

1 Outcome:

a) LAA priority	Environment – Cleaner, greener and safer public spaces
b) LAA measure	NI195 Improved street and environmental cleanliness (levels of litter)
c) LAA target for year	13% (2009/10) 12% (2010/11)

2 What are we trying to achieve?

An improvement in the levels of litter on land and highways with a particular emphasis on reducing levels of detritus.

3 What progress are we making?

- Litter action days in residential neighbourhoods e.g. Park Ward where levels of litter and detritus are high. Working with partners such as Street Wardens and Community Link Workers to encourage resident participation – moving cars, helping with clean ups and using skips provided.
- Regular monitoring meetings between technical and operational staff to be held after each survey to address problem areas and agree actions prior to next survey.
- Re-design of the service through the Going Local initiative where teams will be area based and will have more responsibility for their designated neighbourhood. Staff will be multi-skilled in both grounds maintenance and cleansing operations.
- NI195 briefings are being planned for all front line staff. Supervisors to be trained in carrying out survey inspections.

a) Milestones due in current reporting period

At the next survey (due w/c 22 nd March) inspectors are to use recently published guidelines from Keep Britain Tidy on grading detritus where the backline or kerb is not clearly defined. This has been an issue when grading rural roads in Calderdale (Q3 result 72%). An improvement is expected at this survey.	To target areas with high NI195 results through neighbourhood clean ups and action days. The next is due March 17 th in Park Ward. The Ward has a number of traffic calming measures in place resulting in high levels of detritus because sweepers are unable to get down the road. To tackle this manual sweeping is being carried out.
Carry out anti-litter education work in schools. Working with the Countryside Service, visit 5 schools before the end of March to teach about the negative impact that dropping litter has on the local environment	To hire a pedestrian sweeper specifically for use in town centre areas that are difficult to clean
As from April 1 st , area teams are to take on responsibility for graffiti removal. Performance decreased in Q3 as the central removal team also had responsibility for street washing.	Continue to work with Bradford City Council to provide an independent check on the NI195 surveys.

b) Latest Performance Information

NI 195.1 Q3 YTD 8%
 NI 195.2 Q3 YTD 35.5%
 NI 195.3 Q3 YTD 6%
 NI 195.4 Q3 YTD 1%

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

- A review of all land use classes within each Ward. Due to changes by Defra and the introduction of an additional land use type - low density social housing/private housing re classified as low/medium/high obstruction [ie parked cars], this will impact upon survey results. In view of the work involved in re-classifying, the service is looking to hire in expertise with the next 6 months. Allowing the service to identify and target hot

spots.

- Under the Going Local initiative and the restructure of Cleaner Greener services, teams will operate out of 4 areas (Area Forum boundaries). It is expected that each area will plan to hold 4 action days per year to tackle litter and detritus with the help of local residents.
- Use of 'MOSAIC' software to assist the service in the way it communicates with local neighbourhoods particularly when planning action days. Action to be in place prior to June/July survey
- To develop a closer working relationship with Environmental Health and Waste Management (SITA). Issues have been highlighted regarding recycling collections which could impact upon the NI195.1 results - regular meetings are required to resolve problems.
- Environmental Health will be working with Area Managers to see how the service can help educate local businesses in litter disposal
- Supervisors to be trained in carrying out inspections for the NI195 surveys. This along with the briefings will increase awareness for front line staff. The briefings are also to be delivered as part of education work in schools.
- Introduction of additional PI's in the 2011/12 SIP. Will include measuring the time taken to remove incidents of graffiti/ fly posting and fly tipping.
- Following trials to test different machinery, the service will be investing in additional street cleaning machinery to improve detritus scores. Trials to start w/c 15th March.

5 Is anything expected to impact on delivery?

Meetings have been arranged with Waste Management to address the issue of discarded litter resulting from recycling collections.

From July the waste management contractor SITA plan to place a restriction on the amount of domestic refuse collected i.e. wheelie bins only and no additional bags. Concern has been raised by Environmental Health and it will also impact upon this service both in terms of cleaning and the NI195 results.

6 Overall Assessment

The service recognises that improvements need to be made and actions have been put in place accordingly.

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 percentage change in the number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year average, up to the current year.
	0.0% 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?

- Figures for 2009 confirm a percentage change from the previous year rolling average of 0.9%. The result is not negative so the result is good (provisional calculation attached).
- In the calendar year of 2009 there have been 9 fatalities and 111 seriously injured road users in Calderdale, which is up on the last 2 years, well above trajectory and clearly indicating that the 2010 target is unlikely to be met.
- Child pedestrian casualties are still a cause for concern, recording 65% of all child KSI casualties across the district. Nearly half of all KSI child pedestrian casualties are aged 11-15 years – the independent years. All child pedestrians KSI were on roads with a speed limit of 30mph.

Outputs and results from road safety campaigns have included;

1. In early 2009, following our attendance at the delivery group meeting, the road safety service is pleased to be able to report that feedback from the group was used directly in the delivery programme for that year. This resulted in increased levels of education, training and publicity aimed at the age groups 0-19 and their parents / carers. After taking on board the comments of the delivery groups we increased the amount of advice aimed at encouraging personal responsibility.
2. The types and levels of education, training and publicity aimed at pupils aged 0-19 years is now so extensive that it is felt better to attached the schedule of work as a separate appendices’.
3. We reported that although children are seriously injured on their way to and from school (25% in 2009), they are not often injured close to the school site. As such the safer routes to school programme was re-modelled and has now become the ‘Safer Communities’ programme. Thus allowing the service to move away from the immediate vicinity of school sites and work further afield within the wider community. There have been schemes throughout 2009 in which school gate treatments have been undertaken – these are aimed at creating safer walking routes that benefit the school and also the wider community.
4. With reference to adult behaviours, we have worked on motorcycle, keep your distance, head restraint initiatives and our ongoing campaign aimed at encouraging a safer attitude to drinking and drug driving – both in the summer months and during the usual Christmas period.

5. We have worked together to promote safer road user behaviour amongst our young adult revellers in the Town centre. Following robust evaluation of casualty data, a drunken pedestrian casualty site was identified around the Bull Green area of Halifax, as part of the strategy to reduce pedestrian casualties in the area, car driver are now warned about the risk of pedestrians being in the road and the pedestrians have also been targeted with increased promotional activity on site.

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, including safety cameras and vehicle activated signs. To put forward proposals for consideration on the implementation of 20mph speed limits in residential, school and district centre communities.
- Roll-out the use of intelligent solar powered LED road studs on moorland roads in locations where there is a history of PIC's
- To recruit a Road Safety project manager to action specific projects aimed at casualty groups causing particular concern (Pedestrians and motorcycle)
- To further develop the role of the 'Calderdale Safer Road Steering Group' (a group representing stakeholders across the authority with a vested interest in the casualty reduction process)
- To maintain the higher levels of Road Safety education, training and publicity
- To work in partnership with local Neighbourhood Policing Teams to raise awareness about Road Safety issues within the community. To actively encourage the support of stakeholders to lobby for increased levels of Roads Traffic Policing across Calderdale. (Using lessons learned from the multi award winning Calderdale 'Seat Belt On?' campaign, which demonstrated that increased education followed by increased enforcement not only reduces casualties but also removes many other criminal activities from our communities).

5 Is anything expected to impact on delivery?

- A commitment from West Yorkshire Police to increase levels of Roads Traffic Policing across the authority.

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. Enforcement activity can be monitored both at local and at a West Yorkshire level.

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.

Information for 2010 Child Safety Audit

Training, send outs & events from 01/01/09 to 31/12/09

Training

Primary Schools

Training & year group	No. of schools	No. of pupils
Pedestrian training – Y2*	68 (81%)	5058
Cycling Proficiency*** – Y6	54 (65%)	934
Teddy Takes a Tumble (In Car Safety) – Y1	76 (90%)	2338
Little Lollipops (Early Years Pedestrian Presentation) – Reception	75 (89%)	2460
Safe Green Travel Day*** (safe alternative to car travel) – All	9	
Walk Smart Assembly**** (pedestrian skills) – All	19 (ongoing)	

*offered as a refresher for Yrs 3-6 in 2008/09 school year so figures from Jan-Jul include additional year groups.

**Level 1 offered in some of the school holidays – 85 children took part.

***offered to schools who had completed a School Travel Plan the previous year.

****new – offered to all schools from November.

Senior Schools

Training & year group	No. of schools	No. of pupils
Zach's Story	6 (Jan-Jul)	764
Getting There (presentations, focus on pedestrians) – Y7	5 (Sep-Dec)	N/A
Y8 Presentation (focus on pedestrians/distraction)	9	1843
Too Young To Die (focus on passenger/personal responsibility) – Y10	10	2260
Drive for Life* (pre-driver – all driver attitude) – Y12	11	1523
Drug/Drive (Y12/13)	11	1196

*also presented to 340 students at Calderdale College.

Send outs

Primary Schools

Name of resource	No. of schools	No. of pupils/other
Road Safety Calendars	All	Each class
Road Safety Matters booklets (advice for parents)	All	Reception & Y3
Green Cross Code leaflets	All	All - 24000
Be Bright Be Seen (BBBS) leaflets	All	All - 24000
Road Safety Newsletters	All	Termly
'Arrive Alive' a Highway Code for Young Road Users & competition	All	Y6 (Feb)
'Tales of the Road' a Highway Code for Young Road Users & 'Making Choices' Moving On to secondary school books	All	Y6 (Sep) & teachers
Cycle competition	All	Y5
Starting School leaflets (covering safe travelling)	All	Sent out June for new intake September
Mouse mats, jigsaw coasters & Post it notes 'Stop, Look & Listen' (increasing opportunities to see message)	All	For teacher/classroom use
Under 5's packs (general road safety advice)	Offered to all nurseries & playgroups	3204 packs
'Stan the Magic Lollipop Man' Road Safety presentation	Offered to all nurseries & playgroups with 15 or more children	64 nurseries/playgroups
Be Bright Be Seen display & BBBS DfT posters to display outside on school gates	Offered to all schools	34 schools had display
Junior Safemark	21	376 (Y6)
Safety for Life	50	1937 (Y6)
Junior Road Safety Officer box folders & various prizes	26	52 JRSO's

Senior Schools

Name of resource	No. of schools	No. of pupils/other
Road Safety Newsletter	All	Termly
Cycle competition	All	Y9
'Getting Started' L driver/Rider packs (included copy of Highway Code)	12	2600 packs
'How To Save Your Life' (H2SYL) door hangers	All	Yrs 8, 9 & 10
'H2SYL on foot' booklets & Emergency contact cards	All	Yrs 7 & 8
'H2SYL on foot' booklets & phone charms	All	Y9
Mobile phone socks & Emergency contact cards	All	Y10
Making Choices – moving on to secondary school books	All	Y7 parents & teachers
Distraction Devastates campaign 'Didn't Look, Didn't Listen, End of' posters supplied for inside & outside schools and extensive bus advertising.	All	

Events

- Halifax Gala at Manor Heath Park
- Cycle Event for PCT at St John's Health Centre
- Yellow Ribbon Day for Todmorden schools, 7 schools participated
- Be Bright Be Seen 'Big Giveaway' bags & slappits for schools with majority of pupils walking to school – 34 schools, 6135 pupils.

Data Quality Year End Audit Trail Form 2009-10 (PROVISIONAL)

PI Name: Percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year

PI Reference(s): NI 47

Risk Rating (LOW, MEDIUM or HIGH) LOW

Risk Importance Score (score 1-3) 2

Risk Likelihood Score (score 1-3) 1

Self Assessment (Complete for High and Medium Risk only)

Were any improvements recommended or suggested in the Self Assessment? Yes No

If YES, summarise the improvements suggested/recommendations made

N/A

What is being done to address the suggestions/recommendations summarised above?

N/A

Definition (Complete for Low Risk only)

Does the data collected for the indicator comply with its definition and collection methodology? Yes No

If NO, what is being done to ensure compliance with definition

N/A

Year End Result (Complete for ALL indicators)

Measurement Period <small>(specify either period of time or date of measurement if the result is a snapshot)</small>	Data Source	Data Precision
Calendar years. 3-year rolling average. 2007/08/09 compared to 2006/07/08	Calderdale Road Casualties 2009	Percentage change to 1 decimal place

Formula/ Worked Example (from definition)

e.g. The return next year would be x.x%, where:
 $a = (2006 + 2007 + 2008)/3$
 $b = (2007 + 2008 + 2009)/3$
 $(a - b)/a \times 100 = x.x\%$

Current year's result

0.9% **POSITIVE**

Show the calculation and figures used to calculate the current year's result

Total casualties for 2006/07/08 = $(123+100+105) = 328$
 3-year rolling average, $a = 328/3 = 109$
 Total casualties for 2007/08/09 = $(100+105+120) = 325$
 3-year rolling average, $b = 325/3 = 108$
 $(109 - 108)/109 \times 100 = 0.9\%$

Is the year end figure calculated using the formula in the definition? Yes No

If NO, explain how the figure is calculated

N/A

Do the figures from the back end system provide the right data for the PI without the need for manual manipulation? Yes No

If NO, please provide details of the manipulation made

N/A

Sign off

Name:	David L Brown	Job title:	Team Leader, Traffic
Date:	26 Feb '10	Data Collection & Reporting Officer	
Name:		Job title:	
Date:		Service Manager	

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 congestion target result for the year 2008/09 was published on 4th February 2010 and indicates that the measured West Yorkshire person journey time per mile has fallen to 3 mins 56 secs. This compares 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].

Department for Transport has rewarded West Yorkshire for outperforming its local congestion target with the announcement on 24th February 2010 of a payment of £2,040,536 from Tranche 3 of the Congestion Performance Fund. The method of allocation of this funding between Metro and the five West Yorkshire Districts is subject to ongoing discussions.

Vehicle journey time per mile 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 finalised data for August 2009 shows a journey time of 3 mins 10 secs for West Yorkshire, a 6% decrease in comparison to August 2008.

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

- Delivery through the Local Transport Plan programme
- Expansion of the current Halifax Traffic Model to cover the majority of the District
- Bus corridor studies: A629 Huddersfield – Halifax; A641 Huddersfield – Brighouse – Bradford; King Cross District Centre Study (all jointly funded by Metro)
- Salterhebble Hill Bus Lay-by scheme and A629 / A641 Traffic Camera and Variable Message Signing scheme (both funded through Congestion Performance Fund)
- Travel for Work Project and School Travel Plans

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. Partners must develop and adopt solutions aimed at reducing vehicular traffic that are complementary to the ongoing actions of the Council. Difficult choices need to be taken both to encourage use of sustainable transport modes and to discourage car use.

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 continued to decrease during 2009/10.

1 Outcome:

a) LAA priority	Environment – Tackling climate change through reduced green house gas emissions
b) LAA measure	RE05 Achieving enhanced CO ₂ emission reductions from the Council's operational buildings fleets, street-lighting, and schools
c) LAA target for year	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 forecast not to achieve the 2009/10 target if performance continues in the same trend. 60% of the stretch would also not be achieved for PRG purposes. Monitoring to the end of Quarter 3 (December 2009) thus far shows very similar results to those from Year 2, although there are several areas where data is not yet available and has therefore been copied pro rata from Year 2 to present interim data (see attached tables). If trends from previous years continue, these figures are expected to be lower than in Year 2, although not sufficient to meet the target.

Until final year-end figures are available, it is difficult to draw comparisons with previous years for any one category of emissions. This is particularly true for the energy data from schools and Council buildings, as the figures in these categories are only reviewed and verified after the end of Quarter 4.

The Carbon Trust Standard has been achieved for CO₂ reductions in Council operations. This is different to RE05 as it uses a more up to date method of calculating a carbon footprint. It is more similar to NI185. The Standard has been achieved for a “relative” reduction in CO₂ compared to Council expenditure.

At the time of accreditation (December 2009), Calderdale Council was one of 32 local authorities in the UK to have achieved the Standard and one of only four local authorities in Yorkshire and the Humber – the others being Barnsley, North Yorkshire and Leeds. The achievement was given very positive coverage in the Courier and has been publicised via various other channels.

Since December 2009, the Environmental Management team have been running the Switch Off campaign to raise employees’ awareness of energy conservation. The focus of the campaign has been to encourage employees to ‘do their bit’ by switching off lights and electrical equipment when not in use. Approximately 1000 office staff have been directly engaged to date, with a second wave of around 600 to be approached during March/April. The Environmental Management team also intends to establish a Green Champions Scheme, whereby volunteers across the Council encourage their colleagues to reduce their environmental impact at work.

Calderdale Council has declared its support for “10:10”, a national initiative which seeks to cut the UK’s carbon emissions by 10% during 2010. Calderdale Council agreed that the authority’s name should be added to the public list of organisations as a pledge of

commitment to the aim of a 10% cut in CO₂ emissions from its own estate in 2010. As part of the action plan for 10:10, energy audits have been carried out at 34 high-energy sites, which together account for 70% of the Council's CO₂ emissions from its buildings. The reports from these audits are expected by the end of March 2010.

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 (November 2009)</p> <p>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)</p> <p>Evaluation of the project (April to June 2010)</p>	<p>Energy Project Officer took up his role in December 2009.</p> <p>Reports of the energy audits will be completed by the end of March 2010.</p>
<p>Ref (2) Raise awareness of the importance of energy and water savings in Council operational buildings.</p> <p>AWYA Conference - Calderdale secondary schools are invited. The Carbon Trust and the Energy Savings Trust will be represented (November 2009)</p> <p>Energy and water reduction campaign within Council buildings (Autumn 2009)</p>	<p>AWYA Schools conference took place in February 2010, attended by representatives from 16 Calderdale schools. All Calderdale attendees were approached and engaged by the Energy Projects Officer, who is now carrying out follow-on visits to the schools.</p> <p>Energy awareness campaign began in Autumn 2009 and is on-going. 7 large offices were targeted including Princess Buildings, Dean Clough, Central Library, Lawson Rd, Hoover Building, Northgate House and Heath Training Centre. The campaign focussed on behavioural change and PCs. There are approximately 3500 PCs used within the Council and 1000 of these are in the targeted buildings. The campaign was promoted through Your Call, e-Call, a dedicated website and posters (within 30 buildings). A display stand has also been circulated within Council buildings. 5 further buildings representing a further 600 staff (Westgate House, Park Road, Mulcture House, Todmorden Community College and Spring Hall Mansion) will be targeted in March/April, but this will no longer affect the RE05 target.</p> <p>An ideas competition took place with 75 ideas received from 40+ staff. The ideas have now been collated and actions are being taken where appropriate. An Energy Champions Scheme is to be launched and those who submitted suggestions will be asked to take part.</p>

<p>Ref (3) Reduce general waste from schools and buildings, recreational waste and buildings not subject to trade waste.</p> <p>Internal waste plan – current pilot in 16 buildings</p>	<p>Internal waste and recycling strategy under development through Housing and Environment (Mark Thompson). Aims to centrally manage recycling and roll out across all suitable council sites in 2010.</p>
<p>Ref (4) Reduce commuting and business travel by encouraging modal shift amongst Council employees</p> <p>Campaigns and promotions to encourage sustainable travel (on-going)</p> <p>Pilot Pool MetroCard Scheme for E&E (April – Dec 2009)</p> <p>Continual promotion of public transport, walking, cycling and car sharing via posters, e-call, intranet and one-off events</p>	<p>The Pool Metrocard scheme continues to run very successfully within the Economy and Enterprise Directorate, and a further two cards have now been ordered by teams in other Directorates. A briefing note has been prepared for SMT to encourage uptake across the organisation.</p> <p>The Car Share Campaign is ongoing.</p> <p>Results from the Staff Travel Survey are still being prepared, but total CO₂ figures have now been calculated for RE05. Unfortunately these figures show an increase from Year 2, which may be attributable to the disappointingly low response rate to the survey this year, and therefore the unreliably small sample from which the total CO₂ figure has been calculated.</p>
<p>Ref (5) Reduce carbon emissions from Council operational buildings by introducing Smarter Working</p>	<p>There has been no update from the Smarter Working Project since December 2009.</p>
<p>b) Latest Performance Information</p> <p>See attached tables</p>	
<p>4 What actions are we taking to deliver improvement over the next 3 months?</p> <p>N/A – target end date is 31/03/10</p>	
<p>5 Is anything expected to impact on delivery?</p> <p>A severe winter may have increased energy usage in Q4.</p>	
<p>6 What are the prospects for future improvement and can we evidence these?</p> <p>N/A – target end date is 31/03/10</p>	

Comparison of quarterly data for RE05 in Year 2 (2008-09) and Year 3 (2009-10)

Category	Y2Q1 (tonnes CO ₂)	Y3Q1 (tonnes CO ₂)
Schools energy	2908	2568
Non-schools energy	1442	1613
Streetlighting	524	523
Water	22	22
Waste (schools)	1594	1502
Waste (non-schools)	1525	1577
Staff commute	1551	1717
Business travel	241	179
Fleet fuel	572	557
Total	10379	10258

NB Y3 data is still to be verified and finalised.

NB Y3 data is still to be verified and finalised. Y2 & Y3 data missing for one large building (Westgate House)

Both figures are partially pro-rata from Y1 - awaiting confirmation from GOYH re calculating waste from Parks & Streetscenen

Category	Y2Q2 (tonnes CO ₂)	Y3Q2 (tonnes CO ₂)
Schools energy	1698	1746
Non-schools energy	1268	1361
Streetlighting	595	596
Water	21	19
Waste (schools)	1574	1404
Waste (non-schools)	1564	1583
Staff commute	1551	1717
Business travel	120	120
Fleet fuel	509	557
Total	8900	9103

NB Y3 data is still to be verified and finalised.

NB Y3 data is still to be verified and finalised. Y2 & Y3 data missing for one large building (Westgate House)

Both figures are partially pro-rata from Y1 - awaiting confirmation from GOYH re calculating waste from Parks & Streetscene

Y3 figure is pro rata from Y2 due to outstanding data from HR

tonnes CO₂

Category	Y2Q3 (tonnes CO ₂)	Y3Q3 (tonnes CO ₂)
Schools energy	3732	3732

Y3 figure is pro rata - data will not be available until end March 2010

Non-schools energy	2166	2166	Y3 figure is pro rata - data will not be available until end March 2010. Y2 & Y3 data missing for one large building (Westgate House)
Streetlighting	924	946	
Water	22	22	Y3 figure is pro rata - data will not be available until end March 2010
Waste (schools)	1530	1410	
Waste (non-schools)	1586	1586	Both figures are partially pro-rata from Y1 - awaiting confirmation from GOYH re calculating waste from Parks & Streetscene
Staff commute	1551	1717	
Business travel	203	203	Y3 figure is pro rata from Y2 due to outstanding data from HR
Fleet fuel	539	615	
Total	12253	12397	tonnes CO ₂

Category	Y2 cumulative to Q3 (tonnes CO ₂)	Y3 cumulative to Q3 (tonnes CO ₂)
Schools energy	8338	8046
Non-schools energy	4876	5140
Streetlighting	2043	2065
Water	65	63
Waste (schools)	4698	4316
Waste (non-schools)	4675	4746
Staff commute	4653	5151
Business travel	564	502
Fleet fuel	1620	1729
Total	31532	31758

Summary - basically the figures are very similar. It is likely that several of the Y3 figures will actually be lower than recorded here if trends from previous years continue, so overall there will be some reduction but not enough to meet the stretch target.

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	2009/2010 (Year 2) reduction target of 5.46% on the 2005 baseline (6.9 tonnes per capita)

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)	<ul style="list-style-type: none"> Completed stage 2 of the Energy Savings Trust one to one support programme (7 stages). Awaiting response from EST (expected April 2010) before progressing to the next stage. The EST will produce a report based on our findings and we will work to develop an action plan, which will be required to be signed off by cabinet. Researched best practice Climate Change Strategies in UK Vantage tool has been revised and we are awaiting new version. Unable to use the tool until this has been supplied. Expected April 2010. Thermal Imagery is now available to view at www.calderdale.gov.uk/heatloss
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 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.

b) Latest Performance Information

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).

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

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.

The actions of the Housing Energy Action Team will also contribute to this indicator including the Delivery Plan for RE14 Affordable Warmth.

5 Is anything expected to impact on delivery?

The recession may have a positive impact upon the performance of NI186 if there are less people commuting and less businesses in full operation.

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.

The details of the impact of National Measures (proposed and implemented) are awaited from Government Office.

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

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.

7 Overall Assessment

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.

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.

Behavioural change and engagement is required to affect this target which cannot be guaranteed.

LAA Progress Update

Date of Report: 18th March 2010

1 Outcome:

a) LAA priority	Environment – Reduce waste to landfill and increase recycling
b) LAA measure	RE06 – The tonnage of municipal waste recycled or composted
c) LAA target for year	27,177 tonnes (2009/10)

2 What are we trying to achieve?

A reduction in the tonnage of municipal waste to landfill by increasing the tonnage of municipal waste recycled in Calderdale.

The stretch target is 27,177 tonnes for the year ending 31st March 2010.

3 What progress are we making?

The target for 2008/09 was not achieved with a result of 21,279.22 tonnes compared with a target of 25,113 tonnes.

The performance in 2009/10 has increased significantly due to the change to the collection service including behavioural change from residents and restricted residual waste collection leading to increased recycling. The performance is better than originally forecast and the efforts of the residents of Calderdale must be praised. The Refurbishment of Household Waste Recycling Sites has also contributed to the increase.

It is anticipated that if performance continues as forecast that the target of 27,177 tonnes will be exceeded. The predicted outturn for 2009/10 with seasonal variation is 33,400 tonnes. The recycling rate is above 40%.

a) Milestones due in current reporting period

District roll out of wheelie bins (where appropriate)	<p>On 20th April 2009 the new waste collection and recycling service began in Calderdale. This includes a weekly collection for food waste and plastic bottles and fortnightly collections for glass, cans, paper and textiles. For any non-recyclable waste that remains, households have a wheelie bin, where appropriate. Households who didn't receive a wheelie bin continue with black plastic sacks.</p> <p>Successes have included plastic bottle recycling which was introduced as a direct response to the requests of residents.</p> <p>6,500 tonnes of food waste has been recycled since the introduction of the service in April 2009. Other Local Authorities have visited Calderdale to look at the food waste collection.</p>
Food waste collection service and plastic bottle recycling	

Refurbishment of Household Waste Recycling Sites	Elland and Brighthouse sites have been refurbished with work to be completed at Halifax during 2010.
<p>b) Latest Performance Information</p> <p>Performance for 2009/10 (up to and including December) is 26013.64 tonnes. (figures yet to be submitted to Waste Data Flow)</p>	
<p>4 What actions are we taking to deliver improvement over the next 4 months?</p> <p>1. Household Waste Recycling Site Refurbishment</p> <p>An amnesty on side waste and “top hats” will continue until June 2010. After this time there will be a period of advice and education for householders.</p>	
<p>5 Is anything expected to impact on delivery?</p> <p>Identified risks which could affect performance would be prolonged adverse weather and industrial action (industrial action in Leeds affected the collection for 11 weeks).</p>	
<p>6 Overall Assessment</p> <p>It is anticipated that if performance continues as forecast that the target for final year of this Reward Target (2009/10) will be exceeded.</p>	

1 Outcome:

a) LAA priority	Environment – Improved access to affordable rural housing in Calderdale
b) LAA measure	RE07 Number of households becoming owners/leaseholders of Low Cost Home Ownership (LCHO) units in rural areas
c) LAA target for year	35 units (2010/11)

2 What are we trying to achieve?

An improvement in the access to affordable rural housing in Calderdale.

3 What progress are we making?

Performance (as at 12th March 2010) is 24 homes against a target of 35.

To qualify for any Performance Reward Grant 60% of the stretch needs to be achieved i.e. 21 homes, therefore this threshold has now been achieved and some level of reward grant will be expected to be received for this indicator.

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

The action for the remaining weeks is to ensure that RSLs and developers notify Housing Access when a property is sold or where there are opportunities for Low Cost Home Ownership.

5 Is anything expected to impact on delivery?

The recession has had a significant impact upon the delivery of this target. A report to the Environment Delivery Partnership in September 2009 showed what would have been delivered if the recession had not affected the housing market.

The effect of the recession has included low levels of confidence in the housing market, the availability of mortgage products, the average deposit required for a mortgage at present is 24% and people are finding it difficult to raise the deposit.

6 Overall Assessment

This target remains at high risk of not being achieved based upon current performance and the prospects for future improvement rely on factors outside local control e.g. housing market, confidence, people buying the homes.

As a result it is unlikely that the full reward target will be achieved, but any additional units will further increase the level of Performance Reward Grant achieved and qualifying schemes will be monitored closely leading up to the end of this indicator.

1 Outcome:

a) LAA priority	Environment – Providing residents with access to affordable, sustainable, good quality housing
b) LAA measure	NI155 Number of affordable homes delivered (gross)
c) LAA target for year	76 (reduced from 120 at 2009/10 revision)

2 What are we trying to achieve?

An increase in the number of affordable homes.

3 What progress are we making?

Performance (as at 15th March 2010) is 63 homes against a target of 76. The outturn for 2008/09 was 92 against a revised target of 92.

The forecast for the 2009/10 year end is that 67 affordable homes will be delivered (including 4 Homebuy Direct homes).

The projection for 2010/11 is 199 homes compared to a revised target 213 (including 20 Homebuy Direct properties).

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

- Preparation and planning for the upturn in the housing market
- Work with Registered Social Landlords to deliver schemes
- Work with planners to identify opportunities for development
- Funding bids to the National Affordable Housing Programme Housing
- Work with the Homes and Communities Agency on opportunities in terms of funding

5 Is anything expected to impact on delivery?

The recession has had a significant impact upon the delivery of this target. The effect of the recession has included low levels of confidence in the housing market, the availability of mortgage products, the average deposit required for a mortgage at present is 24% and people are finding it difficult to raise the deposit.

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

This target remains at risk of not being achieved based upon current performance and the prospects for future improvement rely on factors outside local control e.g. housing market, confidence, people buying the homes.

7 Overall Assessment

See 6.