

Transport needs of residents, businesses and visitors in the district are met

NI47 People killed or seriously injured in road traffic accidents						
Baseline	2008/09		2009/10		2010/11	Forecast
	Target	Outturn	Target	Outturn	Target	
111	102	105	88	Awaited	79	R
Forecast is based on the performance data available including the 2009 data.						

NI167 Congestion – average journey time per mile during the morning peak						
Baseline	2008/09		2009/10		2010/11	Forecast
	Target	Outturn	Target	Outturn	Target	
4 mins 5 secs	4 mins 18 secs	Awaited January 2010 (per Data Hub)	4 mins 20 secs	Awaited	4 mins 22 secs	U/K

Tackling climate change through reduced green house gas emissions

NI186 Per capita CO ₂ emissions in the LA area						
Baseline	2008/09		2009/10		2010/11	Forecast
	Target	Outturn	Target	Outturn	Target	
7.2 tonnes (2005)	Reduction on the baseline of 1.5%	Data for 2007 available October 2009 (per Data Hub)	Reduction on the baseline of 5.46%	Awaited	Reduction on the baseline of 11.6%	U/K

RE05 Achieving enhanced CO ₂ emission reductions from the Council's operational buildings fleets, street-lighting, and schools					
Baseline	2008/09		2009/10		Forecast
	Target	Outturn	Target	Outturn	
	43.20 k tonnes	44.16 k tonnes	42.00 k tonnes	July 2010	R
Forecast is based on the performance data available.					

1 Outcome:

a) LAA priority	Environment – Transport needs of residents, businesses and visitors in the district are met
b) LAA measure	NI47 People killed or seriously injured in road traffic accidents
c) LAA target for year	This indicator measures the 3 year rolling annual average number of casualties for the 3 years ending in the calendar year 2010 88 for 2009/10

2 What are we trying to achieve?

Reduction in the number of people killed or seriously injured in road traffic accidents which contributes to the national casualty reduction target seeking for a 40% reduction by 2010 compared to the average for 1994-1998.

3 What progress are we making?

- The rolling average data for 2007 to 2009 is due in February 2010 as per the Data Interchange Hub.
- Up to September 2009 there had been 7 fatalities and 89 serious injured in Calderdale which is the highest figures for April to September when the figures for 2004 to 2009 are compared.
- The child casualties are of concern particularly in the age group 12 to 15yrs account for 15% of the total in Calderdale (2004 to 2008).
- Outputs and results from road safety campaigns have included;
 1. With the aim of encouraging pre-drivers to think about the need for continuing development in the area of driving/riding we have teamed up with the Highways Agency and the Driving Standards Agency to provide 5000 learner driver/rider packs to year 11 and 12 students in all our schools and colleges. This initiative includes a significant contribution from our partners in terms of subsidising the overall production costs and ensured that 5000 Highway Code books were available for students at a cost of over £12,500. The benefit is improved education for our young drivers/riders.
 2. With the aim of reducing the significant numbers of people suffering serious head, neck and spinal injuries caused by poor positioning of the head restraint, Calderdale Council set off on a major campaign to increase education and reduce casualties. Bus back advertising (catching the driver at a point where they would see the advice), 50,000 advice leaflets and posters sent out to over 1000 businesses, doctors, dentists and health centres. Over 50,000 credit card sized reminder cards in 375 dispensers went on display in shops and supermarkets and finally all public car parks with 20 or more spaces have a permanent sign reminding car occupants to correctly adjust their head restraint. A message for residents and visitors alike.
 3. By 2007, it was becoming clear that Calderdale was having some success in reducing the numbers of children aged 0-10 who were being seriously injured as pedestrians. It was also clear that the same success was not being replicated in the age group 11-15 years. We therefore had to look at ways to introduce a whole new package of educational initiatives for this particular group. In 2007/8 we introduced road safety seminars for Yrs 8 and 10. In the first year we saw 3687 students. By the end of the 2008/9 educational year we had met with over 3954 students, as well as maintaining seminars in years 7 and 12. In total in one year alone we were able to deliver seminars to 7462 students in Calderdale's senior schools.

4. On average we would deliver both practical and classroom based training to approximately 18,000 children in primary schools. In the year 2008/9 this figure jumped to nearly 24,000 as many children received a one off child pedestrian training refresher course. In addition we supported the new DfT child pedestrian campaign and with fantastic partnership working with nurseries in both the public and private sector across the district – we were able to get under fives road safety advice packs into 3000 homes. Over 31,000 pupils in Calderdale reached with a face to face Road Safety message.

4 What actions are we taking to deliver improvement over the next 6 months?

- Continue to review and implement Local Safety schemes, and incorporate road safety engineering measures as an integral part of Highways Maintenance and other highway schemes. Their impact and effectiveness on casualty reduction will continue to be monitored annually
- Continue to review the Speed Management Strategy and Action Plan priorities annually
- Road safety education and publicity including campaigns aimed at reducing the child casualties, pedestrians and motorcyclists e.g. 'Didn't Look, Didn't Listen, End Of' and 'Be Bright, Be Seen'.
- Neighbourhood Policing Teams continue to work with communities on locally identified road safety issues. Contact to be made with the Roads Policing Team regarding enforcement.
- Calderdale Safer Roads Steering Group established to 'mirror' the work of the West Yorkshire Group at a local level to identify and progress joint road safety campaigns and actions targeting the most vulnerable road user groups

5 Is anything expected to impact on delivery?

6 What are the prospects for future improvement and can we evidence these?

Actions on transport engineering and road safety continue with a focus on known issues but actions need to be further developed in relation to enforcement activity.

The impact of the road safety campaigns may not be realised in the short term especially with delivery of campaigns which aim to change behaviours.

7 Overall Assessment

Based upon recent performance information, the forecast for this indicator is that there is a high risk that the target for 2010/11 will not be achieved. As the indicator is a rolling average the performance over the 3 years has to be taken into account.

1 Outcome:

a) LAA priority	Environment – Transport needs of residents, businesses and visitors in the district are met
b) LAA measure	NI167 Congestion – average person journey time per mile during the morning peak
c) LAA target for year	4 mins 20 secs (2009/10)

2 What are we trying to achieve?

This indicator measures the average person journey time per mile, during the morning peak, on major routes West Yorkshire. The trend is for journey times to increase, so targets have been set to minimise this increase.

3 What progress are we making?

The final West Yorkshire data for 2008/09 is due in January 2010. Latest 2008/09 provisional congestion target results were published on 5th November 2009 and indicate that the measured West Yorkshire person journey time per mile has fallen to 3 mins 56 secs, compared with an original target of 4 mins 18 secs [NB It should be noted that a revised trajectory has been agreed with DfT due to a change in source data – this indicates a 4 mins 16 secs target for 2008/09].

Vehicle journey time data is now available quarterly for West Yorkshire, which can provide a more frequent proxy indicator of progress. This data differs from NI167 as it is not weighted. The provisional data for May 2009 shows a journey time of 3 mins 28 secs for West Yorkshire, a 9% decrease in comparison to May 2008.

4 What actions are we taking to deliver improvement over the next 6 months?

- Delivery through the Local Transport Plan programme
- Studies and traffic models are being undertaken on key routes to inform future decision making
- Travel for Work and school travel plans
- Bus service improvements including punctuality and reliability

5 Is anything expected to impact on delivery?

The recession may be having a positive impact on congestion. Other economic factors may also have contributed to this, such as fuel prices.

6 What are the prospects for future improvement and can we evidence these?

Future improvement of congestion in Calderdale will not be delivered through engineering solutions alone. Further actions are to be sought and developed with partners.

7 Overall Assessment

This indicator is assessed at the West Yorkshire level and thus the impact of local actions will be on local routes which contribute to the West Yorkshire figure. Based upon the proxy data for vehicle journey times, congestion has decreased in 2009.

LAA Progress Update

Date of Report: 18th September 2009

1 Outcome:

a) LAA priority	Environment – Tackling climate change through reduced green house gas emissions
b) LAA measure	RE05 Achieving enhanced CO2 emission reductions from the Council's operational buildings fleets, street-lighting, and schools
c) LAA target for year	43.20 k tonnes (2008/09) 42.00 k tonnes (2009/10)

2 What are we trying to achieve?

A reduction in the CO₂ emissions from Calderdale Council operations.

3 What progress are we making?

The target for 2008/09 was not achieved and RE05 is now forecast to not achieve 2009/10 target if performance continues in the same trend. 60% of the stretch would also not be achieved for PRG purposes. The main performance issue is the CO₂ emissions from waste and energy in schools which is offsetting reductions in CO₂ elsewhere.

The performance has only been highlighted now as the data has become available following the year end when energy use has become available. There was an increase in energy usage last winter. The use of extended schools has been cited as a possible cause of the increase in CO₂ from schools. This is to be explored.

a) Milestones due in current reporting period

<p>Ref (1) Reduce CO2 by effective energy management of Council operational buildings - Building Energy Management System</p> <p>Recruitment of Energy Projects Officer (April 2009) Review Building Energy Management System (May 2009) Identify savings (June 2009) Implement recommendations (July 2009)</p>	<p>Recruitment of the Energy Project Officer has been delayed and an officer should be in post late November 2009.</p> <p>The responsibility for the Energy Management System has now been devolved to Building Managers via Heatmiser units.</p> <p>The impact of this action will depend on what is identified and how quickly improvements are implemented. Those areas with the biggest savings in terms of energy use will be prioritised.</p>
<p>Ref (2) Reduce CO2 by effective energy management of Council operational buildings – use of Optima software to identify savings in billings in Council buildings and schools</p> <p>Training in Optima software (December 2008) Review Optima data (May 2009) Identify savings (June 2009) Implement recommendations (July 2009)</p>	<p>The training has been undertaken. Work to progress this needs support from an energy professional. This remains a key for improvement but it unlikely to affect the performance of RE05 at this stage due to the expected lead-in time.</p> <p>Action to be removed from Delivery Plan and added to that for NI185.</p>

<p>Ref (3) Feasibility study of insulation in schools and Council buildings. Identify buildings with poor performance and assess whether insulation is appropriate (June 2009) Funding for the project to be sought – Salix finance through the Carbon Trust (July 2009)</p>	<p>There has been no progress on this action and this is now no longer likely to affect the performance of RE05 by 31st March 2009. Action to be removed from Delivery Plan and added to that for NI185.</p>
<p>Ref (4) Raise awareness of the importance of energy and water savings in Council operational buildings</p>	<p>AWYA Conference on 6th November and Calderdale secondary schools are invited. The Carbon Trust and the Energy Savings Trust will be represented. A campaign within Council buildings is to be launched in October 2009 to reduce energy and water consumption. This requires behavioural change and is not a guaranteed impact.</p>
<p>Ref (5) Reduce general waste from schools and buildings, recreational waste and buildings not subject to trade waste Internal waste plan – current pilot in 16 buildings Evaluation of the waste pilot to align with budget setting (March 2009) Report on the waste pilot to be presented to CMT (March 2009)</p>	<p>The contract is now with Sita and is self sustaining. The pilot is being rolled out across the Council.</p>
<p>Ref (6) Review of disposal methods of other Council waste e.g. furniture, electronic equipment</p> <p>Review of current situation (March 2009)</p> <p>Report to CMT (April 2009)</p> <p>Implementation of identified measures (May - August 2009)</p>	<p>This action is being undertaken under the Environmental Management System as is not relevant to this indicator. Action to be removed.</p>
<p>Ref (7) Reduce commuting and business travel by encouraging modal shift amongst Council employees Analysis of the Staff Travel Survey and results to the Corporate Travel Plan Steering Group (February 2009)</p> <p>Develop recommended actions for the Corporate Travel Plan in 2009-10 and present to the Corporate Travel Plan Steering Group (March 2009)</p> <p>Campaigns and promotions to encourage sustainable travel (on-going)</p>	<p>Analysis of the Staff Travel Survey has been undertaken with results to the Corporate Travel Plan Steering Group. Recommendations were prepared for the Corporate Travel Plan 2009/10. The survey for 2009/10 will be dispatched with the November 2009 payslips.</p>
<p>Ref (8) Reduce carbon emissions from Council operational buildings by introducing Smarter Working Production of smarter working profiles</p> <p>Initiate definition of Calderdale profiles</p> <p>Skills training needs analysis & training</p>	<p>Smarter Working may have a limited affect within the timescales for improvement on RE05. Better Working: Better Services may increase the pace of changes on this throughout the Transformation stage.</p>

<p>defined</p> <p>Define & initiate staff communication strategy 2009</p>	
<p>Ref (9) Reduce carbon emissions from Council operational buildings through environmental design and construction Draft policy proposal, Environmental Design and Construction Checklist and Guide drafted (January 2009)</p> <p>Report proposals to Cabinet for initial approval (April 2009)</p> <p>Consultation across Council and relevant partners (May-June 2009)</p> <p>Seek policy approval from Cabinet/full Council (July 2009)</p>	<p>Unlikely to affect the performance of RE05 by 31st March 2009. Action to be removed from Delivery Plan and added to that for NI185. If this action is completed it will make a significant contribution to NI185.</p>
<p>b) Latest Performance Information</p> <p>Performance for 2008/09 was 44.16 k tonnes against a target of 43.2 k tonnes.</p>	
<p>4 What actions are we taking to deliver improvement over the next 6 months?</p> <p>The immediate priorities for the post of Energy Project Officer will have to be on short-term gains which will have a positive impact on performance on RE05.</p> <ol style="list-style-type: none"> 1. Energy Projects Officer to use data from NI185 to identify the biggest emitters and carry out building energy audits to identify savings and implement recommendations (November 2009 to March 2010) 2. Energy and water reduction campaign (Autumn 2009) 	
<p>5 Is anything expected to impact on delivery?</p> <p>Nothing identified at this time.</p>	
<p>6 What are the prospects for future improvement and can we evidence these?</p> <p>The Delivery Plan will be reviewed in early January once the Energy Project Officer is in post and priorities have been identified.</p>	
<p>7 Overall Assessment</p> <p>Efforts to deliver this target continue however the delay in recruiting into the post of Energy Project Officer has had an impact and now timescales are short with 6 months to achieve a challenging reduction in CO₂ emissions.</p>	

LAA Progress Update

Date of Report: August 2009

1 Outcome:

a) LAA priority	Environment – Tackling climate change through reduced green house gas emissions
b) LAA measure	NI186 – Per capita CO ₂ emissions in the Local Authority Area
c) LAA target for year	To achieve a reduction of 1.5% on the baseline (6.9 tonnes per capita) at the end of 2008/2009 (Year 1)

2 What are we trying to achieve?

Reduction in CO₂ emissions in Calderdale from homes, businesses and transport.

3 What progress are we making?

a) Milestones due in current reporting period

1. To undertake further research on climate change reduction and modelling of the sectors which contribute to climate change (transport, business and private housing)	Actions completed place to support this include mapping of CO ₂ reduction activity by the Council and partners to assess what activity is already taking place; exploration of what other areas are doing and planning to do to reduce CO ₂ ; a successful application to the Energy Savings Trust for one to one support; quantification of the projected CO ₂ savings; investigation of the REAP tool and identification of which sectors emit the highest level of CO ₂ .
2. Activity to reduce CO ₂ emissions from businesses in Calderdale including communication and engagement	Communication has been made with Business Link and the Economic Development Team at Calderdale Council. Draft posters and leaflets aimed at businesses have been produced and will be circulated to businesses. Activity to reduce CO ₂ from businesses will continue to be a focus for 2009/2010.
3. Activity to reduce CO ₂ emissions from private housing in Calderdale	Good working relationships have been established with the Housing Energy Action Team at Calderdale Council. Thermal Imagery has been conducted in Calderdale and work with this will continue into 2009/2010. Awareness and training has been provided to planners on existing policy and a Renewable Energy Guidance note has been produced and circulated for consultation in January 2009 which is now being implemented and distributed as part of planning application information. The outcomes and results of Calderdale's Housing Stock Survey have assisted in identifying future areas for targeting.
4. Activity to raise awareness of climate change and CO ₂ reduction in Calderdale	The January 2009 edition of Calderdale Call included information on housing insulation. A future edition will include Thermal Imagery, which will be promoted through press releases and other media. The promotional materials distributed in

	<p>Calderdale by utility companies were sought but no samples were received. In 2009/2010 a Sustainable Construction Guide for Domestic and Non Domestic Buildings will be produced.</p>
<p>b) Latest Performance Information</p> <p>The performance information for 2007 is due in September 2009 (as per Data Hub - The reason for the long time lag on getting hold of the emissions data is due to the hierarchy of reporting for inventory results).</p>	
<p>4 What actions are we taking to deliver improvement over the next 6 months?</p> <p>The Delivery Plan has been refreshed and will be shared with the Climate Change sub-group for additional activity to be recorded. The action plan will be revised in February 2010 to take into account the actions from the one to one support programme from the Energy Saving Trust.</p> <p>The actions of the Housing Energy Action Team will also contribute to this indicator including the Delivery Plan for RE14 Affordable Warmth.</p>	
<p>5 Is anything expected to impact on delivery?</p> <p>The recession may have a positive impact upon the performance of NI186 if there are less people commuting and less businesses in full operation.</p> <p>The focus for improvement is to be the business sector, however this is a risk as there is no dedicated staff resources to provide advice to businesses.</p> <p>The details of the impact of National Measures (proposed and implemented) are awaited from Government Office.</p>	
<p>6 What are the prospects for future improvement and can we evidence these?</p> <p>The business sector is a priority in delivery of the targets. Previously there has been a lack of focus on the business sector and therefore it is highlighted as an area with scope for improvement. This will be in the form of signposting businesses to funding and raising awareness within the sector.</p>	
<p>7 Overall Assessment</p> <p>This indicator measures the end user CO₂ emissions, based upon consumption data, from the business and public sector, domestic housing and road transport and whilst actions are being taken to reduce CO₂ emissions in Calderdale through this delivery plan the impact on the indicator is unknown.</p> <p>It is not known when the data for 2008/09 will be available to assess the performance to date. Discussions with the Lead Officer have included what the impact of the actions will be, how we will know if the actions have been successful and whether proxy measures can be used.</p> <p>Behavioural change and engagement is required to affect this target which cannot be guaranteed.</p>	