

APPENDIX 6

Priority: Environment
Sub-Priority: Carbon Control and Reduction
Impact: Reducing our carbon impact on the natural environment

What we said we would do in 2014/15:

1. Market and promote carbon reduction measures within the Council, with our partners and with the public to manage and reduce emission levels.

Progress Status	Progress RAG	G	Outcome RAG	G
<p>Following return from maternity leave and staff changes at Carbon Trust, the draft delivery plan for schools energy efficiency is being finalised. We will continue to check accuracy of real time metering to the 11 Pilot schools, but still addressing on going I.T issues. When I.T issues are resolved a competition will be run between the schools to challenge them to further reduce their energy use. We will encourage schools who have not accessed the e learning module through Moodle to do so.</p> <p>The collective energy switching scheme “Cyd Cymru” has been approved by Cabinet, which gives Flintshire C.C partner status and allows us to widely publicise the scheme to all Flintshire residents. Energy efficiency advice is provided as part of the guidance to potential “switchers” along with help through the switching process.</p> <p>We continue to work with colleagues in Housing as part of the Domestic Energy Efficiency Project to develop new funding bids, ensure technical compliance, and maximise external income to domestic energy efficiency projects. A diverse range of funding has been secured, and the first domestic RHI registrations, ECO funding claims and Green Deal Home Improvement Vouchers are being claimed this quarter. For further information, PIs for that project are reported separately under the Improvement Priority Protecting People from Poverty, Fuel Poverty subheading.</p>				

2. Challenge the Council's carbon emissions, through our assets, vehicles and people behaviour: -

- Investing in renewable energy schemes
- Investing in a more efficient fleet (vehicles)
- Improving the efficiency of our street lighting; and
- Increasing recycling of the Council's own waste

Progress Status

Progress RAG

G

Outcome RAG

G

Achievement will be measured through:

- Carbon reduction commitment
- Renewable energy and energy retrofit schemes
- Monitoring the fuel consumption of our fleet
- Carbon emissions from Council street lighting
- Recycling performance

Recycling

Reported recycling figures have increased in the first 9 months of this year when compared to 2013/14 with the current rate at 54%. Landfill waste is also down on this time last year by 400 tonnes. With 42% of municipal waste currently being sent to landfill. Recycling rates have increased at the Council's HRC's from 2013/14 year end of 54% to 58% (Q1) and 62% (Q2) although there has been a seasonal decrease in Q3 to 50%, this still gives an aggregate improvement to 57%. This has been achieved partly through the on going monitoring of the van restrictions, limited to 2 sites, which allows those sites where vans can be received to engage with the public to facilitate and encourage recycling of the waste.

The Recycling team have also carried out door knocking campaigns in areas of low participation specifically to increase food waste and provide containers to residents if they require them.

Rebranding of the signs at Greenfield HRC to improve public use of the facilities.

Work being finalised for new Sandycroft HRC site, which is due to open in January 2015.

Carbon Reduction Commitment

No update specifically on CRC as this is an annual return, however the energy consumption figures to date (to end of December) compared to those to Q3 in 2013, are as follows:

Electricity down by 9%, Natural Gas down by 19%, LPG down 68% Oil down by 44%. Whilst the Electricity and Natural gas figures are robust and reflect the mildness of 2014 as a whole, as well as the mitigation actions completed, the LPG and Oil figures are not robust due to the seasonality of the procurement of these fuels, and a question mark on whether all deliveries are submitted to the Monitoring and targeting system by the sites concerned. As a consequence, the Energy Unit are about to install LPG meters to resolve this issue and improve accuracy. However a year end statement should be available from our LPG suppliers for Q4, to correct any errors in reporting during this quarter.

Renewable Energy & Retrofit schemes

The Photo Voltaic scheme referenced in Q2 return at Abermorddu C.P. school has been completed, though a delay has occurred for the installation at Flint High School because of an Estyn inspection coinciding with the planned installation date. This work has now been re programmed and should be completed within the next month.

Domestic Energy Efficiency Project

A further 224 social and private properties were improved directly this quarter, bringing the total so far this year to 517 homes with an estimated 15,151 lifetime tonnes of carbon saved and over £155k in energy bill savings. Gas connections, external wall insulation, continued in public and private sector properties, and council properties in areas where mains gas is not available continued to benefit from installation of air source heat pumps and PV panels. For further information, PIs for that project are reported separately under the Fuel Poverty subheading.

Lighting

All lighting schemes identified in Q2 report have been completed.

Fleet

Monitoring the fuel consumption of our fleet is on-going with Year-to-date litres figures available to set next year's baseline.

The programme of Vehicle replacement is nearing completion with consultation being undertaken on delivering a single contract for the provision of all County vehicles with in 2015.

Current Fleet make Up :

- 267 Hires

of which:

- 232 BurntTree Hires Light Goods Vehicles
- 35 Specialist Equipment or Plant

Average Hired Fleet Age of 1.8 years

150 Owned Fleet Vehicles remaining – Average age 6.29 years

(Current fleet figures include vehicles imminently due for Lease return)

The table below shows the improved emissions (although not CO emission) of the newer vehicles. This roll-out will continue throughout this year, with the replacement figure already rising to 70 vehicles by end of July 2014.

This programme is driving down the fleet age and improving emissions and efficiency (as set out in the EU Euro Standards table).

EU emissions standards for passenger cars (in g/km)

Euro Standard	Implementation date*	CO (g/km)	THC (g/km)	NMHC (g/km)	NOx (g/km)	HC=NOx (g/km)	PM (g/km)
Diesel							
Euro I	July 1993	2.72	-	-	-	0.97	0.14
Euro II	January 1997	1.00	-	-	-	0.70	0.08
Euro III	January 2001	0.64	-	-	0.50	0.56	0.05
Euro IV	January 2006	0.50	-	-	0.25	0.30	0.025
Euro V	September 2010	0.500	-	-	0.180	0.230	0.005

Street lighting

Work continues as reported at Q2

Improvement Plan Progress
January 2015

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
EEFLM1 - Carbon Reduction Commitment - Reduce our carbon footprint through delivery of our Carbon Reduction Strategy (non domestic portfolio)	Chief Officer – Planning & Environment	1.51% (increase in year) 18.53% (cumulative reduction)	21% cumulative reduction	60% cumulative reduction by 2021	Annual Measure	N/A	N/A
Investment in renewable energy schemes		£300k	£100k	TBC subject to budget setting	£100k	G	A
Monitoring the fuel consumption of our fleet (litres)	Chief Officer – Transport & Streetscene	N/A New Measure	Baseline Year	TBC once baseline established	3,001.83 litres of unleaded 300,059.05 litres of diesel	N/A	N/A
Reduction in carbon emissions from Council street lighting through installing improved and energy efficient street lighting, signs and bollards.		1.8%	1.75% per annum	2.5% per annum	1.85%	G	G
WMT/009b - The percentage of municipal waste collected by local authorities and prepared for reuse and/or recycled, including source segregated bio wastes that are composted or treated biologically in another way.		55.07%	57%	58%	54%	G	G

Risk to be managed - Ensuring that recycling and energy efficiency programmes are supported by the public and employees

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)			
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	<p>R1. Promote and raise awareness of the benefits of recycling with the public Key action campaigns to improve quality and quantity of materials through collections.</p> <p>R2. Increase the level, efficiency and ease of collection systems for the public and specific material campaigns to target materials with low capture rates and improve the quality of the materials.</p>	L	M	G	<p>R1. Target primary schools with the awareness road-shows funded through tidy towns grant. Target Trade premises and low participation areas not currently recycling food waste.</p> <p>R.2 Improve the meet and greet system at the HRC to improve understanding of the recycling streams at the site. Review container types to maximise capacity and improve</p>	<p>Chief Officer Environment and Planning</p> <p>Chief Officer Streetscene and Transportation</p>	↔	L	L	G	Jan 2015

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)			
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
			<p>F2. Currently working through a programme of fitting Tracker Systems to all Fleet vehicles across the authority.</p> <p>F3. Drivers Handbook Extract on Economic Driving including explanation of Fuel Consumption provided to workforce. 181 Trackers are now fitted to Fleet vehicles.</p> <p>F4. Transportation and Logistics operations currently being reviewed. The results will shape how</p>				<p>collection times.</p> <p>F2 We are currently consulting on a Vehicle Management System Policy (which is an expansion on the originally perceived Vehicle Tracking Policy), which will be weighted towards driving efficiencies out of operations and fleet ownership.</p> <p>F3.The next phase of Driver Training is being considered, and module content and delivery will be an influential factor.</p>						

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)			
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
			<p>vehicles across the authority will be specified, procured, and utilized. Whilst considering alternative fuel options, and pool cars availability.</p> <p>E1 Continue to promote energy awareness programmes and the positive contribution low cost no cost action can have on the council's energy costs.</p> <p>E2. Interaction and engagement with staff and energy champions to promote and raise awareness of energy conservation initiatives.</p>				<p>F4. All new vehicle requests continue to be challenged by fleet services during the review.</p> <p>E1/E2 The team have been going through a period of transition with one member recently returned from maternity leave and the retirement of other members. This had resulted in a decrease in awareness promotion due to other priorities. Work will now be reprioritised in these areas with reengagement with energy champions and</p>						

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)			
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
							refresh of the awareness raising campaigns						

3. Encourage public utilisation of recycling facilities and services

Progress Status	Progress RAG	A	Outcome RAG	G
------------------------	---------------------	----------	--------------------	----------

Reported recycling figures have increased in the first 9 months of this year when compared to 2013/14 with the current rate at 54%. Landfill waste is also down on this time last year by 402 tonnes. With 42% of municipal waste currently being sent to landfill (13/14 outturn 41.57%)

Recycling rates have increased at the Council's HRC's from 58% to 62% for Quarters 1 and 2 with a seasonal decrease to 50% in Q3 (average to date 56.6%). This has been achieved partly through the on going monitoring of the van restrictions, limited to 2 sites, which allows those sites where vans can be received to engage with the public to facilitate and encourage recycling of the waste.

The Recycling team have also carried out door knocking campaigns in areas of low participation specifically to increase food waste and provide containers to residents if they require them.

Rebranding of the signs at Greenfield HRC to improve public use of the facilities.

Achievement will be measured through:

- Improved recycling performance

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
WMT/011 - The percentage of local authority municipal waste received at all local authority household waste amenity sites that is prepared for reuse, recycled or of source segregated bio waste that is composted or treated biologically in another way.	Chief Officer – Transport & Streetscene	54.47%	67%	75%	50%	G	G

Risk to be managed - Securing sufficient funding for renewable energy schemes

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)			
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	Continue to invest in Renewable energy systems that are eligible for the Governments Feed In tariff and Renewable Heat incentive payments, though the significant reduction in the renewable Energy Budget (£300k down to £100K) will have a negative impact. Explore options for much larger renewable schemes	L	M	G	Working with APSE and other partners to potentially develop large scale energy schemes, that will contribute to the County's Energy needs, and revenue income	Chief Officer, Planning and Environment & Chief Officer Streetscene & Transportation	↑	M	M	A	Sep 2014

↑↑↑

Risk to be managed - Securing sufficient funding to maintain the Council's recycling service.

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)			
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score	Target Date
(L)	(I)	(Lxl)		(L)	(I)	(Lxl)			(L)	(I)	(Lxl)		
H	H	R	Continue to provide a regular high quality collection service to maintain/increase public participation. Continue to operate the recycling bulking facility to ensure high quality recycling to capture high end returns of income.	M	M	A	Investigate areas of good practice in other LA's to help increase participation by residents and increase income potential. Improve standards of meet and greet at Household Recycling Centre to divert recyclable waste from landfill. Apply the Technical Environmental Economic Practical to all collection services that do not follow Welsh Government recommended blueprint delivery	Chief Officer, Planning and Environment & Chief Officer Streetscene & Transportation	↔	L	L	G	2018/19

Risk to be managed - Securing sufficient funding for further street lighting improvement programmes.

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)			
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	<p>Continue to invest in energy saving schemes. Currently Flintshire have installed 350 new lanterns including over 300 dimming units and over 500 new trimming photocells.</p> <p>Investigation into part night switching in 2 locations which will reduce carbon and energy usage whilst supporting extra benefits such as dark nights at sky. Both areas conflict with the current policy so are unable to be installed.</p> <p>On going replacement of old sign and bollard technologies</p>	M	M	A	<p>Further Investigation into part night switching in areas of approved and evaluated locations which will reduce carbon and energy usage whilst supporting extra benefits such as dark nights at sky.</p> <p>Replace old photocells with new trimming photocells which switch on and off earlier and reduce the hours of operation by 20</p>	<p>Chief Officer, Planning and Environment & Chief Officer Streetscene & Transportation</p>	↑	L	L	G	Apr '15

			<p>(to LED). Within Q1 Flintshire have replaced 27 units.</p> <p>Continue to Dim lighting units by 30% to reduce the level of energy and illumination output for a period of time during dark hours (2200hrs – 0600hrs).</p> <p>Continue to Replace old signs and bollards to LED which reduce operational visits to units and to reduce the level of energy usage</p>			<p>hours per unit per year.</p> <p>Continue in the installation of dimming units as per the street lighting policy.</p> <p>Investigation and installation on a trial basis of LED lighting.</p>					
--	--	--	--	--	--	---	--	--	--	--	--

4. Encourage residents and employees to use more sustainable forms of transport.

Progress Status	Progress RAG	G	Outcome RAG	G
------------------------	---------------------	----------	--------------------	----------

The Local Transport (LTF) funded Broughton to Saltney cycle way is currently on site. Works started on the 19/01/2015 and will be completed within 6 to 7 weeks. On completion the installation of 3 additional counters will be installed.

Feasibility studies have now been completed on the DIP Zone 3/4 and Airbus to Sandycroft cycle ways for future potential funding.

Achievement will be measured through:

- Increased use of cycleways

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
IPE1M7 - Number of users on the cycleway networks evidenced through counter data	Chief Officer – Transport & Streetscene	82,500 users	120,000 users	150,000 users	95,705 users (Q3)	G	G