Exploratory conversations with suppliers to understand feasibility of large-scale renewables.

More information pertaining to what has been achieved can be found throughout the CMP Annual Report, to include all 82 progress updates on pages 14 -31 and the general achievements section on pages 10 & 11 of Appendix A.

6. Next Steps

- 6.1 Appendix A details progress made toward the delivery of the CMP and outlines the Council's carbon footprint for 2022/23. The Scrutiny Committee is asked to consider and feedback on the report content prior to it being considered by the Executive.

7. Implications (including financial implications)

7.1. Resources, Financial and Transformation

- 7.1.1. The CMP identified various actions for which funding will be required. The £1m set aside to support the Council's Climate Change work has been principally utilised for this work, with consideration given to the carbon emissions reduction benefits from proposed feasibility projects. As of February 2024, £468,326.50 has been awarded for various projects and services, including carbon literacy training for staff and councillors; energy and decarbonisation surveys for select corporate buildings and leisure facilities; procurement of battery-operated equipment for grounds maintenance; stock condition surveys for corporate buildings; procurement of net zero and climate change adaptation and mitigation evidence base consultancy; creation of a Residential Energy Efficiency & Energy Officer post; procurement of environmental justice location data, and the commissions of a fleet decarbonisation options report.
- 7.1.2. It is anticipated that the activities may translate into separate capital and/or revenue projects which will require business cases to consider whether they are taken forward. Such decisions will follow established approval processes through the Strategic Capital Board and/or Executive as required. Grant funding also continues to be sought for various decarbonisation activities.
- 7.1.3. This is a multi-year programme of work. Project feasibility studies are ongoing to consider all associated lifetime costs, along with carbon emission reductions. Decarbonisation benefits will be realised throughout the life of the programme and for many years to come. The scale of savings and timeline for payback will be dependent upon the scale of decarbonisation actions that are delivered. This will be considered as part of any future funding request.
- 7.1.4. Growth & Regeneration, Climate Change Officer and Transformation resources comprise the Carbon Management Team. The team are responsible for day-to-day management of the programme, internal engagement initiatives, and performance reporting. Officers from various teams throughout the Council provide additional expertise and capacity for progressing the actions within the plan.

7.2. Legal and Governance

- 7.2.1. Becoming a carbon neutral council by 2030 is not a legal requirement. However, NNC agreed a motion on 22nd December 2022, which establishes an expectation to deliver a range of decarbonisation activities. This report supports delivery of that expectation.
- 7.2.2. Legislation applicable to the work covered by the CMP Annual Report includes Energy Performance Certificate regulations and Environment Act 2021 obligations.

7.2.3. Contracts required to support delivery are subject to legal and procurement advice.

7.3. Relevant Policies and Plans

7.3.1. The CMP Annual Report seeks to reinforce the Council's strategic priorities, as set out in the Corporate Plan:

(a) In particular the key commitment to a greener, more sustainable environment;

(b) The report also recognises the declaration of a climate and environmental emergency, and its target of becoming a carbon neutral council by 2030.

7.4. Risk

7.4.1. Should the CMP Annual Report not be approved there is a risk that the Council could appear to not be meeting our corporate responsibilities as outlined in our values and behaviours, specifically Trustworthy, in being open and transparent in providing an annual progress update for the CMP.

7.4.2. There is a risk of continued focus/ commitment in terms of delivery of CMP activities across the Council due to other business as usual pressures. This will be mitigated through strong project management, including task management, regular checkpoint meetings with officers, key performance indicator (KPI) reporting requirements, and internal engagement initiatives. Momentum is also dependent on funding. Officers will continue to bid for relevant grant funding.

7.5. Consultation

7.5.1. As projects continue to be developed, Ward members and relevant stakeholders will be consulted on any proposals impacting their area.

7.6. Consideration by the Executive

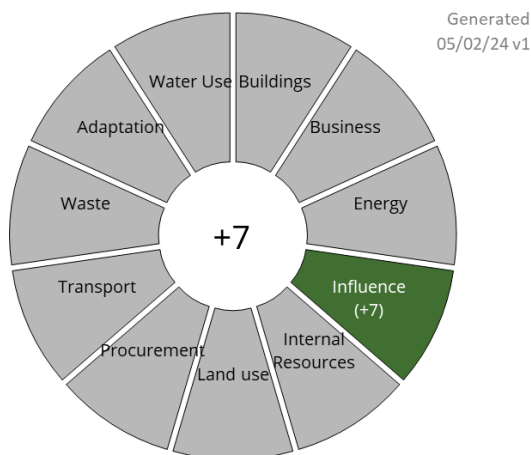
7.6.1. This report is on the Executive forward plan for 13th June 2024 where approval will be sought to publish the CMP Annual Report on the Council's website.

7.7. Equality Implications

7.7.1. The effects of climate change are likely to disproportionately affect the most vulnerable in our society, particularly residents in areas of high deprivation, younger children, and older people. The CMP Annual Report is not anticipated to disproportionately impact on any protected group. An Equality Screening Assessment has been completed and confirms that there are no negative impacts to one or more protected group as a result of this report.

7.8. Climate Impact

7.8.1. A Climate Change Impact Assessment has been completed. The resulting impact has been assessed as follows:



North Northamptonshire Council has committed to being a carbon neutral organisation by 2030, 5 yrs & 10 mos away.

7.8.2. The CMP Annual Report is expected to have a positive net benefit in terms of influence on the Council's activities with relation to the climate. This forms part of a range of other benefits delivered under the Carbon Management Plan which are not affected by this decision.

7.9. Community Impact

7.9.1. Continuing to enhance our green environment has a positive impact on health and wellbeing, whilst also improving air quality and creating a sense of place.

7.10. Crime and Disorder Impact

7.10.1. There are no Crime and Disorder issues arising directly from this report.

8. Background Papers

8.1. [Climate Change Impact Assessment](#)

8.2. [Equality Screening Assessment](#)

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**NORTH
NORTHAMPTONSHIRE
COUNCIL
CARBON MANAGEMENT
PLAN**
ANNUAL REPORT
2022-23

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FOREWORD

In July 2021, and at the earliest opportunity for doing so, a Climate and Environment Emergency was declared by the full council. As part of this, North Northamptonshire Council (NNC) committed to becoming carbon neutral by 2030.

Right from the get-go, the council has been clear that climate change and looking after the environment must be the 'green thread' running through the organisation. In line with this, £1 million has been committed as part of the budget.

A significant proportion of this initial funding has been allocated to projects, which align with the actions set out in the Carbon Management Plan (CMP), such as the development of a 10-year Climate and Environment Strategy.

The Carbon Management Plan was developed with the assistance of the Sustainable Communities Executive Advisory Panel. This is a cross-party meeting of councillors that helps to shape various work and policy in areas such as active travel, air quality management and environmental improvements, such as our own Pollinator Strategy. The Management Plan, which is a living document, details the wide-reaching work to be undertaken across all departments and at all levels to ensure the most meaningful impact.

Since the declaration of a Climate and Environment Emergency, NNC has undertaken a number of projects and action to ensure progress towards carbon neutrality. To provide a few examples; over 19,000 trees have been planted since 2021, 169 on-street EV chargers have been installed across our area as part of the VPach project, all of our winter gritting fleet is using Hydrotreated Vegetable Oil (HVO) instead of diesel and an EV refuse vehicle is being trialled. 37 councillors and 101 staff have completed a Carbon Literacy Course and Energy consumption of IT equipment has been reduced by 69,800 kWh - a carbon savings of 27.18 metric tonnes.

Since the declaration of a Climate and Environment Emergency, NNC has undertaken a number of projects and actions to ensure progress towards carbon neutrality, which will be detailed later in this report.

North Northamptonshire Council is starting the way it means to go on in doing our bit to tackle this great challenge. The steps we have taken so far are welcome, and it will be important to work closely with our communities as we make further progress over the coming years.



Cllr Harriet Pentland
Executive Member for Climate and the Green Environment

BACKGROUND

As part of North Northamptonshire Council (NNC) commitment to becoming a carbon neutral council by 2030, we developed our **Carbon Management Plan (CMP)**, published in December 2022, which set out our intention to tackle climate change and reduce CO₂ emissions.

This report provides an overview of progress made in delivering the CMP after its first year; December 2022 – December 2023, including recommended changes and proposed new activities. It also provides an update on the Council’s carbon footprint, highlighting changes from the previous year’s monitoring and original baseline.

Currently, the CMP includes 82 individual activities, which are organised into eight thematic areas, to include:

-  Assets & Environment
-  Behaviour
-  Carbon Offsetting
-  Carbon Sequestration & Biodiversity
-  Fleet
-  Highways & Waste
-  Procurement & Supply Chains
-  Travel





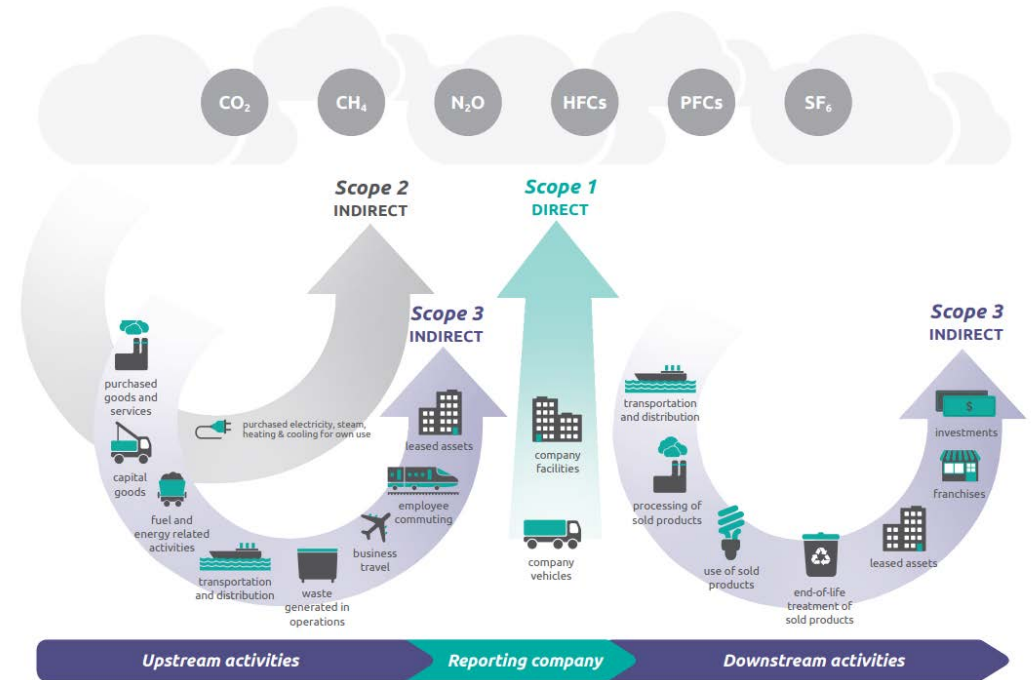
CARBON FOOTPRINT

This section provides an inventory of greenhouse gas emissions for NNC for the financial year 2022/23.

Methodology

The inventory has been calculated according to the **Greenhouse Gas (GHG) Protocol**, the most widely used and accepted methodology for greenhouse gas accounting. The GHG Protocol standards were used for the Council's 2021/22 carbon footprint calculations and will be used for all successive inventories. The GHG Protocol classifies emissions as either Scope 1, 2, or 3 (Figure 1).

The Council's Carbon Management Plan set out to establish the organisation's baseline carbon footprint. The plan detailed that as a new organisation we did not have a historic baseline of carbon emissions from which to work from, and that work would need to be undertaken to build on the quality of our emissions data in the coming years. This included expanding the range of Scope 3 reporting to consider the wider impact of our operations, with an anticipation that our reported CO₂ emissions would rise requiring a revised baseline. The inclusion of Scope 3 emissions goes beyond what is required of Local Authorities but has been included to illustrate the Council's commitment to climate change and transparency of the impact of its operations.



Below the Scope 1, 2, and selected Scope 3 emissions for the Council's carbon footprint will be outlined. Scope 1 and 2 measures those emissions associated with direct council-led operations, whilst Scope 3 elements of the footprint account for emissions associated with indirect activities.



CARBON FOOTPRINT 2022/23

As part of this annual report, the 2022/23 carbon emissions for the Council have been calculated, with work undertaken to build upon the quality and completeness of our emissions data and expand the range of Scope 3 reporting.

For the 2022/23 financial year, NNC’s total carbon footprint was **20,084.25 tonnes of CO₂ equivalent (tCO₂e).**

This increase on the 2021/22 figure is attributable to:

- 🌐 the inclusion of Scope 3 emissions linked to the disposal of household waste collected from residents and businesses, and water supply and treatment;
- 🌐 the inclusion of Scope 1 fleet mileage emissions and an increase in staff business travel; and
- 🌐 an increase in natural gas usage following the collection of more accurate and complete datasets from Council assets

We have also retroactively updated the 2021/22 carbon footprint, to account for missing/ estimated natural gas data. The natural gas calculation was under reported by 2,709.96 consumption units or 496.4 tCO₂e. The revised emissions calculation for 2021/22 is 14,103.91 tCO₂e.

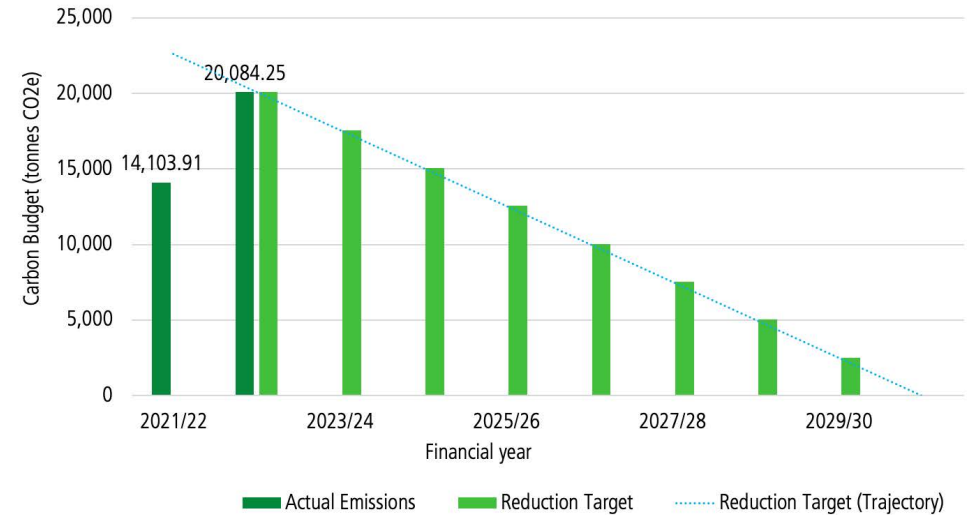
Whilst it may be seen as disappointing that the Council’s emissions have increased, the inclusion of wider reporting standards, in line with the Greenhouse Gas Protocol, only better serves to identify the positive actions we can take to tackle climate change and lead by example.

Going forward, the 2022/23 carbon footprint will be used as the Council’s baseline year as it provides a more accurate representation of emissions. This means our carbon neutral trajectory will be measured against this figure. Further work will need to be undertaken to analyse indirect Scope 3 emissions associated with the Council’s supply chain. The purpose of this work is to enable indirect Scope 3 emissions to be monitored and reported on annually and updated in line with prevailing best practice guidance.

The trajectory chart (figure 2) provides a full accounting of the Council’s 2021/22 and 2022/23 emissions data.

As indicated in the trajectory chart, we must reduce council emissions by 2510.5 tCO₂e (12.5% of our baseline) each year to achieve our target of being carbon neutral by the 2030/31 financial year. This annual reduction is equivalent to 0.698 wind turbines running for a year or 95,150 incandescent light bulbs switched to LEDs.

Figure 2: Trajectory chart using the 2022/23 financial year as our new baseline



Emissions:

Approximately 30% of measured emissions come from electricity and gas usage at council owned and operated buildings/ sites. Fleet mileage and fuel consumption account for 17.3% (The GHG Protocol recommends using a combination of fuel-based and distance-based calculation methodology for fleet emissions. This combination is used because carbon dioxide (CO₂) is calculated from fuel use (litres), whereas methane (CH₄) and nitrous oxide (N₂O) are calculated from distance travelled (mileage)¹. Whilst 23.3% of Scope 3 emissions are associated with the disposal of waste, water supply & treatment, and staff business travel. The total emissions chart (figure 3) provides a breakdown of each emission source by percentage, whereas the table (also figure 3) outlines total emissions by source.

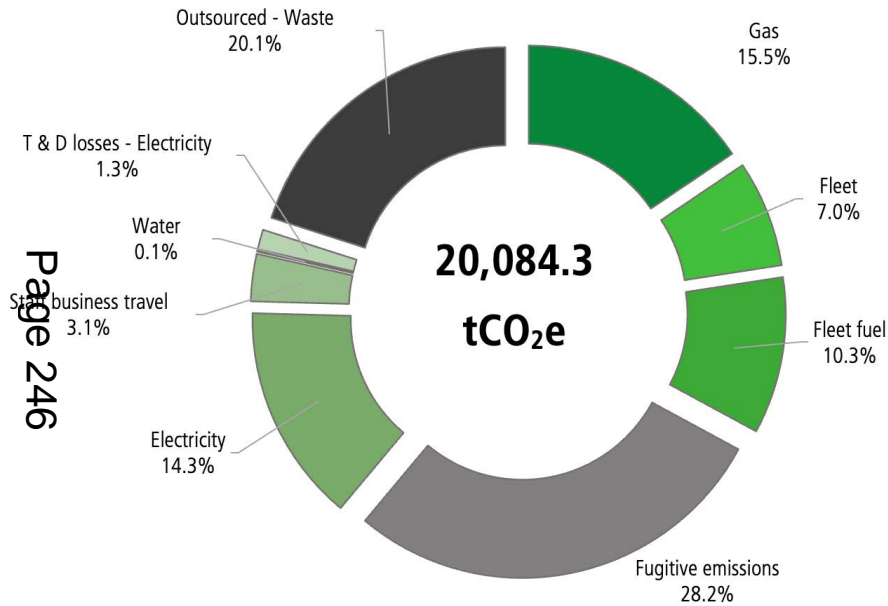
The next several pages in this section will explore NNC’s operational, building, and transport emissions and will explain Scopes 1, 2 and 3 in more detail.

¹GHG Protocol, “Technical Guidance for Calculating Scope 3 Emissions, Category 4: Upstream Transportation and Distribution,” page 51, [Scope3_Calculation_Guidance_0.pdf](https://ghgprotocol.org/) (ghgprotocol.org).



FOOTPRINT BREAKDOWN: OPERATIONAL EMISSIONS

Figure 3: Total measured emissions 2022/23 financial year



Scope	Emissions Type	Emissions (tCO ₂ e)
Scope 1	Gas	3,115.4
	Fleet	1,400.2
	Fleet fuel	2,070.5
	Fugitive emissions ²	5,649.0
Scope 2	Electricity	2,877.9
	Staff business travel	613.8
Scope 3	Water	16.8
	Transmission & distribution (T&D) losses - Electricity ³	263.3
	Outsourced - Waste	4,077.4
	TOTAL	20,084.3

Emissions associated with council operations represent a mix of direct and indirect emissions, which are linked to the Council’s direct operations and use of our buildings and assets. To include:

Scope 1: Natural gas (primarily for heating buildings and water), vehicle fuel consumption and mileage across the Council’s fleet⁴;

Scope 2: Electricity consumption within NNC owned and operated buildings, as well as streetlighting throughout the North Northants area; and

Scope 3: Outsourced – Waste (i.e., the disposal of refuse collected from NNC residents), water supply & treatment (arising from NNC operated buildings, where data is available), staff and business travel

²Fugitive emissions are associated with the unintentional leakage or discharge of gases from closed landfill sites and equipment (i.e., air conditioning units).

³T&D losses relates to electricity that is lost during transmission from the national grid.

⁴The GHG Protocol recommends using a combination of fuel-based and distance-based calculation methodology for fleet emissions. This combination is used because CO₂ is calculated from fuel use (litres), whereas CH₄ and N₂O are calculated from distance travelled (mileage).



OPERATIONAL EMISSIONS CONTINUED

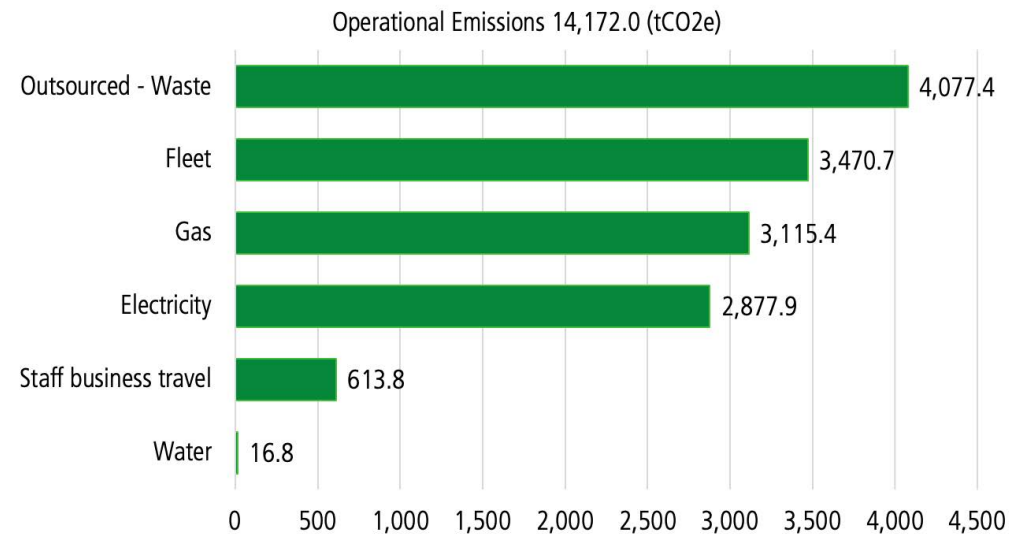
Operational emissions total 14,172.00 tCO₂e, or 71% of our total footprint. Emissions not accounted for in the operational calculation include fugitive emissions (from refrigeration losses and the closed landfill emissions) and T&D losses – electricity. These emissions have however been included in the total footprint calculation.

Building emissions, including electricity and gas consumption, and the supply and treatment of water, account for 30% of emissions (*streetlighting relates to 4.7% of total emissions), the largest operational source of emissions. Total emissions from gas and electricity across all council operated sites are 5,993.26 tCO₂e, or 30% of our total carbon footprint.

Transport emissions, including the operation and use of the Council’s fleet vehicles (i.e., fleet mileage and fuel consumption) and business travel represent 20.4% of total emissions.

Waste disposal is outsourced, emissions related to this activity account for 20.3% of the total footprint (waste collection emissions are accounted for in the transport category).

Figure 4: Breakdown of operational emissions by source



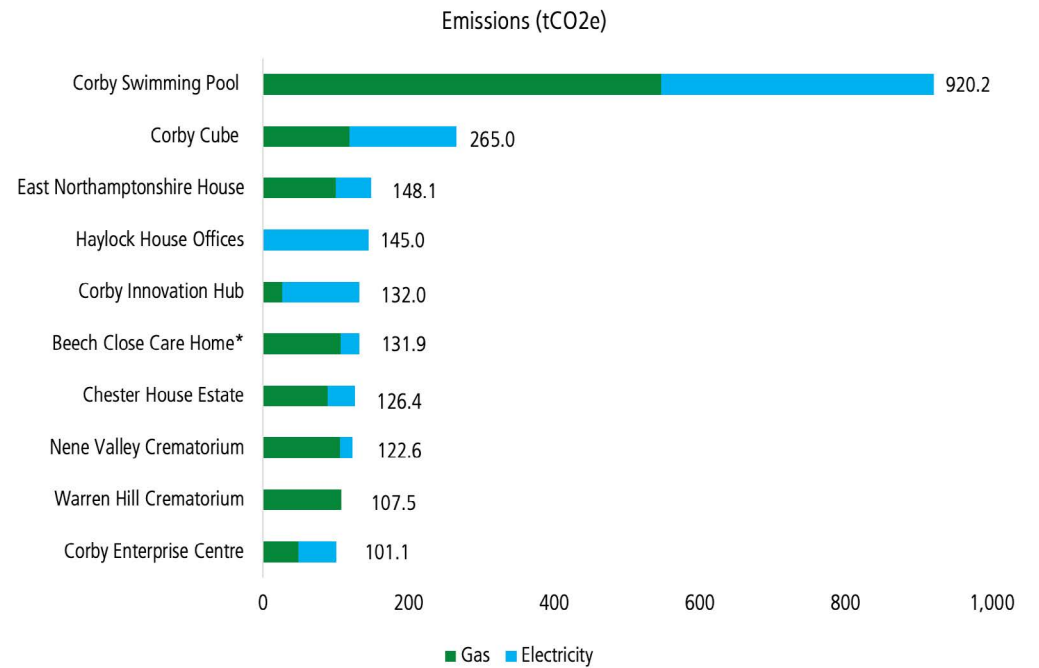


FOOTPRINT BREAKDOWN: BUILDING EMISSIONS

The majority of carbon emissions from council operated sites are associated with council offices, leisure facilities and crematoriums. The top 10 energy emitting buildings are illustrated (figure 5).

The Council are investigating funding opportunities to enable decarbonisation work to commence on our top 2 emitting buildings - Corby Swimming Pool and Corby Cube.

Figure 5: Top 10 energy emitting buildings/ sites, ordered by total emissions



*Beech Close Care Home has now closed; however, it is still accounted for in the Council's 2022/23 carbon footprint.



FOOTPRINT BREAKDOWN: TRANSPORT EMISSIONS

The Council own and operate a large fleet of vehicles, the majority of which are diesel powered. **Emissions from council fleet vehicles account for 17.3%** of our carbon footprint. This includes vehicles used for refuse collection.

The majority of emissions from fleet vehicles are associated with the use of Heavy Goods Vehicles (HGVs). HGVs of all sizes account for 60% of emissions from fleet mileage.

The proportion of low carbon vehicles, coupled with alternative fuel sources, across the Council's fleet will need to increase to help enable our decarbonisation targets. We have tested a few HGVs and have even recently taken receipt of 1 electric refuse collection vehicle (eRCV); however, due to current technological constraints, namely in that most electric HGVs have a short range, adoption has been limited. As technology advances, we will continue to investigate low carbon alternatives for HGVs.

The Council's bunkered fuel supply (which is currently diesel) will be switched to a low carbon alternative - hydrogenated vegetable oil (HVO) over the next 4-years, which will result in a total CO₂ savings of 1606.97 tCO₂e over the four-year period.

Emissions associated with business travel total 613.8 tCO₂e, accounting for 3.1% of NNC's carbon footprint.

Business travel includes emissions associated with vehicles not directly operated by NNC, but which are used to perform council business (i.e., an employee using their own vehicles during business hours). Total mileage used to calculate business travel emissions was 1,380,012.0, with 61% of that figure coming from the Council's Adults, Health Partnerships & Housing directorate (figure 7).

Figure 6: Fleet mileage emissions by vehicle type

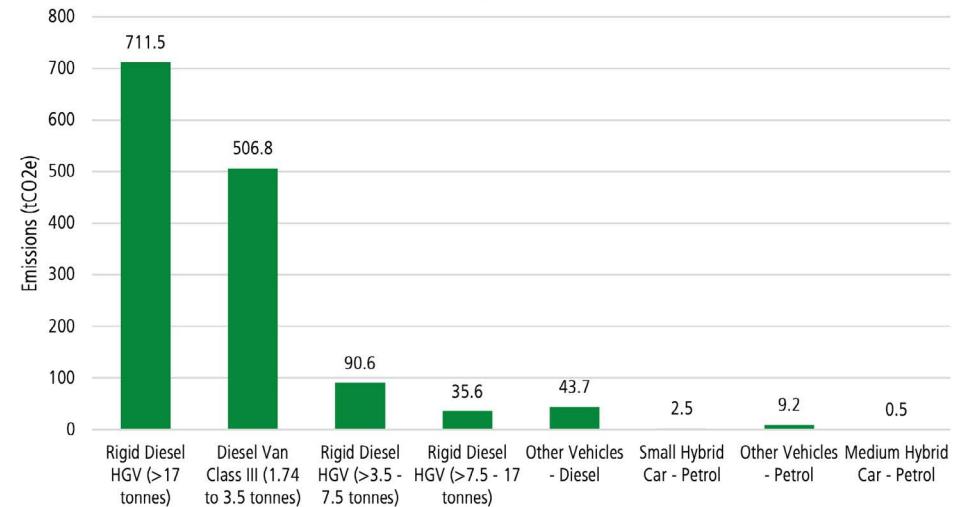
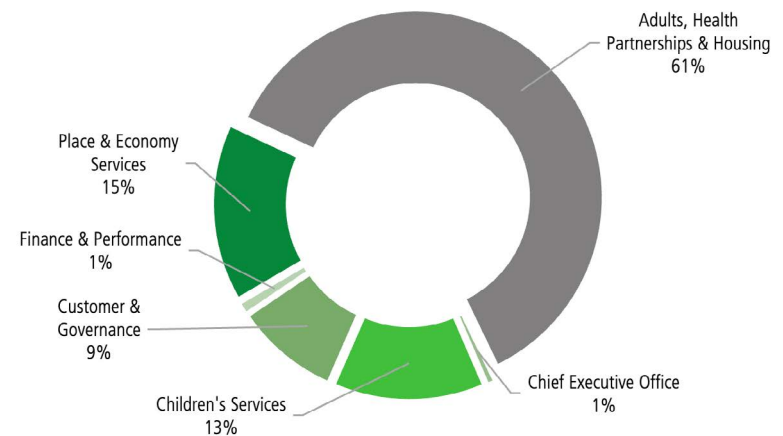


Figure 7: Business travel emissions by Directorate



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COUNCIL ACHIEVEMENTS



All of our winter gritting fleet is using **Hydrotreated Vegetable Oil (HVO)** instead of diesel



20 urban parks identified in Wellingborough suitable for a variety of living things for capturing and storing carbon



Carbon reduction and sustainability questions have been added to procurement exercises for contracts of **£100K or more**



18% of our newly ordered fleet is electric

9,832

trees were planted during 2022/23 across North Northamptonshire



37 members and 101 staff have completed a Carbon Literacy Course



We have identified **15 council owned sites** where we can plant trees or enhance biodiversity

35% of our power-driven hand tools for Highways services are now electric

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NNC has created the NDecarb business grant scheme, which provides businesses with the opportunity to apply for a grant up to **£5,000 to help them increase energy efficiency**, move to a low carbon economy, or reduce greenhouse gas emissions



Energy consumption of IT equipment has been reduced by **69,800 kWh - a carbon savings of 27.18 tCO₂e**



NNC formed a partnership with Electric Places and Tata Steel called DECODE-CORBY, which is a project aimed at transforming the area into a beacon of sustainable manufacturing

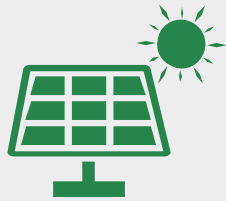


Developed a Climate Change Impact Assessment (CCIA) tool



169 EV chargers have been installed on-street across the North Northants area, **23 of which were installed this year**

18 EV chargers installed at council owned car parks



Stock condition surveys completed on **14 corporate buildings and 10 leisure facilities**, results/ recommended options from the surveys will be considered, costed up and benefits will be weighed to determine the next course of action to begin decarbonising top emitting buildings



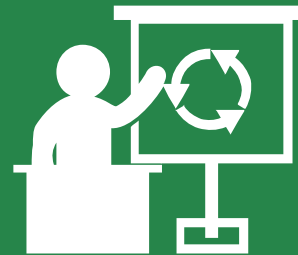
Grounds Services are in the process of replacing approximately 350 petrol/ diesel driven hand tools with electric alternatives



Consolidation of energy management contracts to allow for better oversight of energy usage and data



Streetlighting update is underway to switch all halogen lamps to LED, once completed (Mar-25) the project will result in a **75% energy savings**



Hosted the NNClimate23 – climate change conference in November to coincide with COP28. The conference attracted **300 views on YouTube**

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FUNDING UPDATE

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This section provides an accounting of the current position on our Climate Change Investment Fund.

As indicated in our Carbon Management Plan, the Council set aside £1M of funding to support our climate change agenda and decarbonisation efforts.

As of February 2024, **£468,326.50** has been awarded to various projects and services, to include:

Purpose	Funding awarded	Progress
Carbon literacy training for staff and councillors	£20,909	37 members, 101 staff completed a Carbon Literacy Course, 4 trainers are now certified to do internal training for staff
Energy and decarbonisation surveys for Corby Sports Centre and Swimming Pool	£13,000	All surveys completed
Energy and decarbonisation surveys for 10 corporate buildings with highest emissions	£65,000	All surveys completed
Procurement of battery-operated equipment	£110,000	In the process of replacing approximately 350 petrol/ diesel driven hand tools with electric alternatives
Procurement of 24 Stock Condition Surveys for corporate buildings	£130,000	All 24 surveys completed
Procurement of net zero and climate change adaptation and mitigation evidence base consultancy	£31,500	9 tasks in total, of which 2 have been signed off (the position statement and the site assessment criteria), 4 are in draft, 1 is in review, and two will be finalised in 2024/2025
Residential Energy Efficiency & Energy Officer post	£50,000	The officer started working for NNC in December 2023
Fleet Decarbonisation Options Report	£22,917.50	Inception meeting with the Supplier has taken place. Report deadline is 1st June 2024
Procurement of Environmental Justice location data	£25,000	Rollout is pending confirmation of resource availability in services

The next section of the report outlines progress made toward the delivery of the 82 activities within the CMP, to include the status and forward outlook for each activity.



2022/23 PROGRESS SUMMARY

82
activities in
the CMP

RAG STATUS

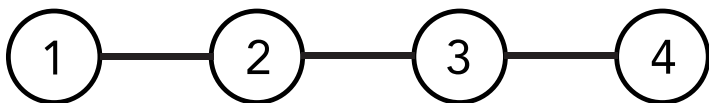
		GREEN	AMBER	RED	BLUE
16 activities Assets & Environment		10	1	3	2
10 activities Behaviour		9			1
8 activities Carbon Offsetting		6		1	1
8 activities Carbon Sequestration & Biodiversity		6		1	1
13 activities Fleet		5		6	2
6 activities Highways & Waste		1		4	1
10 activities Procurement & Supply Chain		4		1	5
11 activities Travel		6			5

ACTIVITY PERFORMANCE KEY (based on activity term):

- Green** This activity is on track to be delivered as planned
- Amber** This activity is facing some challenges to delivery; however, mitigation is in place and the delivery timeline is not impacted
- Red** This activity is facing considerable challenges, which will likely see the scope/ timeline for delivery impacted
- Blue** Activity delivered

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ACTIVITY COMPLETION STATUS







- 1 Activity delivery has not started
- 2 Activity delivery has initiated and is in the early phase of delivery
- 3 Activity in delivery
- 4 Activity delivered



Area/ Theme: Assets & Environment


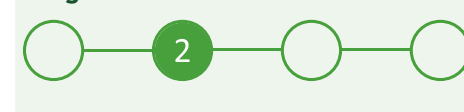

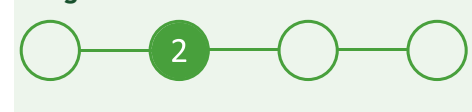
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Activity CMP001	Activity CMP002	Activity CMP003	Activity CMP004
<p>Set up a new energy management system</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>A new contract for an energy management system has been procured with Laser. This contract will cover all areas of the estate except Kettering. Kettering will continue to be managed on its existing contract until Oct-24 when it can be rationalised over to Laser.</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p> 	<p>Review energy supply contracts, and seek to rationalise those into single source supply contracts</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>As part of the new energy management system, with Laser, all gas and electricity contracts, with the exception of buildings/ sites located in the Kettering area, will be reviewed with a view to consolidate on to the best energy deals. The contract with Laser commenced in March 2024.</p> <p>Forward Outlook: Laser contract to commence for Kettering assets in October 2024. The rationalisation work to move existing contracts onto a suitable tariff will be ongoing for the duration of the contract.</p> <p>Progress & RAG status</p> 	<p>Include recommended carbon reduction measures for a particular building from its decarbonisation survey, this will need to be completed for each building</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Stock conditions surveys have been completed for 14 corporate buildings and 10 leisure facilities.</p> <p>Forward Outlook: Results/ recommendations from the surveys will be considered, costed up and benefits will be weighed to determine the next course of action. Further surveys will be undertaken on properties not currently identified as surplus, to identify possible future projects.</p> <p>Progress & RAG status</p> 	<p>Form an estate decarbonisation working group to prioritise high energy use buildings for energy reduction projects, and funding bids</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>A decarbonisation working group has been formed. The group meet regularly, have started to develop a decarbonisation plan, and have submitted funding requests to support decarbonisation efforts.</p> <p>Forward Outlook: The working group will continue to meet to identify additional means for estate decarbonisation.</p> <p>Progress & RAG status</p> 



Area/ Theme: Assets & Environment

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Activity CMP005	Activity CMP006	Activity CMP007	Activity CMP008
<p>Install SMART meters on all council controlled and owned properties where prioritised for electricity and gas</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>This forms part of the Laser contract. Laser has the duration of the contract term (5-years) to complete work on installing smart meters This time period is thought to be appropriate given the size of the Council's building/ assets portfolio.</p> <p>Forward Outlook: Work will be ongoing over the course of the next 5-years.</p> <p>Progress & RAG status</p> 	<p>Obtain Energy Performance Certificates (EPCs) for all Council buildings where required to inform investment decisions</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>24 energy performance certificates (EPCs) have been received for top energy omitting buildings.</p> <p>Forward Outlook: A further procurement exercise will need to be undertaken for additional EPCs. Buildings will be prioritised and EPCs will be procured via a phased approach.</p> <p>Progress & RAG status</p> 	<p>Introduce an incremental estate energy improvement programme for key properties, using the existing planned maintenance programme to replace defective equipment with low emission alternatives</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>EPCs and stock conditions surveys are complete for 24 key properties. Results from the surveys and EPCs will be used to help form an incremental energy improvement plan.</p> <p>Forward Outlook: Results identified as quick wins, such as switching to LED lighting in a particular building, will be incrementally implemented. A more extensive programme of work on top energy omitting buildings will be dependent upon the success of grant funding bids.</p> <p>Progress & RAG status</p> 	<p>Review Corporate (not service buildings) building operating times to reduce energy use, with a view to reducing times subject to business need</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>The team are conducting a review of opening hours for a group of identified buildings.</p> <p>Forward Outlook: Once agreed, new opening hours will be communicated to staff and Members.</p> <p>Progress & RAG status</p> 



Area/ Theme: Assets & Environment

Activity CMP009

Ensure energy saving initiatives are incorporated in the decision making for the rationalisation programme when considering its office portfolio

Delivery term:
Short (by Mar-25)

Delivery Update:
(December 2022 – December 2023)

Building condition surveys have been completed on select properties.

Forward Outlook:
Survey outputs will be used to formulate energy saving initiatives within the office portfolio, and the ongoing Workspace Transformation rationalisation

Progress & RAG status



Activity CMP010

Create an Energy Procurement Risk Management Strategy and potentially buy 100% green energy for our buildings, where technological advancements make this possible

Delivery term:
Medium (by Mar-27)

Delivery Update:
(December 2022 – December 2023)

The Executive approved the Energy Procurement Contract. The report considered the pros and cons of renewable energy contracts and determined to focus on improvements to reduce energy consumption by retrofitting assets, rather than buying green energy. This was due to the concerns related to Renewable Energy Guarantees of Origin (REGOs).

Forward Outlook:
N/A – Delivered

Progress & RAG status



Activity CMP011

Set up an ongoing programme of energy reduction projects across our estate

Delivery term:
Medium (by Mar-27)

Delivery Update:
(December 2022 – December 2023)

Not Started

Forward Outlook:
Work to commence in 2025/ 26

Progress & RAG status



Activity CMP012

Install SMART meters in council-controlled and owned buildings for water supplies

Delivery term:
Medium (by Mar-27)

Delivery Update:
(December 2022 – December 2023)

The team are liaising with Anglian Water regarding their smart meter roll out installation programme. Smart meters will be installed in line with their installation schedule.

Forward Outlook:
Delivery is dependent on supplier's planned programme of work, which is based on postcodes.

Progress & RAG status





Area/ Theme: Assets & Environment

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Activity CMP013

Access grant funding to invest in estate decarbonisation

Delivery term:
Medium (by Mar-27)

Delivery Update:
(December 2022 – December 2023)

The decarbonisation working group has started to develop a decarbonisation plan. A grant application has also been submitted for £6M to decarbonise the Desborough Leisure Centre, Corby Swimming Pool, and Corby Cube.

Forward Outlook:
Pending the results of the funding bid, the working group will look to build a formal decarbonisation plan.

Progress & RAG status



Activity CMP014

If the Council leases a privately owned property for service delivery, it will only consider a minimum EPC rating of A or B

Delivery term:
Long (by Jan-30)

Delivery Update:
(December 2022 – December 2023)

The team are working to raise awareness of this requirement to other service areas. EPC ratings are also considered when processing requests. Where the property is a lease renewal, costs to improve the property should form part of the service business plan.

Forward Outlook:
This activity will form part of the Asset Strategy, to be progressed in 2024.

Progress & RAG status



Activity CMP015

Consider large scale renewable energy options, such as wind energy

Delivery term:
Long (by Jan-30)

Delivery Update:
(December 2022 – December 2023)

Not Started

Forward Outlook:
Exploratory conversations with suppliers to be arranged in 2024.

Progress & RAG status



Activity CMP016

Linking with potential district energy schemes will be reviewed

Delivery term:
Long (by Jan-30)

Delivery Update:
(December 2022 – December 2023)

Not Started

Forward Outlook:
Project to be picked up by the sustainability team in the future.






Progress & RAG status





Area/ Theme: Behaviour






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Activity CMP057	Activity CMP058	Activity CMP059	Activity CMP060	Activity CMP061
<p>Integrate carbon literacy into staff induction and management</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>An in-house carbon literacy programme has been developed and integrated into the recommended training section of the staff induction pack.</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p> 	<p>Develop a new marketing and communication plan, with a focus on social media, to highlight the Council's carbon neutral approach and goals</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>A communications plan has been developed and internal activities are ongoing. External communications have yet to commence.</p> <p>Forward Outlook: The sustainability team will look to commence work on external communications in the future.</p> <p>Progress & RAG status</p> 	<p>Raise awareness of the benefits of reducing carbon emissions</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>The carbon literacy training offer is regularly promoted on internal communication channels.</p> <p>Forward Outlook: Efforts to continue raising awareness will be ongoing, using the Council's internal communication channels and training.</p> <p>Progress & RAG status</p> 	<p>All service plans amended to include considerations for carbon impact</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>A series of directorate guidance notes have been published on the staff intranet, to help officers think about climate considerations for their service areas.</p> <p>Forward Outlook: All service plans to be amended for the 2024/25 financial year.</p> <p>Progress & RAG status</p> 	<p>Promote energy saving practices amongst staff while in the office or onsite, and promote their adoption</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>A bi-monthly staff newsletter has been developed, which amongst other things, to promotes energy saving practices. In addition, a new sustainability module has been added to the staff training platform. Information has also been added to the NNC website.</p> <p>Forward Outlook: Efforts to promote energy saving practices will continue internally.</p> <p>Progress & RAG status</p> 



Area/ Theme: Behaviour

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Activity CMP062	Activity CMP063	Activity CMP064	Activity CMP065	Activity CMP066
<p>Promote our commitment to reducing climate emission on our employment processes</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Human Resources are working to amend the 'Why work for NNC' recruitment pages on our website, as well as the Appendix to the Written Statement (appendix to the employment contract) and online new hire induction. When complete, both areas will promote our carbon neutral commitment.</p> <p>Forward Outlook: Delivery of this activity in 2024.</p> <p>Progress & RAG status</p> 	<p>Review technology and working arrangements in terms of sustainability including reducing energy use and recycling old electric kit</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Planning for the optimisation of datacentres is ongoing. The new datacentre will be located at Haylock House in Kettering. This work will help reduce energy demand from existing servers.</p> <p>Forward Outlook: Exploratory conversations with suppliers to be arranged in 2024.</p> <p>Progress & RAG status</p> 	<p>Review co-benefits of carbon reduction for staff</p> <p>Delivery term: Long (by Jan-30)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Not Started</p> <p>Forward Outlook: Work to commence in the 2025/26 financial year.</p> <p>Progress & RAG status</p> 	<p>Review opportunities to support staff to reduce carbon emissions</p> <p>Delivery term: Long (by Jan-30)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>The carbon management team have worked to support officers by providing advice, guidance and, recommendations to enable teams to work toward carbon reduction.</p> <p>Forward Outlook: Work on this activity is ongoing and will last for the duration of the carbon management plan.</p> <p>Progress & RAG status</p> 	<p>Review how effective internal practices have been towards introducing low carbon working practices</p> <p>Delivery term: Long (by Jan-30)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Not started</p> <p>Forward Outlook: Work to commence in the 2027/28 financial year.</p> <p>Progress & RAG status</p> 



Area/ Theme: Carbon Offsetting

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Activity CMP075

Establish a project team and officer responsible for delivering carbon offsetting

Delivery term:
Short (by Mar-25)

Delivery Update:
(December 2022 – December 2023)

A Green team has been established from the Sustainability team and Assets & Environment team.

Forward Outlook:
N/A - Delivered

Progress & RAG status



Activity CMP076

Pilot Solar PV technology at sites to demonstrate payback and impact

Delivery term:
Short (by Mar-25)

Delivery Update:
(December 2022 – December 2023)

To form part of the Workspace Transformation project, as part of building improvements work.

Forward Outlook:
Suitable land/ buildings to be identified, and consultancy expertise to be procured.

Progress & RAG status



Activity CMP077

Review potential for wider benefit for community and business sector energy schemes

Delivery term:
Short (by Mar-25)

Delivery Update:
(December 2022 – December 2023)

Schools have researched solar projects and the benefits of these are under review. Funding sources are being investigated.

Forward Outlook:
A working group for schools will be formed to undertake this work

Progress & RAG status



Activity CMP078

Implement Large scale renewable energy schemes, subject to appraisal and approval

Delivery term:
Medium (by Mar-27)

Delivery Update:
(December 2022 – December 2023)

Not Started – linked to CMP015

Forward Outlook:
Options to be explored in 2024/25.

Progress & RAG status





Area/ Theme: Carbon Offsetting





Activity CMP079	Activity CMP080	Activity CMP081	Activity CMP082
Phase 1- Solar photovoltaic panels	Phase 2- Heat generation	Phase 3- District energy scheme in Corby	Create a renewable energy funding model for council partners
Delivery term: Medium (by Mar-27)	Delivery term: Medium (by Mar-27)	Delivery term: Medium (by Mar-27)	Delivery term: Long (by Jan-30)
Delivery Update: (December 2022 – December 2023)	Delivery Update: (December 2022 – December 2023)	Delivery Update: (December 2022 – December 2023)	Delivery Update: (December 2022 – December 2023)
Sites have been identified and presented to the Assets Scrutiny Board. This forms part of the recent Decarbonisation bid - outcome will be known by Quarter 1 2024/25 financial year.	Work to be considered as part of the Workspace Transformation project. It also forms part of recent Decarbonisation bid - outcome will be known by Quarter 1 2024/25 financial year.	Not Started	Not Started
Forward Outlook: Pending outcome of grant funding the next stage would be to cover off project funding and governance approvals.	Forward Outlook: Pending outcome of grant funding the next stage would be to cover off project funding and governance approvals.	Forward Outlook: Project to be picked up by the Sustainability team in the future.	Forward Outlook: Project to be picked up by the Sustainability team in the future.
Progress & RAG status 	Progress & RAG status 	Progress & RAG status 	Progress & RAG status

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Area/ Theme: Carbon Sequestration & Biodiversity




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Activity CMP067	Activity CMP068	Activity CMP069	Activity CMP070
<p>Establish a project team responsible for delivering carbon sequestration</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>A project team has been established and meets regularly to discuss progression of the sequestration activities.</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p> 	<p>Identify local authority assets suitable for biodiversity and carbon sequestration</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>15 urban greenspace sites have seen pollinator habitat improvements this year. The working group are also trying to secure our land asset spatial data to overlay with biodiversity information to inform multifunctional assets.</p> <p>Forward Outlook: Further work is underway to identify additional suitable sites. The team are also exploring what can be delivered in-house within our woodlands.</p> <p>Progress & RAG status</p> 	<p>Work with partners to identify funding opportunities for large scale sequestration projects</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>The team are working in partnership with key organisations, through the Rockingham Forest Vision Group, to identify suitable land under NNC ownership. Challenge is securing up to date land asset information.</p> <p>Forward Outlook: A feasibility study for Sywell and Irchester Country Parks will provide information on whether land could be acquired for biodiversity enhancements.</p> <p>Progress & RAG status</p> 	<p>Identify total number of trees that could be planted on suitable sites</p> <p>Delivery term: Short (by Mar-25))</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Woodland Accelerator work is underway, and the team continue to plant trees throughout the North Northants area.</p> <p>Forward Outlook: Funding for larger scale planting via the Woodland Accelerator programme runs out 31st March 2025. Work will continue until this time, at which point new options will need to be explored. Standard tree planting activities will continue within the Council's parks, woodlands and open spaces.</p> <p>Progress & RAG status</p> 



Area/ Theme: Carbon Sequestration & Biodiversity






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Activity CMP071	Activity CMP072	Activity CMP073	Activity CMP074
<p>Plant pilot site(s)</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>This activity is part of the planned Woodland Accelerator work; however, work on this particular activity has not yet commenced.</p> <p>Forward Outlook: Once work commences, the team will work with partners in the Rockingham Forest Vision Group to reinstate lost portions of the Rockingham Forest. Conversations with private landowners to also commence.</p> <p>Progress & RAG status</p> 	<p>Encourage local private and public funded initiatives, which would need to be certified, i.e., housing developers and local charities</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Grant obtained from the Coronation Orchards scheme - to fund small scale planting by community groups. A grant was also obtained for Micro Forest creation; of which two sites have been identified with approx. 1,200 trees to be planted.</p> <p>Forward Outlook: Work on this activity will link in with the Biodiversity Net Gain (BNG) scheme lining developers with options to spend credits.</p> <p>Progress & RAG status</p> 	<p>Create new, certified, sustainable woodlands</p> <p>Delivery term: Long (by Jan-30)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>This activity has been combined with CMP070. It was agreed that establishing new woodlands would result in a duplication of efforts in support of the delivery of CMP070.</p> <p>Forward Outlook: N/A – Combined with CMP070</p> <p>Progress & RAG status N/A</p>	<p>Continue programme of tree planting to maximise ongoing carbon sequestration</p> <p>Delivery term: Long (by Jan-30)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>9,832 trees/whips planted to date - target is 10,000.</p> <p>Forward Outlook: Standard tree planting exercise will continue within the Council’s parks and the woodlands and open spaces.</p> <p>Progress & RAG status</p> 



Area/ Theme: Fleet

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Activity CMP023	Activity CMP024	Activity CMP025	Activity CMP026	Activity CMP027
<p>Energy Savings Trust – Fleet Decarbonisation Report</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>The team were informed that the Energy Savings Trust (EST) no longer provide funding for this report, as such a request for quote (RFQ) for a fleet decarbonisation options appraisal was submitted and supplier bids received.</p> <p>Forward Outlook: Fleet Decarbonisation Report due in-house in May.</p> <p>Progress & RAG status</p> 	<p>New fleet replacements consider zero emission vehicles and non-fossil fuel alternatives where practicable</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>As contracts for fleet vehicles require new tendering, low carbon vehicles will be considered where it is practical and where technology can support demand on the vehicle(s).</p> <p>Forward Outlook: Same as above</p> <p>Progress & RAG status</p> 	<p>Conduct pilots of electric HGV vehicles for refuse collection rounds</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Pilot conducted on 1 Electric Refuse Collection Vehicle (eRCV).</p> <p>Forward Outlook: Further pilots will be conducted as current leases expire.</p> <p>Progress & RAG status</p> 	<p>Introduce staff awareness as part of driver trainer and assessment courses</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>This activity forms part of fleet within Highways, which is covered by the new contract with Kier.</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p> 	<p>Review the cost benefit analysis of introducing alternative low carbon fuels supplies for the Council's bunkered fuel supply</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>As part of the 2024/25 financial budget forecast analysis was undertaken to weigh the costs and benefits of introducing a low carbon fuel supply, specifically hydrogenated vegetable oil (HVO).</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p> 



Area/ Theme: Fleet

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Activity CMP028

Review and fit charging infrastructure on key sites (Internal fleet & public)

Delivery term:
Short (by Mar-25)

Delivery Update:
(December 2022 – December 2023)

Charging infrastructure for the 8 new electric vehicles (EVs) and 1 eRCV has been installed at the Wellingborough Depot. To date 169 public charging points have been installed throughout the North Northants area.

Forward Outlook:
For internal fleet charging: next steps will be to review the results of the fleet decarbonisation report and submit a Capital Board proposal for relevant infrastructure funding.
For public charging infrastructure: the goal is to install 81 more (there will be 250 in total) charge points by the end of 2025.

Progress & RAG status



Activity CMP029

Replace leased vehicles with carbon neutral alternatives where possible. This will likely be possible from 2027 onwards due to contractual commitments

Delivery term:
Medium (by Mar-27)

Delivery Update:
(December 2022 – December 2023)

8 new EVs and 1 new eRCV have been leased for the Wellingborough Depot. All other vehicles are on a combined fleet contract that expires in September 2027.

Forward Outlook:
Options will be explored as lease contracts near expiration.

Progress & RAG status



Activity CMP030

Ensure all hired cars and vans are carbon neutral

Delivery term:
Medium (by Mar-27)

Delivery Update:
(December 2022 – December 2023)

Not Started

Forward Outlook:
Work to commence in 2025/26

Progress & RAG status



Activity CMP031

Explore replacing/improving the carbon efficiency of specialist vehicles, such as gritters and refuse collectors

Delivery term:
Medium (by Mar-27)

Delivery Update:
(December 2022 – December 2023)

1 eRCV has been received. The entire winter gritter fleet all now utilising HVO fuel instead of diesel.

Forward Outlook:
The team will continue to review options for additional low carbon specialist vehicles as leases expire and technology improves.

Progress & RAG status





Area/ Theme: Fleet

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Activity CMP032

Infrastructure ready and in place for carbon neutral fleet

Delivery term:
Medium (by Mar-27)

Delivery Update:
(December 2022 – December 2023)

See CMP028

Forward Outlook:
Pending the outcome of CMP028, internal infrastructure will be procured in readiness for when new EVs are ordered.

Progress & RAG status

Activity CMP033

Driver training operating & maintaining new technology

Delivery term:
Medium (by Mar-27)

Delivery Update:
(December 2022 – December 2023)

Training for the eRCV took place in January 2024.

Forward Outlook:
Further training courses and operating procedures will be implemented as and when new vehicles are introduced.

Progress & RAG status

Activity CMP034

Carbon neutral fleet

Delivery term:
Long (by Jan-30)

Delivery Update:
(December 2022 – December 2023)

See CMP029

Forward Outlook:
We are looking to introduce 25% of bulk fuel in 2024/25 to be HVO, instead of diesel, equating to a circa 80% carbon saving on diesel (litre for litre).

Progress & RAG status

Activity CMP035

Consider alternatives where practical for specialist vehicles – based on new technology availability

Delivery term:
Long (by Jan-30)

Delivery Update:
(December 2022 – December 2023)

See CMP029

Forward Outlook:
Options will be explored as lease contracts near expiration.

Progress & RAG status



Area/ Theme: Highways & Waste






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Activity CMP017	Activity CMP028	Activity CMP019	Activity CMP020	Activity CMP021	Activity CMP022
<p>Use modern technology to reduce the energy consumption of our streetlights, including upgrades to LED lighting</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Balfour Beatty are working across NNC to update Halogen streetlighting to LED. As of the end of December 2023, 4,815 lights have been upgraded.</p> <p>Forward Outlook: The LED streetlighting switch over is estimated to take 2-years, completion in June 2026.</p> <p>Progress & RAG status</p>	<p>Remove unnecessary illuminated assets from portfolio to reduce our energy consumption</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>The Highways team are working to change existing halogen illuminated assets to LED. A bid has been submitted to the Traffic Signals Obsolescence Grant fund to support this programme of work as well as other related technology upgrades.</p> <p>Forward Outlook: If the bid is successful a programme of work can be developed.</p> <p>Progress & RAG status</p>	<p>Switch vehicles less than 3.5t within the Council's highways maintenance contract to electric or ultra-low emissions</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Kier Group (NNC's Highways contractor) continue to trial electric vehicles as and when more improved technology becomes available.</p> <p>Forward Outlook: Same as delivery update</p> <p>Progress & RAG status</p>	<p>Utilise hydrotreated vegetable oil (HVO) as an alternative to diesel in the Council's winter gritting fleet</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>100% of our winter gritting fleet are using hydrotreated vegetable oil (HVO) instead of diesel.</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p>	<p>Replace petrol driven hand-tools and plant with electric powered tools</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>35% of petrol driven hand tools have been replaced with electric tools where it is safe and practical to do so. Heavier power tools are not felt to be suitable at this time.</p> <p>Forward Outlook: Electric alternatives will continue to be trialled as new technology is developed.</p> <p>Progress & RAG status</p>	<p>Decarbonise the plant and fleet used by our Highways contractor by 2027</p> <p>Delivery term: Long (by Jan-30)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Kier Group continue to utilise market research into the viability of electric vehicles for highway maintenance work.</p> <p>Forward Outlook: Same as delivery update</p> <p>Progress & RAG status</p>



Area/ Theme: Procurement & Supply Chain






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Activity CMP047	Activity CMP048	Activity CMP049	Activity CMP050	Activity CMP051
<p>Include low carbon considerations in the Council's purchasing decisions</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Work is ongoing to include low carbon considerations in the Council's purchasing decisions. This aim is being achieved as a result of the other indicators, such as the development of carbon reduction related questions being introduced. This activity has been delivered for contracts valued above £25K</p> <p>Forward Outlook: Investigate options for amending low value contract/ purchase order Terms and Conditions.</p> <p>Progress & RAG status</p> 	<p>Consider low carbon options and proposals as part of the design and procurement of construction projects</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>As of November 2023, all future construction projects will include carbon considerations equal to and above £100k.</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p> 	<p>Develop a range of carbon reduction related questions as part of all procurement processes</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>The questions have been created and approved and will be used on all projects equal to and above £100k, with some specifically being asked from projects from £5m.</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p> 	<p>Review all existing environmental/ sustainability questions asked as part of procurement processes</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>The questions have been created and approved. They will be used on all projects equal to and above £100k.</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p> 	<p>Assess government guidance on carbon reduction and the environment to add to our procurement processes</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Carbon Reduction plans are to be requested when procurements are issued from £5m.</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p> 



Area/ Theme: Procurement & Supply Chain

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Activity CMP052	Activity CMP053	Activity CMP054	Activity CMP055	Activity CMP056
<p>Develop the Council's scope 3 reporting arrangements</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Work is ongoing to identify consultancy suppliers for Scope 3 reporting. The result of which will help Procurement understand the benefits of adopting a reporting tool, and how it could be configured to help map the Council's spend data.</p> <p>Forward Outlook: System demonstrations to be arranged with suppliers who are able to provide Scope 3 reporting tools.</p> <p>Progress & RAG status</p> 	<p>For all contracts that are procured as part of the tender process, suppliers must detail the actions that they are taking to achieve carbon neutrality</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>For procurements equal to and above £100k relevant questions will be asked as part of the tender process, to ask suppliers to detail the actions they are taking to become carbon neutral.</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p> 	<p>More contracts equal to and above the Key Decision value threshold (£500k) for local businesses where possible, based on circular economy principles</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Not Started</p> <p>Forward Outlook: Work to commence in April 2025</p> <p>Progress & RAG status</p> 	<p>Actively promote zero carbon supply chains</p> <p>Delivery term: Long (by Jan-30)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Work is ongoing to investigate how the Council could facilitate this activity.</p> <p>Forward Outlook: Procurement is looking to plan a council-wide supplier event in 2024 to further communicate the aspirations of the Council regarding its carbon neutral agenda.</p> <p>Progress & RAG status</p> 	<p>Promote the use of local, sustainable supply chains</p> <p>Delivery term: Long (by Jan-30)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Work is ongoing to investigate how the Council could look to promote this information.</p> <p>Forward Outlook: Procurement is looking to plan a council-wide supplier event in 2024 to further communicate the aspirations of the Council regarding its carbon neutral agenda.</p> <p>Progress & RAG status</p> 



Area/ Theme: Travel

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Activity CMP036	Activity CMP037	Activity CMP038	Activity CMP039	Activity CMP040	Activity CMP041
<p>New ways of working through Future Ways of Working Strategy – adopting a hybrid model of working</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>The Council has adopted a hybrid model of working.</p> <p>Forward Outlook: N/A - Delivered</p>	<p>Look to standardise management responsibilities through appraisal process and monitoring</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>There is now a standardised appraisal process.</p> <p>Forward Outlook: N/A - Delivered</p>	<p>Report business mileage / claims to enable Directorate led plans to reduce the business travel emissions in their services</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Business mileage is captured monthly and then reported to the carbon management team quarterly.</p> <p>Forward Outlook: This activity is ongoing, so mileage will continue to be captured and reported.</p>	<p>Review and update of related council policies for business travel</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>The Council's business travel policy has been reviewed and is fit for purpose.</p> <p>Forward Outlook: N/A - Delivered</p>	<p>Low carbon courses available for driving electric scooters and bicycles</p> <p>Delivery term: Short (by Mar-25)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>E-bicycles and e-scooters, provided by VOI, are available across North Northants. VOI continually monitor and improve the safety of these transport types. One of their methods is to encourage all users to do a compulsory safety awareness course (online) before they can use e-bikes or e-scooters.</p> <p>Forward Outlook: N/A - Delivered</p>	<p>Promotion of cycle to work & car share schemes</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>The cycle to work scheme was promoted 4 times with varied take up by staff over the past 18 months. Apr-Jun 22 - 11 apps; Sept-Oct 22 - 2 apps; Feb-Mar 23 - 0 apps; Jun-July 23 - 9 apps.</p> <p>Forward Outlook: The team will investigate varying the application windows in future and will work with external partners to promote third-party discounts and competitions. Due to our current hybrid working strategy a car sharing scheme could be less impactful, as a result options for a car sharing scheme will be reviewed in the 2024/25 financial year.</p>
<p>Progress & RAG status</p>	<p>Progress & RAG status</p>	<p>Progress & RAG status</p>	<p>Progress & RAG status</p>	<p>Progress & RAG status</p>	<p>Progress & RAG status</p>



Area/ Theme: Travel

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Activity CMP042	Activity CMP043	Activity CMP044	Activity CMP045	Activity CMP046
<p>Local infrastructure for staff travel introduced (e.g., EV charging points)</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>For staff charging points, the plan is to produce a more wide-ranging EV strategy which will cover facilities for staff</p> <p>Forward Outlook: Procurement expected to begin in 2024, after external funding has been secured.</p> <p>Progress & RAG status</p>	<p>Commuting – staff and members actively encouraged to low carbon commute</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Not Started</p> <p>Forward Outlook: This activity will be picked by the Sustainability team in the future.</p> <p>Progress & RAG status</p>	<p>Action(s) for Grey Fleet Review (the use of personal vehicles for business purposes).</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Delivered</p> <p>Forward Outlook: N/A - Delivered</p> <p>Progress & RAG status</p>	<p>A sustainable travel plan for all work locations will be in place (e.g., EV charging points, showers, bike lock ups etc)</p> <p>Delivery term: Medium (by Mar-27)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Not Started</p> <p>Forward Outlook: To form part of the Workspace Transformation project, as part of building improvements work.</p> <p>Progress & RAG status</p>	<p>Develop an approach and policy to reduce grey fleet emissions as much as possible</p> <p>Delivery term: Long (by Jan-30)</p> <p>Delivery Update: (December 2022 – December 2023)</p> <p>Not Started</p> <p>Forward Outlook: This activity will be picked by the Sustainability team in the future.</p> <p>Progress & RAG status</p>



CHANGES & NEW ACTIVITIES

CHANGES

In the first iteration of the CMP all 82 activities were allocated a delivery term of short, medium, or long. Over the course of the last year work has commenced on the majority of short- and medium-term activities. However, it has become apparent that the original prescribed delivery terms are not all feasible, largely due to contractual limitations and the complexity of work that needs to take place to deliver each activity. Out of the 82 activities, 16 have a Red RAG status meaning they face considerable challenges, which will likely see the scope/ timeline for delivery impacted. As such, to mitigate blockages and enable on time delivery, activities outlined (figure 8) represent those that will now change delivery terms.

Number	Activity description	Rationale for change	Current delivery term	New delivery term
CMP002	Review energy supply contracts, and seek to rationalise those into single source supply contracts	Per the terms of the Laser Energy Management contract the supplier has the duration of the contract term (3-years, plus the option for a 2-year extension) to complete the rationalisation work on moving existing contracts to suitable energy tariff.	Short	Medium
CMP003	Include recommended carbon reduction measures for a particular building from its decarbonisation survey - this will need to be completed for each building	24 surveys have been conducted; however, it will take time and considerable resources to undertake the recommended carbon reduction measures from the decarbonisation surveys. In addition, further surveys will need to be procured for key properties, and again this will be costly and time consuming.	Short	Long
CMP005	Install SMART meters on all council controlled and owned properties where prioritised for electricity and gas.	Due to the terms of the Laser energy management contract, the supplier has 5-years to coordinate the installation of gas and electricity meters across all Council owned and operated assets.	Short	Medium
CMP017	Use modern technology to reduce the energy consumption of our streetlights, including upgrades to LED lighting	The PFI streetlighting update is underway. Balfour Beatty have changed 3 lighting features so far. The entire programme of work is estimated to be complete in 28 months (2 yrs. 3 mos.), which means this activity cannot be delivered by Mar-25 (it should be delivered by Jun-26 given the current timeline).	Short	Medium
CMP018	Remove unnecessary illuminated assets from portfolio to reduce our energy consumption	Work is tied to the Kier Group, Highways contract. Halogen illuminated assets will be phased out over time, throughout the duration of the Kier Highways contract. Work is estimated to be complete by Oct 2029.	Short	Long



Number	Activity description	Rationale for change	Current delivery term	New delivery term
CMP019	Switch vehicles less than 3.5t within the Council's highways maintenance contract to electric or ultra-low emissions	Kier Group continue to evaluate new options as they come to market; however, technology is not anticipated to be reliable enough to support use for several years. Kier has the duration of the Highways contract term (Oct 2029) to make the switch.	Short	Long
CMP021	Replace petrol driven hand-tools and plant with electric powered tools	Hand tools have been replaced where it is safe and practical to do so; however, electric alternatives are not fit for purposes in all circumstances and Kier will need to wait for new tech to become available. Again, Kier has the duration of the contract term to make the switch.	Short	Long
CMP024	New fleet replacements consider zero emission vehicles and non-fossil fuel alternatives where practicable	The majority of the authority's fleet vehicles are on a combined contract that does not expire until September 2027, as such it is recommended that the delivery term is changed to account for the limitations posed by the existing fleet contract.	Short	Long
CMP028	Review and fit charging infrastructure on key sites (Internal fleet & public)	Work is underway on this activity; however, due to work required to improve the grid at our depots, as well as the timeline associated with the existing fleet contract, delivery of internal charging infrastructure for the Council's fleet will not be completed until nearer to the new fleet contract and arrival of new vehicles in 2027.	Short	Medium
CMP029	Replace leased vehicles with carbon neutral alternatives where possible. This will likely be possible from 2027 onwards due to contractual commitments	Same as CMP024	Medium	Long





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Number	Activity description	Rationale for change	Current delivery term	New delivery term
CMP031	Explore replacing/improving the carbon efficiency of specialist vehicles, such as gritters and refuse collectors	Same as CMP024	Medium	Long
CMP033	Driver training operating & maintaining new technology	This activity is linked to 024, 029, and 031 in that training will occur as and when new vehicles are procured and received in-house. As a result, this activity will be ongoing for the duration of the programme of works.	Medium	Long
CMP052	Develop the Council's scope 3 reporting arrangements	Given the complexities of Scope 3 emissions and the limited information available about them, it is challenging to accurately calculate and report on them at present. By implementing effective monitoring, engaging with suppliers, and promoting sustainable practices, we are working towards understanding and reducing Scope 3 emissions. However, this is a huge task that will take years to implement.	Short	Medium
CMP069	Work with partners to identify funding opportunities for large scale sequestration projects	Given the limited availability of funding from central government and possible land storages for large scale projects it is recommended that this activity be moved from short to medium term	Short	Medium
CMP081	Phase 3- District energy scheme in Corby	Due to the complexity of developing a district energy scheme and limited resource availability it is recommended that this activity be moved from medium to long term.	Medium	Long

NEW ACTIVITIES

A request was put out to officers asking for recommendations for new CMP activities to help the Council reduce carbon emissions. The following activities have been selected from the list of proposed ideas and will now be added to the CMP:

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ASSETS & ENVIRONMENT Medium term (2-5 years)

- Review the feasibility of installing Blue Green Roof on select council buildings
- Retrofit landlord lighting to LED and motion activated
- Introduce energy reduction practices within council care homes
- Install motion activated lighting at council owned car parks

HIGHWAYS & WASTE Medium term (2-5 years)

- Promote and incentivise recycling across the Council's operational buildings

CARBON OFFSETTING Medium term (2-5 years)

- Conduct feasibility analysis of new and emerging technologies available for reducing the impact of the Council's waste on the environment through residual biomass and recycling
- Investigate a biodiversity net gain proposal to allow the Council to sell units

BEHAVIOUR Short term (1-2 years)

- Introduce a requirement to procure recycled stationary
- Multifunction Device (MFD) printer replacement in council offices
- Replace existing workstation docking stations with low carbon alternatives (i.e., dongles)

FLEET Medium term (2-5 years)

- Implementation of low carbon fleet operating practices

BEHAVIOUR Long term (5 years+)

- Creation of a Power BI CO₂ emissions dashboard

