

CLIMATE CHANGE WORKING GROUP

Minutes of meeting held on
Thursday 25 June 2008 at 3.00 pm

In the Committee Room, Saffron Walden.

Present: Jake Roos, Will Cockerell, John Farnell, Simon Martin, Mike Ovenden,
Keith Osborne, Richard Auty, Cllr David Sadler

Minutes: Jake Roos

		ACTIONED BY
1.	Apologies Russell Goodey, Suzanna Clarke	
2.	Minutes of the last meeting No matters arising not covered on agenda	
3.	Planning Planning event for developers on sustainability standards on 17 July: UNISON strike may impact, but unsure at this stage whether local branch will strike. KO said he could draft some volunteers to help out if necessary. MO noted that Wickford, developers for latest phase of Woodland' s Park may want the replicate sustainability features (e.g. solar panels) on earlier phases with approval but no conditions for sustainability – it would be possible to simplify the approval process for this so it would not present a barrier to Wickford. JR has informed Wickford of this, no response as yet.	
4.	Green Travel Plan Discussed. Concerning quarterly prize draw, Group thought an intranet-based reporting system would be best. JR to discuss with Michael Frost, though delay anticipated as he is currently redeveloping council website. JR has met with Essex Travel Planning to develop staff travel survey in the meantime. JR mentioned tax breaks for council available if they set up a discounted cycle or season bus-pass scheme. Adrian Webb is looking at cycle scheme after being prompted by Geoff Smith. JR to look at bus pass scheme	JR JR
5.	Car lease/essential user scheme Simon Martin gave background on his work – he submitted his report but it coincided with financial crisis so nothing was done with it at that stage. His take was approach should mirror technology – i.e. not to limit the range of cars available to the extent that the scheme doesn't	

	<p>meet people's needs or budgets.</p> <p>Adrain Webb and David Bradley have taken it up and have asked for the Group's ideas. Group unsure of the objective of their exercise – KO would guess it is cost oriented. SM noted the current scheme with Lex does not give council or employees the best value for money. WC said the scheme is a recruitment and retention measure, so the perception of employees is important.</p> <p>It was established that Council could not change the essential user allowances as these are national terms of service. Employees can opt out, but would only do so if it would benefit them.</p> <p>Having pool cars available might mean 'Essential Car User' status need not be put in so many job descriptions, though savings could allow for enhanced salary offerings in these cases.</p> <p>Lease scheme needs to be made more attractive to high mileage essential users. An increased contribution in the lease scheme for higher miles might be a perverse incentive to drive more, but provided it was linked to match with the higher lease costs, this could be negated. JF suggested mileage be estimated and agreed using historic info about the job-role.</p> <p>A higher contribution for low emission cars would be a straightforward incentive, but this has the drawbacks of likely increased costs for the council and also is not targeted at high mileage users.</p> <p>SM suggested limiting the range of cars available in the lease scheme to the top quartile lowest emissions in each class to ensure a good range of vehicles is available. Group agreed but also thought an upper limit on emissions per kilometre should be set. (NB: Act on CO2 section on DfT website has lists of 'best in class') http://www.dft.gov.uk/ActOnCO2/index.php?q=best_on_co2_rankings</p>	JR
6.	<p>Fleet</p> <p>SM noted there are plans for new vans in asset programme for this year. RP is managing this. JR saidf these should be the lowest emissions vehicles available and would talk to RP. KO noted the procurement hub at BDC should be able to handle this.</p>	JR
7.	<p>Climate Change Adaptation</p> <p>JR described climate change adaptation indicator and the work it involves. A senior manager needs to take responsibility. Group decided a briefing paper should be put to SMB for them to decide.</p>	JR
8.	<p>Emissions</p> <p>Figures on emissions in 2007-08 were presented by JR (see below). There were good savings in all areas except fleet diesel, which had increased by 9.7%. This negated the savings in all other areas so the net effect was our emissions have decreased by 0.4% between 2006-07 and 2007-08, when our target was to reduce by 5% per</p>	

	<p>year. Note that with weather correction the saving was 2.9% as 2007-08 was a colder year than 2006-07</p> <p>JR has asked RP to look into maintenance records to get total mileage figures for 2006-07 to allow a comparison with 2007-08 and help to deduce a cause, as this is not known. This increase needs to be reported to SMB. NB: Approximately 8% of diesel use is unaccounted for but this is the case for both years.</p>	KO
9.	<p>Date and Time of Next Meeting Meetings to be changed to Thursday afternoons to prevent clashes with SMB/HODs meetings on Wednesday mornings.</p>	

CO2 savings (tonnes CO2)

Fuel	2006-07	2007-08	Difference	Percentage	Status
Electricity	715	677	38	5.3%	Some data issues
Gas	1041	1004	37	3.6%	Confirmed
Oil	188	175	12	6.5%	Confirmed
Fleet diesel	1133	1242	-108	-9.5%	Confirmed
Business miles	154	119	35	22.7%	Confirmed
Other (train travel, waste)					To come
Red diesel					To come
Total	3231	3217	14	0.4%	
Corrected gas and oil (50% normalised)	1347	1216	131	9.7%	Confirmed
Total with normalised gas and oil	3349	3254	96	2.9%	