

# Environment & Transport Overview & Scrutiny Panel

## Climate Change

SCRUTINY REVIEW FINAL REPORT

January 2008





## Salisbury District Council: Environment and Transport Overview and Scrutiny Panel

*A review of the role of local government in managing climate change and reducing carbon emissions in Wiltshire*

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### Introduction by Councillor John English

*Lead Member: Climate Change Review Group*



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The Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report, published in February 2007, concluded that it was more than 90% likely that human activities are causing climate change. The scientific evidence for anthropogenic climate change is now such that within the political mainstream there is no longer a debate on whether human activity causes climate change. Attention has now turned to what can be done to tackle climate change, and this scrutiny review takes that position as its starting point.

The latest report of the IPCC presents a stark warning in terms of expected changes to the earth's climate in the coming century: rising sea levels, extremes of temperature and heavy rain leading to flooding make up the familiar but nonetheless concerning picture of climate change. It is now understood that these environmental changes will also have economic impacts. Sir Nicholas Stern's report, published in October 2006, found that unabated climate change could cost the world at least 5% of its Gross Domestic Product (GDP) per year. But the cost of inaction could be greater than action: Stern estimates that the cost of reducing emissions could be limited to just 1% of global GDP.

Finally, there is an important social justice aspect to climate change. Changes to the earth's climate affect everyone, but they disproportionately affect the more vulnerable members of our communities. The global South is at particular risk, but closer to home heat waves in Europe resulted in 35,000 deaths in 2003, while the prospect of cooler winters threatens to push an increasing number of economically disadvantaged citizens into fuel poverty.

There are clear environmental, economic and moral reasons for taking urgent action. At the national level, the climate change bill commits the UK to reducing its carbon emissions by 60% by 2050, which will require the sustained efforts of all sectors of society. Clearly the scale of the climate change challenge is such that no single local authority can solve it on its own. But this fact should not deter councils from taking action. Experts and politicians alike are beginning to emphasise the leadership role of local authorities in tackling the causes of climate change and preparing for the predicted changes in weather patterns in their area. In a speech to the Local Government Association Conference in July 2007, Hilary Benn MP, Secretary of State for Environment, Food and Rural Affairs stated that "we won't tackle climate change, or improve the environment that we all share, without local government leading the way." This view finds broad support among local residents, with 80% of respondents to a People's Voice survey expressing the opinion that it is important for the Council to lead on climate change, as well as the responses to a Voice and Choice survey, in which 54% of respondents thought not enough is being done locally to tackle climate change.

In this context, Salisbury District Council has undertaken an extensive review of the measures the council can take to mitigate climate change in south Wiltshire and respond to the local challenges it poses. Climate change is a fast-moving area and there is now an abundance of reports, statistics, and guidance published by the government and other agencies. As a Review Group we have dedicated ourselves to understanding the issues involved for local government, and have attempted to focus our attention on the material most relevant to this objective. Due to time and resource constraints we have not been able to explore every issue in depth, and the report indicates a number of areas for possible further research. Nonetheless, we are confident that this document succeeds in bringing together the very best and most recent ideas on the role local government can play in tackling climate change, as well as providing up-to-date information on current local practice in this area.

The recommendations for action that follow are the product of evidence gathering, benchmarking, site visits, interviews, and much discussion. I can say with confidence that all those involved in the review approached the subject with an open yet critical mind. The recommendations might appear glib. You might protest: 'Have these people any idea how difficult those recommendations are to implement?' Yes, we do. The importance of the topic is our justification; but we are under no illusions that the tasks we suggest undertaking will be easy. Furthermore, climate change and poor air quality could lead us to recommend dramatic changes that would empty the city of cars, and potentially kill the local economy. In the short term, the needs of climate and economy may conflict at least in some measure, and that must be recognised and taken into account.

We have struggled with the language we use when setting out our recommendations. 'Could' is a soft word. Sometimes we wanted to write something stronger: 'Must!' or at least 'Should!' But we are an advisory body, not one giving orders, so mostly 'could' has been chosen. It is not to be taken lightly however. The thrust behind our recommendations is as strong as possible; please take them all seriously. You should!

The Review Group has also been mindful of the proposed local government reorganisation in Wiltshire, and has carefully selected a range of measures for consideration by both Salisbury District Council and the new Wiltshire Council (when it comes into existence in 2009). Some of these recommendations may be adopted quickly and relatively cheaply, while others, due to their cost and scale, will be considered long term projects. Above all we hope that this report will be a valuable reference to help Members and officers take action on climate change in Wiltshire, whether under the auspices of Salisbury District Council or as Wiltshire Council.



**Councillor John English**

Lead Member: Climate Change Scrutiny Review

January 2008

## **Report of the Climate Change Review Group: January 2008**

*A review of the role of local government in managing climate change and reducing carbon emissions in Wiltshire*

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## Terms of Reference and Scope of the Climate Change Scrutiny Review

1. In July 2007 Salisbury District Council's Environment and Transport Overview and Scrutiny Panel commissioned the Climate Change review group to undertake a review of the role local government in Wiltshire can play in tackling climate change.
2. The terms of reference and scope of the review are set out below:
  - To identify the role of local government in managing the local impact of global climate change
  - To identify existing plans and policies which relate to climate change in Wiltshire
  - To examine the role local government can play in reducing carbon emissions in Wiltshire.
  - To recommend an overarching policy framework on climate change for Wiltshire.

## Membership of the Climate Change Review Group

3. Councillor John English (Liberal Democrats, Bishopdown Ward) was appointed by the Environment and Transport Overview and Scrutiny Panel to lead the Climate Change Review. Councillors Richard Clewer (Conservative, Alderbury and Whiteparish Ward), Ian Curr (Liberal Democrats, St Mark and Stratford Ward), and David Parker (Independent, Fonthill and Nadder Ward), together with Susan Sampson (Local Agenda 21) were appointed to serve on the Review Group. A list of attendance at meetings is provided as appendix 1 to the main report. James Chamberlain and Steve Milton in the Council's Democratic Services Unit supported the scrutiny work.



Councillor Richard  
Clewer



Councillor Ian Curr



Councillor David Parker



Susan Sampson  
(Local Agenda 21)

## Methodology

4. The Review was undertaken in accordance with SDC's scrutiny arrangements.
5. **Planned Approach**

The Review Group worked to a clear project plan with milestones agreed by the Environment and Transport Overview and Scrutiny Panel. The plan proved a useful tool for monitoring progress and also provided the basis for update reports to the Environment

and Transport OSP. There was early slippage in the programme due to the availability of staff support at a time when the Democratic Services Unit (and indeed SDC as a whole) faced a number of pressures, especially arising from local government reorganisation. These pressures have also forced the Review Group to truncate the process, so that the consultation phase lasted one month instead of three months, and the final report is now being published two months ahead of schedule.

#### 6. **Desk Research**

The scrutiny support officer assembled a preliminary list of reports and documents and provided members of the Review Group with a full set of these background papers at the commencement of the review process. These included a selection of scrutiny reviews undertaken by other local authorities on climate change or sustainability, as well as climate change strategies adopted by other councils. A bibliography can be found at page 41.

#### 7. **Consultation**

The consultation process began in July 2007, when the Review Group sent out a People's Voice questionnaire to 1311 households in south Wiltshire.<sup>1</sup> The high response rate to this questionnaire (68.5%) indicates the significance of this subject to local residents. The results of the survey allowed the Review Group to gauge local residents' attitudes towards climate change, measure the level of public awareness of the key issues, and evaluate the current behaviour of residents in relation to the environment.

8. In September 2007 the Review Group complemented this original survey with an online consultation exercise, using the Voice & Choice panel. The results of these surveys suggest that over 75% of local residents are concerned about climate change, but that a similar number feel the actions of individuals can reduce the impact of climate change. Full results of both surveys are available in the supporting papers.

9. As noted above, the review process has also included a one-month consultation exercise. The review group circulated a draft of this report to local environmental organisations such as Friends of the Earth, Local Agenda 21, Salisbury Green Party and Wiltshire Wildlife Trust. The Review Group then considered the responses received and incorporated suggestions into the final report as appropriate.

#### **Site Visit**

10. On 25 September 2007 the Review Group visited Woking Borough Council, which is a local authority renowned for its history of excellence in sustainability and climate change.

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<sup>1</sup> People's Voice Climate Change Questionnaire Feedback

This visit included a walking tour of the major projects implemented in Woking followed by a detailed presentation and question and answer session with Lara Curran (Woking Borough Council Climate Change Officer) and Sally Abrahamson (Project Officer at the Energy Centre for Sustainable Communities Ltd).

11. On 17 October 2007 the Review Group also visited the Materials Recycling Facility and landfill site operated by Hills Waste Solutions at Lower Compton.

12. ***Expert Witness***

On 27 September 2007 the Review Group met with James MacGregor (Senior Researcher at the New Local Government Network) to discuss the findings of his research entitled "Carbon footprints, local steps: how local government can rise to the climate change challenge". James MacGregor also agreed to stay in Salisbury for the afternoon in order to meet with senior officers interested in his research. Pam Gough (Business Analyst, Wiltshire County Council Environmental Services) also attended this meeting.

13. ***The Nottingham Declaration Sustainable Energy Toolkit and Benchmark***

So far over 200 local authorities, including Salisbury District Council, have signed the Nottingham Declaration, a voluntary pledge to actively tackle climate change and work with others to reduce emissions. The Sustainable Energy Beacon Support Programme, produced in conjunction with the Nottingham Declaration, provides a benchmark and toolkit for local authorities to review their current performance, identify priority areas, and develop a sustainable energy action plan.

14. The Review Group used this resource to gather up-to-date information on current practice in both Salisbury District Council and Wiltshire County Council. The Review Group then interviewed Salisbury District Council Portfolio Holders and officers to establish the viability and applicability of certain measures to the specific local circumstances.

15. ***Interviews***

During the course of November 2007 interviews were conducted with the following Members and officers of Salisbury District Council: Councillor Paul Clegg (Portfolio Holder for Planning), Councillor Brian Dalton (Portfolio Holder for Community Initiatives), Councillor Peter Edge (Portfolio Holder for Economic Development and Tourism), Councillor Helena McKeown (Portfolio Holder for Transport), Councillor James Robertson (Portfolio Holder for Environment), and Councillor Thorpe (Portfolio Holder for Resources). Councillor Ian Tomes (Portfolio Holder for Housing) was unable to attend an interview session within the required timescale for the review. The Review Group also interviewed Ariane Crampton (Partnership Team Manager), Graham Creasey (Property



Services Manager), Graham Gould (Salisbury Vision Project Director), Matti Raudsepp (Head of Environmental Services), Andrew Reynolds (Head of Strategic Housing), Derek Streek (Head of Housing Management), Eric Teagle (Head of Forward Planning and Transportation), and Stephen Thorne (Head of Development Services). Gary Mantle, The Review Group also interviewed Gary Mantle, Head of Wiltshire Wildlife Trust.

#### 16. **Review Group meetings**

After each stage of the scrutiny review the members of the Review Group came together to discuss the issues raised and to identify areas where further work or research was required.

### **The Local Government Landscape**

17. Local government in Wiltshire is currently organised into three tiers, with each tier performing its own set of functions. The first tier is Wiltshire County Council (WCC); the second comprises four district councils: Kennett District Council, Salisbury District Council (SDC), North Wiltshire District Council and West Wiltshire District Council; and the third tier is made up of 272 parish councils. In this document, 'the Council' refers to Salisbury District Council. The Review Group recognises that all three tiers can play an important part in tackling climate change in Wiltshire.
18. Wiltshire has a long history of partnership working between local authorities and public, private, and voluntary sector organisations. The South Wiltshire Strategic Alliance (SWSA) was set up in 1998 to promote partnership working in South Wiltshire. The Wiltshire Strategic Board (WiSB) is the countywide local strategic partnership, and brings together Wiltshire County Council, the four district councils, and a number of public, private, and voluntary sector organisations. One of the functions of the Wiltshire Strategic Board is to develop the Local Area Agreement.
19. In summer 2007 the government approved Wiltshire County Council's proposal to establish a unitary authority for the whole of the county of Wiltshire. The new unitary authority, to be known as Wiltshire Council, will come into effect in April 2009, and will effectively replace the existing county and district councils. There will also be consultation on the possible devolution of certain functions.
20. In light of local government reorganisation, the Review Group invited the relevant scrutiny committees at Wiltshire County Council, Kennet, North Wiltshire and West Wiltshire District Councils to participate in this review. The Review Group felt that such an approach would yield important information about the actions all five authorities are taking against climate change, which would then assist in the development of a climate change

strategy and action plan for Wiltshire Council. Unfortunately the relevant scrutiny committees declined to participate in the review. Nonetheless, the Review Group has obtained information regarding Wiltshire County Council's current measures to tackle climate change, and has included this information in the following analysis where appropriate.

### **Which measures should the Council prioritise?**

21. With so many examples of best practice to choose from the Review Group is conscious of the need to present a menu of recommendations for the short, medium and long term. This is particularly important in light of local government reorganisation in Wiltshire. Some of the recommendations are therefore relatively inexpensive and could be implemented within the lifetime of Salisbury District Council, or by Wiltshire Council when it comes into existence in April 2009. Other projects are more expensive and longer term, and may involve services that are currently provided by Wiltshire County Council. These may therefore be of greater interest to the future Wiltshire Council, and it is hoped that the Transition Cabinet will give them serious consideration as it sets up the new authority.
22. The sustainable energy beacon authorities have found that there are two main advantages of focussing first on 'quick wins' (actions that lead to energy and financial savings in a short period of time): first, this demonstrates to Members and senior managers the financial benefits of action on energy and helps to establish a council-wide commitment to tackling climate change; and second, it may be possible to generate a fund, ideally ringfenced, for future sustainable/renewable energy projects.

### **Adaptation and Mitigation:**

23. Throughout this paper you will see repeated mention of two terms: **adaptation** and **mitigation**. Experts have come to agree that even if we reduce greenhouse gas emissions immediately, this will not reverse the effects of climate change that have already been set in motion by our previous actions. **Adaptation** means making sure we are prepared for the predicted changes in weather patterns facing south Wiltshire and to minimise the harmful effects of climate change. **Mitigation**, on the other hand, means adjusting our behaviour to reduce greenhouse gas emissions and address climate change. Adaptation and mitigation are two sides of the same coin, and consideration of both is vital in tackling climate change.

## Corporate Commitment to Climate Change

24. Although Salisbury District Council signed the Nottingham Declaration in May 2006, to date no climate change strategy or action plan has been drawn up for Salisbury District Council. Moreover, none of the Portfolio Holders or senior officers the Review Group interviewed felt that the Council's commitment to the Nottingham Declaration had significantly impacted on the running of their services.
25. Despite this, the Review Group identified numerous examples of good practice relating to climate change. Officers noted, however, that many of these actions are driven by service-specific regulations (local, national or European) rather than a corporate commitment to tackling climate change. A number of officers felt that a **corporate strategy** drawing this work together would assist in improving the performance of their service units and that of the Council as a corporate entity. This strategy would set out the Council's overall vision of how it intends to tackle climate change and the specific areas it plans to prioritise (e.g. energy efficiency of the Council estate, use of sustainable/renewable energy, raising awareness of climate change in the community).
26. This approach is supported by the experience of the beacon sustainable energy authorities, who discovered that a clear strategy is essential in underpinning organisational change. The beacon authorities have also found that it is necessary to **link the climate change strategy to an action plan** which designates responsibilities, a timetable for delivery and mechanism for monitoring progress. The recommendations contained in this review could form the basis of the action plan, although the timetable for delivery would depend on which recommendations the Council adopts.
27. This strategy should be supplemented by the **incorporation of energy efficiency measures into the corporate and relevant service plans**. This would not only ensure that the corporate strategy brings tangible changes to the ways in which services are run, but because many service plans of Wiltshire Council will be based on existing service plans this will also help pave the way for a commitment to tackling climate change to be enshrined in the service plans of the new authority.
28. **The appointment of Lead Member for climate change** would also ensure the issue remained central to the Cabinet's work, thus mainstreaming climate change at the political level and mirroring the work of the climate change officer.
29. To help ensure delivery of the Council's commitment to tackling climate change at the corporate level the Council could **appoint a dedicated climate change officer**. This officer would have overall responsibility for the formation and delivery of the climate

change strategy and its incorporation into all relevant policies. It is important to note that, without the appointment of such an individual the development and delivery of the climate change strategy would be limited. Other duties involved in this role typically include: maximising external funding opportunities to assist the delivery of the climate change strategy; providing training on climate change and energy efficiency to Council officers and Members, the general public, local businesses and voluntary organisations; and producing promotional events and literature to ensure high public awareness of climate change. As many climate change actions would result in financial savings for the Council, this post could be seen as self-financing. Given the transition to the new unitary authority, this post could be appointed in conjunction with Wiltshire County Council with the intention of its continuation under Wiltshire Council.

30. Recognising that climate change is a cross-cutting issue that has implications for all areas of the Council's business means that Members and officers need to be aware of the implications of any decision in terms of climate change. **'Climate change' should therefore be added to the list of implications at the end of every officer report.**

**Recommendation 1:** adopt a corporate climate change strategy and action plan

**Recommendation 2:** enshrine climate change adaptation and mitigation into the Council's corporate and service plans

**Recommendation 3:** appoint a lead Member for climate change,

**Recommendation 4:** appoint a climate change officer

**Recommendation 5:** add 'climate change' to the list of implications at the end of every officer report.

## The Council as 'Estate Manager'

31. Mitigating the Council's impact on climate change by improving its performance on sustainability offers a number of important benefits. First, by 'getting its own house in order' the Council can set a positive example to the broader community on how to act against climate change. A stated commitment to tackling climate change, backed up with demonstrable successes in reducing carbon emissions and improving energy efficiency can stimulate awareness and appreciation of the issue and help convince all sectors of the community that they have a part to play.
32. Second, energy efficiency savings can be recycled into a ring-fenced fund, which could be used to finance larger projects. Woking Borough Council, for example, has established an Energy Services Company that provides heat and power to its council buildings (as well as a number of private sector customers) by means of a Combined Heat and Power (CHP) station. The profits from this company are then invested back into sustainable energy projects such as a scheme to provide free cavity insulation to local residents.
33. Although the Council currently submits an annual asset management plan which includes information on energy usage, this is a monitoring exercise and does not involve the setting of targets. To drive reductions in energy consumption and therefore carbon emissions, the council could **adopt an environmental management system Eco-Management and Auditing Scheme (EMAS)**.
34. The aim of EMAS is to recognise and reward those organisations that go beyond minimum legal compliance and continuously improve their environmental performance. In addition, it is a requirement of the scheme that participating organisations regularly produce a public environmental statement that reports on their environmental performance. EMAS would therefore enable the Council to demonstrate its commitment to tackling climate change with an accreditation that is recognised across the public and private sector. This may be of particular benefit in partnership working and in terms of the Council's role in community leadership, particularly as businesses could be encouraged to sign up to the same standards as the Council.
35. EMAS requires participating organisations to implement an environmental management system (EMS). The EMS must meet the requirements of the International Standard BS EN ISO 14001.<sup>2</sup> Many organisations progress from ISO 14001 to EMAS and maintain certification/ registration to both.

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<sup>2</sup> The ISO is an international standard-setting body composed of representatives from various national standards organisations, which produces International Standards. ISO 14001 is an International Standard against which the environmental management of organisations is assessed.

36. The EMS provides the organisation's management with a structured framework for identifying, evaluating, managing and improving its environmental performance. It helps to ensure that the organisation's overall environmental goals, as set out in its environmental policy, are implemented throughout the organisation and that employees, contractors and suppliers know their roles and responsibilities in helping the organisation to achieve them. Leicester City Council uses EMAS to manage four energy targets: energy consumption in the council's own buildings, the use of renewable energy in the council's buildings, energy used by transport and the city-wide reduction in domestic energy use.
37. Wiltshire County Council has embraced ISO 14001, and has put in place a Carbon Trust Carbon Management Programme.
38. 35 Councils around the UK are benefiting from Voltage Power Optimisation technology provided by the powerPerfector system, which offers a 10-20% reduction in electricity costs and carbon emissions. This technology works on the basis that operating equipment at higher than optimum voltage leads to significantly higher energy consumption. In the UK, the declared electricity supply is 230V with a tolerance of +10% to -6%. This means that depending on local conditions, voltage can be anywhere from 216V to 253V. However, most electrical equipment manufactured for the UK is rated at 220V and operates most efficiently at this voltage. powerPerfector lowers the voltage of the whole site thus significantly reducing energy consumption. Due to the relatively high cost per unit (approximately £34,000 including installation), payback is quicker on larger buildings: typical payback periods for Council Offices, Libraries and Leisure Centres are between 1.5-2.5 years. **The Council could install this product to one or more of its larger consumers of energy (for example Bourne Hill) and make immediate savings.**<sup>3</sup>
39. The Council could also consider **installing real time monitoring of electricity, gas and water use**. Accurate and continuous monitoring of sites makes it possible to identify higher than expected energy loads (for example when buildings are not in use), allowing re-calibration of controls which in turn leads to improved efficiency and reduced carbon emissions. Leicester City Council have installed such a system on a rolling programme and report marked reductions in utilities bills. Some systems, such as NetCommander also offer the facility of accurately measuring carbon dioxide emissions based on electricity and gas usage.<sup>4</sup> With the introduction in 2009 of the requirement for all buildings over 1000 sq. metres to be fitted with a publicly visible energy usage display, some of the Council's buildings (such as Five Rivers Leisure Centre and the City Hall)

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<sup>3</sup> See [www.powerperfector.com](http://www.powerperfector.com) for more information and case studies

<sup>4</sup> NetCommander costs around £500 and is available through the 2007/08 National Sustainable Products Catalogue

may need to be fitted with such a system in the near future.

40. In terms of the energy efficiency of Salisbury District Council's buildings, it is important to note that a number of the Council's buildings are leased and fall within a conservation area, which significantly restricts their scope for adaptation for energy efficiency improvements. Nonetheless the Council owns and runs three leisure centres, the Guildhall and the City Hall, all of which are major consumers of energy. The Review Group is aware that officers responsible for the Five Rivers Leisure Centre are working with the Carbon Trust to reduce its carbon footprint. This good practice could be replicated across the Council, with an **investigation into the viability of introducing additional energy efficiency measures to the Council's buildings.**

The Review Group welcomes the evidence it has received that sustainability is a major concern in the redevelopment of the Bourne Hill offices, and supports all attempts to achieve the BREEAM Excellent rating for this building.

41. Another key driver of performance in this area is energy procurement. Wiltshire County Council currently purchases 'green' energy for all its buildings, including schools, and employs a small number of officers to work on energy conservation. The Council could follow this example and **set a target to purchase a certain percentage of its electrical and thermal energy requirements from renewable sources.** The Council has to serve six months notice under its current contract, and the earliest opportunity to do so would be in April 2008. Therefore from October 2008 the Council could begin purchasing 10% of its electricity from 'green' sources at no additional cost. This would offer an immediate and measurable reduction in the carbon emissions of the council's buildings.

42. The percentage of energy the Council uses from renewable sources could be further increased by **investment in on-site micro-generation projects**, such as wind turbines, photovoltaic (PV) cells, solar thermal energy, and hydroelectric power plants. These could range from the small-scale retrofitting of PV cells to council buildings, to flagship projects such as Woking Borough Council's Albion Square Canopy, which includes over 35,000 photovoltaic cells, and is expected to save 41 tonnes of CO<sub>2</sub> emissions per year. This and other large-scale projects such as Guildford Borough Council's hydro turbine (which promises to reduce annual carbon emissions by an estimated 120 tonnes) also raise the profile of sustainability in the locality and help the Council fulfil its leadership role.

43. The Review Group recognises that the above measures would require investment on the part of the Council. To reduce costs and promote a commitment to tackling climate change in the wider community, the Council could explore the possibility of buying this equipment in collaboration with local businesses and other local public sector agencies and councils.

44. More generally, in developing its procurement strategy, the council could include reference to its strategy on climate change and other environmental policies. The Council could follow Woking Borough Council, which is working towards **adoption of a Sustainability Guidance Note to incorporate the Government's Local Government Sustainable Procurement Action Plan**. This could include the implementation of an online catalogue that restricts purchases of office supplies to selected environmentally friendly products.

**Recommendation 6:** adopt an environmental management system such as EMAS or ISO 14001

**Recommendation 7:** install a Voltage Power Optimisation system in Council buildings

**Recommendation 8:** introduce real time monitoring of electricity, gas and water use

**Recommendation 9:** set targets to purchase a certain percentage of the Council's electrical and thermal energy requirements from renewable sources

**Recommendation 10:** investigate the viability of introducing additional energy efficiency measures to the Council's buildings

**Recommendation 11:** invest in on-site micro-generation projects and explore the possibility of collaborative buying

**Recommendation 12:** adopt a Sustainable Procurement Guidance Note to incorporate the Government's Local Government Sustainable Procurement Action Plan



## The Council as Service Provider

### Planning:

45. The planning process regulates all aspects of development, from the location of specific sites and the design of buildings, to the choice of materials used in construction. In addition, energy use to provide services such as water, heating and lighting in buildings equates to as much as 50% of the UK's carbon dioxide emissions. Planning can therefore play a key role in promoting sustainability and tackling climate change through both mitigation and adaptation.
46. The UK planning regime comprises three tiers of policy and strategy: national, regional and local. From 2004 the main components are (national) Planning Policy Statements, Regional Spatial Strategies, and Local Development Frameworks. This is in the process of replacing the previous arrangement of Planning Policy Guidance, Regional Planning Guidance, and local Development Plans (comprising Structure Plans and Local Plans in 2-tier areas, or Unitary Development Plans elsewhere). The government has published a number of Planning Policy Statements (PPSs) that relate to climate change since the Council adopted its current Local Plan in 2003.
47. In determining applications for planning permission, officers and Members must have regard to relevant Planning Policy Statements (PPSs) and Guidance Notes (PPGs), as well as the policies contained within the "Development Plan" (comprising the adopted Salisbury District Local Plan and the Wiltshire Structure Plan). If an application is contrary to a PPS or one or more of the policies in the Development Plan, this is a legitimate reason for its refusal, though material considerations may justify departure from policy in exceptional circumstances.
48. PPSs and PPGs by their nature give Local Planning Authorities a degree of discretion as to their implementation, and in this regard are less specific than some local policies. For example, Paragraph 8 of PPS 22 (Renewable Energy) states that "local planning authorities *may* include policies in local development policies that require *a percentage* of the energy used in new residential, commercial or industrial developments to come from on-site renewable energy developments" (emphasis added.) Whether to require such a percentage, and if so, the actual percentage to require, is therefore a matter for the determination of the Local Planning Authority.
49. It is important to note that there is no legal hierarchy in the three tiers of planning regulations. However, due to the fact that PPSs and PPGs are often less specific in their requirements than Local Plan policies, in practice officers and Members sometimes accord less weight to PPSs and PPGs than to the Local Plan in the determination of

planning applications. Moreover, as the Local Plan predates a number of PPSs that are relevant to climate change, it contains relatively few policies that relate specifically to climate change.

50. This point is supported by the Review Group's assessment of the Salisbury District Local Plan (SDLP) against the Nottingham Declaration benchmark, which suggests room for improvement in a number of key areas. For example, the SDLP does not encourage the use of renewable energy, district heating or combined heat and power in new builds, nor does it encourage energy efficiency standards above current building regulations. As a result, it is difficult for the Council to require developers to implement such measures.
51. Over the next three to five years, the new Local Development Framework (LDF) will replace the Local Plan as the council's main planning policy document. This represents a unique opportunity to make sure consideration of climate change is written into local planning policies that will shape south Wiltshire over the next twenty years.
52. Although the new LDF must be consistent with all national and regional planning policy, as noted above local planning authorities have discretion as to how they incorporate PPSs and PPGs into their LDF, and indeed must develop policies which are locally distinctive and appropriate to their setting, and which do not merely repeat that which already exists at a national or regional level. In broad terms, **the Council could pledge a commitment to adopting policies under the new LDF that require the highest possible standards of sustainability in the location, form and design of new developments, particularly by encouraging developments that are close to amenities and jobs, and which are well served by public transport and footpaths and cycleways.**
53. More specifically, there are a number of PPSs and PPGs that are of importance to climate change. PPS1 (Delivering Sustainable Development) emphasises the importance of sustainable development to the planning process, and requires local planning authorities to ensure that development plans contribute to sustainability by addressing the causes and potential impacts of climate change through policies that reduce energy consumption and carbon emissions. As noted above, the specific nature of these policies is a matter for local determination. The Council should follow the example of Woking Borough Council, which is in the process of drawing up radical policies to **make sure all new developments achieve a 40% reduction in carbon dioxide emissions<sup>5</sup>, and are carbon neutral on greenfield sites.**

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<sup>5</sup> As compared with the building's carbon dioxide emissions if it were built to current Building Regulations standards

54. PPS 3 (Housing) advises local authorities to encourage applicants to bring forward sustainable and environmentally friendly new housing developments. More specifically, PPS 3 states that the extent to which a development facilitates the efficient use of resources during construction and in use, and seeks to adapt to and reduce the impact of, and on climate change is an important indicator of design quality. **The Council could adopt policies under the new LDF that require new developments to reach a specified level in the Code for Sustainable Homes.** The Council could also adopt a policy requiring new developments to be equipped with kitchen food waste disposers (see recommendation 31 below). Responses to the People's Voice survey suggest broad local support for such measures, with an overwhelming majority of survey respondents (98%) agreeing that all new buildings should be energy efficient.
55. As noted above, PPS 22 (Renewable Energy) states that local planning authorities may adopt policies that require a percentage of the energy used in new residential, commercial or industrial developments to come from on-site renewable energy developments. The 'Merton Rule' or '10% rule' (first adopted by Merton Borough Council in 2003 and backed up by PPS 22) requires all non-residential developments above a certain size to generate at least 10% of their energy from on-site renewable energy sources. Other local authorities, such as North Devon, have gone even further and require that 15% of energy come from on site renewable sources. **The Council could join a growing number of local planning authorities and adopt a policy requiring at least 15% of energy in all developments to come from on site renewable energy sources.**
56. PPS 25 (Development and Flood Risk) provides the opportunity for greater scrutiny of major developments proposed in flood risk areas. **By encouraging the development of Sustainable Drainage Systems (SUDS)** for example, the Council could help address the increase in flash flooding that may result from climate change. Not only could this measure help improve water quality, especially when low river levels occur during the summer, but by collecting storm water through SUDS, water can be supplied for irrigation without imposing on scarce resources.
57. PPS 9 (Biodiversity and Geological Conservation) also has significance for climate change as species, habitats and ecosystems as a whole are directly threatened by climate change and by insensitive planning and development. Conversely, good planning and development (for instance, through the enhancement and reinstatement of "green infrastructure"), has the potential to deliver overall net gains for biodiversity and help equip it against the impacts of climate change. In particular, sensitive planting of trees can play an important role in reducing levels of carbon dioxide in the atmosphere. **The Council should work closely with Wiltshire Wildlife Trust in any such projects to**

**make sure there are no harmful environmental impacts**, especially given that Wiltshire boasts such a large area of chalk land.

58. **The Council could also consider expanding the scope of planning gain through the LDF**, such that a charge is levied on new development (the so called "community chest"), which could then contribute towards a range of wider benefits, including recreation, transport, and community facilities. One possible recipient of this money could be nature conservation projects: protecting and enhancing sites, and their connectivity. This helps to improve the resilience of habitats and species against the impacts of climate change. Such a charge regime already exists at SDC for recreational facilities (the R2 policy), but other authorities, for example Milton Keynes Council and Swindon Borough Council are leveraging more money for a wider range of projects than Salisbury District Council is currently.
59. The above list of PPSs is not exhaustive, and a number of forthcoming PPSs and PPGs will become relevant in the near future. Nonetheless, the Review Group feels that this selection represents a minimum standard for the Council to aim towards in drawing up the new LDF. The Review Group also recognises the need **regularly to review current policies to ensure that they reflect best practice with regard to tackling climate change**.
60. Given that the emerging Core Strategy (the first and most strategic policy document within the new LDF) is not scheduled to be adopted policy until late 2009, and in light of the fact that the current Local Plan lacks detailed policies that would allow the Council to tackle climate change through the planning process, the Review Group recommends that, with immediate effect, **the Council should commit to paying particular attention to the above PPSs in the determination of all relevant planning applications**.
61. The Review Group considers that the **planning department could also play a role in providing information on the improvements that could be made to buildings in terms of energy efficiency**. This could take the form of a simple fact sheet to be sent to any individual who applies for planning permission, regardless of the nature of the application.

**Recommendation 13:** pledge a commitment to adopting policies under the new LDF that require the highest possible standards of sustainability in terms of location, form and design of new development, particularly by encouraging developments that are close to amenities and jobs, and which are well served by public transport and footpaths and cycleways.

**Recommendation 14:** make sure all new developments achieve a 40% reduction in carbon dioxide emissions, and are carbon neutral on greenfield sites

**Recommendation 15:** adopt policies under the new LDF that require new developments to reach a specified level in the Code for Sustainable Homes

**Recommendation 16:** adopt a policy requiring at least 15% of energy in all developments to come from on site renewable energy sources

**Recommendation 17:** encourage the development of Sustainable Drainage Systems (SUDS) in existing developments and require SUDS in new developments.

**Recommendation 18:** work closely with Wiltshire Wildlife Trust to promote biodiversity

**Recommendation 19:** expand the scope of planning gain through the LDF

**Recommendation 20:** regularly review current policies to ensure that they reflect best practice with regard to tackling climate change

**Recommendation 21:** commit to paying particular attention to PPS 1, PPS 3, PPS 9, PPS 22 and PPS 25, and any other relevant Planning Policy Statements and Guidance Notes that are published in the determination of all planning applications

**Recommendation 22:** the planning department could also play a role in providing information on the improvements that could be made to buildings in terms of energy efficiency

## Housing

61. According to recent DEFRA research, the domestic sector accounts for 33% of Salisbury District's carbon emissions. This puts the domestic sector ahead of transportation (28%) and only 3% behind industry and commerce (36%) in terms of its contribution to emissions of carbon dioxide in the area.

62. The Council has two main areas of activity with regard to housing: the strategic and the management role. The Council can make improvements to its performance in relation to climate change by addressing work in both areas.

## Strategic Housing

63. The strategic role includes assessing future housing needs in the District and negotiating with housing associations and other developers to ensure delivery of affordable housing on appropriate sites. Through the strategic role the Council is also able to influence developers to incorporate sustainability into their projects. For example, Members and officers are currently investigating the possibility of building an affordable housing eco-village on the Engine Shed site (adjacent to Churchfields). Although this work is still in its infancy, it is intended that the development will provide housing that combines high environmental standards with liveability for residents.

64. Through its research, the review group has found that the Council's ability to influence developers would be strengthened by adopting a **plan to encourage and drive the**

**delivery of sustainability by introducing criteria for new affordable housing developments.**

65. Another aspect of strategic housing's role is working with the private sector to raise awareness and provide information about available grants to residents. Although the Council currently employs a part-time Home Energy Conservation Act officer and provides top-up funding for Warm Front grants, **with additional resources the advisory role could be expanded, partnership working could be developed and targets could be set for improvement.**

### **Housing Management**

66. Salisbury District Council owns 5,000 properties, which it rents to tenants. The management of this housing stock also presents opportunities for the reduction of carbon emissions. The Council's Standard Assessment Procedure (SAP) rating for the energy efficiency of its housing stock is currently 66.5, against the national average for social housing of 57. This puts the Council in the top quartile of local authorities.
67. The Council is currently evaluating two possible energy saving initiatives: a pilot of solar thermal energy fitted to sheltered accommodation (it is expected that this pilot will be operational by vesting day of Wiltshire Council), and the installation of air source heat pumps to council housing. Solar thermal energy can convert up to 60% of the sun's energy into heat. Air source heat pumps produce warm air from cold air drawn from outside the building, and function like a 'reverse refrigerator'. It is estimated that air source heat pumps are able to heat buildings at approximately half the cost of conventional heating systems. The cost is around £5000 for each property and could be fitted as existing systems break down. **If these pilots are successful, the Council should commit the necessary resources to roll out these initiatives to as much of its housing stock as possible.**
68. The Council's current Capital Strategy is such that the only resource available for carrying out improvement works to the housing stock is the repairs allowance. **By revising its Capital Strategy the Council could free up more money to spend on carbon emissions reduction projects such as those listed above.** This would be particularly beneficial as there is typically more external grant funding available for larger projects.
69. The Housing Department is responsible for ensuring provision of service for a significant number of vulnerable people who may be adversely affected by the higher temperatures and more extreme weather we are likely to see as a result of climate change. At the time of writing the Council is not taking measures to adapt its housing stock to meet these

challenges. The Review Group therefore recommends that the Council **examine ways to adapt its housing stock to predicted weather patterns**, and to draw up a **heat wave plan so that when temperatures are likely to go beyond a certain point, specified measures are implemented to ensure the well being of vulnerable people**.

**Recommendation 23:** adopt a plan to encourage and drive the delivery of sustainability by introducing criteria for new affordable housing developments

**Recommendation 24:** commit additional resources to expand the home energy efficiency advisory role, develop partnership working and set targets for improvement

**Recommendation 25:** roll-out renewable energy projects such as solar thermal energy and air source heat pumps across the Council's housing stock

**Recommendation 26:** revise the Council's Capital Strategy to free up more money to spend on carbon emissions reduction projects

**Recommendation 27:** examine ways to adapt the Council's housing stock to predicted weather patterns and draw up a heat wave plan to ensure the well being of vulnerable people

#### **Waste Management - in Context**

70. The Review Group is aware that Wiltshire County Council is currently undertaking a scrutiny review examining the environmental impact of waste, which it will publish in early 2008. While the Review Group does not wish to duplicate this work, we nonetheless feel that it is important to provide an overview of the national and local context. The Review Group **recommends that the Council closely examine Wiltshire County Council's review of waste management when it is published in 2008**.

71. Reducing the amount of waste sent to landfill sites and increasing the percentage of waste either reused, composted or recycled has a number of benefits in terms of tackling climate change. In addition, the waste management process itself can be extremely energy intensive, so that reducing energy consumption can offer important reductions in emissions of greenhouse gases.

72. Everyday waste contains biodegradable carbon based matter in the form of kitchen waste, garden waste, paper, and wood. When these materials decompose in the presence of air, carbon dioxide is released, but in the absence of air, methane is produced. According to the Department for Environment, Food, and Rural Affairs (DEFRA), landfill gas methane emissions made up 25% of total methane emissions in the UK in 2001, and about 2% of total UK methane greenhouse gas emissions. The IPCC estimates the global warming potential of methane to be twenty three times that of carbon dioxide.

73. In addition, the production of many waste items, especially plastic materials, involves significant emissions of greenhouse gases. If these items can be recycled, or preferably reused, emissions of greenhouse gases can be limited.
74. In this context, the government has introduced a number of measures to reduce waste disposed at landfill sites and drive improvements in recycling performance. The Landfill Tax requires landfill operators to pay a fixed fee for each tonne of waste going to landfill. Currently the cost per tonne of landfill waste stands at £24, but from April 2008 the Landfill Tax will increase by £3 each year, so that by 2010/11 the cost per tonne will be £48. As the cost of waste disposal increases, alternative methods of disposal, particularly recycling, will become increasingly important. In addition, the government has set targets for the reduction of biodegradable waste to landfill through the Landfill Allowance Trading System (LATS), as well as statutory performance standards for local authorities regarding the percentage of their waste recycled and composted. Failure to meet LATS targets may result in local authorities being fined.

#### **Waste Management – the County Picture**

75. In south Wiltshire, Salisbury District Council is the waste collection authority, and Wiltshire County Council has responsibility for waste disposal. Specific arrangements vary across the county, but in Salisbury District, SDC collects landfill waste on a weekly basis, while Hills Waste collects recyclable materials through the alternate weekly black box kerbside collection service.
76. Wiltshire County Council and the four District Councils make up the Wiltshire Waste Partnership (WWP). Wiltshire County Council has contracted Hills Waste Solutions to perform the disposal function, and the majority of Wiltshire's landfill waste goes to a site in Lower Compton. Recyclable materials are also sorted and baled at the Materials Recycling Facility in Lower Compton.
77. The WWP has agreed a joint strategy for increasing recycling and reducing the amount of waste sent to landfill. Target 2 of this strategy aims to achieve alternate weekly collection of residual (landfill) waste across the whole county. In addition, the Wiltshire Strategic Board (Wiltshire's Local Strategic Partnership) has set itself the target of making Wiltshire the most waste efficient county in England by 2014, and it is proposed that the new Local Area Agreement, to be signed off with government in June 2008, will further the achievement of this goal.
78. Wiltshire County Council has recently signed a 25-year contract to send all of its residual waste, from 2008, to the Colnbrook energy from waste plant in Berkshire. The Review



Group recognises the benefits of this scheme, particularly as it creates energy, but nonetheless has reservations over the environmental impact of the incineration of waste, and recommends that **the operation of the plant should be carefully monitored once it comes on line in 2008.**

79. Wiltshire County Council has also begun negotiations for the construction of a Mechanical and Biological Treatment (MBT) Plant. This would minimise the amount of waste sent to landfill by removing all recyclable materials from the waste stream. Depending on the exact process, the residue can be used for a number of purposes such as fuel for cement kilns and power stations.
80. The Review Group recommends that **serious consideration also be given to the construction of anaerobic digestion (AD) plants in Wiltshire.** AD plants composts organic waste in the absence of oxygen, which produces biogas (around 60% methane and 40% carbon dioxide). This biogas can then be burnt to generate heat or electricity, or used as vehicle fuel. AD is particularly effective when used in conjunction with MBT, and the Review Group would support its incorporation into the proposed MBT plant.

#### **Waste Management – the District Picture**

81. Amid concerns that the Council would be unable to meet its recycling targets with the continuation of existing arrangements, during 2005 the Council's Cabinet and Environment and Transport Overview and Scrutiny Panel carried out an extensive evaluation of alternative collection methods successfully being operated in the UK. At its meeting on 18 January 2006 the Cabinet therefore approved in principle the adoption of an Alternate Weekly Collection (AWC) scheme, to be implemented in October 2007.
82. At its meeting on 10 October 2007, however, the Cabinet resolved to retain a weekly collection scheme for landfill waste and to introduce a range of alternative measures designed to increase recycling performance. These are: the extension of the black box kerbside recycling collection scheme to the whole district in November 2007, the introduction of optional garden waste collection service in spring 2008, and kerbside cardboard and plastic recycling collections from October 2008. The Review Group particularly welcomes the introduction of collections of plastic, as only 22% of respondents to the Voice and Choice survey recycle all their plastic, as compared with 78% who recycle all their glass and 62% who recycle all their cans.
83. Given the above improvements to the Council's waste collection services, it is expected that the Council's current rate of recycling/composting of 24.4% will be increased to 31%, thus meeting its current target of 30%. However, in summer 2007 the government

published its Waste Strategy for England 2007, which has further increased recycling/composting targets to at least 40% by 2010, 45% by 2015 and 50% by 2020. Officers have stated that there is a serious risk that the Council will not achieve the government's future recycling targets whilst maintaining a weekly collection service.

84. Whilst the Review Group acknowledges and accepts concerns surrounding the introduction of AWC, we remain doubtful whether weekly collections are capable of achieving the necessary results. **It is therefore important that the results of the new arrangement are carefully monitored to ensure progress is made on meeting the Council's targets, and if necessary, reconsider the introduction of AWC.** In addition, the Review Group considers that the introduction of AWC presents an opportunity to reduce the energy consumed in collecting waste, as there would have been only one collection per household per week, whereas current arrangements require the operation of two vehicles on those weeks when recyclable materials are collected.
85. The Review Group also notes that **education and awareness raising are key tools in improving recycling performance and reducing the amount of waste sent to landfill.** The Review Group commends the work of the Council in this area (a recent example of which is the support the Council has offered to Ripple Africa to grow a fruit tree in Malawi for every tonne of aluminium recycled over the next two years), and considers that greater spending by the Council could yield even greater improvements in performance.
86. A further reduction in the amount of organic waste sent to landfill could be achieved by encouraging the use of home food waste disposers. Organic waste is placed into the device in your sink and gets flushed into the sewers. The Council could **insist that food waste disposers are installed in all new housing and explore schemes to encourage more households to adopt them.** This is an extremely sustainable way of disposing of food waste as it involves no transportation and would be of particular benefit to those residents who do not have a garden for home composting.

### **Commercial Waste**

87. Salisbury District Council collected 50,815 tonnes of municipal waste in 2006/07. Of this, approximately 7,442 tonnes (14.6%) was commercial waste, and it is estimated that 1,454 tonnes (19.5%) of commercial waste was recycled. The amount of commercial waste recycled is therefore 3.5% less than the amount of household waste currently recycled or composted.
88. At the time of writing the Council does not offer a recycling service for glass, which means that all the recycled waste collected is paper and cardboard. The extent to which

businesses take advantage of this service is unclear, given that a significant proportion of commercial waste is paper and card. Although the Council provides this service to local businesses at no additional cost, it may be possible to **increase the percentage of paper and glass recycled by working more closely with local businesses to promote this service**. A voluntary commitment to recycling could also be incorporated into membership of a local climate change partnership (see recommendation 41 below).

89. Another way to increase the percentage of recycled commercial waste would be to collect glass from commercial premises. There is evidence that some local businesses pay private companies to collect their glass for recycling, but the prohibitive cost of this service means that an unknown quantity of glass is sent to landfill. There is also evidence that a small number of local businesses illegally use household recycling centres to dispose of their glass.

90. The Council has considered various proposals to provide such a service, but all require investment in additional resources both in terms of vehicles and staff. As the Council cannot legally provide a service to businesses at the expense of the council taxpayer, these services have to at least break even. In early 2008 Salisbury District Council officers plan to carry out market research in Salisbury to establish the potential take up of such a service. This will allow for a calculation of the costs, which will be fed back to those businesses who responded to find the level of support for a chargeable service.

91. **The Review Group strongly supports this initiative and urges the Council to continue exploring measures to increase the percentage of commercial waste recycled.**

92. The disposal authority could also **explore the possibility of providing recycling facilities for cooking oil**. From 5 December 2007, residents of Norfolk have been able to dispose of their used cooking oil at a number of recycling centres around the county. It has been calculated that the 3,500 tonnes of cooking oil thrown away annually in Norfolk will produce enough bio fuel to meet the annual electricity requirements of 2,200 average households.

**Recommendation 28:** formally consider Wiltshire County Council's forthcoming scrutiny review on the environmental impact of waste management.

**Recommendation 29:** monitor the environmental impact of the Colnbrook energy from waste plant

**Recommendation 30:** consider the construction of anaerobic digestion (AD) plants

**Recommendation 31:** establish a process to monitor the performance of the Council's new waste collection arrangements, and if necessary, reconsider the introduction of AWC

**Recommendation 32:** insist that food waste disposers are installed in all new housing and explore schemes to encourage more households to adopt them.

**Recommendation 33:** continue to explore measures to increase the percentage of commercial waste the Council collects

**Recommendation 34:** explore the possibility of providing recycling facilities for cooking oil.

## Transport

93. Transport now accounts for around one third of the UK's carbon dioxide emissions, and is a major contributor to poor air quality.<sup>6</sup> According to recent DEFRA research, road transportation in the Salisbury District causes more emissions of carbon dioxide than the industrial and domestic sectors.<sup>7</sup> Reducing the negative effects of transport on climate change can be achieved by reducing overall demand for transport through the planning process (see recommendation 13 above), and by encouraging 'modal shifts' (using greener modes of transport).

94. The Environment Act 1995 places a duty on local authorities to carry out an annual review and assessment of local air quality. High levels of nitrogen dioxide in the centre of Salisbury have required the Council to designate five areas as Air Quality Management Areas (AQMAs). This in turn required the Council to develop an Air Quality Action Plan that set out the measures the Council would take to improve air quality. Measures to reduce nitrogen dioxide should also reduce levels of greenhouse gases such as carbon dioxide caused by transportation.

95. Although the Council's Action Plan initially resulted in reduction of nitrogen dioxide levels, more recently officers have noted an upward trend. It is thought that this is partly attributable to the introduction of Euro III engines that resolved problems with emissions of fine particulates, but at the same time increased emissions of nitrogen dioxide. In light of these issues, on 13 November 2007 the City Area Committee varied the existing five AQMAs to form one AQMA for the whole city, and also designated areas of London Road and Wilton Road as AQMAs.

96. Urgent action is therefore required to improve Salisbury's air quality. At the same time, the Review Group also recognises the need to make sure any action taken must not be detrimental to the vibrancy and development of the local economy.

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<sup>6</sup> Nottingham Declaration Sustainable Energy Toolkit and Benchmark for Local Authorities

<sup>7</sup> Local and Regional CO2 Emissions Estimates for 2004, produced by AEA Energy & Environment for DEFRA <http://www.defra.gov.uk/environment/statistics/globalatmos/globalghg.htm>. In 2004, 316 kilo tonnes of carbon dioxide were emitted by the industrial sector, 331 kilo tonnes by the domestic sector, and 365 kilo tonnes by road transport.

97. Although Wiltshire County Council has overall responsibility for transportation across the county, joint working arrangements between Wiltshire County Council and Salisbury District Council have been established at both Member and officer level to develop and implement the existing Salisbury Transport Plan. Salisbury District Council can also play a role in reducing its own emissions from transportation and encourage the local community to follow suit. In addition, the Council has responsibility for the operation of four park and ride sites, with planning permission recently obtained for the construction of a fifth site on Southampton Road.

### **Staff Travel and Commuting**

98. According to the 2006 Salisbury District Council Staff Travel Survey, single occupancy car travel was the most common mode of travel for SDC staff to commute to work (46% of respondents). 22% of respondents walked or cycled, 15% used park and ride, 8% travelled by bus, 5% car shared and 2% used the train. In terms of journeys made on Council business, 58% of work trips were made by private car, while 14% were made on foot, 9% by train, 2% by bicycle and 1% by bus.

99. Following the Staff Travel Survey, the Council updated its Travel Plan in November 2006 as part of the planned redevelopment of Bourne Hill. This Plan aims to ensure staff and visitors to Bourne Hill use more sustainable forms of transport than single occupancy car travel and sets targets for the increase of journeys made on public transport, bicycle and foot, and the reduction of journeys made on council business by car.

100. The Review Group welcomes the Travel Plan, especially as it has resulted in various actions designed to raise awareness of green travel, such as a dedicated page on the Council's website explaining the benefits of green travel plans for use by local businesses, organisations and schools. The Council could **explore further the role it can play in raising awareness of green travel plans among the local community, for example through the work of the South Wiltshire Economic Partnership and the South Wiltshire Strategic Alliance.**

### **Park and Ride sites**

101. Park and ride offers a quick and convenient way for visitors to enter Salisbury without driving their car into the city centre. Although the park and ride sites have succeeded in reducing the number of vehicles entering the city, there have been concerns that services are not used to full capacity. The Council could introduce a number of measures to increase use of park and ride. In particular, the Council should consider **the provision of dedicated bus lanes to make existing services to the city centre faster.**

102. The Review Group welcomes the development of a fifth park and ride site (on Southampton Road) and strongly urges the Council to **reduce the number of long stay car parking spaces in the city centre once it is launched to ensure maximum usage.**
103. Vehicle engines are built to European standards that measure efficiency and emissions. Salisbury's park and ride buses currently run on Euro III engines, whereas the highest available standard is currently Euro IV. Since standards are constantly increasing, the Review Group recommends that **when the tender comes up for renewal, the Council should require the most stringent emissions standards for the park and ride buses.** This should also apply to the procurement of extra vehicles when the Southampton Road park and ride site comes on line.
104. The school run is a known contributor to traffic congestion in the city. At the same time, park and ride sites are conveniently located for use as drop off/pick up points for school children who could either use park and ride buses, or catch minibuses operated by their school straight to the school gates. Although the Council has approached a number of schools to encourage use of park and ride, currently only one school has developed this system. **Given the potential savings in emissions this solution offers, the Council should make renewed efforts to promote this use of park and ride.**
105. Emissions from tourist coaches, particularly on St John's Street, have been the cause of concern for some time in Salisbury. **The Review Group supports efforts to encourage tourist coaches to use park and ride.** This may be achieved with the provision of free parking for tourist coaches and rest facilities for their drivers.

### **Promoting Cycling**

106. The promotion of cycling as a mode of transport can significantly reduce travel by car, particularly single occupancy journeys. The Review Group welcomes the opening of the Golden Way as it provides a safe route for cyclists around the city, but remains concerned about Salisbury's 'cycle friendliness' and recommends the **extension of dedicated cycle paths and improvements to the existing cycle network. Increasing the number of bicycle racks in the city (particularly around Fisherton Street and the train station)** would also assist in the promotion of cycling. Bicycle racks should be covered, on level ground, protected by CCTV where possible, and provided with notice boards for use by local cycling groups.
107. **The Council could also follow the example of cities such as Copenhagen and Helsinki and establish a 'city bike' programme.** This would involve the purchase of a

number of bicycles (the Copenhagen programme was a public-private partnership), which would be placed around the city for public use. In Copenhagen the system operates in a similar fashion to supermarket trolleys, with users depositing a coin in a slot on the handlebars to release the bike from its lock. When the user locks the bike up, this coin is then returned. Due to the unique design of the bicycles, the components cannot be used on other bicycles, and the bikes themselves are easily recognisable which makes them less desirable to thieves. Such a system could be appropriate to Salisbury, especially if accompanied by **improvements to the existing cycle network**. Cities that have operated such programmes have also reported a reduction in bicycle crime, as it is understood that many bike thieves steal bikes for one-off use.

108. In conjunction with local schools, the **Council could also identify ways of encouraging school children to cycle or walk to school**. This might include the extension of existing storage facilities for bicycles and school equipment, maintenance and cycle proficiency training, and loans for parents to buy their children bikes and equipment. 'Walking buses' have been successfully piloted in some areas and offer increased safety to younger children walking to school.

109. In order to encourage cycling from park and ride sites, the review group also recommends **the provision of secure bike shelters at park and ride sites**. This would allow cyclists to store their bikes at park and ride sites overnight, so that when they drive to Salisbury they would be able to park in the park and ride and cycle (or walk) around the city rather than travel by bus. The Council should offer this service at zero or low cost.

110. In many cities visitors are able to take advantage of bicycle taxis. These are a green alternative to conventional taxis, and would be an ideal way for tourists to make shorter journeys around the city. **The Council should explore the legal issues of licensing such taxis and consider how best to encourage their use.**

### **The Longer Term Picture**

111. The Review Group recognises the unique opportunity offered by the Salisbury Vision to rethink transportation in the city centre. In broad terms the Vision emphasises the need to provide a transportation hub that would link the various forms of public transport and also help increase the number of journeys made on foot and by bicycle. The Review Group fully endorses this approach.

112. As the Council decides on the detail it wishes to include in proposals for the future of the city, it should **keep sustainable transportation at the fore**. In particular, the Council could provide incentives to use more sustainable vehicles, such as **reduced rate parking**

**for hybrids and electric cars, the provision of free on-street recharging facilities** as currently operated by Westminster Borough Council, and the provision of shopmobility style electric vehicles for short journeys around the city. The Council could also follow the example set by the New Forest National Park Authority, which has purchased ten vehicles electric vehicles for hire by the general public. The Tourist Information Centre could market such vehicles as a sustainable mode of travel for visitors wishing to explore the surrounding area.

**Recommendation 35:** raise awareness of green travel plans among the local community, for example through the work of the South Wiltshire Economic Partnership and the South Wiltshire Strategic Alliance

**Recommendation 36:** set up bus lanes to make services (particularly park and ride) into the city centre faster

**Recommendation 37:** reduce the number of long stay car parking spaces in the city centre once the fifth park and ride site is launched, to ensure maximum usage

**Recommendation 38:** require the most stringent emissions standards for the park and ride buses when the tender comes up for renewal

**Recommendation 39:** promote the use of park and ride sites by schools

**Recommendation 40:** encourage tourist coaches to use park and ride

**Recommendation 41:** extend the existing cycle network to make Salisbury more cycle friendly

**Recommendation 42:** increase the number of bicycle racks in the city centre

**Recommendation 43:** explore the possibility of establishing a 'city bike' programme

**Recommendation 44:** explore ways to increase the number of children who cycle to school

**Recommendation 45:** provide secure bike shelters at park and ride sites and allow walkers and cyclists to use park and ride for free or at reduced cost

**Recommendation 46:** explore the legal issues around licensing bicycle taxis and promote their use in Salisbury

**Recommendation 47:** make sustainable transportation a key consideration in long term plans for Salisbury through the Salisbury Vision

**Recommendation 48:** provide incentives to use more sustainable vehicles, such as reduced rate parking for hybrids and electric cars, and the provision of free recharging facilities



## The Council as 'Place Shaper'

113. According to the Lyons Inquiry into local government, the modern role of local government can be seen as the “creative use of powers and influence to promote the general well being of a community and its citizens”.<sup>8</sup> This so called ‘place shaping’ role involves local authorities working closely with other local agencies, voluntary groups and the private sector to provide services and promote the well being of the local community.
114. This review has shown that the Council can effectively tackle climate change in its work both as an estate manager and as a provider of services. The place shaping role of local authorities adds an important dimension to the Council’s scope of influence on climate change. Moreover, there is widespread local support for the idea that the council should play a leading role in tackling climate change in south Wiltshire, with 80% of People’s Voice respondents supporting this proposal.
115. According to a recent New Local Government Network (NLGN) study, place shaping offers councils enormous potential for reducing total carbon dioxide emissions in their locality. In this research the NLGN commissioned a panel of experts to assess over 200 actions designed to help local authorities tackle climate change, and found that on average, place shaping actions would save over eleven times the amount of carbon dioxide as estate manager actions. In addition, the average cost per tonne of carbon dioxide saved by placeshaping actions was almost half that of the estate manager actions.
116. As the NLGN report notes, recent legislation has already strengthened local government’s place shaping role. In particular, the Local Government and Public Involvement in Health Act 2007 has extended the influence of the Local Area Agreements by requiring all local public bodies to work together to achieve targets and indicators they have jointly negotiated with central government. Wiltshire Strategic Board is currently in the process of negotiating Wiltshire’s new Local Area Agreement, which will be signed off with government in June 2008. The Review Group strongly **recommends that the Council champion the inclusion of the three national indicators that relate to climate change (NI 185 CO2 reduction from Local Authority operations, NI 186 Per capita CO2 emissions in the LA area, NI 188 Adapting to climate change) within Wiltshire’s selected indicators**, as this will require a widespread commitment to tackling climate change across the county.

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<sup>8</sup> Lyons Inquiry into Local Government: Place Shaping - a shared ambition for the future of local government (p 51)

## The Salisbury Vision

117. The main objective of the Salisbury Vision is to prepare Salisbury for future challenges while doing everything possible to protect its uniqueness and character. The adopted Area Development Framework, of which the Vision is a part, will provide a framework for coordinating and achieving sustainable regeneration, which can make significant contributions to the life and economy of the city. Its outcomes cover such aspects as the accommodation of a range of land uses, high quality gateways, an exemplar public transportation hub, and high calibre public realm. In many ways, therefore, the Salisbury Vision exemplifies the essence of place shaping.
118. Given the scope of the Vision and its impact on the future of Salisbury, the Review Group feels that it has a key role to play in the Council's response to the challenge of climate change. For this reason, the Review Group has carefully considered the consultant's final report of the Salisbury Vision, and has also interviewed the Salisbury Vision Project Director. The Council will adopt the Vision as policy in early 2008.
119. Although sustainability is at the heart of the Vision, the Review Group is concerned that the consultant's final report does not make explicit reference to climate change. The Review Group therefore strongly recommends that the Council **correct this omission by emphasising the importance of climate change and the fact that Salisbury District Council has signed the Nottingham Declaration.**
120. **In particular, the Council can use the Vision and the Area Development Framework to send a clear message to developers about what Salisbury expects from its future buildings, as well as make sure a commitment to tackling climate change underpins development of the city.** Where new business parks are to be developed as part of the Salisbury Vision there will be opportunities for combined heat and power, renewable energy, SUDS, rainwater harvesting and biodiversity enhancement and connectivity. These would significantly reduce carbon dioxide emissions in the area as well as raise awareness of renewable energy and climate change.

## Partnership Working

121. At the regional level, the South West Regional Assembly and partners are in the process of developing a South West Climate Change Action Plan, which aims to set clear direction on mitigation and adaptation priorities for the South West. One of the key partners in this process is the South West Climate Change Impacts Partnership, which was established in 2001 with the objective of raising awareness of the impacts of climate change and influencing plans and strategies to respond to the challenges posed by

climate change. **The Council should remain actively involved in all work tackling climate change at the regional level and ensure there is an effective two-way flow of communication.** The Council could appoint the proposed Lead Member for climate change and the climate change officer as its representatives to these bodies.

122. At the county level, Wiltshire has a long and successful history of partnership working through such groups as the South Wiltshire Strategic Alliance (SWSA), South Wiltshire Economic Partnership (SWEP), and the Wiltshire Strategic Board (WISB). These partnerships offer an invaluable opportunity to share expertise across the public, private and voluntary sectors, and various external funding is available for a range of activities. Due to the nature of the climate change challenge it is clear that a coordinated approach offers a number of benefits.
123. The Review Group notes that 80% of respondents to the People's Voice survey think that local employers should do more to tackle climate change. The Review Group has also heard evidence that the SWSA had previously organised an environmental awareness initiative for local businesses, but due to a lack of resources it was not possible to complete this project. **A local climate change partnership (at county or district level) would perform an important function in encouraging local businesses to reduce their carbon emissions.** Such a partnership could run a 'green business awards scheme' to recognise achievement among partner organisations.
124. The Islington Climate Change Partnership provides an excellent example of the kind of work that can be achieved in this area. Islington Borough Council made the decision to develop the climate change partnership as it recognised that it was more likely to meet and exceed its targets for the reduction of carbon emissions in the area by engaging the community and local businesses.
125. To date, 57 organisations have signed up to the Islington Climate Change Partnership, which commits them to reduce their carbon emissions by 15% by 2010, and to support and work with other members in order to achieve an overall reduction of 55,000 tonnes of carbon dioxide by 2010. The partnership provides advice and support to its member organisations on how to reduce their carbon emissions, as well as securing further funding for the delivery of its aims. An additional benefit is the networking opportunity it provides for public and private sector partners, and the possibility for them to become profiled as socially responsible organisations.
126. The operating cost of the Islington Climate Change Partnership is estimated at around £100,000 each year and is funded by the Local Strategic Partnership. This includes staff costs, marketing and the baseline study and updates. From setting up the

partnership to monitoring the emissions of partners took approximately two years. With formal reporting to take place in early 2008, it is not possible to assess the current level of performance, but anecdotally the council is aware that a number of different organisations have implemented changes.

127. Another function of a climate change partnership could be to explore joint working arrangements on commercial waste recycling. Businesses could purchase baling equipment that would allow them, as a group, to sell their recyclable materials, such as paper, card and glass, direct to recycling companies. This could be particularly advantageous given the current rates of commercial waste recycling.

### **The role of supermarkets in tackling climate change**

128. According to our surveys, local residents make extensive use of supermarkets to meet their food and household shopping needs, with 90% of respondents to the Voice and Choice survey purchasing at least half of their shopping from supermarkets. According to the People's Voice survey, there is also widespread local support (88% of respondents) for the view that supermarkets have a major role to play in tackling climate change.

129. The Review Group recognises that the way supermarkets conduct their business can have a significant impact on climate change. In particular, supermarkets consume large amounts of energy in running their buildings and transporting their products. Our survey suggests that there is a demand for supermarkets to increase their range of local produce, as 62% of respondents to the Voice and Choice survey indicated that they would buy more local produce if it were available in the supermarkets.

130. Supermarkets could also promote more sustainable travel to their stores, as 83% of People's Voice respondents travel to the supermarket by car (compared with 1% who use public transport), yet 30% have a round trip to the supermarket of less than three miles. Other ways in which supermarkets can have an impact on climate change include the ways in which they dispose of their packaging and food waste, the amount of packaging in which they sell their goods, and providing plastic bags to customers (see below).

131. The Review Group has considered the information available on the major supermarkets' websites, and acknowledges the resources they are committing to tackling climate change. Due to time and resource constraints the Review Group has been unable to investigate in greater detail the measures being taken by the major supermarkets to reduce their environmental impact. Nonetheless, **the Review Group feels it would be worthwhile for another group to pursue this issue in more detail, and meet with**

**representatives of the major supermarkets in South Wiltshire to establish how they could make improvements to their existing performance.** This work could eventually be tied in with the Local Climate Change Partnership.

### **Education and Awareness Raising**

132. As suggested by the example of the Islington Climate Change Partnership, one key element of the place shaping role is awareness raising: educating all sectors of the community about the challenges posed by climate change, and providing information on the measures that can be taken to tackle it. It is clear however, that this information should target both businesses and individuals if the Council is to be successful in encouraging a change in behaviour in relation to climate change.

133. The Review Group recognises that the Council already provides a range of information to the public on climate change, from waste and recycling to green travel plans. In addition, the Wiltshire Wildlife Trust offers information to Wiltshire residents on a number of issues around sustainability, and also operates the Wiltshire Energy Efficiency Advice Centre, which provides free advice on reducing home energy use.

134. Although the People's Voice survey suggests that an overwhelming majority of local residents are willing to tackle climate change by changing their behaviour (87% of respondents) and over half feel they personally need to do more, comparatively few (23%) consider themselves very well informed about the measures they can take as individuals. **This suggests the need to continue and expand on the good work already being done by the Council and its partners.** Additional grant funding may be available for such work. For example, in June 2006 the Nottinghamshire and Derbyshire Local Authorities Energy Partnership was awarded £379,000 from DEFRA's Climate Change fund for an eighteen month climate change communications initiative.

135. Our research has also demonstrated a widespread desire on the part of local residents to measure their personal impact on climate change.<sup>9</sup> In June 2007 Herefordshire Council launched its own version of DEFRA's recent 'Act on CO2' online calculator. Using this tool, local residents can measure their carbon footprint as individuals, or as part of carbon reduction groups and partnerships. The tool can offer information to users on how to reduce their carbon emissions, and at the same time provides valuable local data for both the council and DEFRA. **The Council could work with DEFRA to provide a similar calculator on its website.**

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<sup>9</sup> 73% of respondents to the People's Voice survey stated they would be interested in measuring their personal impact on climate change

## **Making Salisbury ‘Plastic Bag Free’**

136. Although a number of plastic bags provided by shops are now biodegradable, there remain concerns over their use both in terms of the energy required for their production, and in relation to their disposal. In light of this, Modbury became Britain's first ‘plastic carrier bag free town’ in May 2007, with Hebden Bridge following suit on 1 September 2007 as the biggest town in Britain to go plastic bag free. This entailed the support of all traders in the town to provide a re-usable bag whenever a customer makes a purchase, and as such, was the result of much negotiation and partnership working within the town’s business community.
137. In addition to reducing the amount of plastic in the waste stream, such an initiative could have a powerful effect in raising awareness of climate change among local residents.
138. Responses to the Voice and Choice survey suggest widespread use of plastic bags by local residents, with over half of all respondents indicating that they use the plastic carrier bags provided by supermarkets at least sometimes. It is worth noting, however, that although 90% of respondents buy at least half of their shopping from supermarkets, 34% rarely or never use plastic bags provided by supermarkets. This suggests that a number of local residents already use alternative bags. The Review Group also understands that there is some local support for a proposal to make Salisbury plastic bag free. In order to be successful, such a scheme requires the support of every local trader, but since this has been achieved in smaller towns, we feel that this initiative could be achievable. would support the aims and objectives of the bid to make Salisbury a Fair Trade City. **The Review Group therefore recommends that the Council explore the possibility of making Salisbury bag free.**

**Recommendation 49:** champion the inclusion of the three national indicators that relate to climate change (NI 185 CO2 reduction from Local Authority operations, NI 186 Per capita CO2 emissions in the LA area, NI 188 Adapting to climate change) within Wiltshire’s selected indicators

**Recommendation 50:** in the Salisbury Vision, emphasise the importance of climate change and the fact that Salisbury District Council has signed the Nottingham Declaration

**Recommendation 51:** use the Vision and the Area Development Framework to send a clear message to developers about what Salisbury expects from its future buildings, as well as make sure a commitment to tackling climate change underpins development of the city

**Recommendation 52:** remain actively involved in all work tackling climate change at the regional level and ensure there is an effective two-way flow of communication using the Council’s appointed Member and climate change officer

**Recommendation 53:** set up a local climate change partnership (at county or district level) to encourage local businesses to reduce their carbon emissions

**Recommendation 54:** review the performance of the major supermarkets in relation to climate change

**Recommendation 55:** continue and expand on the good work already being done by the Council and its partners in providing information and advice on reducing carbon emissions

**Recommendation 56:** set up a carbon footprint calculator on the Council's website

**Recommendation 57:** explore the possibility of making Salisbury bag free

## Further Research

139. The Review Group has identified a number of areas of significance to climate change, which, due to time and resource constraints, it has not been possible to explore in great detail at this time. We feel that it is important to make special note of these issues so that further research can be conducted if the opportunity arises in the future.

140. Of particular importance is the role of supermarkets in tackling climate change, as noted above. An extensive review could be carried out into both the current practice of supermarkets in reducing their environmental impact, and the measures they can take in the future to improve on this performance. Another area of concern is packaging waste, and the role local businesses and the Council could play in reducing the amount sent to landfill. The Review Group would also have liked to examine the extent to which takeaways and restaurants could reduce their packaging, and whether their used cooking oil could be recycled (see recommendation 31 above).

141. Wiltshire County Council currently has responsibility for emergency planning, which is heavily geared towards the risk of flooding. The Review Group recognises that emergency planning has an important role to play in preparing for other forms of extreme weather such as drought and heat waves which are related to climate change, **and recommends a review of this function to ensure that emergency planning takes full account of the predicted changes in weather in Wiltshire.**

142. The Review Group has considered setting specific targets for the implementation of our recommendations. Due to the time constraints we have faced in drawing up this review, however, we have been unable to gather sufficient data to ensure such targets are achievable and realistic given the local context. With this in mind, **where a recommendation does not specify a target, the review group expects that officers will set one based on their evaluation of feasibility.** The review group, as well as the Environment and Transport Overview and Scrutiny Panel, will then carefully scrutinise

both the targets themselves, and performance against them.

**Recommendation 58:** carry out a review of emergency planning to ensure that it takes full account of the predicted changes in weather in Wiltshire.

**Recommendation 59:** where any of the above recommendations do not specify targets, officers should do so in the process of drawing up action plans for their implementation.



## Summary of Recommendations

Number	Description of Recommendation	Timescale <sup>10</sup>	Responsible Authority <sup>11</sup>	Responsible Service Unit/Committee
1.	Adopt a corporate climate change strategy and action plan	Short term	SDC	Democratic Services (subject to approval of rec. 4)
2.	Enshrine climate change adaptation and mitigation into the Council's corporate and service plans	Short term	SDC	All
3.	Appoint a lead Member for climate change	Short term	SDC	Democratic Services
4.	Appoint a climate change officer	Medium term	SDC	People and Organisational Development
5.	Add 'climate change' to the list of implications at the end of every officer report	Short term	SDC	All

<sup>10</sup> Short term = achievable within 6 months. Medium Term = achievable before April 2009. Long Term = Unlikely to be implemented before April 2009

<sup>11</sup> SDC = Salisbury District Council. WCC = Wiltshire County Council. WC = Wiltshire Council (new unitary authority)

<b>6.</b>	Adopt an environmental management system such as EMAS or ISO 14001	Short term	SDC	Legal and Property Services
<b>7.</b>	Install a Voltage Power Optimisation system in Council buildings	Short term	SDC	Legal and Property Services
<b>8.</b>	Introduce real time monitoring of electricity, gas and water use	Medium term	SDC	Legal and Property Services
<b>9.</b>	Set targets to purchase a certain percentage of the Council's electrical and thermal energy requirements from renewable sources	Medium term	SDC	Procurement
<b>10.</b>	Investigate the viability of introducing additional energy efficiency measures to the Council's buildings	Short term	SDC	Legal and Property Services
<b>11.</b>	Invest in on-site micro-generation projects and explore the possibility of collaborative buying	Medium term	SDC	Legal and Property Services
<b>12.</b>	Adopt a Sustainable Procurement Guidance Note to incorporate the Government's Local Government Sustainable Procurement Action Plan	Short term	SDC	Procurement
<b>13.</b>	Pledge a commitment to adopting policies under the new LDF that require the highest possible standards of sustainability in the location, form and design of new developments, particularly by encouraging developments that are close to amenities and jobs, and which are well served by public transport and footpaths and cycleways	Short term	SDC	Development Control
<b>14.</b>	Make sure all new developments achieve a 40% reduction in	Short term	SDC	Development Control

	carbon dioxide emissions, and are carbon neutral on greenfield sites			
15.	Adopt policies under the new LDF that require new developments to reach a specified level in the Code for Sustainable Homes	Short term	SDC	Development Control
16.	Adopt a policy requiring at least 15% of energy in all developments to come from on site renewable energy sources	Short term	SDC	Development Control
17.	Encourage the development of Sustainable Drainage Systems (SUDS) in existing developments and require SUDS in new developments	Short term	SDC	Development Control
18.	Work closely with Wiltshire Wildlife Trust to promote biodiversity	Medium term	SDC	Development Control
19.	Expand the scope of planning gain through the LDF	Short term	SDC	Development Control
20.	Regularly review current policies to ensure that they reflect best practice with regard to tackling climate change	Short term	SDC	Development Control
21.	Commit to paying particular attention to PPS 1, PPS 3, PPS 9, PPS 22 and PPS 25, and any other relevant Planning Policy Statements and Guidance Notes that are published in the determination of all planning applications	Short term	SDC	Development Control
22.	The planning department could also play a role in providing information on the improvements that could be made to buildings in terms of energy efficiency	Short term	SDC	Development Control
23.	Adopt a plan to encourage and drive the delivery of sustainability by introducing criteria for new affordable housing	Short term	SDC	Strategic Housing

	developments			
24.	Commit additional resources to expand the home energy efficiency advisory role, develop partnership working and set targets for improvement	Medium term	SDC	Strategic Housing
25.	Roll-out renewable energy projects such as solar thermal energy and air source heat pumps across the Council's housing stock	Medium term	SDC	Housing Management
26.	Revise the Council's Capital Strategy to free up more money to spend on carbon emissions reduction projects	Short term	SDC	Financial Services
27.	Examine ways to adapt the Council's housing stock to predicted weather patterns and draw up a heat wave plan to ensure the well being of vulnerable people	Medium term	SDC	Housing Management
28.	Formally consider Wiltshire County Council's forthcoming scrutiny review on the environmental impact of waste management.	Short term	SDC	Environment and Transport Overview and Scrutiny Panel/Cabinet
29.	Monitor the environmental impact of the Colnbrook energy from waste plant	Medium term	SDC	Environment and Transport Overview and Scrutiny Panel
30.	Consider the construction of anaerobic digestion plants	Medium Term	WC	
31.	Establish a process to monitor the performance of the Council's new waste collection arrangements, and if necessary, reconsider the introduction of AWC	Short -medium term	SDC	Environment and Transport Overview and Scrutiny Panel/Cabinet

<b>32.</b>	Insist that food waste disposers are installed in all new housing and explore schemes to encourage more households to adopt them.	Short term	SDC	Development Services/Environmental Services
<b>33.</b>	Continue to explore measures to increase the percentage of commercial waste the Council collects	Short term	SDC	Environmental Services
<b>34.</b>	Explore the possibility of providing recycling facilities for cooking oil	Medium term	WCC	
<b>35.</b>	Raise awareness of green travel plans among the local community, for example through the work of the South Wiltshire Economic Partnership and the South Wiltshire Strategic Alliance	Medium term	SDC	Forward Planning & Transportation/Joint Transportation Unit
<b>36.</b>	Set up bus lanes to make services (particularly park and ride) into the city centre faster	Medium - long term	WCC	Highways
<b>37.</b>	Reduce the number of long stay car parking spaces in the city centre once the fifth park and ride site is launched, to ensure maximum usage	Medium- long term	WC	
<b>38.</b>	Require the most stringent emissions standards for the park and ride buses when the tender comes up for renewal	Medium - long term	WCC	Highways
<b>39.</b>	Promote the use of park and ride sites by schools	Short term	SDC	Forward Planning & Transportation/Joint Transportation Unit
<b>40.</b>	Encourage tourist coaches to use park and ride	Short term	SDC	Forward Planning & Transportation/Joint Transportation Unit

41.	Extend the existing cycle network to make Salisbury more cycle friendly	Medium-long term	WC	Joint Transportation Unit
42.	Increase the number of bicycle racks in the city centre	Short term	SDC	Forward Planning & Transportation/Joint Transportation Unit
43.	Explore the possibility of establishing a 'city bike' programme	Medium term	SDC	Forward Planning & Transportation/Joint Transportation Unit
44.	Explore ways to increase the number of children who cycle or walk to school	Medium term	WCC	
45.	Provide secure bike shelters at park and ride sites and allow walkers and cyclists to use park and ride for free or at reduced cost	Short term	SDC	Forward Planning & Transportation
46.	Explore the legal issues around licensing bicycle taxis and promote their use in Salisbury	Medium term	SDC	Environmental Services
47.	Make sustainable transportation a key consideration in long term plans for Salisbury through the Salisbury Vision	Short term	SDC	Salisbury Vision
48.	Provide incentives to use more sustainable vehicles, such as reduced rate parking for hybrids and electric cars, and the provision of free recharging facilities	Long term	WC	
49.	Champion the inclusion of the three national indicators that relate to climate change (NI 185 CO2 reduction from Local	Short term	SDC	Cabinet/Full Council

	Authority operations, NI 186 Per capita CO2 emissions in the LA area, NI 188 Adapting to climate change) within Wiltshire's selected indicators			
50.	In the Salisbury Vision, emphasise the importance of climate change and the fact that Salisbury District Council has signed the Nottingham Declaration	Short term	SDC	Salisbury Vision
51.	Use the Vision and the Area Development Framework to send a clear message to developers about what Salisbury expects from its future buildings, as well as make sure a commitment to tackling climate change underpins development of the city	Short term	SDC	Salisbury Vision
52.	Remain actively involved in all work tackling climate change at the regional level and ensure there is an effective two-way flow of communication using the Council's appointed Member and climate change officer	Short term	SDC	
53.	Set up a local climate change partnership (at county or district level) to encourage local businesses to reduce their carbon emissions	Medium - long term	SDC/WCC/WC	
54.	Review the performance of the major supermarkets in relation to climate change	Short term	SDC	Environment and Transport Overview and Scrutiny Panel
55.	Continue and expand on the good work already being done by the Council and its partners in providing information and advice	Ongoing	SDC/WCC/WC	

	on reducing carbon emissions			
<b>56.</b>	Set up a carbon footprint calculator on the Council's website	Short term	SDC	IT
<b>57.</b>	Explore the possibility of making Salisbury plastic bag free	Medium term	SDC	Community Initiatives
<b>58.</b>	Carry out a review of emergency planning to ensure that it takes full account of the predicted changes in weather in Wiltshire.	Short term	SDC/WCC	
<b>59.</b>	Where any of the above recommendations do not specify targets, officers should do so in the process of drawing up action plans for their implementation.	Short term	SDC/WCC/WC	



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### Climate Change Review Group Meetings

1. **Thursday 2 August 2007** - Review Group meeting. Present: Councillors John English, David Parker, and James Chamberlain (Democratic Services)
2. **Tuesday 25 September 2007** - Visit to Woking Borough Council. Present: Councillors John Cole-Morgan, John English, Cheryl Hill, Catherine Spencer, Pam Rouquette (Local Agenda 21), and James Chamberlain (Democratic Services)
3. **Thursday 27 September 2007** – meeting with James MacGregor (New Local Government Network). Present: Councillors Dennis Brown, Ian Curr, John English, Cheryl Hill, Catherine Spencer, and James Chamberlain (Democratic Services)
4. **Thursday 1 November 2007** – interview session with officers. Present: Councillors Ian Curr and John English, Susan Sampson (Local Agenda 21) and James Chamberlain (Democratic Services)
5. **Tuesday 6 November 2007** – interview session with officers. Present: Councillors Ian Curr and John English, Susan Sampson (Local Agenda 21) and James Chamberlain (Democratic Services)
6. **Wednesday 14 November 2007** – interview session with Portfolio Holders. Present: Councillors Ian Curr and John English, Susan Sampson (Local Agenda 21) and James Chamberlain (Democratic Services)
7. **Friday 23 November 2007** – interview session with Portfolio Holders. Present: Councillors Ian Curr and John English, Susan Sampson (Local Agenda 21) and James Chamberlain (Democratic Services)
8. **Monday 3 December 2007** – Review Group meeting to discuss first draft report. Present Councillors Richard Clewer, Ian Curr and John English, Susan Sampson (Local Agenda 21) and James Chamberlain (Democratic Services)

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Gary Mantle (Wiltshire Wildlife Trust)

James MacGregor (New Local Government Network)

Susan Sampson (Local Agenda 21)

Councillor Richard Clewer, Councillor Ian Curr, Councillor John English and Councillor David Parker

James Chamberlain and Stephen Milton (Democratic Services, Salisbury District Council)