

Environment and Transport Select Committee

TUESDAY 26 NOVEMBER 2013

7.00 pm

**COUNCIL CHAMBER, CIVIC OFFICES,
CENTRAL MILTON KEYNES**

A G E N D A

www.milton-keynes.gov.uk/scrutiny

Chair: Councillor Tallack

Councillors: Hawthorn, Klein, Legg (Vice-Chair), D McCall, I McCall, McKenzie, Wallis, Wharton (Vice-Chair) and (1 Conservative Vacancy)

This meeting is open to the Public

For more information about the meeting please contact Lesley Sung on (01908) 252325 or by e-mail lesley.sung@milton-keynes.gov.uk

What is Overview and Scrutiny?

Each local authority is required by law to establish an overview and scrutiny function to support and scrutinise the Council's executive arrangements.

Each select committee has its own remit as set out in its terms of reference but they each meet to consider issues of local importance.

They have a number of key roles:

- Providing a critical friend challenge to policy makers and decision makers
- Enabling the voice and concerns of the public
- Driving improvement in public services.

The select committees consider issues by receiving information from and questioning officers and external partners to develop an understanding of proposals or practices. They then develop recommendations to provide to officers, Members or external partners that they believe will improve performance, or as a response to public consultations.

As select committees have no executive powers they often present their conclusions in the form of recommendations that can be provided to the Council, Cabinet or external agencies. Members will often request a formal response and progress report on the implementation of recommendations that they have provided to various parties.

Attending Meetings of Select Committees

Meetings of the select committees are held in public and are open for everyone to attend. If you would like to attend then please just turn up but if you can, please let us know you are attending in advance of the meeting and whether or not you would like to make a representation to Members on behalf of yourself or others.

If there are specific issues that the meeting must consider in private then they will be asked to consider this at the meeting.

After the meeting the recommendations and Minutes of the meeting, as well as agendas and reports for the majority of the Council's public meetings are available via the Council's website at:

<http://cmis.milton-keynes.gov.uk/cmiswebpublic/>

The Overview & Scrutiny process aims to promote the five themes and priorities set out in the Milton Keynes Council's Corporate Plan

The **Corporate Plan** and framework sets out the vision for Milton Keynes. It captures what type of place Milton Keynes aspires to be for all those who live, work, learn and visit here. The plan sets out ambitious new objectives for Milton Keynes including achieving world class status for its design, new approaches and technologies and as a sporting city.

It has five key themes which help communicate all the work the Council does on behalf of the residents of the borough.

The five themes are:

Cleaner, greener, safer, healthier MK:

Improve health and well-being, reduce health inequalities and work with partners to reduce crime and disorder to improve quality of life in MK.

Visiting MK:

Aim to make Milton Keynes a highly regarded visitor destination with a safe and effective transport system which is easily accessible regionally, nationally and internationally.

Working in MK:

To improve the skills and opportunities of everyone in Milton Keynes and help jobseekers into work, while attracting and retaining businesses to provide new opportunities and to bring people, jobs and industries to MK to improve the strength and resilience of the local economy.

Living in MK:

Ensuring people are satisfied with Milton Keynes as a place to live, and to support them effectively through the provision of high quality and efficient public services.

World Class MK:

Our ambition is to increase the international and national standing of Milton Keynes in several areas including our economic success, thriving communities and a high quality environment.

GENERAL TERMS OF REFERENCE FOR OVERVIEW AND SCRUTINY COMMITTEES/PANELS

- (a) To review or scrutinise any decision made, or other action taken, in connection with the discharge of any of the Executive Functions within the remit of the Committee/Panel.
- (b) To make reports or recommendations to the Council or to the Cabinet with respect to the discharge of any of the Executive Functions within the remit of the Committee/Panel.
- (c) To review or scrutinise any decision made, or other action taken, in connection with the discharge of any of the Non-executive Functions within the remit of the Committee/Panel.
- (d) To make reports or recommendations to the Council or any Committee of the Council with respect to the discharge of any of the Non-executive Functions within the remit of the Committee/Panel.
- (e) To make reports or recommendations to the Council, to the Cabinet or to a regulatory committee on matters within the remit of the Committee/Panel which affect the Council's area or the inhabitants of the Council's area.
- (f) To consider any representations made in connection with the work of the Committee/Panel by a Member of the Council on behalf of her/his constituents.
- (g) To appoint advisers from outside the Council to advise the Committees/Panels.

Environment and Transport Select Committee - Terms of Reference

- 1. To assist in the planning and provision of services to enhance the environment of the Borough.
- 2. To assist in the planning and provision of transport services throughout the Borough.
- 3. To scrutinise the provision of services, the achievement of targets and the provision of resources to this end.

AGENDA

1. Welcome and Introductions

The Chair to welcome Members, officers and the public to the meeting and introduce Members and officers who are present.

2. Apologies

3. Minutes

To approve, and the Chair to sign as a correct record, the Minutes of the meetings of the Environment and Transport Select Committee held on 2 October 2013 (Item 3) (**Pages 8 to 13**).

4. Disclosures of Interest

Members to declare any disclosable pecuniary interests, or personal interests (including other pecuniary interests), they may have in the business to be transacted, and officers to disclose any interests they may have in any contract to be considered.

5. Highways Maintenance and Repairs

At this meeting, the Committee will have the opportunity to consider issues relating to road maintenance and repairs, including how the Council is dealing with the backlog of repairs.

At the Council meeting held on 6 August 2013, the Leader of the Council announced that the existing MKC highways workforce would, between now and April 2014, be re-focused, to primarily only deal with defects on the public highway. The full minute can be seen in the agenda (Item 5) (**Page 14**)

The Council's Assistant Director (Public Realm Service Group), the Head of Highways and Head of Customer Services (Public Access) will be in attendance at the meeting and will provide the Committee with a joint presentation covering the following matters:

- An update of the current position on road / footway repairs and work outstanding
- The criteria, standards and processes in place under the new highways contract
- The role of highway inspectors
- Communications and Managing public expectation
- The way forward

6. Low Carbon Living Strategy and Programme

The Committee to receive the Council's Low Carbon Living Strategy for comment and receive an update on the main Council's Low Carbon Living Projects (Item 6) (**Pages 15 to 25**).

7. Major Event Management Review Group - Update

The first meeting of the Major Event Management Review Group took place on Monday 25 November 2013. The Group is in the early stages of the review and will provide an update of its work at the next meeting of this Committee.

Health and Safety

Any persons attending meetings in the Council Offices are requested to take a few moments to familiarise themselves with the nearest available fire exit, indicated by the fire evacuation signs. In the event of a continuous alarm sounding during the meeting you must evacuate the building immediately and follow all instructions provided by the fire evacuation officer who will identify him/herself should the alarm sound. You will be assisted to the nearest designated assembly point until it is safe to return to the building.

Any persons unable to use the stairs will be assisted to the nearest safe refuge. The yellow call point alarm will be sounded to alert the fire service as to your presence.

Mobile Phones

Please ensure that your mobile phone is switched to silent or is switched off completely during the meeting.

Comments, Complaints and Compliments

Milton Keynes Council welcomes comments, complaints and compliments from members of the public in order to make its services as efficient and effective as possible. We would appreciate any suggestions regarding the usefulness of the paperwork for this meeting, or the conduct of the meeting you have attended.

A form is available online at <http://www.milton-keynes.gov.uk/complaints/> or is obtainable at the meeting.

Please detach the slip below and return it to one of the officers attending the meeting.

THE PROCEEDINGS AT THIS MEETING MAY BE RECORDED FOR THE PURPOSE OF PREPARING THE MINUTES OF THE MEETING.

Meeting Attended: Environment and Transport Select Committee

Date of Meeting: 26 November 2013

Comments:.....
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Contact details (optional):

Minutes of the meeting of the ENVIRONMENT AND TRANSPORT SELECT COMMITTEE held on WEDNESDAY 2 OCTOBER 2013 at 7.00 pm

Present: Councillor Tallack (Chair)
Councillors Hawthorn, Legg, D McCall, I McCall, McKenzie, Wallis and Wharton

Officers: N Fenwick (Assistant Director [Planning and Transport]), B Matthews (Head of Transportation Services), A Coleman (Passenger Transport Manager), C Jarman (Senior Passenger Transport Officer) and D Proctor (Technical Manager)

Apology: Councillor Klein

Also Present: Councillor Bint, N Small (Stagecoach), P Morgan (Arriva) S Winston (Arriva), L McCord (Passenger Focus), K Wilson (Bus Users Group) P Ballantyne (Bus User Group), D Worley (Bus User Group), V McPake (Bus User Group), A Francis (Bus User Group) and 1 member of the public

ET07 MINUTES

RESOLVED

That the Minutes of the meeting of the Committee held on 9 July 2013 be approved and signed by the Chair as a correct record.

ET08 ACHIEVING SUCCESSFUL BUS SERVICES IN MILTON KEYNES

The Committee received a presentation from the Passenger Transport Manger which covered the following points:

- (a) current legislation;
- (b) recommendations from the Bus Strategy Review Group which took place in 2002;
- (c) the demographic and growth of bus patronage in Milton Keynes;
- (d) the results of the recent bus passenger survey undertaken by Passenger Focus;
- (e) subsidised bus services and concessionary fares;
- (f) the Better Bus Area Project;
- (g) the Electric Bus Project; and
- (h) Real Time Passenger Information (RTPI).

The Committee then received a summary of the findings of the recent bus survey in Milton Keynes from the representative of

Passenger Focus, which also addressed how this compared with other unitary authorities.

The representative of Passenger Focus suggested that the main areas for customer concern tended to be related to value for money, punctuality and reliability. She considered that for those areas where punctuality was good, customers then took views on other aspects of the service, for example, concerns over personal safety, which could be seen as a barrier for women and vulnerable groups using the service.

The Passenger Focus representative reported that punctuality was given a high priority in those areas which scored highly in the survey. Therefore it was important to consider what prevented buses from being punctual, which could include issues around parking and a lack of enforcement.

The Passenger Focus representative explained that 'drivers' of consumer dissatisfaction included how delays were dealt with, in particular how customers were kept informed and advised of the potential onward journey time. Therefore, if the Council was able to identify the factors of dissatisfaction it might assist with benchmarking against other authorities and allow improvements to be identified.

The Committee received a presentation from the Strategic Development Manager for Stagecoach which detailed the following points:

- (a) the areas serviced by Stagecoach and staffing levels;
- (b) a summary of the patronage;
- (c) how the Passenger Focus survey assisted with improving the service;
- (d) the different physical infrastructures of Oxford and Milton Keynes and how this resulted in the differing service options available to each authority and the way planning policies could be used to assist with bus services;
- (e) the impact of new developments and the need for positive planning which allowed sustainable transport solutions;
- (f) the conditions needed for growth and investment in bus travel;
- (g) the importance of partnership working and a commitment to provide a high quality service; and
- (h) the importance of staff training, a well maintained fleet and reliability of the service.

The Committee received a presentation from the representative for Arriva which detailed the following points:

- (a) the changes to the services offered by Arriva over past few years and the issues it had faced;
- (b) the importance of partnership working, in particular with the Council;
- (c) the branding and marketing strategies for the company;
- (d) the internal re-structuring which had taken place within the management team;
- (e) the ability of the company to re-invest as profit was being made;
- (f) growth in passengers numbers over the past three years;
- (g) areas for improvement, which were informed by the Passenger Focus survey, along with the companies own annual survey, which included the punctuality of service, smoothness of the journey and information at bus stops;
- (h) ongoing initiatives, which included Real Time Passenger Information, the establishment of an Integrated Control Centre to monitor and manage performance and a driver coaching programme,
- (i) other initiatives being introduced included new forms of ticket issuing, e.g. from smart phones; the electric bus projects and the introduction of a night bus; and
- (j) the standard procedure for addressing breakdowns.

The representatives from the Bus Users Group outlined the following main areas of concern for passengers:

- (a) the condition of the buses;
- (b) punctuality and delays;
- (c) ride comfort;
- (d) the parking of cars and lack of enforcement of parking, in particular at Station Square;
- (e) the location and maintenance of bus stops;
- (f) the lack of priority for buses; and
- (g) discrepancies in the information displayed by the Real Time Passenger Information system and bus arrival times.

The Bus Users Group representatives outlined the following initiatives, which in their view, might lead to improvements:

- (a) Increased bus priority measures, including phasing of traffic lights, in particular at the area around StadiumMK;
- (b) a long term programme of investment;
- (c) a review of the Bus Strategy;

- (d) the lengthening of lay-bys to allow buses to accelerate longer before joining the road;
- (e) reduced speed on grid roads;
- (f) measures to address the fear of crime by cutting back vegetation near bus stops and along Redways; and
- (g) improving the interchange at the hospital.

The Committee heard from the Cabinet Member for Highways and Transport who highlighted the areas of work which were taking place and indicated that work was being undertaken by officers to identify issues and create solutions. The Cabinet Member highlighted that where it was relatively simple to reduce car journeys by increasing bus usage, the need to make changes at junctions and other road improvements could potentially receive a lower priority than areas where greater effort was needed to increase bus usage, thus allowing the limited financial resources available to be targeted.

The Cabinet member also raised the point that the current bus timetable was not as user friendly as it might be and, as an important piece of marketing material for the bus service, it was important to address this. The Cabinet Member also acknowledged that schemes such as traffic light phasing, improved interchanges for buses and improvements to ticketing arrangements,, along with making bus journeys more appealing, and changing the perception of motorists to encourage greater bus usage were all positive actions which could be made to improve the services delivered in Milton Keynes.

In response to questions from Members, the Committee noted the following points from the witnesses:

- (a) that the main areas of customer dissatisfaction were a lack of punctuality, reliability and also the relationship between drivers and passengers;
- (b) that there was an acknowledgement that there needed to be a balance between car users and the bus services and that it was important that the two operated successfully together;
- (c) that planning policy might be able to assist with difficulties experienced by buses on some housing estates in particular;
- (d) that there might be an option for developers to make additional contributions to meet new services needs as Milton Keynes expanded;
- (e) that problems with services might have prevented some people accessing employment opportunities, e.g. being late for interviews, or late for work due to late buses;
- (f) that low car ownership / limited access to a car tended to be concentrated on particular estates, so increasing the reliance on public transport;

- (g) that there might be areas where partnership working between the Council, utility companies and bus companies could be improved with regard to the planning of road works to reduce disruption;
- (h) that bus services to areas which had low population density might need additional subsidies to make them viable;
- (i) that the Council could:
 - (i) identify hotspot areas for delays
 - (ii) enable a consistent time from Milton Keynes train station to the Food Centre
 - (iii) consider how traffic lights were phased
 - (iv) look at junctions where there were regular delays; and
 - (v) look at areas where parking problems were causing delays to buses.
- (j) that in some areas it was not physically possible to make any drastic changes to road layouts which would improve services; and
- (k) that there were some bus priority measures in place, but there was further scope for improvement.

The Chair thanked the witnesses for their contributions during the meeting.

RESOLVED -

That Cabinet works with bus companies to identify points where traffic light phasing and junctions could be improved and that this is taken into account during the budget setting process.

ET09

REFERRAL FROM CORPORATE AFFAIRS AND PERFORMANCE SELECT COMMITTEE

At its meeting on 23 July 2013, the Corporate Affairs and Performance Select Committee, having considered the Corporate Performance Report, requested this Select Committee to consider a number of Performance Indicators, which fell within the Committee's area of scrutiny responsibility, where performance had consistently not met targets, or data was not available, specifically indicators:

- (a) NI 193 The proportion of Municipal waste land filled;
- (b) NI 168 Principal roads where maintenance should be considered;
- (c) NI 169 Percentage of Non Principal roads where maintenance should be considered (local authority B and C roads surveyed); and

- (d) BV 224b Percentage of the unclassified road network where structural maintenance should be considered.

With regard to indicator NI 193 (Municipal Waste Landfill), it was noted that performance was below target as a result of a delay in the commissioning of the residual waste treatment plant at Bletchley Landfill Site, which, under the current interim residual treatment waste contract, had been due to be in place by October 2012. However, it was noted that the plant was not commissioned until April 2013, due to ongoing operational issues which were being addressed with the Council's contractor and appropriate actions were being taken to bring the plant back on programme. It was anticipated that the Plant would result in an increased diversion in waste from landfill and achievement of the target performance during 2013/14.

With regard to NI 168, NI 169 and BV 224b it was reported that officers had indicated that the data for inclusion could only be prepared following a software upgrade on the 'Confirm' System. Once the software has been upgraded officers would be able to instruct contractors to complete the data review and feed the information into the system. It was hoped that the upgrade would be received in the next couple of weeks and then data included to show how performance compared to targets set.

ET10

MAJOR EVENT MANAGEMENT REVIEW GROUP

It was reported that the Overview and Scrutiny Management Committee, at its meeting held on 2 September 2013, approved the setting up and proposed scope of a Major Event Management Review Group. It was noted that the scope of the Review Group would tie in with this Select Committee's work programme theme of 'Visiting MK'.

THE CHAIR CLOSED THE MEETING AT 22:08 PM

ENVIRONMENT AND TRANSPORT SELECT COMMITTEE**26 NOVEMBER 2013**

Extract from Minutes of the meeting of the PROCUREMENT COMMITTEE held on TUESDAY 6 AUGUST 2013 at 5.30 pm

PC28 ANNOUNCEMENT

The Leader of the Council announced that the existing MKC highways work force would, between now and April 2014, be re-focused, to primarily only deal with defects on the Public Highway. As a result:

- a fortnightly defects report would be submitted to the regular meeting between Cabinet and the Corporate Leadership Team;
- Highway Operations Team would be merged with the Highways Service, giving the Head of Highways 'command and control' powers over the operational element of the service;
- a full complement of five Highway Inspectors would be in place by no later than the end of September 2013 and a re-audit of Highways would be carried out in mid to late August 2013;
- details of the defects code of practice would be issued with illustrative photos to all councillors, parishes and town councils and stakeholders explaining exactly what a defect was and the repair policy;
- the Assistant Director (Public Realm) would meet with colleagues in the Insurance section to identify, individual claims, claim trends and any hot spots of claims identified;
- during August 2013 work would be prioritised to ensure the 'Confirm' system for recording defects was purged of completed work and work allocations to ensure it provided a reliable record of defects and outstanding works; and
- all other programmed work would be awarded to external contractors up to 31 March 2014 using the Small Works Framework Contract.

ENVIRONMENT AND TRANSPORT SELECT COMMITTEE**26 NOVEMBER 2013****LOW CARBON LIVING****1. Background**

- 1.1 The Council's Core Strategy sets out ways in which the Council could tackle climate change and build sustainable communities. New development and major redevelopments must be designed to support sustainable lifestyles for all. (Policy CS12). The need to tackle climate change provides an opportunity for designers to be more creative, incorporating energy-saving features, such as green roofs and walls, solar panels and paying attention to the 'thermal performance' of a development as a whole.
- 1.2 Planning policy can help to deliver the Sustainable Community Strategy objectives of reducing our carbon footprint and achieving carbon neutral growth. Local Plan Policy D4 has already driven up construction standards above the national level by requiring improved energy efficiency and the use of renewable energy in new buildings and through the successful implementation of a Carbon Offset Fund. Local Plan Policy D4 will be supported until a new revised policy can be tested through the preparation of Plan:MK.
- 1.3 There will be opportunities in any new development area for an area-wide approach to low or zero carbon development and renewable energy provision based on the potential to plan energy efficient layouts in new neighbourhoods. This has already been achieved in Central Milton Keynes where a combined heat and power system supplies many housing and office developments.
- 1.4 The Council's Low Carbon Living Strategy is attached as an Annex to the report.

2. Milton Keynes Low Carbon Living Project

- 2.1 Where relevant, planning policy will support initiatives which form part of the Low Carbon Living Project. The project brings together a number of initiatives aimed at reducing energy consumption and carbon emissions to help tackle climate change. The Council's Core Strategy (Policy CS14) promotes the use of renewable energy schemes where it can be demonstrated that there will not be any negative social, economic or environmental results from the scheme.

Where an existing local energy network is established, developments will be expected to connect to the network, if feasible.

2.2 The Low carbon Living Project covers many aspects including the following:

2.3 Energy

- Residual Waste Facility and Anaerobic digester schemes – consideration being given about what to do with the energy created and whether or not to sell it commercially.
- Consideration of local CHP plants installed at key locations such as the hospital or sheltered accommodation and extending this to service local communities.
- Renewable energy schemes such as PV installations, ground source heat pumps, air source heat pumps etc
- The Council is working in partnership with other organisations on the following:
 - Thinking Energy Project (in partnership with EON) – 75 households across MK have taken part in a trial for Smart Homes. This included installation of smart plugs, PV installation, electric car, storage batteries, LED bulbs, efficient white goods and heating controls.
 - Western Power Distribution (WDP) are trialling new ways of building resilience into the existing grid across Milton Keynes, including monitoring of usage, times of peak use and the use of back-up generators from businesses to provide power to the grid rather than just using them for emergencies
 - Working closely with NEF on projects to improve the energy efficiency of buildings. The Council operates the Carbon Offset Fund to provide grants to residents and the Pioneer Places projects provide Green Deal assessments for residents in readiness for the Green Deal loans and educational work producing leaflets and guidance.

2.4 MKC Buildings

- Installing building management systems and automatic meter reading devices, optimising energy use through power perfectors, better lighting systems, valve covers.

- Installing biomass boilers at key locations such as Leon School, sheltered housing accommodation and Wolverton Swimming pool.
- Using the Salix finance scheme to provide interest free loans to all MKC budget managers to install energy efficient schemes into their portfolios.
- Energy procurement for the Council's portfolio.

2.5 European Projects (Shared Learning)

- Crescendo – contributed to the funding of the CMK CHP and the PV installation on the former bus station
- Imagine – shared learning from 7 other EU countries developing a roadmap to 2050 for a sustainable low carbon city.

2.6 Transport

- Plugged in Places (electric vehicles)
- Changing streetlights to more efficient systems
- Autonomous vehicles – Pilot
- Demand Response Transport (DRT) – ‘Simply Connect’ project, use of IT. Pilot to take place early 2014.
- Electric buses and charging points – Replacement of seven diesel buses with eight all-electric counterparts on one of the main bus routes in the city (route 7). New buses will be able to recharge batteries through the day and capable of the equivalent load of a diesel bus.

2.7 Other Areas of Work

- Regeneration schemes such as the schemes introduced on the Lakes Estate
- Creation of the Green Deal Together CIC (Community Interest Company) – working with 12 other local authorities to deliver savings.
- Participating in the Re Start local initiative through the Institute for Sustainability to develop local supply chains for Small to Medium Enterprises in the green sector.

3. Electric Bus Project

- 3.1 The electric bus project is an innovative approach to charging electric buses to enable a quieter, cleaner future of public transport in Milton Keynes. In September 2012, six organisation led by a subsidiary of Mitsui & Co Europe signed a five year collaboration agreement to the replacement of seven diesel buses with their all-electric counterparts on one of the main bus routes in the city.
- 3.2 Uniquely, the new buses will be able to recharge their batteries wirelessly through the day which means that for the first time, electric buses will be capable of the equivalent load of a diesel bus.
- 3.3 The eight electric buses will replace seven diesel buses on the number 7 route in Milton Keynes and will run 7 days a week, removing approximately 500 tonnes of tailpipe CO2 emissions per year as well as 45 tonnes of other tailpipe emissions. The initiative could reduce bus running costs by between £12-£15k per annum. The route currently transports over 775,000 passengers per year and travels over a total of 450,000 miles.
- 3.4 The buses will charge when power transmitted from a primary coil buried in the road is picked up by a secondary coil on the bus. Ten minutes parked over a coil will replenish two thirds of the energy consumed by the bus's route. The primary coils will be placed at three locations (Wolverton, Bletchley and CMK) on the route and the buses will charge in the layover time at the end of the route.
- 3.5 It is expected that the buses will be in service early 2014.
- 3.6 The trial will be managed by Mitsui-Arup joint venture MBK Arup Sustainable Projects (MASP).
- 3.7 Mitsui and MASP's ultimate aim is to use the data collected by the Milton Keynes trial to demonstrate the economic viability of low-carbon public transport and could be used to kick-start electric bus projects in other towns and cities worldwide.

Building Control and
Sustainability Team



Milton Keynes Low Carbon Living Strategy

October 2010



www.milton-keynes.gov.uk/mklowcarbonliving

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1. INTRODUCTION

This document presents a Low Carbon Living Strategy for the period 2010 to 2020. It focuses on how the Milton Keynes (MK) community can reduce greenhouse gas emissions locally and thereby help tackle global climate change by

- Integrating sustainability and carbon reduction into the planning and delivery of the Council's aims
- Reducing the authority's carbon footprint
- Demonstrating community leadership in tackling climate change and sustainability issues including reducing the overall carbon footprint of the borough

2. BACKGROUND

WHY CLIMATE CHANGE IS IMPORTANT

2.1. Over recent decades there has been a growing realization that society's current development is unsustainable. The consequences of already unavoidable climate change; the increasing stress on our natural resources and environmental systems and the increasing loss of biodiversity are all readily apparent.

2.2. According to the Intergovernmental Panel on Climate Change (IPCC), "warming of the climate system is unequivocal, as is now evident from observations of increases in global average air and ocean temperatures, widespread melting of snow and ice and rising global average sea level." (Climate Change Synthesis Report, 2007). The report states that "there is very high confidence that the net effect of human activities since 1750 has been one of warming". The IPCC predicts that rising temperatures will be accompanied by many other changes to the Earth system, affecting food and water supplies, human health, biodiversity and the economy. The Stern Review for the Chancellor on the 'Economics of Climate Change', published in November 2006, demonstrated the economic case for acting now to avert climate change. Whilst unabated climate change could cost the world at least 5% of GDP each year and as much as 20% of GDP if more dramatic predictions come to pass, the cost of reducing emissions could be limited to around 1% of global GDP.

2.3. The effects of climate change are already visible and include higher temperatures in summer and winter aggravated by the Urban Heat Island

effect, wetter winters, drier summers and extra pressure on water resources. Climate change will increase the probability of surface water flooding and summer heat wave conditions. As well as adapting to the climate change already in the system (“climate change adaptation”), we all need to take urgent action to prevent further warming (“climate change mitigation”).

OUR COMMITMENTS ON CLIMATE CHANGE

- 2.4. MK Council (MKC) is a signatory to the Nottingham Declaration on climate change and the EU Covenant of Mayors that includes a commitment to cut carbon emissions by at least 20% by 2020.
- 2.5. MKC has joined the national 10:10 campaign, which seeks to get individuals and organisations to cut their carbon emissions by 10% by the end of 2010. This is about cutting the Council’s own emissions and also sets an example to others and helps communicate the message to the wider community. The 10% target means a carbon cut of about 2,500 tonnes and also cutting the councils energy bills by about £250k.
- 2.6. The MK Sustainable Community Strategy includes a priority action to reduce our carbon emissions.

TRENDS IN CARBON EMISSIONS

- 2.7. Figure 1 shows the MK carbon emissions per person. They are higher than the South East England average due to the high emissions from the industry and commerce sector in MK. The domestic figure is relatively low due to the modern housing stock built to rising energy efficiency standards. The trend in per person emissions from 2005 to 2008 is a fall of 5.1%.
- 2.8. Total emissions in MK in the future may rise due to the planned growth in population, jobs and its related traffic. However, the figures below and the MK target are measured per person, which is still achievable even in a growth area.

Figure 1: Milton Keynes’s carbon emissions (tonnes carbon dioxide)

	Industry & commerce		Domestic		Transport		Total	
	2005	2008	2005	2008	2005	2008	2005	2008
MK (000’s)	778	803	512	510	426	414	1,716	1,727
MK per person	3.5	3.4	2.3	2.2	1.9	1.8	7.8	7.4

POLICIES AND PROGRAMMES ON CLIMATE CHANGE

National policy

- 2.9. The Government's Climate Change Act sets out legally binding targets for the UK to reduce carbon dioxide emissions by at least 80% by 2050 and 26% by 2020, against 1990 levels.

Local Policy

- 2.10. The planning regime is governed by the MK Local Plan. Planning Policy D4 deals with sustainable construction and requires high energy efficiency, 10% renewable energy and carbon neutrality/offsetting for all major developments. The proposed replacement policy in the MK Core Strategy sets out new objectives that will require new developments to achieve even higher energy efficiency and an increase to 20% in the proportion of the carbon emission reductions through onsite renewable energy production.

LOW CARBON PROSPECTUS

- 2.11. Milton Keynes Council has jointly commissioned an ambitious MK Low Carbon Prospectus to position the city as an international centre of excellence for low carbon living, which will be delivered through the MK Low Carbon Living Strategy and Action Plan. It describes the ground breaking past and present environmental initiatives in MK. It is the vision statement for MK looking towards 2050 and is due to be published in September 2010.
- 2.12. Many present activities it describes are pioneering some of the most advanced practices in an effort to minimise our environmental footprint while at the same time taking advantage of the economic opportunities afforded by Low Carbon technologies. Despite this we have a significant carbon footprint, one of the highest in the south east, due to the level of economic activity in the city.
- 2.13. Milton Keynes is now addressing Low Carbon and sustainable living on a coherent and strategic basis with help from partners, taking the lead in key economic areas, including transport, energy supply, transmission and demand side management. In addition, a low carbon infrastructure is being encouraged by planning initiatives with proven benefits for reducing the carbon emissions locally e.g. planning policy D4 that requires higher energy efficiency, renewable energy and carbon offsetting.
- 2.14. High profile outcomes of this strategic approach include the first large scale combined heat and power plant supplying the new communities in CMK; the successful bid for funding under the Plugged-in Places project to provide an electric vehicle charging point infrastructure; the Central Networks

East PLC (E.O.N) bid to OFGEM for low carbon network funding including a 'Smart Grid' in an area of new development; an innovative local BioGas plant which will supply gas produced from local household community waste into the local gas grid with a subsequent revenue stream.

- 2.15. These items form the newly established MK Low Carbon Living Programme that has governance arrangements, steering groups and delivery teams that are working through their own projects, programmes and initiatives.

3. THE STRATEGY

- 3.1. The Council's corporate strategy, reflecting the commitments mentioned above, includes the following outcome:

3.1.1. "Be sustainable and conducive to low carbon living."

- 3.2. The Council also has an ambition to place Milton Keynes at the forefront of low carbon living, nationally and internationally.

- 3.3. The overall target of this strategy is to reduce carbon emissions per person in the MK area by 40% by 2020, from a 2005 baseline.

- 3.4. The Council will be the community leader on this issue but it will need the support and involvement of all sections of the wider community. Existing strategic partnerships will be developed further.

- 3.5. The details of how this strategy will be achieved is set out in the accompanying Low Carbon Action Plan but in summary it will involve:

- a) Amending policies, procedures or functions of key organizations
- b) Existing budgets being reallocated and new funds sought
- c) Specialist support, e.g. the Energy Saving Trust and Carbon Trust
- d) Development of a communications and marketing plan
- e) Key action areas: private & public sector housing, business support, regeneration schemes, community advice and local transportation.
- f) Use of the MK Low Carbon Living Programme as the delivery vehicle.

www.milton-keynes.gov.uk/mklowcarbonliving



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