

Central Bedfordshire
Council
Priory House
Monks Walk
Chicksands,
Shefford SG17 5TQ

**This meeting
may be filmed.***



**Central
Bedfordshire**

please ask for Rebecca Preen
direct line 0300 300 4193
date 4 September 2014

NOTICE OF MEETING

SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE

Date & Time

Thursday, 18 September 2014 10.00 a.m.

Venue at

Council Chamber, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: The Chairman and Members of the SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE:

Cllrs D McVicar (Chairman), A R Bastable (Vice-Chairman), D Bowater, C C Gomm, Ms A M W Graham, K C Matthews, B Saunders, A Shadbolt and P Williams

[Named Substitutes:

Mrs C F Chapman MBE, K M Collins, P Hollick, R W Johnstone, D Jones and M A Smith]

All other Members of the Council - on request

**MEMBERS OF THE PRESS AND PUBLIC ARE WELCOME TO ATTEND THIS
MEETING**

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AGENDA

1. **Apologies for Absence**

Apologies for absence and notification of substitute members

2. **Members' Interests**

To receive from Members any declarations of interest and of any political whip in relation to any agenda item.

3. **Chairman's Announcements and Communications**

To receive any announcements from the Chairman and any matters of communication.

4. **Minutes**

To approve as a correct record the Minutes of the meeting of the Sustainable Communities Overview and Scrutiny Committee held on 19 June 2014 and to note actions taken since that meeting.

5. **Petitions**

To receive petitions from members of the public in accordance with the Public Participation Procedure as set out in Annex 2 of Part A4 of the Constitution.

6. **Questions, Statements or Deputations**

To receive any questions, statements or deputations from members of the public in accordance with the Public Participation Procedure as set out in Annex 1 of part A4 of the Constitution.

7. **Call-In**

To consider any decision of the Executive referred to this Committee for review in accordance with Procedure Rule 10.10 of Part D2.

- Barford Road, The Hill and High Street, Blunham – consider objections to traffic calming measures and waiting restrictions

8. **Requested Items**

To consider any items referred to the Committee at the request of a Member under Procedure Rule 3.1 of Part D2 of the Constitution.

REPORTS

Item	Subject	Page Nos.
9	<p>Executive Members Updates</p> <p>To receive a brief verbal update from the Executive Member for Community Services and the Executive Member for Regeneration.</p>	* Verbal
10	<p>Highways Contract Renewal Project: Authorisation to Proceed</p> <p>To receive a report prior to Executive.</p> <p>Due to its size the appendices have been reproduced for Members of the Committee only. The appendix is available at the following link http://www.centralbedfordshire.gov.uk/modgov/ieListMeetings.aspx?Committeeld=648 and in hard copy on request.</p>	* 47 - 54
11	<p>Climate Change Strategy</p> <p>To receive a report and presentation on the Climate Change Strategy.</p>	* 55 - 94
12	<p>Q1 Budget Report June 2014</p> <p>To receive a presentation on the Quarter 1 Budget Monitoring Report</p>	* 95 - 100
13	<p>Provisional Work Programme 2014/15 and Executive Forward Plan</p> <p>To consider the currently drafted Committee work programme and Executive Forward Plan.</p>	* 101 - 104

CENTRAL BEDFORDSHIRE COUNCIL

At a meeting of the **SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE** held in Council Chamber, Priory House, Monks Walk, Shefford on Thursday, 19 June 2014.

PRESENT

Cllr D McVicar (Chairman)
Cllr A R Bastable (Vice-Chairman)

Cllrs D Bowater
C C Gomm
Ms A M W Graham
K C Matthews

Cllrs B Saunders
A Shadbolt
P Williams

Members in Attendance:	Cllrs P N Aldis R D Berry A D Brown	Deputy Executive Member for Regeneration
	A L Dodwell	Deputy Executive Member for Children's Services and Community Services
	Mrs D B Gurney J G Jamieson	Leader of the Council and Chairman of the Executive
	B Wells	Deputy Executive Member for Community Services
	J N Young	Executive Member for Regeneration

Officers in Attendance:	Mr M Coiffait	– Community Services Director
	Mr J Cushing	– Economic Policy Manager
	Mr J Longhurst	– Director of Regeneration and Business
	Mr J Partridge	– Corporate Policy Manager

Others in Attendance	Mr D Mouawad	Chief Executive, SEMLEP
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SC/14/19. **Members' Interests**

None.

SC/14/20. **Chairman's Announcements and Communications**

None.

SC/14/21. **Minutes**

RESOLVED that the minutes of the meeting of the Sustainable Communities Overview and Scrutiny Committee held on 08 May 2014 be confirmed and signed by the Chairman as a correct record subject to amending the references to parking on grass verges (Minutes SC/14.8 refers) to read “(...) regards to funding for restricting parking on grass verges.”

SC/14/22. **Petitions**

Cllr Aldis presented a petition regarding safety issues on Sunderland Road and the hazardous movement of traffic that made sections of the road unsafe for pedestrians. It was suggested that a raised table or zebra crossing be constructed to improve road safety.

In response Cllr Young agreed to ask officers to review the Local Transport Plan for Sandy to see if it had been included and to determine the level of funding that might be available from the Council. It was suggested that the Town Council consider how much it might be able to contribute to a scheme to resolve this issue.

Cllr Gurney commented that road safety might be impacted by proposals to close two rail crossings in the area, which would also have an impact on local traffic movement. It was also commented by a Member that business in the area had also previously indicated a concern regards this road.

RECOMMENDED that the petition be considered by the next Traffic Management Meeting and the minutes of the Sustainable Communities OSC be made available when this issue was considered further.

SC/14/23. **Questions, Statements or Deputations**

None.

SC/14/24. **Call-In**

None.

SC/14/25. **Requested Items**

None.

SC/14/26. **Executive Member Update**

The Executive Member(s) provided an update to the Committee on several matters that were not included on the agenda and responded to questions as follows:-

- Progress in relation to the Gypsy and Traveller Local Plan, which would be submitted to the Secretary of State and planning applications for the expansion of sites at Dunton Lane and Potton, which would be taken

through the planning process. In response to a specific question Cllr Young agreed to provide a briefing by email on a gypsy and traveller site at Long Lake Meadow.

- The Development Strategy, which was out to consultation the responses to which would be sent directly to the secretary of state. In response to a request Cllr Young agreed to provide further information in relation to the amount of consultation that had been undertaken with Cambridgeshire County Council in relation to the Development Strategy.
- A memorandum of understanding (MoU) had been signed with the majority of neighbouring authorities under the duty to cooperate. Cllr Young confirmed that there would be no delay to the Development Strategy as a result of the two authorities not signing the MoU.
- A report that would be presented to a future Committee meeting to update on adult skills activity.
- Work was underway to renew various waste contracts.
- The condition of the road network in Central Bedfordshire had been recognised by the Department for Transport as the second best in the country.
- Several investments in leisure facilities including Houghton Regis and Flitwick leisure centres.
- The refurbishment of libraries, which was coming to completion.
- Money had been made available to continue to fix category one and two potholes at the same time where they were within 10 metre. Funds had also been made available to address concerns in relation to pavements and Members were invited to advise the Council of any specific concerns.
- Money would be made available to refresh white lines on the highway where there were safety concerns.
- Further information would be provided to Members in relation to the funding to prevent parking on grass verges and if possible discussed at the Town and Parish Council conference.

SC/14/27. **South East Midlands Local Enterprise Partnership**

Mr D Mouawad delivered a presentation that set out the context for the South East Midland Local Enterprise Partnership (SEMLEP). It was stressed that in economic terms Central Bedfordshire was part of a wider geography that encompassed several areas and in totality encompassed 1.8m people and 67,000 businesses. The aim of SEMLEP was to articulate a collective approach to growth and to ensure that the ambition for growth was balanced and sustainable for the future.

SEMLEP were focused on developing logistics and advanced manufacturing sectors as a means of supporting economic growth. This included the development of enterprise zones (such as Northampton Waterside) to stimulate economic growth and support the accrual of business rates that could be used to support further development in the region. SEMLEP was focused on delivering greater connectivity, enterprise and skills although quality of life was also a significant driver for the region. In response to feedback from businesses SEMLEP had delivered the Velocity Growth Hub to provide business support and would continue to attract investment and help businesses

to reach the market. SEMLEP also had an important role in relation to strategies for social inclusion

The Strategic Economic Plan (SEP) set out plan and priorities for major capital investment projects for which SEMLEP could bid to Central Government and Europe although funding was limited. Priority schemes for the area were the Woodside Link and dualling the A421.

In response to the presentation the Committee discussed several issues for which responses were provided by officers as follows:-

- The geography of the south east midlands region was predominantly determined by the travel to work area. Localism had become a focus for the partnership more recently, which was aware of the need to fully articulate this approach to localism.
- SEMLEP was a channel for funding for major infrastructure projects. The partnership would support the process to collectively define and argue the case for investment but money for infrastructure projects would not be kept by the partnership. Whilst there were no guarantees that the region would receive funding there was no other mechanism to apply for funding for major capital projects.
- Clearly defined assessment criteria were applied to schemes to determine their benefits and priority in relation to other schemes for which LEPs would compete for funding. Ministers would meet privately to discuss which schemes would be granted funding.
- The time-bank scheme operating in Central Bedfordshire had not been duplicated by the introduction of the velocity growth hub. The Hub would advise on sources of support that was available, including national programmes from which businesses could benefit and local schemes such as time-bank.
- Any benefit accrued from the business rates relating to the Northampton Waterside Enterprise Zone would come into the SEMLEP area as a whole.
- A minimum of 20% of European funding was required to be used for social inclusion. Other European funding streams could be used on small and medium sized enterprises and innovation
- A particular governance mechanism for the partnership had been set out by Central Government and this demonstrated that the Government would control funding, contracts and the procurement of delivery. Scrutiny of the partnership was provided by the businesses that were involved in the SEMLEP Board.

The Committee thanked Mr D Mouawad for attending the meeting and agreed that an annual report should be delivered to the Committee to report on the progress of delivering schemes.

RECOMMENDED that an annual report be received by SEMLEP to provide an update on the delivery of schemes.

SC/14/28. **Provisional Work Programme and Executive Forward Plan**

AGREED that the reports on the Community Infrastructure Levy and the revised Planning Obligations Strategy be rescheduled and that the meeting on 24 July 2014 be cancelled with the quarterly performance reports being circulated to Members outside the meeting.

(Note: The meeting commenced at 10.00 a.m. and concluded at 11.50 a.m.)

Chairman

Dated

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CENTRAL BEDFORDSHIRE COUNCIL

EXECUTIVE MEMBER FOR SUSTAINABLE COMMUNITIES - SERVICES
DELEGATED DECISIONS ON TRAFFIC MANAGEMENT
MONDAY 11 AUGUST 2014
DECISIONS DIGEST

THE CALL-IN DEADLINE FOR ANY ITEMS CONTAINED IN THIS DECISIONS DIGEST IS 5.00 P.M. ON **20 AUGUST 2014** SUBJECT TO ANY CALL-IN REQUESTS BEING RECEIVED, ALL THE DECISIONS WILL BE ACTIONED ON OR AFTER **21 AUGUST 2014**. (EXCEPT FOR THOSE ITEMS SHOWN IN ITALICS WHICH WILL BE REFERRED TO THE EXECUTIVE FOR DETERMINATION).

DATE
ISSUED/PUBLISHED
13 August 2014

Present:	Cllr B Spurr	Officers:	Mr G Baldwin	Bedfordshire Highways
In Attendance:	Cllr P N Aldis		Mr N Chapman	Transportation Manger, Bedfordshire Highways
	Cllr D Bowater		Mrs M Clampitt	Committee Services Officer
	Cllr Mrs C F Chapman MBE		Mr P Cook	Assistant Director Highways and Transport
	Cllr C Gomm		Mr A Emerton	Managing Solicitor Planning, Property, Highways & Transportation
	Cllr M R Jones		Mr N Shaw	Sustainable Transport Officer (Young People)
	Cllr C Maudlin			
	Cllr M Mustoe			
	Cllr A Shadbolt			
	Cllr A Turner			

ITEM	DECISION	Reason for Decision	Alternative Options Considered and Refused
PETITION, WINDSOR AVENUE, LEIGHTON BUZZARD	<p>This item was chaired by Cllr N Young, who made the following decision:</p> <ol style="list-style-type: none"> 1. It is recommended that double yellow lines be considered for the junction of Windsor Avenue and Bassett Road, and that they extend slightly further into Windsor Avenue than the existing single yellow lines. 2. It is recommended that waiting restrictions also be considered at the far southern end of Windsor Avenue. 3. A report, be brought to the next meeting in October, which considers options for the whole of Windsor Avenue to prevent dangerous parking. 	Reason for Decision: Petitions Received	None
SLAPTON ROAD, LITTLE BILLINGTON - TO RECONSIDER THE IMPLEMENTATION OF PROPOSED ROAD HUMPS	<ol style="list-style-type: none"> 1. That following consideration of the options, the proposals to install two road humps in Slapton Road be implemented as originally published. 2. That a review of the warning signs and road markings relating to the bend near Rose Cottage be undertaken. 	Reason for Decision: Objections Received	None
BARFORD ROAD, THE HILL AND HIGH STREET, BLUNHAM - CONSIDER OBJECTIONS TO TRAFFIC CALMING MEASURES AND WAITING RESTRICTIONS	<ol style="list-style-type: none"> 1. That the proposal to install Traffic Calming Measures be implemented as published with the following two exceptions: <ul style="list-style-type: none"> • Kerb build out or single chicane in The Hill opposite property no. 62 not be implemented; • Kerb build out be implemented and a pedestrian refuge island in the junction of the Park Lane/The Hill and introduction of a bus cage line marking opposite property no. 2 not be implemented. 2. That the proposal to introduce No Stopping on School Keep Clear markings and No Waiting Monday to Friday 8.00am to 9.30am and 3.00pm to 4.30pm be implemented as published, but that parking be monitored after implementation and additional 	Reason for Decision: Objections Received	None

ITEM	DECISION	Reason for Decision	Alternative Options Considered and Refused
	restrictions be considered if deemed necessary.		
FAULKNER'S WAY AND ST MARY'S WAY AREA, LEIGHTON-LINSLADE - CONSIDER OBJECTIONS TO RESIDENTS PERMIT PARKING SCHEME AMENDMENTS	<ol style="list-style-type: none"> 1. That the proposal to amend the operational hours of the residents permit parking zone in Faulkner's Way and Stoke Road, Leighton-Linsalade be implemented as published. 2. That the proposal to amend the operational hours of the residents permit parking zone in the St Mary's Way area, Leighton-Linslade be implemented as published. 	Reason for Decision: Objections Received	None
PETITION, ST JOHN'S STREET, BIGGLESWADE	That the lead petitioner be informed that Central Bedfordshire Council is supportive in principle of a one-way traffic system in the St Johns Street triangle, but needs to undertake further work as outlined in this report and explore funding options.	Reason for Decision: Petitions Received	None
GLEBE AVENUE & LYALL CLOSE - FLITWICK	It is recommended that, subject to funding, the parking situation in Glebe Avenue and Lyall Close be assessed in more detail and a consultation exercise be undertaken with residents' to determine favoured option.	Reason for Decision: Petitions Received	None
PETITION, BROOKES ROAD AREA, FLITWICK	It is recommended that, subject to funding, the parking situation in Brookes Road be assessed in more detail, including adjacent roads such as Greenways, and a consultation with residents be undertaken to determine residents' favoured options.	Reason for Decision: Petitions Received	None

Date Issued	13 August 2014		All Members of the Council
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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 11 August 2014

Subject: Barford Road, The Hill and High Street, Blunham – Consider Objections to Traffic Calming Measures and Waiting Restrictions

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the introduction of Traffic Calming Measures and Waiting Restrictions in High Street, Blunham

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk

Public/Exempt: Public

Wards Affected: Sandy

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

This proposal supports the following council priorities:

- Enhancing your local community – creating jobs, managing growth, protecting our countryside and enabling businesses to grow.
- Promote health and well being and protect the vulnerable.
- Better infrastructure – improved roads, broadband reach and transport.

Financial:

The overall cost of the scheme will be approximately £37,000.

The budget for this comes from a Section 106 contribution of £49,740 (Land at Barford Road, Blunham (CB/11/03412/FULL))

Legal:

A Section 106 contribution has been secured from Bellway Homes for Traffic Calming and Sustainable Transport. The claw-back dates for these contributions are 14th March 2023 (Traffic Calming) and 27th August 2023 (Sustainable Transport)

Risk Management:

Should the contributions not be spent on traffic calming and sustainable transport before the claw-back dates the contributions may have to be returned to the developer. In this event this would potentially leave us with a budgetary liability for abortive costs and any money we have already spent to design and consult upon this scheme.

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, but in particular pedestrians and vulnerable road users in Blunham.

Sustainability:

The proposal will support and encourage walking and cycling in line with approved CBC policy.

RECOMMENDATION(S):

- 1. That the proposal to install Traffic Calming Measures be implemented as published.**
- 2. That the proposal to introduce No Stopping on School Keep Clear markings and No Waiting Monday to Friday 8.00am to 9.30am and 3.00pm to 4.30pm be implemented as published, but that parking be monitored after implementation and additional restrictions be considered if deemed necessary.**

CBC Transport and Planning Policy

This scheme had been developed in line and in accord with Central Bedfordshire Council policies and priorities as outlined in:-

1. Local Transport Plan 2011 – 2026 (*Adopted April 1st, 2011*)
 - a. Appendix E Walking Strategy
 - b. Appendix F Cycling Strategy
 - c. Appendix C Sustainable Modes of Travel to Schools and Colleges Strategy
2. Local Area Transport Plan – Biggleswade and Sandy (including Blunham) (*Adopted April 1st, 2011*)
3. Mitigation Measures for Land at Barford Road (CB/11/03412/FULL)

All of these documents were fully consulted upon as part of their development process.
All of these documents and the policies within them were formally adopted by CBC

Background Information

1. The scheme has been developed to address vehicle speeding, safer routes to school, cycling and walking issues in Blunham. All four of these issues have been identified as points for concern by both CBC officers and members of Blunham parish council.
2. CBC officers and the parish councillors have worked closely since August 2012 to identify issues, and potential measures to deliver this scheme. From this date regular discussions have taken place in order to develop this scheme.
3. This has resulted in this scheme proposal which is well supported deliver a value for money scheme which addresses as many of the concerns identified by both parties

Scheme Proposal

4. The proposal will improve road safety by reducing traffic speeds and better managing parking near to the lower school, as well as make improvements for pedestrians and cyclists and improve access to John Donne Lower School, services and facilities in Blunham.
5. Description
 - A series of traffic calming features & restriction to parking proposed as follow.
 - 30mph roundel in middle of the carriageway and visual narrowing by proposing Red imprint both side of carriageway opposite properties nos. 48 to 50 in Barford Road.
 - Kerb build out or single chicanes along a tactile crossing pavement and red imprint in Barford Road opposite the new development.
 - Kerb build out or single chicane in The Hill opposite property no. 62.
 - Kerb build out and a pedestrian refuge island in the junction of the Park Lane/The Hill and introduction of a bus cage line marking opposite property no. 2.
 - A single yellow line with timing plate proposed opposite the school to stop the vehicles parking during peak hours in the morning and afternoon.
6. The proposal was advertised by public notice in May and June 2014. Consultations were carried out with the emergency services and other statutory bodies, Blunham Parish Council and the relevant Elected Members. Residents and businesses likely to be directly affected were individually informed and notices were displayed on the street.

Statutory Consultation Responses

7. A total of 14 representations have been received. Some of those who responded are opposed to certain elements of the scheme and others have mixed views. Of the representations received:
 - 9 are opposed to the narrowing towards the bottom of The Hill (inset 3 on the drawing)
 - 6 are opposed to the narrowing in Barford Road (inset 2 on the drawing),
 - 2 are opposed to the bus stop re-positioning at High Street/Park Lane (inset 4 on the drawing)
 - 3 are opposed to the waiting restrictions near the school (inset 6 on the drawing)

- The proposed improvements at the junction of High Street and Park Lane do not require the publication of statutory notices, but have attracted significant opposition from villagers as can be seen in the included representations. The main points being that this is at the heart of the village and within the village's conservation area. Copies of all correspondence are included in Appendix C. The main points raised by the objectors are summarised below:-
 - a. Most residents report that Blunham is used as a rat-run, but some say that speeds are not especially high, so it is questionable whether the proposed measures are really needed.
 - b. The proposed priority narrowings in Barford Road (inset 2) and The Hill (inset 3) are the traffic calming measures that most people object to on the basis that they will create vehicular conflict and bottle necks, particularly at busy times.
 - c. There was a request to re-locate the narrowing (inset 3) to reduce the disturbance caused to an adjacent resident.
 - d. The proposed improvements are unsuitable for a village location and will have an undesirable urbanising impact on the village.
 - e. Traffic speeds are highest in Station Road, but no traffic calming measures are proposed for that road.
 - f. If speeding is an issue, speed cameras would be a better solution.
 - g. There is opposition to moving the bus stop (inset 4) and providing signs and markings outside what is a grade II listed building. Bus services are very infrequent now and there is no need to formally mark a bus stop.
 - h. There is very little opposition to the waiting restrictions, but some have objected on the basis that the No Waiting Monday to Friday 8.00am-9.30am and 3.00pm-4.30pm should be extended further southwards to cover additional driveways.
- 8. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposals.

Responses

- 9. The Highways Team response to the points raised in paragraph 7 above are as follows:
 - a. Barford Road has a speed limit of 30mph. Speed surveys were undertaken on Barford Road to determine the average speed of vehicles. The 85th percentile speed was 37.69 mph, with 61% of vehicles traveling over the speed limit.

The speed needs to be reduced on this road especially outside the new development as this section is a regularly used crossing point for pedestrians walking to and from the cricket / playing fields.

- b. The width of carriageway at the base of The Hill is narrow and does not allow 2 oncoming HGVs to pass. A build out at this location will overcome the problem of oncoming HGVs passing and will also reduce traffic speeds for vehicles travelling downhill towards the High Street.

The build out on Barford Road (outside the new development) will reduce traffic speeds and also create a suitable and safer crossing point for pedestrians traveling to and from the cricket / playing fields.

- c. Blunham Village is not heavily populated so the build out on The Hill will not create significant vehicular conflicts or congestion.
- d. Blunham village centre is a conservation area. Materials agreed by the Conservation Officer are to be used in construction. The area around the new development (on Barford Road) is not part of the conservation area so standard materials can be used to match the existing.
- e. The traffic calming measures are focused on Barford Road outside the Cricket / Playing fields because this is where large number of children and parents cross the road.
- f. Speed cameras would not be an appropriate method of traffic calming in this location.
- g. The bus stop will remain in its current position and the bus stop markings will not be laid.
- h. The driveways adjacent to the proposed yellow lines already have a H bar which will be refreshed.

Conclusion

The proposed traffic calming scheme forms part of the S106 works required, as part of the consent for the Bellway Homes development on Barford Road. The proposals will reduce traffic speeds and improve the environment in the village.

If the scheme is approved the works are intended to be implemented in September.

Appendices:

- Appendix A – Public Notices of Proposal
- Appendix C – Drawing of Proposals
- Appendix D – Representations

Appendix A

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED TRAFFIC CALMING MEASURES – BARFORD ROAD AND THE HILL, BLUNHAM

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Traffic Calming Measure under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Barford Road and The Hill, Blunham. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users.

An Over-run Area comprising coloured areas of surfacing on both sides of the road giving the appearance of narrowing the road is proposed to be sited at the following location in Blunham:-

1. Barford Road, outside property nos.48 to 52 Barford Road.

Kerbed Build-outs forming priority narrowings are proposed to be sited at the following locations in Blunham:-

1. Barford Road, outside property nos.28 to 36 Barford Road.
2. The Hill, outside property no.64 The Hill

Further Details a drawing may be examined during normal office at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 10 June 2014.

Priory House
Monks Walk
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

16 May 2014



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO STOPPING ON SCHOOL ENTRANCE MARKINGS AND NO WAITING MONDAY TO FRIDAY FROM 8.00am TO 9.30am AND FROM 3.00pm TO 4.30pm NEAR JOHN DONNE LOWER SCHOOL, BLUNHAM

Reason for proposal:

The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and for facilitating the passage of traffic. The restrictions are intended to keep the road outside the school clear of parked vehicles, particularly at the start and end of the school day.

Effect of the Order:

To introduce No Stopping Monday to Friday from 8.00am to 4.30pm on School Entrance Markings on the following length of road in Blunham:-

High Street, east side, from a point approximately 8 metres north of the boundary of no.51a High Street and no.1 Brickhill Close extending in a southerly direction for a distance of approximately 44 metres.

To introduce No Waiting Monday to Friday from 8.00am to 9.30am and 3.00pm to 4.30pm on the following length of road in Blunham:-

High Street, west side, from a point approximately 7 metres north of the boundary of no.51a High Street and no.1 Brickhill Close extending in a southerly direction for a distance of approximately 21 metres.

Further Details may be examined during normal office at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Objections: should be sent in writing to Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 10 June 2014.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 2014"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

16 May 2014

Appendix B



Rev	Revised/Issues	Drawn/Issue	Scale
0	Final	Final	1:1
1	Final	Final	1:1
2	Final	Final	1:1
3	Final	Final	1:1
4	Final	Final	1:1
5	Final	Final	1:1
6	Final	Final	1:1
7	Final	Final	1:1
8	Final	Final	1:1
9	Final	Final	1:1
10	Final	Final	1:1

Client: **amey**

Project Name: **Blunham Traffic Calming S106**

Drawing Title: **Traffic Calming Options**

Original Drawing Size: A1
Scale: As Shown
Drawing No: 708244-001-001
Rev: A

Appendix C

I notice from your proposed plans that you are intending to site priority road narrowing outside No 64 the Hill. (Inset 3) Whilst traffic calming is certainly needed I would like to ask for the above road narrowing be moved further up or down this road.

My reasons for this request are because this is the only property on the Hill with its rear garden facing this road, as I have a medical condition that limits my mobility I use my garden as much as possible to be outside.

I am concerned that the priority narrowing of the road will cause a lot of stop/starting of traffic right next to my outside space (my garden is just 7.5 meters in depth).

As mentioned all other properties along this road do not use their front gardens for relaxation and therefore halting traffic would cause less disturbance.

The correct address of this my property is xx park lane blunhum mk443nj I hope you are able to help.

I am writing to state my objection to the proposed traffic calming measures for the village of Blunham.

As a resident of the village my objections relate to measures as shown on your plan as insert 1, 2, 3 and 4.

I believe that these measures are unnecessary and will cause more problems to the flow of traffic through the village than resolve them.

The proposal for insert 1 may mean you have a build up of traffic that gets stuck between insert 1 and 2.

The proposal for inset 2 may result in a build up of traffic which could have an effect on accessing Barford Road from Station Road which is a very heavily used road.

The proposal of making a priority lane at the bottom of the Hill insert 3, may result in a build up in traffic on the Hill and on the High Street especially in busy periods, as the traffic now comes through the village in blocks due to the new traffic lights on the bridge at the entrance of the village.

I think the proposed traffic island in insert 4 will make it impossible for large vehicles to access the road and will give no where for these vehicles to turn around. The traffic island is too large and urban in design for a village setting the repositioning of the bus stop would be needed if this scheme were to go ahead. This would mean that the bus stop would move directly outside a listed thatched cottage, which I do not think is correct in a conservation area, as these cottages are of architectural merit and the bus stop will not enhance them.

I have no objections to insert 5 or 6.

I do think speeding is a problem in the village and the volume of traffic at busy periods is also a problem, however I do not feel these proposal feel right for a small village setting they seems more appropriate for an urban setting.

Dear Transport Manager,

I wish to comment
on the proposed traffic
calming measures in Blunham.

There is already
a 30mph speed limit &
it is totally unnecessary to
have further measures. If
the 30mph was properly
policed, cars would not
speed through the village.
These speed calming measures
merely turn a rural village
into a suburb.

I am particularly opposed
to the traffic island that
is proposed for the junction of
Park Lane & the Hill.
This is the area where the
villagers come on celebration
days such as the Jubilee
celebration — there are
street parties in Park Lane
right there. Again, this is
a rural area & I like the
open street — it is not
an adjunct of Sandy. Dr
Marras will have difficulty
parking his car if the traffic
island is there, moreover.

Yours sincerely,
[Redacted Signature]

ps. It also seriously blocks access to
the war memorial for Remembrance Day.

Re: Your notification dated 5/6/14. Traffic Calming and Waiting Restrictions, Barford Road, The Hill and High Street. Blunham.

Thank you for your very late notification.

My main observations are with regards to Inset 3 and Inset 4 of your drawings, however I do notice that as regards to Inset 1, the road markings are well into the village and I can only presume that cars do not speed at the top of Barford Road. There is traffic furniture to flash '30' at traffic but this does not appear to work.

Inset 2 and Inset 5 are very close together but I feel are unlikely to make any difference to speeding traffic, however I recognise I am not an expert.

Inset 6 If extending Yellow Lines outside of the school will be safer for the children then of course it should go ahead but I cannot help but feel that the issues that the school / residents have will not be resolved as a result of this.

Inset 3 The Hill is narrow where you plan to put Priority signs however the hedging along the pavement is onto the pavement in places and if this were to be maintained then the pedestrians walking, especially to the school would have more room on the pavement. By putting in Priority signs I feel a bottle neck would be created here particularly at busy times of the day. The traffic now comes through the village, because of the lights at the double bridges and the lights at Great Barford Bridge, in waves. The only road into the village not controlled by Traffic lights is Station Road and it would appear no traffic calming measures are proposed here. I feel traffic issues in Station Road will be come worse as a result of your other proposals within the village.

Inset 4 I am at a loss to understand how putting a Traffic Island where you intend to will calm the traffic through Blunham? You also plan to place it right in the centre of a CONSERVATION area. Where you propose to place the island is at the widest entrance to Park Lane this is the way the Emergency Services access Park Lane, the refuse lorries, the environment vans checking on river issues. It is used on a daily basis during term time for a school bus to turn in, when there is a cycle race through the village this is where the pack pulls into to allow traffic coming down The Hill to pass through. Tractors pull over here also to allow traffic to come down The Hill as do Combines during Harvest. When Juggernaut lorries become lost and end up in the centre of the village this is where they turn. Signage on the outskirts of the village have not alleviated this issue. People manage to cross the road there safely but as with any area either Urban or Rural road safety is also the responsibility either of the individual or the parent /Guardian if walking with a child, with the current fashion for children to scoot at high speed within the village there have been some near misses but not as a result of speeding cars but more as a result of lack of road safety on behalf of the pedestrian/child. This entrance to Park Lane has also been used for over 60 years for the Rose Queen Fete where the children process from the Church to the school. Also most importantly the village is also a through route for Police, Ambulance and Fire appliances to go through the village at high speed presumably to accidents on the A1 this is a regular occurrence, it would be tragic if the proposed traffic calming measures hindered them reaching the emergency in time.

From looking at the proposed plan for this area of the village it would appear that you plan to widen the pavement outside of the flats at Silver Court ,the pavement there is already used for the parking of cars to the detriment of pedestrians this will just mean that two cars can be parked there, the parking issue at these flats is a direct result of planning being granted but not enough parking being provided for the residents.

The Bus Stop in the 22years I have lived here has always been where it is and I notice that you plan to move it to right outside my house. Signage painted on the road has never been required. There are so few buses that pass through the village that should you decorate the road by painting BUS STOP people would still park there. Parking in the centre of the village for funerals ,weddings ,christenings and church services is very limited as it is for the shop and the Horseshoes public house as very few of their patrons use the car park if they are just "popping in", the proposed measures at Park Lane /High Street /The Hill would just create another set of issues that would have to be addressed.

If the traffic calming at The Hill /Park Lane /High Street are to proceed then I presume for the same reasons you will reinstate the Bus Stop road furniture and paint Bus stop on the road outside of Shoe Cottage. The previous owner took it upon himself to knock down the bus stop sign that was in the verge and this was never replaced by Highways, when buses stop there for passengers to alight cars following are not aware they are stopping at what was and should still be a legitimate bus stop.

I am being totally honest when I say I am not happy about the bus stop being moved right outside my house, I feel it would be very intrusive and not in keeping with a Grade II listed building. The pavement is very narrow where you are proposing the bus stop should be and I feel it would be intrusive when people are getting on and off the bus.

I feel the proposed traffic calming measures are a 'knee jerk' reaction for a request for something to be done. Speed Cameras would be the way forward as drivers would then realise that there would actually be a penalty for speeding, these are too expensive. However we are a Rural village NOT an Urban setting and I feel that the measures put forward particularly for the centre of the village will just cause a bottle neck at busy times in the centre of the village but essentially will not slow the traffic down anywhere else in the village. The traffic lights at the double bridges were meant to be a traffic calming measure through the village and they do not appear to have worked for the speeding issues.

I feel that the village does not require all the measures that have been put forward and that measures should be reconsidered, perhaps the money that is earmarked for these measures could be put to better use or put towards a speed camera because just one in the village would be a deterrent

Thank you for taking the time to read this e-mail

Please find my comments on the traffic calming measures proposed for Blunham.

I strongly object to adding a triangle/hatched area at the end of Park Lane (**Inset 4** on the plan). How is this traffic calming? I fail to see how this will prevent the problem of traffic speeding through the village as it is not on the main road. It will however cause problems with any traffic that accidentally turns into Park Lane. Today when buses or lorries turn into Park Lane, by mistake (or intentionally if they want to turnaround in the village) they use this area to swing around. Putting a triangle will make this impossible and is likely to force the lorries to go further down Park Lane to try to turn around or even worse try to get through Park Lane itself. Also moving the bus stop area back is a bad idea as this will be inconvenient to the people waiting at the bus shelter (which has recently been improved) and to the owners of the properties where the proposed bus stop markings are shown. Also squeezing the junction at the top will make it difficult for motorists (especially vans, trucks and small lorries) exiting Park Lane if they want to turn right into the High Street as they will have to stay tight left and probably move further forward to ensure nothing is coming from the left (The Hill). It also seems harder for any traffic coming down The Hill and wanting to turn right into Park Lane especially if there is someone waiting to exit Park Lane to turn right as mentioned above. Also in the same area on the left hand side of the junction where the path/road has been 'bulged' out the tenants actually park their cars in front of their houses/flats. There are dropped curbs here. How will they be able to get in/out safely onto the road? The addition of this triangle is not fixing anything but will certainly cause more problems.

Inset 1 (30 mph sign on road and road markings to give the appearance of narrowing the road). No objection, this is a good idea.

Inset 5 (Tactile pavement which I assume is entrance to Jubilee Close). No objection if deemed to be useful/necessary.

Inset 6 (Outside school). No objection and everything should be done to stop people parking there during school times. Needs to be enforceable with regular checks.

I object to Inset 2 and Inset 3. (Kerbed build outs forming priority narrowing). These will cause traffic congestion in alternate direction during the peak traffic hours. For example if my interpretation is correct, for Inset 2 (Barford Road) priority will be for vehicles coming into the village from Great Barford. I assume most traffic flows this way in the morning (0700-0800). If this is the case traffic will build up down The Hill and vehicles will have difficulty getting out of Jubilee Close and possibly Station Road if traffic backs up that far. Also surely you need to slow down the people coming into the village from Great Barford direction, how will this prevent it when they will have priority here? Similar will apply for inset 3 (towards the bottom of The Hill). The drawing seems to indicate a stop position for traffic coming from the High street. If this indicates that priority is for traffic coming down The Hill, then the congestion caused by traffic stopping there will flow back past the top of Park Lane and into the High Street. This is not acceptable and many drivers will shoot down Park Lane to avoid the queue. One thing that needs to be avoided is creating a 'rat run' through Park Lane (from either end) just to avoid queuing at any restrictions on The Hill.

If there is a speeding problem in the village, I do not believe that Inset 2 and Inset 3 will address the issue but will just cause more congestion and poor vehicle flow. It will certainly have no impact on Station Road or the High Street which has been mentioned to have a problem with speeding vehicles also. My experience of these restrictions is that the motorist will just speed up when they have passed them.

Do we really have a speeding problem in the village? Are the council implementing changes when they are not really needed? Maybe clearer, better signage would help. Add extra speed camera signs and speed limit signs on the main through roads. I know Police resources are stretched, but maybe a mobile camera van should visit the village a couple of times a year as a deterrent. The other option is a speed camera or an average speed camera system. If there is a problem with pedestrians/children around the school area maybe a zebra crossing in the High Street would help.

I would like to offer you the following comments on these measures as currently proposed.

The reason so many vehicles excessively speed along Barford road is that it is a long straight section of road with no hazards to negotiate.

More and more vehicles now cut through ("Rat Run") Blunham to avoid the long queues on the A1 due to the planning catastrophe of the Black Cat roundabout. The half measures now in progress to make improvements here are, I believe, unlikely to stop the Blunham rat run.

Whilst I am glad to see some attempt at last to reduce speeding along Barford road, I do not think the "over run area" proposed for 48/52 will be anywhere near a sufficient deterrent. Most people who speed along this road do so every day and will quickly learn that they can still cross at speed (pinch areas raised only a few mms). I believe they will ignore this half measure just like they did with the electronic speed sign which has now been defunct for several years.

I welcome the "Kerb build out" proposed for 28/26 since this can not be ignored and will be effective at slowing opposing traffic streams in both directions.

Another kerb build out is therefore a better solution further along Barford road to replace the illusory "over run area".

I have lived at number 64 for over 30 years and can speak from a lot of experience from observing just how much many vehicles excessively speed along this straight section of road completely ignoring the illegality of doing so.

I also think that any calming measures applied need urgently to take into account the increasing numbers of heavy lorries and other commercial vehicles using Barford road despite the weight restrictions on them already in place but clearly ignored.

Ref: 1. Proposed Traffic calming measures on Barford Road and The Hill, Blunham
2. Proposed No Stopping on school entrance markings and no waiting.

1. Proposed Traffic Calming.

1. **Barford Road.** I support the proposals as shown in Inset 1, 2 and 5. However at the point at which the speed limit changes to 30mph on the Barford Road there used to be red tarmac with a 30mph sign in white. This was removed some months ago by Amey's as the red surface was breaking up. I believe this should be replaced or another Red 30mph thermoplastic sign should be installed in the road surface.
2. **The Hill.** I support the proposals as shown in Inset 3. There is no mention of cutting back the vegetation and tarmacking the triangle, nor installing a bench as agreed.
3. **The Hill/High Street and corner of Park Lane.** I support the provision of an island and building out of the kerb as shown in Inset 4 with the following proviso.
 - a. The building out of the kerb in front of the flats should include a dropped kerb (as exists now) allowing residents to park their cars on the property frontage.
 - b. With respect to the provision of the Bus Stop road surface markings outside The Ovens, I now recommend that this is NOT carried out as it will prevent the owners parking outside their house. I do not believe this has any effect on traffic calming. Buses are very infrequent in Blunham and on the rare occasion a car is parked here it does not affect the bus stopping.
 - c. The shape of the island be modified to allow a bus to exit from the bus stop into The Hill more easily. If this is a major issue then, although providing a safer place to cross, I would rather see the island removed as it has no effect on traffic speed.

2. Proposed No Stopping.

1. **Outside the school.** Inset 6. I support the extension of the yellow zig zag lines outside the school. This has been included in the School Travel plan and incorporated into the Local Area Transport Plan. The school's opening hours are 8am to 6pm with the provision of a Breakfast Club and After School Club, however after 4:30 parking is normally light and hence I see no reason to extend the restrictions beyond 4:30pm.
2. **Outside No 51a High St and No 1 Brickhill Close.** I support the provision of the yellow line with the waiting restrictions 8am to 9:30am and 3pm to 4:30pm. This provides a clear area of road for children to cross with good visibility in both directions.

3. General. Blunham Parish Council have worked hard over the last three years in response to villagers concerns regarding Blunham being used as a “rat run” and the number of speeding vehicles. In 2012 a traffic volume and speed survey was carried out with the support of the police and determined very high levels of traffic on the Barford Road in particular (400 vehicle movements in an hour) with over 40% of vehicles exceeding the 30mph limit, with a number greater than 45mph. Although less volume, other roads through Blunham had similar levels of speeding vehicles. The Parish Council identified **five** key issues for the village:

- 1. The Black Cat roundabout:** Whenever there were problems Blunham was being used as a rat run, even by lorries which exceeded the 7.5ton limit.
- 2. The Twin Bridges:** The Parish Council have been working with CBC Highways to seek a solution to the number of accidents and the damage to this listed bridge. In 2013 traffic lights were installed and this has had a major effect on reducing speed and the number of accidents.
- 3. Outside the school:** parking by parents at school opening and closing times causes major inconvenience to local residents and is a danger to children crossing the road. The school has made local arrangements for parents to park in the adjacent church and encouraged parents to park away from the school and walk. However, the schools catchment area is very wide with children coming from surrounding villages and Sandy which forces parents to use their cars. The above proposals under No Waiting provide a clear and safe area for children to cross the road.
- 4. The bottom of The Hill:** The lower part of The Hill narrows such that whilst two cars can just pass each other, two lorries, busses etc cannot. At this point the pavement to the North side reduces to 27inches wide with a lamp post at its rear. A large number of children (approximately 20+) walk/scooter with their parents to and from school using this side of the road as there are less roads to cross. This number may well increase once the 36 houses on the Bellway estate have been occupied. The proposals under traffic calming provide a solution to this problem and danger.
- 5. Barford Road:** This road has the largest volume of traffic with vehicles coming in and out of the village (400 Vehicle movements in an hour having been recorded) as it is a short cut for vehicles between Great Barford and the A603 and onto the A1. It also has the entrance to the Blunham Playing Fields opposite the entrance to the new Bellway Estate. The road also suffers from speeding vehicles. The playing fields are very popular as it is the home ground of the Blunham Cricket Club and football during the winter. Blunham is one of only four grounds in Bedfordshire that can host County cricket matches due to the quality of the square and the facilities that have been provided over the last five years by the Charity that run the ground. It is not unusual to see 100+ children and their families at the playing fields during the summer, particularly of a Friday evening. The above proposals under Traffic Calming provide a solution to speeding vehicles and provide a safe crossing into and from the playing fields.

I believe that in addition to the above proposals the following should be included:

1. There are three entrances to the village. I have already mentioned in 1.1 above that the red tarmac and white 30mph road sign was removed by Amey's due to the red tarmac breaking up. A similar problem is now happening at the Tempsford Road/High Street junction. Hence I would like to see a 30mph sign imbedded into the tarmac at all three entry points: This would provide a consistent visual approach to the village.
 - a. Barford Road
 - b. Station Road
 - c. Tempsford Road/High Street
2. At these same entry points, a brick village marker should be constructed to reinforce to drivers the change from county road to village scene. The design of this is currently out for consultation with the village. The local Gardening Club have indicated that they would be willing to maintain flowers at these three points, to reinforce their visual impact.
3. Whilst the work is carried out to provide additional yellow lines outside the school, I would like to see the existing double yellow lines in the village repainted as they are becoming faded.
4. Following the provision of the new yellow lines outside the school I suggest there should be a period of regular visits by CBC ANPR camera car during the restricted times to reinforce and to imbed into parents minds the restrictions. I would also suggest that in the first month warning letters rather than fixed penalty fines be issued.
5. As a school governor I will be discussing what additional measures the school may wish to take should the plan be implemented to reinforce the new restrictions with parents and children.

Lastly I would like to thank Nick Shaw, Sustainable Transport Officer for the work he has done in developing these proposals to provide solutions to the issues identified by the Parish Council.

The above are personal views and not those of the Parish Council

This email is a response to the notification dated 5/6/14 regarding Traffic Calming and Waiting Restrictions, Barford Road, The Hill and High Street. Blunham.

I would like to object to the proposed traffic calming measures for Blunham. For one thing, I don't think the traffic is particularly bad in the village. It is isolated to key points in the day. Yes people drive at 30 mph in the village, and of course there is the occasional idiot who drives way above that, but on the whole I wouldn't describe it as a serious problem warranting this type of approach.

Before I found out at the parish council meeting that speed cameras cost £175,000 to implement, I would have suggested a speed camera as these seem to work well in Great Barford which is the next village. I understand humps are not an option because they are too expensive and the emergency services wouldn't like it which is fair enough.

I do wonder though, if this is not a bit OTT? It's not as if people are being killed (god forbid) on a daily, weekly or even yearly basis. In fact, I don't think there have been any traffic related deaths in the village. People say "oh we need to do something about the traffic" but really, this is 2014, you'll always have idiots who drive too fast - there has to be a certain amount of realism surely?

Certainly in my mind, the key area of the village suffering from speeding traffic, which is not considered, is Station Road. Cars routinely drive down there at 50+ mph, yet there are no traffic calming measure suggested for that road? Is the council deliberately leaving the road surface under the bridge completely broken and potholed to discourage speeding?!

Please note below my points regarding the proposed measures:

Re Inset 1, I think this is not a bad idea per se, but wouldn't it be better situated a bit further down Barford Rd i.e. right as you come into the village?

Re Inset 2 and Inset 5, no objections but again, I'm not sure that they are necessary.

Re inset 3, I would imagine this is going to cause serious congestion into the village which will be almost as bad, and certainly as annoying as the occasional speeding vehicle.

Re inset 4, the traffic island proposed for the centre of this picturesque and quaint little village is totally OTT, unnecessary and a horrible violation of our conservation area. There are all sorts of major problems with this proposed measure including:

- Large vehicles like tractors, combine harvesters, diggers etc all have to pull in here to let traffic pass at the bottom of the hill. If you spent even an afternoon here you would see this.
- Emergency vehicles, the refuse lorries, delivery vans, environment agency vans - they all access Park Lane from this point because the other turning into the lane further up the Hill is so tight. They can get out but they cannot get in.
- We have all sorts of bike races that come through the village and the pack of cyclists gather in this area to allow traffic to pass down the Hill first.
- Every Remembrance Day 100s of people gather outside the war memorial to remember those lost in the war. How deeply offensive it is to think you are going to stick a traffic island over the road in this area.
- This is a conservation area!! We all work so hard to keep to the rules, to keep the village clean and tidy, and to ensure the village retains its rural charm despite the council re-designating it as a large village and trying to cram as many houses in as possible.
- One of the unique things about Blunham village is the preservation of over 600+ photographs taken over the last 100 years. Each year there is a display in the village hall where people can come and see them. I hate to think what they will think in 50 years time, looking back and wondering what on earth we were thinking allowing this type of monstrous modern traffic island to proceed. It is completely and utterly unnecessary.
- Also, most importantly, how does this even calm the traffic?

Re inset 6, no objections, however, the problem outside the school is to do with the parents who refuse to take advantage of the offer of free parking in both the church and the pub car parks, and instead insist of just stopping their car as close to the school as possible. Running in with the kids, and rushing out again. They park in people's driveways, across verges, wherever they can dump the car for 5 minutes while they rush in with the kids. I don't know what you can do about this. It's a crazy situation.

Overall, my view is that the majority of these measures are not necessary, particularly 2 and 5. Inset 4 is inappropriate unnecessary, and will be a horrible eyesore in the heart of the village. People occasionally speed down Park Lane where I live but I'm not running around saying we

need traffic calming measures! It just seems a handful of people have said traffic is annoying and now we're going to be lumbered with all this unnecessary traffic furniture and road signs etc. Not to mention the disruption of implementing them.

What would be infinitely more helpful than any of these measures, would be two zebra crossings - one by the school - and one by the playing fields on Barford Rd, but I understand those are too expensive as well.

Apologies for my late reply as I understand the deadline to be 10 June (Although an extension was requested) From the plan noted below it appears that the Jubilee Close development has not been included, which might affect the approval of this plan. Please can you include this as there are over 20 children on this estate alone.

Re S106 Drawing A - 709244-001-001

Inset 1 - agree with that. Hopefully this will deter people travelling though Blunham although this might cause a big bottle neck during rush hour as some people might not have alternative routes. There are often queues visible from the start of Barford Road towards Great Barford in the evening rush hour.

Inset 2 - This is a good place for a crossing. I would personally have a raised zebra crossing as this might cause further issues with the bottle neck as noted above.

Inset 3 - I strongly oppose this idea as the road is already very narrow there with very poor visibility approaching the corner.

Inset 4 - In my opinion will be a nice to have but will have no impact on slowing traffic or keeping people safe.

Inset 5 - This would be useful for wheel chair users and mums with buggies and children on bikes but I don't believe is a priority if there is no budget. Wheel chair users are able to cross on the other side.

Inset 6 - People who travel will have no where to park and will clog up other roads. I would rather propose a raised zebra crossing between the school and the shop. This will benefit safety for the pub goers as well as people using the take away.

Quick fixes would be the a couple more speed reading 30 mile per hour reminders (sorry don't know what they are called) but it is like the one as you enter the village on Station Road. They normally remind me!

If you want to discuss any of these with me please feel free to give me a call.

Thanks for your time,

I write in regard to the proposed traffic calming scheme S106 advised in recent public documents. I am in favour of the reduction in the speed of traffic passing through Blunham village but have fundamental reservations about the practicality and functionality of some of the proposed measures.

Location 1 as proposed adjacent to the 30mph sign seems sensible and workable.

Location 5 only concerns Jubilee Close to my understanding.

Locations 2 and 3 on Barford Road and The Hill whilst seemingly useful I believe to be flawed. The concept of restricting traffic flow with priority rights of way will cause unacceptable bottlenecks to traffic flow. The village suffers from traffic using Blunham as a cut through both from and to the A1 (including traffic to and from Zwetsloots) as well as traffic flowing to and from the Sandy direction via Station Road to access Gt Barford/ Bedford and vice versa. I can see the planned kerb build outs causing bottlenecks as the traffic flows are different morning and night. Other means would be preferable at both the Barford and Grange Road ends of the village.

Location 4 – the plan is again flawed for the following two reasons.

- 1) As drawn the new layout restricts parking adjacent to the mouth of Park Lane. There is already an unacceptable amount of erratic "on-street" parking on both sides of Park Lane working back from the junction with The Hill/High Street that will only be forced further down Park Lane to the detriment of other residents. Only if other provision of off road parking near the mouth of Park Lane is provided would the plan for Location 4 be viable.
- 2) The intention to create an "island" creates the problem for larger vehicles

e.g. articulated lorries that mistakenly turn into Park Lane from time to time. They do currently have the opportunity to manoeuvre in the open space where Park Lane joins The Hill/High Street. That facility would not exist and we who live in Park Lane have seen the problem of difficulty drivers of large vehicles have when they mistakenly entered Park Lane.

It would seem that the plans take no account of another key factor that would seem important in the vicinity of the Park Lane junction with The Hill/High Street. It would seem sensible to extend the double yellow lines that run from the village shop up to and beyond the Park Lane junction where traffic parking on the North side of the High Street/ The Hill creates a hazard.

Location 6 – the plan to impose "no stopping" zones around the village school is sensible. Would it not be better, however, to develop a proper drop off and pick up facility for the school so that vehicular traffic flow is not impeded.

Whilst the plans may be well intentioned they do not appear to address the underlying problems that cause concern and should thus be reconsidered.

(Additional comments below)

Thank you for your letter acknowledging my communication with your office.

My purpose in writing is not to replicate what I have already said but to add to my observations and objections to the intended traffic calming proposals being considered in respect to Blunham.

My further points are twofold;

- 1) Is there not a case for the 30mph signs to be relocated in two places – to be located next to the first properties on Barford Road – adjacent to 132 Barford Road and on the road to/from the A1 to be placed just on the village side of the two hump back bridges. That repositioning would more clearly delineate the residential area of the village and caution drivers to reduce speed earlier.
- 2) I feel the plans to build traffic flow restrictions on Barford Road and The Hill are ill conceived and likely to cause congestion and accidents as drivers become frustrated. The village has through traffic in the morning and afternoon characterised by different flow patterns. It is the through traffic at these times that is the worst at speeding. The flows are both to and from A1 to and from Gt Barford direction and to and from the Sandy direction going to/from Gt Bardord.

Rather than traffic restriction points would it not be sensible to control speed by erecting average speed cameras of the type deployed in Box End, Bedford which has a traffic flow analogous to that in Blunham. That system is unobtrusive and effective. I fear that the money intended to be spent will prove of little value and cause problems whereas to deploy the above average speed set up would work far more effectively in respect of reducing the speed of traffic flowing in all directions. It is clear that motorists are respecting the Box End installation.

Please advise the date of the meeting at CBC to consider the proposals – is it around mid August?

I am writing regarding the proposed traffic calming throughout Blunham.

I feel that the majority of these measures would cause more problems than they would solve. The only one I feel would be beneficial is **Inset 5**, the dropping of kerbs at Jubilee Close.

Inset 6, the yellow lines outside the Lower School. This would benefit the residents in close proximity and provide safer crossing for children using the School. However it does not address the issue that there is nowhere for parents to park safely when taking their children to school, in fact it makes matters worse pushing the vehicles further along the road.

Inset 4, the island and narrowing at the mouth of Park Lane is in my view the most unnecessary and dangerous of all the proposals. It would obstruct people's access to driveways and make it dangerous to turn left onto the Hill. At present in order to see sufficiently around the buildings on the left you have to position your vehicle in the centre of the junction, this will not be possible if this road is changed. This wide junction serves as a safe turning point for buses and other large vehicles serving the village. Altering it would create potentially lethal manoeuvres in narrowed and dangerous places. The bus stop has been moved slightly on the plans, meaning that it would stop outside a listed thatched cottage (The Ovens) blocking all daylight from its low windows. Cars park along Park Lane at the moment, creating an island would force the cars further into Park Lane where there is frankly no room. Aside from all of these issues there is also the fact that this wide junction is used annually by certain social events in the village (for example the Remembrance Sunday service and the procession of the Rose Queen Fete). I think it is important that these traditions should not be lost.

Insets 1, 2 and 3, the narrowing of Barford Road and the Hill. These would only cause bottlenecks in the village at busy periods. Also noise and air pollution would be produced from waiting cars. Blunham is an agricultural area and narrowing of these roads would render them impassable by farm vehicles.

The whole appearance of Blunham would be ruined by these traffic calming measures. As a resident of the village I do not want this urbanisation. However I would like to see the installation

of speed cameras which prosecute people who speed, but let residents who take care when driving through the village, do so without the annoyance and eyesore of traffic calming.

I note with interest that traffic calming is being considered in 3 places in our village. While slowing down traffic on the "rat run" that our village has become I would hope that you will be considering chicanes rather than humps.

I also note that there is no mention of Station Road in this plan. To my mind Station Road is longer than Barford Road, and also has it's problems with speeders. I can't remember the last time I saw a camera van here.

I would suggest that if one part of the village is to be considered, all of the village should be considered.

39 High Street, Blunham

I wish to register our objections for the proposed waiting restrictions outside the local school, they do not go far enough.

Although we did not receive notification I received a copy via my neighbour at xx High Street, our access is joined and the metal electric gates are kept closed at all times as we have dogs. We are constantly – 2 weekly - unable to get in and out of our drive during school drop off and collections due to the unpredictable and lazy parking by some.

I take pictures weekly of people blocking us in or out of our own drive.

Since the introduction of the nursery and the new housing estate the situation has become very serious.

The local pub and the local church have offered parking for this reason, and although some are using this, we still have serious issues with parking outside our gates.

When a large vehicle school bus, refuse lorry, delivery lorries etc. try to come through the village at these times it is an absolute disaster.

We are so surprised these has not yet been a serious incident yet but if traffic continues to increase this will surely happen.

We are in total agreement with the length and restrictions outside the school but would like to see the an extension on our side of the road increased.

In our opinion the no waiting on Monday-Friday during the set times is ideal but the boundary from 51a High Street to 1 Brickhill is not sufficient.

We would like to see the point extended to include 43 & 39 high street.

This will give a clear area where walking parents and children can cross safely not dodging through parked cars which is what they have to do at the moment.

We do sincerely hope this recommendation is given very careful consideration for the safety of all concerned.

Further to my
recent letter, I wish to
add an additional
observation.

The double yellow
lines on the opposite
side of the road to
John Donne school
need to be extended
to include 39 & 43
High Street. There is already
a parking bay for Blunham
shop customers & so it
seems illogical that the
double lines should not
include 39 & 43 High St.
I know that parents of
children at the school
often park there & cause
an obstruction to the
driveway.

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CALL-IN REQUEST FORM

To: THE MONITORING OFFICER
PRIORY HOUSE
MONKS WALK
CHICKSANDS
SHEFFORD SG17 5TQ

Note: A call-in request may be made by:-

1. An individual Ward Member where a decision has particular significance for that Member's Ward; or
2. The Chairman of the relevant Overview and Scrutiny Committee; or
3. Any two Members of the relevant Overview and Scrutiny Committee; or
4. Any three non-executive Members of Council

Please complete relevant box below:-

1. Call-in by Ward Member		
From Cllr (Print Name)	Signature	Ward
Caroline Maudlin		Sandy

2. Call-in by Relevant Overview and Scrutiny Chairman	
From Cllr (Print Name)	Signature

3. Call-in by two Members of Relevant Overview and Scrutiny Committee	
From Cllr (Print Name)	Signature
1.	
2.	

4. Call-in by Three Non-Executive Members of the Council	
From Cllr (Print Name)	Signature
1.	
2.	
3.	

In accordance with the provisions contained in the Procedure Rules as set out in Section 10 of Part D2, I wish to "call-in" the following decision of the Executive or individual Executive Member or key decision of an Officer.

DECISION DETAILS

Delegated Decision made by Executive Member for Community Services on Traffic Regulation Orders

NAME AND DATE OF MEETING/DECISION	Meeting as above held on 11 August 2014		
ITEM/MINUTE REF	Item 3 - Decision digest only		
SUBJECT HEADING	Barford Road, The Hill and High Street, Blunham – Consider objections to traffic calming measures and waiting restrictions		
Has the decision on this matter been subject to prior consideration by the Overview and Scrutiny Committee?	YES		
	NO		X

PLEASE STATE IN THE BOX BELOW:

- (A) THE REASON(S) FOR CALL-IN; AND
(B) THE ALTERNATIVE COURSE OF ACTION OR RECOMMENDATIONS PROPOSED.**

Reason for Call-in

The Executive Member for Community Services, Cllr Spurr, removed inset 3 – kerb build out or single chicane in The Hill opposite property no. 62. The kerb build out / chicane assists with the “safer routes to schools” initiative as the path is narrow at this point and cannot be widened, and is a key part of helping with traffic calming through the village.

Recommendations Proposed

To re-evaluate the decision not to implement the kerb build out / chicane with a view to reinstating provision for this. This feature was considered important by the Parish Council and Ward Members. The Assistant Director for Highways and Transport supports this provision. It would contribute to the “safer routes to schools” initiative being fully implemented in Blunham.

Date of Application		Date received by the Monitoring Officer	
----------------------------	--	--	--

THIS PART OF THE FORM TO BE COMPLETED BY THE MONITORING OFFICER

CALL-IN REQUEST APPROVED	<input checked="" type="checkbox"/> YES
	<input type="checkbox"/> NO

CALL-IN REQUEST REFUSED BECAUSE:	(a)		<input type="checkbox"/>
	(b)		<input type="checkbox"/>
	(c)		<input type="checkbox"/>
	(d)		<input type="checkbox"/>

DATE ADVISED OF DECISION

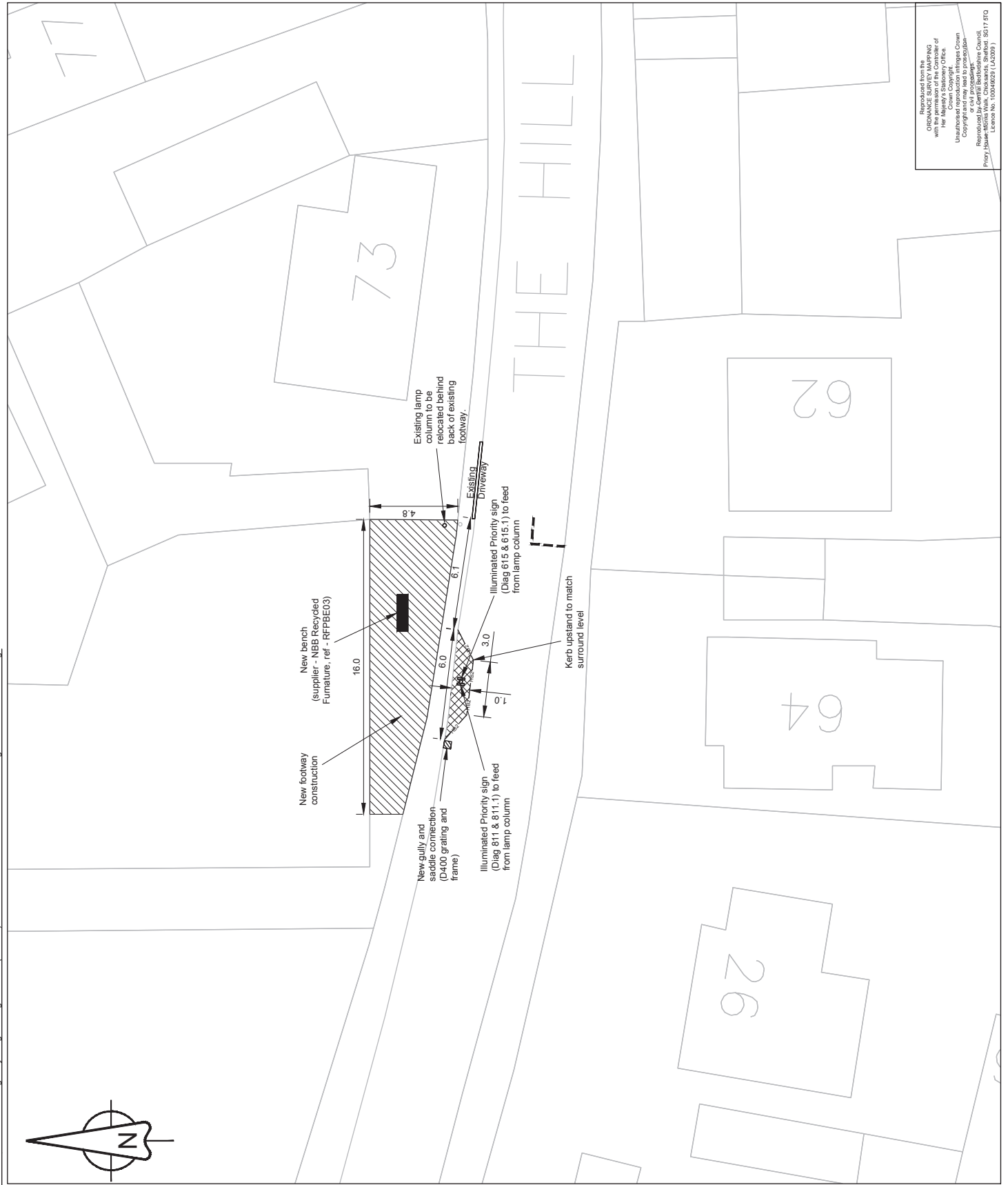
APPLICANT	12/8/14
LEADER	
RELEVANT EXECUTIVE MEMBER	12/8/14
CHAIRMAN OF RELEVANT OVERVIEW AND SCRUTINY COMMITTEE	
CHIEF EXECUTIVE	
RELEVANT DIRECTOR	
OVERVIEW AND SCRUTINY MANAGER	
RELEVANT SERVICE HEAD	
COMMITTEE SERVICES MANAGER	

SIGNED BY, OR ON BEHALF OF THE MONITORING OFFICER	SIGNATURE: <i>M. J. Cley</i>	DATE: 19/8/14
SIGNED BY CHAIRMAN OF OVERVIEW AND SCRUTINY COMMITTEE (In case of refusal of call-in where matter is considered frivolous, vexatious or clearly outside the call-in provisions)	SIGNATURE:	DATE:

... ..
... ..
... ..

... ..

File ref.: I:\bedfordshire_highways\engineering\00569 - (709244) the hill - bluntham\cadwork area\live drafts\709244-100-001a.dwg



DESIGN HAZARDS
 (The following information has been collected from Preconstruction Information and Arney Process HS-CDM-GD-05 Hazard Management for Designers.)
 1. Underlying utility services run throughout site. Refer to stais plan for details.
 2. Hand dig within 500mm of suspected stais.

- NOTES**
- All setting out and excavations to be agreed by Engineer on site.
 - All measurement in metres unless specified otherwise.
 - All road marking to be in accordance with TSRGD.

KEY

- Clear vegetation and excavate Vergé to footway formation level.
- Footway construction to comprise of Type 1 sub-base 100mm thick, Dense bitumen macadem with 20mm aggregate binder course 50mm thick, Dense bitumen macadem with 6mm aggregate binder course 15mm thick

Excavate carriageway to footway formation level.
 Footway construction to comprise of:
 25mm AC 10 dense surf 70/100 to BS EN 13108-1
 50mm AC 20 dense bin 100/150 to BS EN 13108-1
 150mm sub-base Type 1 material as per clause 803

Granite kerb to be laid with 150mm ST2 back and bedding. Refuge island to have kerb upstand of 25mm.

DRAFT

Rev	Revision details	Chkd	Appd	Date

Drawn: AMC	Preliminary
Design: AMC	For comment
Chkd: .	For tender
Appd: .	For construction
Date: .	As constucted
	Other



Client	Project Name
	Bluntham Traffic Calming
	Drawing Title
	Build-out on The Hill
	Original Dwg Size: A3
	Dimensions: 420 x 594
	Scale: 1:200
	Copyright © Arney
	Drawing No

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Meeting: Sustainable Communities Overview and Scrutiny Committee

Date: 18 September 2014

Subject: Highways Contract Renewal Project: Authorisation to Proceed

Report of: Cllr Brian Spurr , Executive Member for Community Services

Summary: The report proposes that the council procures a Term Maintenance Contract Plus style contract for the delivery of Highways Services from 2016-2023, approves the continuation of an Asset management approach and approves the preparation of a new Highways Asset Management Plan. The report also sets out background papers relevant for the procurement process.

Due to its size the appendices have been reproduced for Members of the Committee only. The appendix is available at the following link <http://www.centralbedfordshire.gov.uk/modgov/ieListMeetings.aspx?Committeeld=648> and in hard copy on request.

Advising Officer: Paul Cook, Assistant Director of Highways and Transport

Contact Officer: Lee Baldry, Deputy Head of Highways & Jade Taylor, Project Manager

Public/Exempt: Public

Wards Affected: All

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

1. The Highways Contract Renewal Project aims to procure a new contract that reflects the current priorities of CBC, with flexibility incorporated for a changing environment. The project supports the better infrastructure priority by facilitating the improvement of highways services across Central Bedfordshire.

Financial:

2. For 2014/15 the budget for the highways contract totalled approximately £21m split over revenue and capital of which 30% is Government grant funded. The expectation of the Council is that the new highways contract will provide efficiencies.

Legal:

3. As the local highway authority Central Bedfordshire Council is responsible for the maintenance and improvement of the public highways within its administrative area under the Highways Act 1980.
4. Central Bedfordshire Council will need to comply with the EU procurement regime and in particular the Public Contracts Regulations 2006 (as amended) and legal advice will be provided throughout the procurement process.

Risk Management:

5. The following risks have been identified should a contract for the delivery of highways services from 2016 onwards not be operational by 1 April 2016:
 - Failure to discharge statutory responsibilities for highways service delivery
 - Reputational risks associated with the failure to deliver highways services
 - Financial risks associated with failure to deliver highways services
 - Legal challenge resulting from failure to deliver services

These risks have been identified and appropriate mitigation action will be taken.

Staffing (including Trades Unions):

6. Delivering a Highways Assets Management Plan and moving from a Managing Agent Contract to a Term Maintenance Contract Plus from 1 April 2016 requires an increase in staffing resource for Central Bedfordshire Council.

Equalities/Human Rights:

7. Central Bedfordshire Council has a statutory duty to promote equality of opportunity, eliminate unlawful discrimination, harassment and victimisation and foster good relations in respect of nine protected characteristics; age disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The Council's procurement processes ensure that due regard is given to the requirements of equality legislation when contracts are being drawn up and awarded.

Public Health

8. The delivery of effective, high quality, highways services will promote sustainable modes of travel which in turn will have a positive impact on the health and wellbeing of residents within Central Bedfordshire.

Community Safety:

9. The Council has a statutory duty under Section 17 of the Crime and Disorder Act 1998 to do all that it reasonably can to reduce crime and disorder in its area. The delivery of effective, high quality, highways services will support community safety initiatives through the delivery of street lighting and supporting CCTV.

Sustainability:

10. The delivery of effective, high quality, highways services will contribute to safe, supportive, clean and diverse environments for living, recreation and working. The new highways contract will include mechanisms to ensure on-going improvement in environmental performance.

Procurement:

11. The procurement of the Highways Term Maintenance Contract Plus to deliver highways services from 1 April 2016 will be conducted in accordance with national and European procurement regulations and in line with the procurement policy of Central Bedfordshire Council.

RECOMMENDATION(S):

The Committee is asked to recommend to the Executive to:-

1. **approve TMC+ as a contract model for the Council from 2016-2023**
2. **approve a nominal seven year contract term, with a maximum extension period of a further seven years**
3. **approve the continuation of an Asset Management approach and approve the preparation of a new Highways Asset Management Plan.**
4. **approve the Network Maintenance Management Plan and the Road Safety Strategy to be utilised for the purposes of procuring the highways contract (Appendices A and B)**

Background

12. The current CBC Highways contract runs from October 2005 to 31 March 2016. This contract was put in place by Bedfordshire County Council before the formation of Central Bedfordshire Council.
13. The council is therefore in the process of procuring a new contract that reflects the current priorities of CBC, with flexibility incorporated for a changing environment. This work includes a review of the most appropriate contract type and packaging of all Highways services.

Highways Contract Type

14. The Council's current highways contract is a Managing Agent Contract (MAC) delivered by Amey. In preparation for procuring a new contract for the delivery of highways services from 1 April 2016, officers considered a range of contracting models including; Term Maintenance Contracts, Managing Agent Contracts, Private Finance Initiatives (PFI) and full delivery in-house. Officers determined a Term Maintenance Contract Plus (TMC+) would be most suitable to effectively meet the Council's priorities moving forward.

15. A Term Maintenance Contract Plus (TMC+) differs from a Managing Agent Contract (MAC), in that the Council takes on a more prescriptive role with increased monitoring. A limited number of services will be brought in-house to facilitate this.
16. It is anticipated that a TMC+ will reduce unit costs, improve the quality of services and increase control over services delivered, enabling the Council better to respond to our customers.
17. Officers' conducted significant consultation with potential contractors and other interested groups that suggested a TMC+ would be the best contract option. The research also showed that a seven year contract term best matches the investment cycle of service providers and therefore provides the correct level of incentive and is likely to prove best value for money. The Committee is therefore asked to recommend to the Executive to approve TMC + as a contract model for the Council from 2016 with a contract term of seven years with a maximum seven years extension.

Implications of moving from a MAC to TMC+

18. The current MAC requires very few CBC staff (5 FTE) to oversee the contract delivery. A TMC+ will allow greater control over the Contractor, and therefore requires a larger complement of CBC staff with particular skillsets relating, for example, to the management of streetworks, noticing and streetlighting as well as to analysis, quantity surveying asset management and audit.
19. The Council should not incur additional costs by bringing some service functions back in-house as the budget for these functions is currently part of the MAC and will be transferred to the Council to fund an increased CBC staff complement in 2016.
20. The CBC staff who will deliver highways services will be co-located with the TMC+ Contractor's staff.

Highways Asset Management Plan

21. Asset Management, as a principle, allows a Local Authority to target its maintenance activities efficiently. It enables a Local Authority to demonstrate precisely why it has chosen to work on the highway, where, how much and when. It also brings a greater understanding of the type and condition of roads to be worked upon, which is helpful in informing council initiatives to improve the network..
22. Asset Management is an empirical methodology which depends on gathering information about the asset type, age, condition and residual life. The latter is itself an empirical model based on research regarding deterioration of that particular asset over time, in-situ. Asset management principles can be applied to all highway assets, for example carriageway, footway, bridges, streetlighting, signals or pedestrian crossings.

23. Asset Management enables targeted maintenance to avoid more expensive replacement costs. This is commonly referred-to as “preventative maintenance” and can compared to the difference between servicing one’s car or allowing it to break down, and being more expensive to fix as a result.
24. In readiness for the new contract, the council needs to formalise its own Highways Assets Management Plan (HAMP) This is a continuation of the approach under the existing contract which has led to Central Bedfordshire having one of the best highways network in the country.
25. The HAMP will enable the Council to have greater control of highways services, and determine where resources are spent rather than to outsource such decision-making, as has been the case under the MAC. The implementation of the HAMP will require additional staff, training, software tools and data collection/validation methods. However, the Council should not incur additional costs by developing and implementing a HAMP as the budget for this function is currently part of the MAC and will be transferred to the Council under a TMC+.
26. The Council will use all relevant Highways Maintenance Efficiency Programme (HMEP) products to prepare a HAMP. HMEP is a Government initiative to improve efficiency in the sector.
27. The continuation of Asset Management principles, via a HAMP, will help support council spending on highways by demonstrating greater value for money. Furthermore, the Government has indicated that Asset Management may become a requirement upon LAs, and future budget awards from and bids to DfT could become dependent upon the degree to which it is embedded.
28. The Committee is asked to recommend to the Executive to approve the continuation of an Asset Management approach, approve the preparation of a CBC HAMP.

Network Maintenance Management Plan (NMMP)

29. The draft Network Maintenance Management Plan (NMMP) (Appendix A) sets out how the Council upholds its statutory duty to maintain public highway. The NMMP describes the Council’s policies with respect to highway inspection regime, intervention criteria and maintenance activities for each of its highway assets. It is the document on which the supply chain bases calculation for its plant, labour and materials.
30. The existing NMMP was approved in 2005. In order to let a new contract a new NMMP is required. The NMMP does not change the highway maintenance service currently delivered by the MAC. The NMMP should be reviewed on an annual basis to reflect changes in national guidance.
31. The Committee is asked to recommend that the Executive approves the NMMP (Appendix A) for the purposes of supporting the Highways Contract Renewal Project.

Road Safety Strategy (RSS)

- 32. The legacy Road Safety Strategy (RSS) was adopted as a core strategy of the Local Transport Plan. It is necessary to have an updated RSS with which to answer tender enquiries for the new highways contract.
- 33. The updated Road Safety Strategy (Appendix B) sets out the Council's standpoint with respect to road safety objectives and targets. The RSS is high level and reflects current industry and Government guidance.
- 34. The Committee is asked to recommend that the Executive approves the updated Road Safety Strategy (Appendix B) for the purposes of supporting the Highways Contract Renewal Project.

Next Steps

34.

Event	Date
Executive Committee	14 October 2014
Council Meeting	27 November 2014
Procurement Process	December 2014- September 2015
Mobilisation	October 2015- March 2016
Contract Start Date	1 April 2016

Appendices:

- Appendix A – Network Maintenance Management Plan
- Appendix B – Road Safety Strategy

Background papers and their location: (open to public inspection)

The UK Roads Liaison Group Codes of Practice can be accessed at:
<http://www.ukroadsliasongroup.org/en/guidance/codes-of-practice.cfm>

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Meeting: Sustainable Communities Overview and Scrutiny Committee
Date: 18th September 2014
Subject: Climate Change Strategy
Report of: Cllr Nigel Young, Executive Member for Sustainable Communities – Strategic Planning
Summary: The report provides an update of the progress made in implementing the Council's Climate Change Strategy.

Advising Officer: Jason Longhurst, Director of Regeneration and Business
Contact Officer: Stephen Mooring, Environmental Policy Manager
Public/Exempt: Public
Wards Affected: (All)
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

1. Taking positive and proactive steps to tackle climate change demonstrates leadership and contributes to the delivery of all the Council's priorities, particularly in relation to: Enhancing Central Bedfordshire – creating jobs, managing growth, protecting our countryside and enabling businesses to grow.

Financial:

2. The Council's annual energy bill for our corporate estate for 13/14 (including street lighting but excluding schools) was £1.8 million. The implementation of the measures in the Climate Change Strategy has contributed to reducing energy use, and therefore these costs from £2.24m in 09/10. Energy prices are however on a continued upward trend, If the lower end estimate from DECC's energy price projections of 5.3% per year is applied, then without continued action by 19/20 the Council could be facing an energy bill for its corporate estate that has increased by £0.7m. This excludes any positive impacts relating to how the Council procures energy.
3. In addition to this 15/16 will see the introduction of Energy Market Reform (EMR). This will see an additional charge to all electricity bills to fund investment in new energy generation and transmission infrastructure. It is estimated that this could add an additional 20% on to electricity bills, with this increasing to 50% from 20/21. This could see the corporate energy bill (including street lighting) increase by a further 0.5m by 20/21.

Legal:

4. The Climate Change Act places a legal duty on all public authorities to plan for the impacts of climate change, to ensure that their areas are resilient and prepared for the impacts of a changing climate.

Risk Management:

5. Central Bedfordshire will not be immune to the impacts that a changing climate will have. The Council will need to act now to adapt and to manage the risks to service delivery, local communities, local infrastructure, businesses and the natural environment. Failure to take action on this agenda will also present the Council with financial risks, primarily through the increase in fuel costs. Where risks have been identified they will be managed through Directorate and Service Risk Registers.

Staffing (including Trades Unions):

6. If the Council is to achieve a reduction in its carbon footprint, staff and members will need to be involved and act. Based on best practice from other Local Authorities targeting staff with a robust green awareness campaign could reduce energy use in the Council's buildings, excluding school and street lighting, by up to 5%. The medium term accommodation plan, which includes the reduction in buildings and new ways of working (including video and tele-conferencing) will also help reduce the council's carbon footprint.

Equalities/Human Rights:

7. Public authorities have a statutory duty to advance equality of opportunity, eliminate unlawful discrimination, harassment and victimisation and foster good relations in respect of nine protected characteristics; age, disability, gender re-assignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
8. The actions taken to implement the Climate Change Strategy, particularly those relating to cutting the Central Bedfordshire area's carbon footprint and preparing for the impacts of a changing climate will need be carried out in an inclusive manner. They will benefit those suffering from inequalities, for example domestic energy efficiency work being targeted at households suffering from fuel poverty and measures taken to mitigate against the impacts of a changing climate – such as extreme weather events and heat waves - protecting the elderly and other vulnerable groups.

Public Health

9. The impacts of a changing climate will result in more implications on the health and wellbeing of our communities. For example over heating can lead to excess summer deaths mainly of the elderly and vulnerable. The increase in energy costs will also have considerable impacts on our residents with more people falling into fuel poverty
10. Measures to reduce emissions, particularly through the use of more sustainable modes of transport, such as walking and cycling could also contribute to healthier and more active lifestyles.

Community Safety:

11. There are none in addition to the issues highlighted in the Public Health assessment of this report (above).

Sustainability:

12. The Climate Change Strategy delivers on, or links strongly to key principles of sustainability which are living within environmental limits, ensuring a strong, healthy and just society, and achieving a sustainable economy.

Procurement:

13. The Council's procurement decisions will have an impact on CO₂ emissions either directly, as is the case with energy, further up the supply chain, or through embodied emissions from the manufacture of goods that are procured.
14. Existing procurement policies do consider the environmental credentials of potential suppliers and efficiencies lead by procurement help ensure that unnecessary procurement does not happen (the most environmentally sound approach). There is scope to better consider the environmental/carbon impact of what is being procured.

RECOMMENDATION(S):

The Committee is asked to:-

1. Review progress in relation to performance in delivering the Climate Change Strategy and comment on any specific aspects they consider to be appropriate in relation to the delivery of the Strategy 2014/15 and 2015/16.

Background

15. Central Bedfordshire Council has a key role to play in mitigating climate change, both as a community leader and through the services we provide. The Council is also a considerable consumer of energy and a direct source of carbon dioxide (CO₂) emissions through our activities and buildings. The Council therefore needs to lead by example, demonstrate best practice, realise the efficiency savings associated with tackling this issue, and as a result, inspire business and residents in our area to take carbon reduction measures.
16. Central Bedfordshire will not be immune to the impacts of changing climate and will need to act now to adapt and manage risks to service delivery, the public, local communities, local infrastructure, businesses and the natural environment.
17. In June 2010 the Council adopted its first Climate Change Strategy. The Strategy sets out three key aims:
 - a. Cutting the Council's own carbon footprint - Aim for a 35% reduction by 2015 and work towards an overall 60% reduction by 2020 (from the 2008/09 baseline).
 - b. Cutting Central Bedfordshire's Area emissions - Continue to work towards the last Local Area Agreement area emissions target of a 10.7% by 2011 and future targets.

- c. Preparing for the impacts of climate change - Working towards achieving level 4 (top level) of National Indicator (NI)188 which required preparation for the impacts of a changing climate by 2012/13.
18. The Climate Change Strategy Update (Appendix A) report provides a detailed overview of progress to date. It also highlights changes to national and local policy and the implications of these, future issues and next steps to be taken to move towards the realisation of the ambition shown in the Climate Change Strategy.

Headline progress

19. **The Councils own carbon footprint:** The Council's carbon footprint has decreased by 17% from last year and just under 24% from the 2009/10 baseline. Although the milder winter will have contributed to this, the on-going reductions in electricity use highlight an on-going downward trend. This CO₂ saving equates to a total reduction in energy bills across the corporate estate of just over £100K and a reduction in school energy costs in the region of £250K last year. The excellent work by Pete Hughes, the School's Energy Officer, should also be highlighted. The Council's Green House Gas (GHG) report has to be published online at: http://www.centralbedfordshire.gov.uk/Images/140731%20Central%20Bedfordshire%20Council%20GHG%20Emissions%20reporting%2013-14_tcm6-26297.pdf#False
20. The target in the Climate Change Strategy is a 35% reduction by the end of 2015. As this falls part way through a GHG monitoring year, progress will be measured from the 2015/16 carbon footprint. This target will be challenging, however over the next 6 months a lot of work will be done with colleagues in Assets to identify potential energy efficiency projects through a programme of investment grade energy audits. These will reap dividends and allow us to far better utilise and combine the carbon reduction, capital and maintenance budgets that Assets hold to carry out necessary works which also deliver more in terms of energy efficiency.
21. In next years carbon footprint the impact of other initiatives, such as YS2 (for example reduced business mileage and energy use from Technology House no longer considered in scope), the on-going programme of engagement with schools as well as the full impact of energy efficiency measures completed over the last financial year (12/13) will be seen.
22. **The Central Bedfordshire area's Carbon Footprint:** Per capita CO₂ emissions from across the Central Bedfordshire are have fallen from 8 tonnes of CO₂ per person to 6.7 tonnes of CO₂ per person between the period 2005 and 2012. This exceeds the 10.7% target set through the Central Bedfordshire Local Area Agreement.

23. **Adapting to the impacts of the changing climate:** There is no longer any mechanism for measuring progress in relation to Climate change Adaptation (formerly covered by NI188), although the Council does have robust resilience mechanisms already in place. Issues, such as flooding are being dealt with proactively through planning policy, in this instance the adoption of supplementary planning guidance on Sustainable Drainage System, of which the Council was one of the first planning authorities to do so in the UK.

Other key issues

24. After the general election in 2010, the Coalition government removed a number of policy mechanisms, changed requirements and introduced new schemes, all of which have had a material impact on the implementation of the Climate Change Strategy. A detailed overview is given in the update report (appendix 1). These include:
- a. Removal of the Local Government Performance framework (and subsequently NI185, 186 and 188) on which the Council's Climate Change targets were based.
 - b. Ending of Local Area Agreements.
 - c. Simplification of the Carbon Reduction Commitment (CRC) to remove Schools from scope and as a result meaning the Council itself no longer has to participate in the scheme.
25. Data relating to the Council's own carbon footprint and the Central Bedfordshire area is still collected, although the latter is subject to a three year time-lag. This means the most current data we have for the Central Bedfordshire area is for 2012.

Appendices:

Appendix A – Climate Change Strategy: progress update (July 2014)

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Climate Change Strategy

Progress update and next steps (July 2014)



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1. Background

In June 2010 the Council adopted its first Climate Change Strategy. The Strategy sets out the positive vision for reducing the Council's, and the Central Bedfordshire area's, carbon footprint, as well as preparing for the impacts, challenges and opportunities of the changing climate, both now and in the future.

The Strategy has three key aims:

- Cutting the Council's own carbon footprint - Aim for a 35% reduction by 2015 and work towards an overall 60% reduction by 2020 (from the 2008/09 baseline).
- Cutting Central Bedfordshire's Area emissions - continue to work towards the last Local Area Agreement area emissions target of a 10.7% by 2011 and future targets.
- Preparing for the impacts of climate change - Working towards achieving level 4 (top level) of National Indicator (NI)188 which required preparation for the impacts of a changing climate by 2012/13.

Although only three years have passed much has changed in terms of the national policy context for action and the impact this has on how the Council implements the strategy. In spite of this good progress has been made to tackling these challenges.

This document provides an update and review of the:

- Changes to the drivers for action.
- The progress made to date in relation to each of the three areas detailed above.
- Current projects that are, and will in the future, contribute to the delivery of the Council's Climate Change Strategy objectives.
- Details of next steps to be taken to continue with the good progress made to date.

The Council's Climate Change Strategy itself will be fully reviewed and refreshed in 2015/16.

2. What has changed?

The Council's Climate Change Strategy detailed a number of drivers for action, many of which were linked to national policy.

Abolition of the National Performance Framework (NPF) and the Local Area

Agreements (LAAs): The NPF and LAAs were introduced in 2004, allowing Councils and their local partners to define their own priorities through the selection of 35 of the most appropriate targets from a set of 198 different performance indicators. The Bedfordshire LAA included a target for carbon reduction (NI186). Outside of the LAA the Council had to report on the other indicators included in the NPF, this included those relating to its own greenhouse gas (GHG) emissions (NI185) and climate change adaptation (NI188). One of the first acts of the Coalition Government was to abolish the NPF and LAAs in 2010.

What this meant for the Council? Data for NI186, which covered the local authority areas emissions that the LA has scope to influence, is still collected and reported by DECC (see page 18). The Council still also has to report annually on the GHG emissions from its buildings, services and schools, although this is now based DEFRA/DECC's standard green house gas (GHG) reporting methodology (see page 7). There is no reporting requirement relating to climate change adaptation.

Simplification of the Carbon Reduction Commitment Energy Efficiency Scheme

(CRC): The CRC is a mandatory scheme aimed at improving energy efficiency and cutting emissions in large public and private sector organisations. CRC is extremely complex and burdensome in terms of what is required in order to comply. KPMG estimated the average cost of participation at £50K for the first year and then £35K for each following year.

In the 2012 Budget, the Chancellor, George Osborne, indicated the CRC may be scrapped stating that while the government was working to simplify what he described as a "cumbersome, bureaucratic" scheme, if administration costs could not be significantly reduced, he would replace it with another environmental tax. This was followed by a period of consultation on 'simplification' of the CRC scheme. As a result of 'simplification' the most substantial change to CRC for phase 2 of the scheme (from 2013/14 onwards) was that Schools have been removed completely from the scope.

What this means for the Council? Schools in Central Bedfordshire no longer face the combined financial burden of £216K per year. Without School's included within the scope of the Council's emissions, the half hourly metered (HHM) energy use in the qualification year (2012/13), that is used to determine whether the Council qualifies for phase 2 of CRC, is now at a level well below the threshold for participation.

As a result the Council does not qualify for participation in CRC and is therefore no longer liable for the annual 'carbon tax' of approximately £144K. Of this, £74K would have related to the Council's corporate estate, and £70K in for street lighting. In addition the Council does not have to cover the other associated costs needed for participation, such as registration and technical resource.

Overhaul of national planning policy: 2010 saw an overhaul of the planning system, aimed at promoting local decision-making and reducing planning "red-tape". This resulted in the production of a new National Planning Policy Framework (NPPF) replacing over 1000 pages of previous national planning policy with a streamlined document of 80 pages, (alongside supporting guidance). The NPPF recognises that 'Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure'.

What this means for the Council? Central Bedfordshire will see considerable growth over the coming decades and will manage this through the emerging Development Strategy. This has to comply with the NPPF and will ensure that housing and business growth is sustainable and opportunities for low carbon development are maximised. This will also help ensure that development is focused in the most sustainable locations. More details can be found on page 26.

The end of Warm Front, CERT and CESP: The Warm Front scheme, which closed in January 2013, offered households receiving certain income related benefits a package of heating and insulation measures to the value of up to £3,500. .

The Carbon Emissions Reduction Target (CERT) ran until the end of 2012 and required the large energy suppliers to achieve targets for reducing carbon emissions within domestic properties. This was mainly done through grant funding or heavily subsidised energy efficiency measures, including cavity wall and loft insulation.

During the period 2009 to 2012 the Council facilitated £2.4million of energy efficiency works for residents in Central Bedfordshire through these schemes.

The Community Energy Saving Programme (CESP) ran until the end of 2012, targeting areas identified on the Indices of Multiple Deprivation (IMD) in England, Scotland and Wales.

What this means for the Council? Warm Front and CERT in particular provided significant grant income to help residents in Central Bedfordshire improve the energy efficiency of their homes, particularly those in fuel poverty. Without this funding the Council has had to engage with energy suppliers to put in place schemes that qualify for funding under ECO (see below).

Introduction of the Green Deal and Energy Companies Obligation (ECO): Warm Front, CERT and CESP were replaced by the Green Deal and the Energy Companies Obligation (ECO). The Green Deal provides a framework that gives householders and businesses the upfront capital, via a low interest loan, to carry out energy efficiency improvements to their properties. The loan repayments are then repaid through their energy bill, with each repayment amount equivalent to less than the expected savings from the energy efficiency measures. The Green Deal loan is attached to the electricity meter at the property concerned. This means that if the property is sold the new occupier will take on responsibility for the loan repayments.

ECO: This provides additional funding to subsidise measures that either fall outside of the payback rules in the Green Deal, such as solid wall insulation, or that provide additional financial support for households in fuel poverty to implement affordable warmth measures and make the cost of Green Deal loans less prohibitive.

What this means for the Council? The Green Deal is far from perfect and whilst the Council's Private Sector Housing team is proactively working with Green Deal providers on ECO funded schemes, it also maintains a 'watching brief' on the development of the main Green Deal scheme before a decision is made on the role the Council has to play in promoting or supporting the scheme. More details are covered on page 20.

Incentives for Renewables (FITs and RHI): Introduced in 2010, the Feed-in-tariff (FITs) provides installers of small-scale low-carbon electricity systems (5 MW or less) a generation tariff for every kW of electricity generated and an export tariff for surplus electricity exported to the grid. Technologies eligible for FITs include solar photovoltaic (PV), wind, hydro, micro-CHP and anaerobic digestion.

The Renewable Heat Incentive (RHI) provides installers of renewable heat technologies, (such as biomass, heat pumps and solar thermal panels) among householders, communities and businesses financial incentive for every kWh equivalent of heat produced.

What this means for the Council? The Council now considers the contribution of FITs and RHI in assessing business case for the measures included in the Carbon Management Programme (see page 9 more details). This has made it viable to install Photo-voltaic panels across some of the Council's corporate estate, including Priory House. This also makes use of renewable heat technologies a more viable option, particularly in areas of Central Bedfordshire that are off the gas grid and rely on oil for heating.

3. Progress so far

Cutting the Council’s carbon footprint

Steady progress has been made in reducing emissions particularly from the Council’s corporate estate. The carbon footprint for 2013/14 has been measured at 26,738 tonnes of CO₂. This represents a decrease of 17% from 2009/10.

Figure 1: Central Bedfordshire Council’s carbon footprint for the period 2009/10 to 2013/14.



The Council’s target, adopted in the Climate Change Strategy, is for a 35% reduction across the Council’s estate and schools by 2015/16, and the aspiration to work towards an overall 60% reduction by 2020 (from the 2009 baseline).

Whilst progress to date has been in the right direction, a 35% reduction by 2015 could be challenging unless work to cut energy use is delivered at a faster pace.

In response to this, and the predicted significant financial threat of increasing energy costs over the next ten years, the Council has commissioned detailed Energy Audit’s to generate a fully priced programme of energy efficiency measures. The audits will be conducted between October 2014 and January 2015 and inform the Carbon Reduction programme for 14/15 onwards. This will also highlight where existing capital and maintenance programmes can be better aligned to support this goal.

There are also a range of other measures that will be fully accounted for in the 2014/15 GHG report. This includes:

- i. Measures and impacts of Your Space 2, such as significantly reduced staff commuting between sites and the removal of emissions from Technology House from the scope of the Council’s carbon footprint.

- ii. The full impact of measures taken in the 13/14 carbon reduction programme. This includes Solar PV installations at Priory House and other offices, new lighting schemes for many of the Council’s libraries and better use of automated meter reading equipment.
- iii. The expected on-going success of the School’s engagement programme, with an increased emphasis on the targeting of the worst performing schools and solar PV projects.

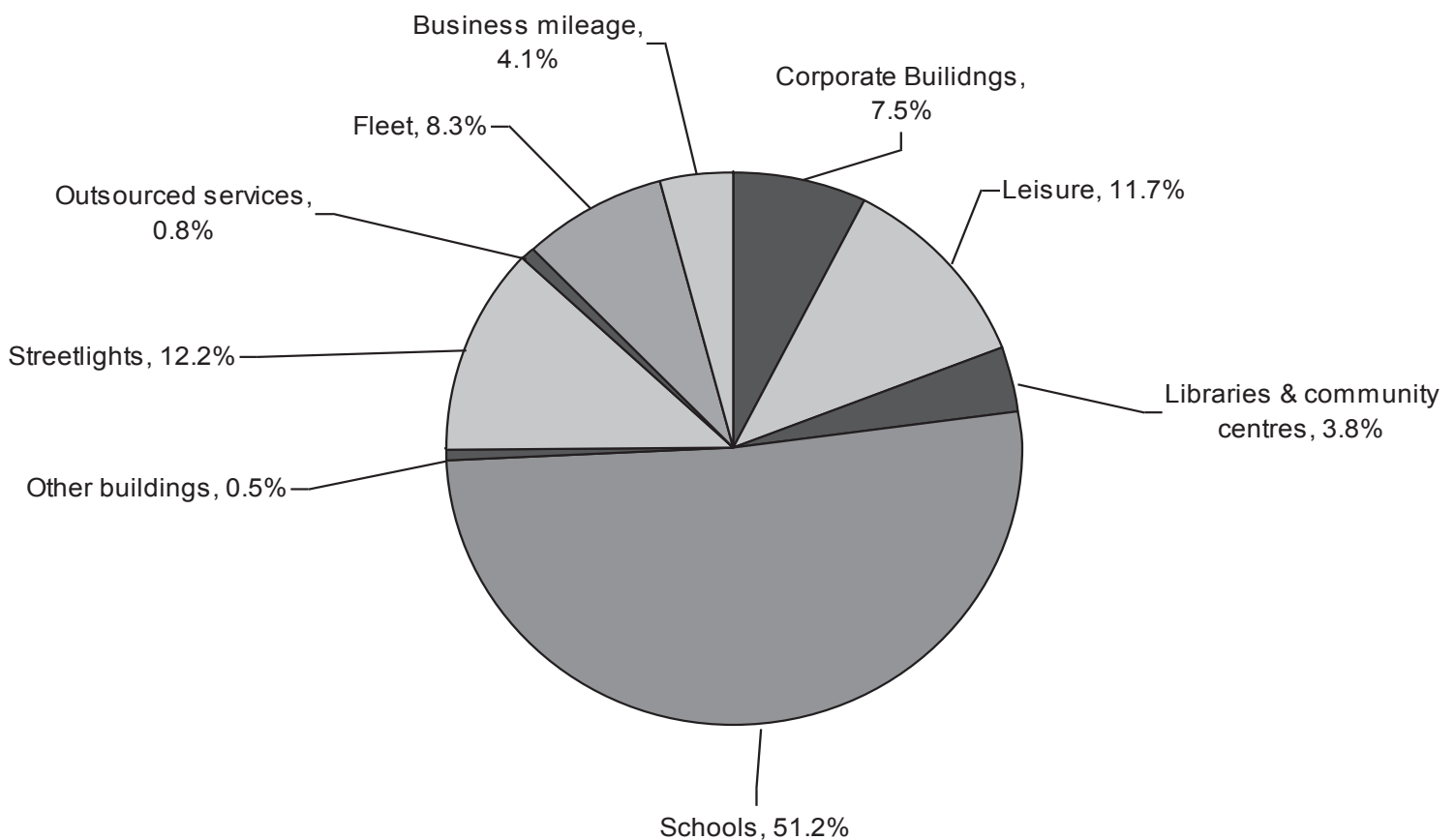
It is also important to note that the carbon footprint is also influenced by variations in weather patterns. For example, emission reductions up to and including 2011/12 were on the right trajectory to hit the Council’s target, with a 16.5% reduction. However a longer and colder than usual winter in 2012/13 saw an increase in energy use for heating and a 9% increase in emissions in relation to the previous year.

How different areas of the Council perform

The make-up of the Council’s carbon footprint remains similar to in 2009 with schools - which combined are unsurprisingly the largest energy user, representing the largest share of emissions.

Figure 2 shows the breakdown of the Council’s carbon footprint based on the most recent data (2013/14).

Figure2: Breakdown of the Council’s carbon footprint by area for 2012/13.



All areas other than Leisure and Libraries & community centres have seen reductions in emissions. This is partially due to the Council focusing resource on reducing energy use in the corporate estate, which represents by far the most effective way to reduce emissions. This also links to greater efficiency savings from reducing overall energy use. A proportion of the building related savings have also been delivered through the Council's building rationalisation programme.

Libraries, in particular are the focus of a range of energy efficiency measures in the 2013/14 carbon management programme. It is envisaged that the impact of this work will start to be seen in the 2014/15 carbon footprint (to be competed for submission to DECC by the end of July 2015).

It is also expected that from 2014/15 onwards business mileage will see a marked reduction with a far larger proportion of the Council's staff being located at the Priory House and Watling House offices. This will significantly reduce the need for travel between these buildings and other offices, such as Technology House in Bedford, where 426 staff are no longer be based (from March 2014).

Next steps:

- 1) In order to upscale and increase the implementation of energy efficiency measures across the Council's estate a programme of detailed investment-grade energy audits has been commissioned. These will be completed by February 2015 and inform how the Council's carbon reduction budget, alongside capital and maintenance budgets, are better programmed to better deliver energy efficiency projects alongside other works.
- 2) Work will continue to improve energy monitoring through use of Building Management Systems, Automated Meter Reading and proactive facilities management.

Schools

Currently emissions from schools make up 51% of the Council’s carbon footprint. Reducing the CO₂ emissions attributed to schools represents a significant challenge given:

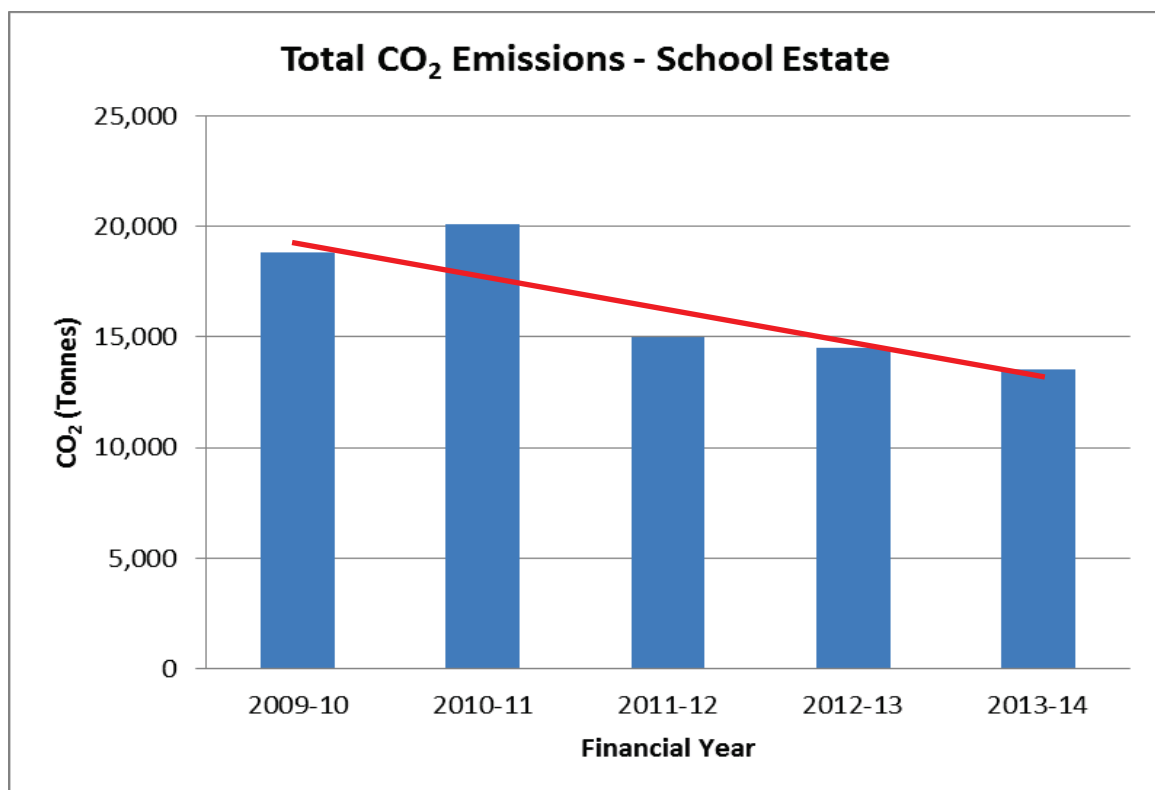
- the number of individual schools to work with (139);
- on-going budget constraints being faced across the whole public sector;
- the challenging nature of the schools estate (e.g. the age and structure of buildings), and the number of stakeholders involved
- the changes to how schools are organised, managed and funded – particularly in relation to Academies.

Since 2012 the Council has had a dedicated Schools Energy Officer in post, funded by the Schools Forum. The purpose of this role being to support schools to reduce energy use and operate in a more environmentally sustainable manner.

Whilst reducing CO₂ emissions from schools is a significant challenge, the Schools Energy Officer has supported schools to reduce their combined carbon footprint by 28.22% between 2009/10 and 2013/14, this is equivalent to a reduction of 5,300 tonnes of CO₂ over this period.

The 2013/14 Carbon Footprint from Schools was 13,522 tonnes, a 10.25% reduction against 2012/13

Figure 3: Carbon emissions from schools in Central Bedfordshire for the period 2009/10 to 2013/14



School's Carbon Reduction Action Plan

The Council is approaching the challenge of cutting CO₂ emissions from schools through the School's Carbon Reduction Action Plan (SCRAP). SCRAP is being delivered through a number of tools and mechanisms, which are detailed below. So far feedback from schools has been very positive.

- SCRAP Phase 2
- Invest to Save
- Smart Metering
- School's Energy Event
- Site Agents working Group
- Behaviour Change and the BluEffect

SCRAP Phase 2

Phase 2 of the SCRAP programme was launched in May 2013 and saw the introduction of a more formalised engagement structure with schools.

Participating schools now have a site visit with the Schools Energy Officer that incorporates an energy audit and on-going one to one support specific to that school. The Schools Energy Officer then works with the school to draw up an action plan with achievable goals for reducing energy use. Since the April 2013, 41 schools (out of 136) have participated in the energy audit/action plan process

This places an emphasis on the school taking ownership of the action plan with responsibility for completing the actions resting primarily with the school. All action plans are proactively followed-up. This ensures actions are reviewed, next steps identified and a better understanding is gained of any barriers that are stalling progress. The site visit is also used as the primary way of engaging schools in the other support offered by the Council, such as the Invest-to-Save scheme and Automated Meter Reading equipment (AMR) see below.

Schools have also started to take advantage of wider range of complimentary services provided by the Schools Energy Officer. These include student workshops and eco school accreditation, both of which support the work being tackled through the action plan.

In order to attract schools to the programme that have not been involved before presentations have been given to detail what services are offered at a range of head teacher meetings, governor events and school forums. This has proved to be a successful approach, with many new schools signing up to benefit from the support provided by the Council.

Schools Invest-to-Save scheme

The Invest-to-Save scheme is currently in its fourth year and works by the Council providing up-front finance to schools for energy efficiency measures. Schools then pay back into the fund over an agreed timescale from the savings on their energy bills.

Funding is always challenging for schools, so the Invest to Save scheme is intended to help alleviate this uncertainty by supporting schools to invest in energy efficiency and renewable/low carbon generation technologies. Once installed the technology reduces energy bills, and in the case of Solar Photovoltaic (PV) panels generate income for the school, which in turn allows schools to spend more of their budget on the students and teaching resources.

Many schools have already taken advantage of the scheme and having listened to feedback from the schools the scheme has now been redesigned to include Solar PV installations. The first of these schemes was completed at Leedon Lower school in March 2014 (see case study below).

The Council is in the process of setting up a robust procurement framework for delivering further Solar PV projects through the Invest to Save scheme and other financing options. The framework has proved very popular with 28 submissions being received through the PQQ process. A procurement framework has been welcomed by schools keen to take advantage of the Feed in Tariff and energy reduction available through Solar PV

Case Study – Leedon Lower School

In March 2014 Leedon Lower School completed a project to install a 50kW peak solar PV system onto their flat roofs as part of the Invest to Save scheme. This will provide the school with up to 50% of their electricity requirement resulting in a dramatic reduction in utility bills.

The School is now producing its own clean green energy, benefiting from income through the Feed in Tariff (FITs) and through selling unused power back to the national grid. The children are learning about energy issues and can see how the system is performing through the solar panel information display installed in the school foyer.

Leedon Lower were chosen for the first solar PV 'Invest to Save' project as they have shown great interest and enthusiasm for the scheme and have the full backing of the Governors and Leadership team.

Furthermore, the school is not connected to the gas grid and so uses a lot of electric heating, meaning that the school currently has a high electricity bill that the Council would like to help the school reduce.

The layout of the school's flat roofs allowed for an easy installation completed within five days during the Easter half term. The project was completed on time and to budget.

To view a video of the Leedon Lower Solar PV story please follow the below link to the Council's website;

https://www.youtube.com/watch?v=wE8JQWbCNm4&list=UUimNJr877Xr1EC_7wF8pAfQ

Figure 4: Solar Panels installed at Leedon Lower School



Smart Metering

AMR technology (also known as Smart Metering) is an effective way of managing and reducing energy usage in schools and other public buildings through accurate measuring of consumption patterns.

The half hourly usage data that these systems collect and display in an accessible format, allows for a clear understanding of when building is wasting energy and clearly shows opportunities to use energy more efficiently – many of which can be realised at little or no cost at all to the school.

Phase one of the AMR installation process included 50% of all applicable schools and is now complete. The Council has started delivery of phase 2, through which the remaining qualifying schools will be added to the programme.

This will involve the Council working with the remaining 70 schools in order to encourage take up, manage budget and coordinate the complex web of organisations involved in the delivery of AMR installation (delivery of tests, shut downs and installations).

Caddington Village School (see the case study below) and Parkfields Middle School are two good examples of schools making substantial reductions to their energy use through better analysis of their data, facilitated by the AMR.

To support all schools with AMR to use their data effectively the Energy Officer has set up the AMR Working Hub. The working hub is a collection of schools who already work together in other areas and so have an existing relationship. Activities include specific training for using the data with key members of staff and in some cases pupils. The hub has been encouraged to meet regularly to discuss how they are using the data, to share best practice and overcome hurdles. This has seen success with engaged schools actively

asking for more in depth training to use more features from the AMR software and further drive efficiency.

Case Study – Caddington Village School

Caddington Village School have made significant savings on both their gas and electricity bills due to a host of complimentary actions. This has created a saving of nearly 8 tonnes of CO₂ over the autumn and winter months 2013-14, which translates as a cost saving of £9,000.

The school has achieved much of this reduction in energy consumption by adjusting opening times and ensuring the heating is on much stricter timing controls through use of their AMR technology. By regularly checking the data and fine tuning procedures as a result, the school has made significant savings.

They have also installed energy efficient T5 and LED lighting to newly refurbished areas as well as installing movement sensors to the lights, thermostatic controls to radiators and making their own "Hippos" to reduce water consumption.

The pupils have got involved as well and the school recently achieved Green Flag status against the national Eco School award scheme.

This is a great example of a school utilising support from the CBC energy team to drive investment, behaviour change and pupil involvement to see a real financial and ecological benefit through energy efficiency.

Schools Energy Event

On 20th May the Council ran a conference on energy efficiency with over 80 delegates and 50 schools represented. The event was a great success and was an opportunity for schools to discuss opportunities with each other and get updates on the next phase of SCRAP.

The event included workshops on how to make immediate steps towards achieving energy efficiency within schools and how to deliver a solar PV project. There were two inspiring case study presentations from Parkfields Middle School and Caddington Village School. Other presentations included those from Bedford College, Stark (providers of the Smart Meter equipment) and the BluEffect, and online behaviour change tool, see below. A range of organisations who provide energy efficiency technology were on hand to lend their expertise.

Feedback from the event was positive with attendees finding the information presented useful and relevant with the majority feeling that they had come away with ideas that were immediately transferable to their school.

Site Agent Working Group:

The site agent is a key contact to develop at a school when considering energy efficiency and they are often the person who is best placed to use AMR technology effectively. In recognition of the role that site agents play and the value they bring to energy efficiency and carbon reduction a Site Agent working group has been set up to provide a forum for on-going issues and new ideas relating to energy use and efficiency to be shared and highlighted.

The workshop is an opportunity for site agents to get together and discuss prevelant issues to them alongside Council colleagues. Attendees have found it a useful opportunity to discuss ideas and pitfalls, strategies for change and as a way to overcome issues.

Increasingly the workshop is moving to involve issues wider than energy and carbon efficiency. The team running the school's buy back program have now become involved and the valuable contribution from attendees is helping to shape the next phase of the buy back program.

Behaviour Change and The BluEffect

The BluEffect offer an online tool for measuring and encouraging sustainable behaviour change within organisations. The team are working with Central Bedfordshire Council and schools to develop their software for the education sector.

At Central Bedfordshire Council we are in the privileged position to have first access to this new software and it will form a primary part of the strategy towards delivering behaviour change within schools. Focus areas revolve around travel, energy, waste and water. These are all areas that can be affected by everyone at a school site, students, teachers and support staff alike. We are keen to see how this tool will help support schools to make significant improvements in these focus areas.

Positive feedback from schools:

The work of the Energy Officer in working with schools under the SCRAP programme to reduce their energy use and carbon footprints has been extremely positively received.

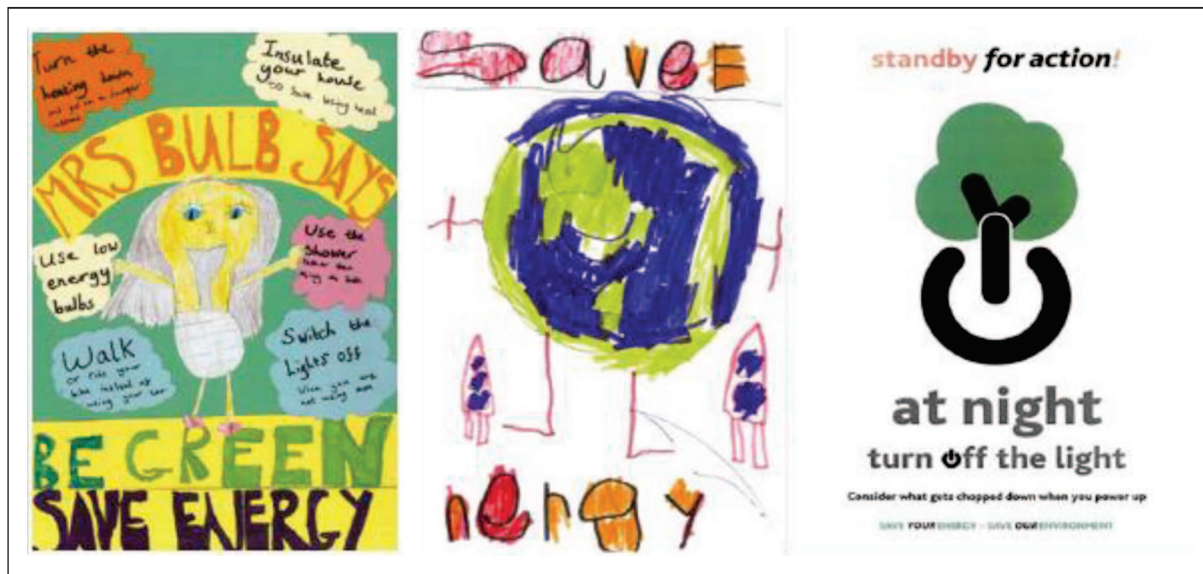
Campton Lower: *“Our Year 4 class teacher was full of praise for the excellent ‘Energy sources and efficiency’ workshop led by Central Bedfordshire’s Energy Officer, Pete Hughes on the 4th December 2013. The workshop provided a lively consolidation of previous learning together with inspiration for further research. The session was age appropriate and well-paced, with a variety of activities for the class to undertake in groups.*

From the evidence of this session, I would certainly recommend this workshop for other Year 4 classes.”

Husborne Crawley lower: *“We were impressed with the knowledge and advice given during our audit and the follow up paperwork/information – thank you very much. We are very keen to attend the Reducing your Carbon Footprint seminar now scheduled for May.”*

Potton Lower: *“Hoping to hear about any savings we could make to our energy bills and how we can improve our consumption - all suggestions given were very helpful. Information regarding Invest-to-Save was especially useful.”*

Figure 4: Winning designs from the School’s Energy Saving Poster Competition



Next steps – 2014/15 Deliverables

Benchmarking and Targeting

- Analyse energy performance of schools through extensive benchmarking against a range of metrics. Identify the 20 sites with the greatest opportunity for savings.

Energy Audit/Engagement program

- Deliver targeted support for 20 sites with greatest opportunity following benchmarking exercise
- Maintain energy audit/action plan/review program with engaged sites.
- Smart Meter installation program to 50% of remaining sites (25% of estate)

Invest to Save

- Increase spend from £70k up to £100k with potential for some additional stretch
- Produce a Solar PV framework to deliver up to 3 Solar PV projects

Energy Performance Contracting

- Identify financing mechanism for including Schools/Academies
- Support Corporate estate through review of investment grade proposals, data management and analysis, smart meter install

Procurement

The Council spends approximately £165 million on external goods and services annually. Many of these procurement decisions have the potential to reduce CO₂ emissions and ultimately the Council's carbon footprint.

Procurement processes have been put in place by the Council that will allow us to drive forward environmental improvements and use our buying power to help shape the market.

Carbon hot spot footprint

In 2010 Sustainability East provided funding for Trucost to carry out a supply chain carbon footprint assessment. This identified the Council's suppliers and areas of spending by carbon intensity. An analysis of the carbon footprint of the 219 largest suppliers to the Council for the year ending March 2010 was carried out. Sector level emissions were analysed before drilling down to individual suppliers within each sector. By focusing on these areas and engaging with the suppliers, the Council is well positioned to influence, manage and reduce the carbon footprint of the supply chain.

To enable comparison, suppliers were ranked according to their carbon intensity. Many of the suppliers represented small expenditures and are individually immaterial to the environmental impact of the supply chain, therefore only those companies that account for 90% of the total expenditure were included.

Carbon emissions increasingly have financial implications for companies. As such carbon is represented through the report in both in absolute quantities and in financial terms. The findings facilitate the Council in focusing on those areas of spend that have the largest impact. This means that through working with just a handful of suppliers that have the largest carbon footprint, in order to cut emissions can make the biggest difference.

This work also highlights those higher risk areas where there is scope to explore higher environmental standards and include carbon reduction targets as part of its contract management.

Finally, the hot spot report identifies those areas where the Council's consumption is to be further explored and limited. For example use of utilities such as energy are focused on through the Council's carbon reduction and energy efficiency programmes (see page 9). Further information on the Sustainability East's and the Council's work with Trucost can be found at:

http://www.sustainabilityeast.org.uk/index.php?option=com_content&view=article&id=210&Itemid=124

Next steps:

- 1) New procurement guidance for staff was launched in 2014, this includes comprehensive advice on embedding the principles of sustainable procurement in to how procurement decisions are made.
- 2) The Trucost work will be revisited using data for 13/14. This will track progress from the 09/10 assessment carried out by Trucost and highlight three key areas to target.
- 3) Sustainability, the environment and carbon reduction will continue to be picked up in any future significant contracts that the Council let.

Highway's

A good example of how the Council has worked with its suppliers to reduce environmental impact and carbon emissions can be seen in the Highways contract with Amey.

The contract has specific clauses relating to environmental management and key performance indicators relating to energy, carbon emissions, waste and recycling are also in place.

In response to this Amey, have embraced operating in a more environmentally sound and low carbon way. This is in part due to requirements placed on Amey's environmental performance through the contract and its on-going performance management, although Amey have been enthusiastic to explore and instigate measures that go well beyond doing the minimum.

To date key measures Amey have implemented include:

- The on-going replacement of Amey's fleet with the most up to date Euro engines. All 18 of Amey's gritting fleet are running with Euro5 engine technology, and a lot of the others are running with Euro4 engine technology. There are now only few trucks left which are running on the older engine type, with these are being Autumn 2013. There are no vehicles no older than those first registered in 2009 to ensure Euro4 engines are the minimum.
- In addition where possible some vehicles have been replaced with vehicles with automated gear boxes to reduce fuel consumption and therefore also CO₂ emissions.
- Within Amey's new Standard Operating Model (SOM), use of the Three X Masternaut system has allowed Amey to dynamic schedule certain works so that the most efficient and effective route to undertake this is taken. This scheduling has proved effective for pothole repairs, sign scheme work (installation of new posts and signs) and grit bin replenishment.
- When planning larger works Amey have used third party suppliers to import and export materials, this dramatically reduces the need for Amey's own vehicles to travelling unnecessary distances to and from sites and also reduced the total miles travelled of the materials.
- Amey run daily reports on engine idling, which is sent out to each department to brief the operatives and encourage them to reduce idling times to bring fuel usage down . Combined with the introduction of the SOM, vehicle idling has reduced dramatically.
- Amey are also undertaking in situ recycling within Structural Maintenance activities and some larger projects. For example, Poynters Road alone retained 7500 tonnes of material in situ, reducing waste and preventing an estimated 750 vehicle movements.
- The three sites on the Bedfordshire Highways contract have all been set a target to reduce their electricity use by 3% over 12 months (May 2013 – April 2014), compared to what had been used at each site over the same period last year (2012/13). This challenge was set up as a competition between the three sites in a bid to increase engagement and therefore get better results. Each month the sites are ranked against

each other using the percentage saving made compared to the same month in the previous year. The results are then communicated to all staff.

Street lighting

Over the last 2 years Amey, the Council's contractor for Highways works, have facilitated the reduction of 11.7 tonnes of CO₂ emissions from the Council's carbon footprint through the street light change programme.

Apparent lack of progress has been largely due to how street lighting energy use (and therefore CO₂ emissions) is metered. Currently this is done through a non-dynamic system, where by each lamp is assumed to use a fixed amount of energy. This relates to the age of the street lighting stock, with the vast majority of it being installed before automated metering was viable.

As the street lighting stock is metered in this way it also means that it is excluded from the scope of the Council's carbon emissions used to determine qualification for CRC. If the metering system used was dynamic then it would have been included and it is likely the Council will have qualified for phase 2 of CRC (costing an estimated £360K per year). Now the qualification period for phase 2 has passed, the Council can now explore moving to a dynamic metering system for street lighting, which will better reflect the improvements made.

In addition to this, if the size of the number of streetlights the Council is responsible for had remained static and other issues, such as increases in charge codes where Low Pressure Sodium (SOX) and a number of High Pressure Sodium (SON) lamp types have had their KW hour values increased, had not occurred, the action taken would have resulted in a 226 tonne reduction in the Council's carbon footprint.

Savings have largely been delivered through replacing life-expired assets with more efficient LED (light emitting diode) lamps. LED lamps typically use 68.64 kWh of electricity compared to the old style lamps that use 236.6 kWh over a 12 month period.

The changes to charge codes and the increasing size of the Council's Streetlighting estate make this a challenging area of emissions to tackle as some of the impact of the positive action taken is offset by these.

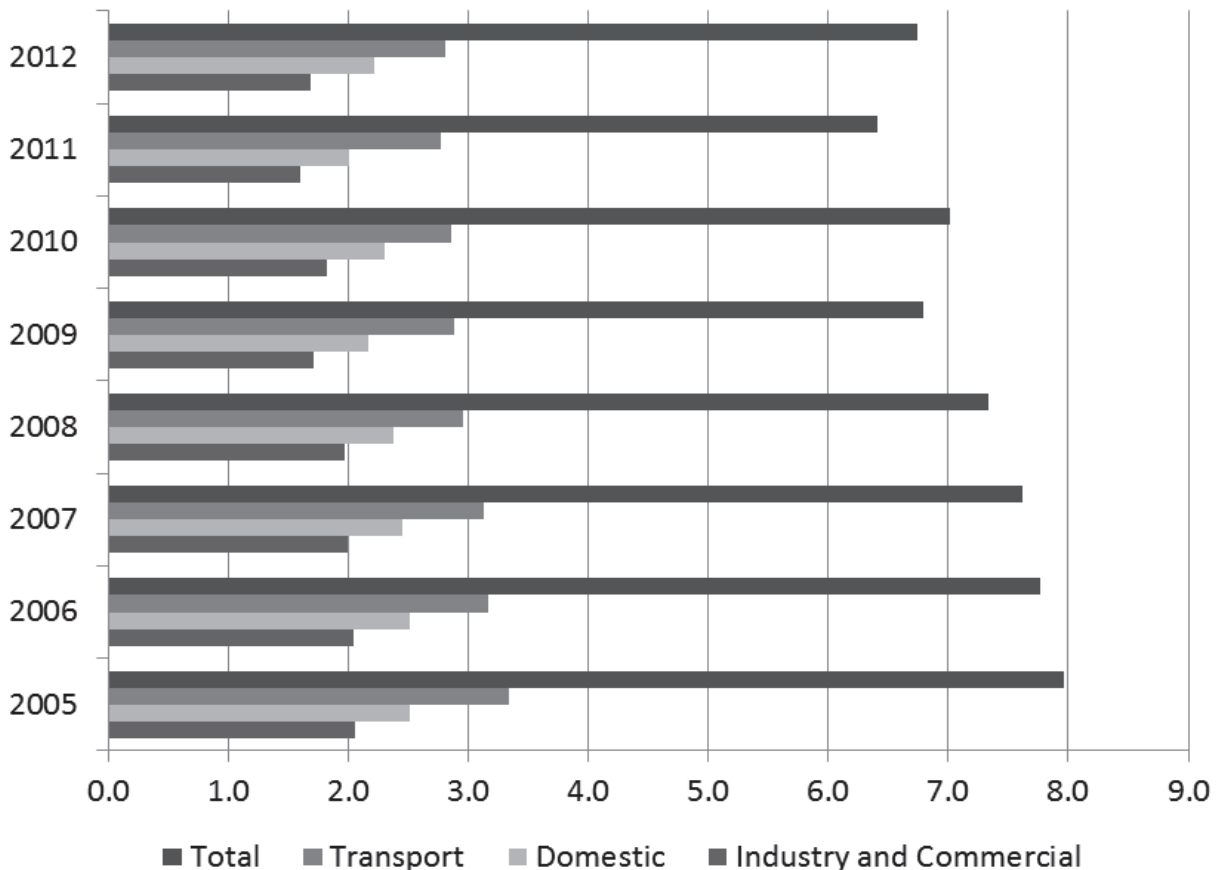
Next steps:

1) Proposal of introducing the new technology of LED lighting is being considered. This will save 80% of the energy consumed by each lantern the Council replaces in future, saving 376 tonnes of CO₂ per year over the next 2 years. The aim is to replace all existing residential SOX lanterns with LEDs.

Cutting green house gas emissions from the Central Bedfordshire area

Carbon emissions are measured at a local authority level by DECC. This data goes back to 2005 and was originally used to report progress on NI 186: *Per capita CO₂ emissions from local authority area*. There is a two year time lag in data being reported, with the most recent data set for Central Bedfordshire being for 2012.

Figure 6: Per capita CO₂ emissions for Central Bedfordshire for the period 2005 to 2012.



The data is measured on a per capita basis as this allows for population growth to be taken in to account. On this basis Central Bedfordshire has actually seen an 16.2% reduction in per capita CO₂ emissions since 2005, from 8 tonnes per person in 2005 to 6.7 tonnes per person in 2012.

The target in the Council’s climate change strategy was:

Cutting Central Bedfordshire’s Area emissions - Continue to work towards the last Local Area Agreement area emissions target of a 10.7% by 2011.

The data above (Figure 6) shows a 16.2% reduction in CO₂ emissions between 2005 and 2012, surpassing the target. The extent to which this is linked to the economic downturn

from 2008 onwards is unclear although there was a downward trend in emissions in the years preceding this.

A new area emissions target will be determined and set as part of the comprehensive refresh of the Climate Change Strategy in 2015/16. At this point it is anticipated that the extent of future housing growth will be determined through an adopted Development Strategy, allowing for any target set to accommodate the impact of future growth.

Housing

Improving the energy efficiency of existing housing stock in Central Bedfordshire, and therefore facilitating a reduction in the green house gas emissions associated with domestic energy use, is a significant challenge. To date, and in the foreseeable future, one of the main drivers for the Council in this area is supporting those households in fuel poverty to reduce their energy costs – largely by making their homes more thermally sound and energy efficient.

Targeting home energy use and Fuel Poverty

Central Bedfordshire Council took on the mantle of tackling fuel poverty from the legacy Council's it replaced. This provided a strong platform on which to progress. Since 2009 the Council has facilitated householders and landlords to access the range of grant funding that was available. For the period 2009/10 to 2012/13, when the majority of the major grant schemes ended (see Section 2), the Council's private Sector Housing Team helped 1,320 households access over £2.4 million of grant funding for energy efficiency measures.

Figure 9: Energy efficiency measures installed across Central Bedfordshire through CERT and Warmfront Schemes for the period 2009/10 to 2012/13.

	2009/10	2010/11	2011/12	2012/13	Total installations
Loft Insulation	106	67	7	4	184
Draught proofing	64	31	7	0	102
Cavity Wall Insulation	60	36	4	2	102
FIDIHWT*	4	1	1	0	6
Tank Jackets	17	4	2	0	23
Gas Central Heating	22	16	11	2	51
Heating Repairs	2	0	2	8	12
Electric Storage Heating	37	19	5	1	62
Boiler Replacement (Gas)	225	224	65	29	543
Oil Central Heating	0	1	0	1	2
Boiler Replacement LPG	4	6	1	5	16
Boiler Replacement (Oil)	10	8	3	1	22
Boiler Replacement (Warm Air)	7	9	2	3	21
Compact Florescent Bulbs**	299	168	0	0	467
Total measures for year	558	422	110	56	

* Foam Insulated Dual Immersion Hot Water Tank

**CFL's were no longer provided after March 2011

Key points:

- 2009/10 was the highest activity/value year and was helped by being heavily promoted during fuel poverty promotional work (tied in with government performance indicator data collection). Central Bedfordshire was tenth highest in the Eastern Region in terms of measures installed.
- 2010/11: The Council was successful in securing nearly £1million of funding for domestic energy efficiency measures. Central Bedfordshire was the fourth highest local authority in the Eastern Region in terms of measures installed. The scheme was heavily promoted during fuel poverty promotional work (tied in with government performance indicator data collection).
- 2011/12: The Council built on its success in 2010/11, Central Bedfordshire being the fifth highest recipient of measures in the Eastern Region.
- 2012/13: The schemes were due to end mid year but this was extended. This made promotion difficult to plan.
- The most frequent measure installed was Gas Boiler replacements, with 543 installed during the four year period. The next highest was loft insulation with 184 installations.

Making the Council's housing stock more energy efficient: The Council is working towards improving the energy efficiency of our housing stock. Whilst CO₂ emissions from the Council's housing stock are not included within the scope of the Council's own carbon footprint, more significantly it does help tackle fuel poverty, reduce residents' energy costs and contribute to reducing the Central Bedfordshire area's carbon footprint.

Energy efficiency improvements are carried out as part of on-going planned maintenance programmes currently undertaken by Asset Management.

Approximately £320,000 per year is spent on various measures to improve the efficiency of our housing stock such as:

- Loft and Cavity Wall insulation
- New central heating systems
- Solid wall and Pre Cast Concrete (PRC) insulation

These budgets are both programmed to continue until 2020.

SAP energy rating: The SAP (Standard Assessment Procedure) energy cost rating is the government's recommended system for energy rating of dwellings. It is based on energy costs for space and water heating under standard occupancy, heating pattern and location using average fuel prices.

The current SAP scale is rated from 1 to 120 - the higher the number the better the performance.

The current average score for the Council's housing stock is 68.9, and the Council is currently working towards a target SAP rating of 71.

Next steps:

The Council has set out its priorities for home energy conservation within the 'HECA Further Report 2013'. This report provides details of planned actions to tackle fuel poverty and improve the energy efficiency of homes in Central Bedfordshire for the years 2013 to 2015. The full HECA report can be found here:

http://www.centralbedfordshire.gov.uk/Images/130328HECAFurtherReport_tcm6-42186.pdf#False

1. There remains significant potential to improve energy efficiency through basic insulation and heating measures; most significantly in the private sector.
2. There is scope to integrate improvements in the Council's own stock with the availability of ECO Carbon Saving Community funds in qualifying areas and surrounding neighbourhoods.
3. The Council will be looking to the ECO Home Heating Cost Reduction Obligation as a source of funds to reduce heating costs and carbon emissions for residents.
4. The Council will continue to improve the efficiency of its own housing stock through the range of measures detailed above.

Transport

Local Transport Plan and major schemes

Transport investment contributes significantly to the ambitions of the Climate Change Strategy through providing more sustainable travel alternatives to the car and through the more efficient operation of the network. There are four main areas of funding in transport locally and the role of each of these is set out below:

Major Scheme funding: This is awarded to local authorities to deliver schemes with a value of over £5million following a successful bidding process. By their nature they entail high profile, high value interventions that make a tangible difference to the transport network in the local area. One of these schemes, which opened on 24 September 2013, is the Luton to Dunstable Busway.

This £91 million project has seen the provision of an 8.3 mile link between Luton, Dunstable and Houghton Regis, of which 4.6 miles forms guided Busway out of a total segregated link of over 6 miles. Since opening the route has seen journey times between Luton and Dunstable reduce to around 15 minutes from up to an hour in peak times previously, to provide a realistic and attractive alternative to the car for commuters and shoppers alike.

The Local Transport Plan (LTP): The LTP forms the framework for investment in local transport schemes in Central Bedfordshire. Funding for the Plan comes from an annual settlement received by the authority from Central Government. In 2011/12 this equated to £1.26 million, a figure which increased to £1.34 million in 2012/13. This has been invested across 11 localities through Local Area Transport Plans (LATPs).

Measures introduced have included small scale walking, cycling, road safety and capacity improvement schemes, whilst others have sought to reduce the impact of commuting and freight movements on local communities. A series of targets and indicators are in place upon which to ascertain the success of the initiatives delivered through the LTP.

These have seen mixed performance since the Plan was adopted in April 2011. The headline figures highlight:

- **Road maintenance:** The condition of the roads in the authority remains of a high standard.
- **Accessibility:** The ability of local residents to access a hospital, supermarket or town centre by public transport has deteriorated since 2010/11.
- **Freight:** Increase in the perceived ease of movement of goods in the authority by the business community.

Due to the revision of data sets and the establishment of new baselines, it is still too early to report on the progress against a number of the indicators. These include:

- **Volume of traffic:** New sites at which to monitor traffic flows were identified in 2012 and a baseline established to reflect the better geographical spread of the Annual Average Daily Traffic counts.

- **Levels of cycling:** New monitoring sites were identified in 2013 and a baseline is being established against which to benchmark performance from 2014 onwards.

Local Sustainable Transport Fund – Travel Choices

Travel choices is a three year initiative funded (£4.9m) through the Governments Local Sustainable Transport Fund (LSTF) to support the economy of Dunstable, Houghton Regis and Leighton Buzzard by providing residents and businesses with an improved choice for local journeys reducing car use, cutting costs and improving health. The key objectives of the project are:



- Improved access to employment by sustainable modes of transport
- To reduce the impact of commuting trips on local communities
- To maximise opportunities for training and education for those without access to a car

Work will be focussed on Dunstable and Houghton Regis and Leighton Linslade, supporting the authority's growth agenda. Partnership working will be key to successful delivery and Central Bedfordshire will be working closely with a number of partner organisations including Town Councils, NHS Bedfordshire, local businesses, Dunstable College, Jobcentre plus and third sector organisations. Work focuses on the following areas of activity:

- **Improvements to walking and cycling** routes in Dunstable and Houghton Regis including National Cycle Route 6,
- **Improved information** for pedestrians, cyclists and public transport users,
- **Promotional events and activities** in town centres, employment areas and local communities,
- **A promotional 'hub'** in Dunstable town centre which will provide information on travel options and other programmes of activity,
- **A Wheels to Work scheme**, offering alternative forms of transport (scooters & bicycles) to young people for whom travel remains a barrier to work and training.
- Sustrans '**Bike It**' programme in local schools promotes the benefits of cycling.
- A team of **Active Travel advisors** offering personalised travel and transport information to residents and local businesses.

Further information is available on the Central Bedfordshire Council web pages at:
www.centralbedfordshire.gov.uk/travelchoices.

Developer Contributions: Developer contributions are secured on the back of development proposals which are granted planning permission. They are designed to mitigate the impact of growth on the local area and provide travel choices to local residents.

Plugged in Places: EValu8, the East of England's new 'Plugged in Places' scheme, was approved by Government on 14th December 2010 and will oversee the installation of 1,200 charging points across the East of England. The vision of EValu8 is to install an operationally effective electric vehicle (EV) charging network across the East of England, using it as test bed and innovation platform to build upon the region's significant innovation capabilities and help catalyse the new global EV economy.

The total value of the project is £7 million, and will fund 50% of eligible costs for the installation of 600 double headed recharging posts (1,200 recharging points) across the East of England, focused on 8 key cluster areas. Currently, Charging Points have been installed in the Council's main offices – Priory House, Chicksands and Watling House, Dunstable. Charging points have also been installed at the Grove Theatre in Dunstable, West Street multi- storey car park in Leighton Buzzard and Marston Vale Forest Centre.



Chief Executive Richard Carr and Cllr Maurice Jones unveil the EV Charging Point at the Council's Priory House Offices

Managing Development

The Development Strategy will be the main planning document for Central Bedfordshire. It will set out the overarching spatial strategy and development principles for the area together with more detailed policies to help determine planning applications.

A considerable number of new homes will be delivered during the period up until 2031 to meet the housing needs of all our existing and future residents, ensuring efficient use of land to provide safe, sustainable communities and development, promoting sustainable forms of transport and encouraging healthy lifestyles.

The Development Strategy, once adopted, will steer how this growth and other development will be delivered, ensuring this is done in a truly sustainable way. By doing so, the emerging Development Strategy's policies will also support the positive goals and intentions of the Council's Climate Change Strategy, particularly in relation to resource efficiency (e.g. energy and water), climate change adaptation and the development of large scale renewables.

Resource Efficiency: The Council’s emerging Development Strategy proposes that:

- In order to accommodate a step change necessary to achieve zero carbon homes, the Council will seek a minimum 10% of the buildings energy requirements to come from renewable or low carbon energy generation, as an improvement on the carbon dioxide emission standard set by the Building Regulations.
- The Green Deal finance mechanism (see section 2) eliminates the need to pay upfront for energy efficiency measures and instead provides a mechanism for the cost of energy efficiency measures to be covered by savings they generate in electricity bills. This means that the cost of retrofitting in particular is made more affordable. The Council is therefore seeking to require that planning applications for extensions and alterations to existing buildings are accompanied by an Energy Performance Certificate, Green Deal Assessment or equivalent nationally recognised assessment. The applicant will need to demonstrate how any improvements that are technically, functionally and economically feasible will be carried out, with these being set as planning conditions.
- Non residential buildings including care homes are also an important consideration. Their environmental performance can be measured to recognised standards, such as the BREEAM environmental assessment method and rating system. A BREEAM assessment uses established benchmarks, to evaluate a building’s specification, design, construction and use. Based on the above rationale the Council will seek to require non-residential buildings over 1000m² to achieve a BREEAM Excellent by 2015; or a comparable standard if a new nationally recognised scheme like the mooted Code for Sustainable Buildings is introduced.
- The Council’s Climate Change Risk Assessment identifies that the Central Bedfordshire area is within region of predicted scarcity of water resources. The study highlights Anglian Water’s assessment of deployable water output for the region which estimates that even in a ‘typical’ rainfall scenario they will face a shortfall of 70% in deployable water supply by 2020. The study highlighted that climate change alone is likely to cause significant water supply shortages. The predicted growth in Central Bedfordshire will put additional stress on our water resources, making it is essential that any new development is as water efficient as possible, and justifying water efficiency standards to be set at a level higher than those set nationally. The Council is therefore seeking that new housing meets higher water efficiency standards equivalent to 105 litres/day/person.

Allowable Solutions: It is also understood by government that delivering higher energy efficiency/CO₂ reduction standards on site may in some cases be financially or technically unviable. It is therefore proposed that in the future developers will pay for CO₂ emission measures off site, through payment to an ‘Allowable Solutions’ fund.

The Zero Carbon Hub proposes a framework for how allowable solutions might work¹, and gives examples of what measures could be considered as potential allowable solutions. These include:

¹ ‘Allowable Solutions for tomorrows new homes – towards a workable framework), Zero Carbon Hub (July 2001)

Central Bedfordshire Council – Climate Change Strategy: Update & next steps, 2014

- **“On-site”** options such as ‘smart’ energy efficient appliances, home electric vehicle charging facilities and LED street lighting.
- **“Near-site”** options including investment in the creation or expansion of locally planned sustainability infrastructure or the export of low carbon or renewable heat from the development to other developments.
- **“Off-site”** options include investments in low and zero carbon heat infrastructure and investment in low carbon energy generation assets up to a maximum determined scale, e.g. excluding large scale off-shore generation.

As developers may be able to invest in properly accredited offsite Renewables as an ‘allowable solution’, the Council will seek to ensure that the benefits of these measures are captured within the unitary authority area by ensuring qualifying opportunities and projects are identified..

Further guidance is awaited from government on how ‘allowable solutions’ are to be implemented. Once this is in place the Council will develop further guidance and policy on how ‘allowable solutions’ will be managed with respect to development in Central Bedfordshire. This will clarify the range of measures that are acceptable, how emissions will be accounted for and what other measures could also contribute to delivering a portfolio of options for allowable solutions, for example woodland creation.

Renewables policy and guidance: The Council recognises the environmental, social and economic benefits of renewable or low-carbon energy. The proposed policy in the emerging Development Strategy proposes that, we will work with developers to ensure that proposed developments are:

- Directed to those areas where negative impacts can be most effectively mitigated. Any unavoidable adverse impacts, including cumulative impacts, such as noise, pollution and harm to visual amenity, should be mitigated through careful consideration of location, scale, design and other measures;
- Have good accessibility to the transport network;
- Located and designed so as to have no unacceptable adverse impact on heritage assets, sensitive landscapes such as the Chilterns AONB, or any area identified through the Landscape Character Assessment as being of high sensitivity; green belt areas and townscapes.
- All developers of Renewables schemes are required to engage with all affected stakeholders, including local communities, at the earliest stage in order to proactively mitigate impacts and provide adequate compensation and benefits.

To support this, the Council has produced additional guidance for large scale Renewables. This advises on levels of sensitivity (visual, landscape etc) and what is expected with regards to management of impact (particularly on communities and other sensitive receptors like wildlife and heritage sites) other planning issues. To date technical guidance relating to wind and solar farm developments has been adopted by the Council for development management purposes. The intention is that once the emerging Development Strategy is adopted these will go through the process to be made supplementary planning documents. This includes revision, public consultation and input from members via the committee process (including endorsement at Executive).

Adaptation: The case for designing for the future climate is strong. Buildings and infrastructure have long life spans and what we build today will, in many cases still be around in fifty years or more. We generally build to suit the current climate and take no account of their performance in future. As a result, the impacts of climate change can make buildings and infrastructure uncomfortable, unsafe or even commercially unviable to maintain. To ensure development is resilient and adaptable to the impacts arising from climate change the Council is proposing that all new developments, where relevant, will be required to:

- use design, layout and orientation to maximise natural ventilation, cooling and solar gain;
- retain and properly manage existing trees, landscaping and other natural features;
- incorporate additional landscaping including green and brown roofs and walls and suitable street tree planting;
- use appropriate strategies including Sustainable Drainage Schemes to prevent surface water flooding; and
- use water efficient fixtures and fittings and incorporate rain water harvesting and storage.

Sustainable Drainage Systems (SuDS): The Council recognises the important role that SuDS play to manage flood risk and improve water quality. SuDS enable different design solutions, dependent on site circumstances such as underlying geology, to be used to create environmentally sustainable approaches to surface water drainage management. They can also be designed to deliver many other benefits to the development and local area, such as improved biodiversity and habitat and better quality public amenity.

Under the Floods and Water Management Act 2010 the Council has a duty to form a SuDS Approving Body (SAB). This means it will have responsibility for the approval of proposed drainage systems in new developments and redevelopments, subject to exemptions and thresholds. Therefore the Council will expect all development to use SuDS as normal practice in order to help achieve sustainable forms of development. This will include schemes to ensure long-term maintenance.

To help prepare for when the Council becomes a SAB, ensure new development meets the challenges that the changing climate presents, and to also highlight the other benefits that well designed SuDS can bring to a development and its future residents, the Council has produced its own supplementary planning guidance for SuDS. The Council was one of the first in the UK to do so with many Local Authorities looking to follow the Council's lead and learn from our experience. This takes into account local character and geology and will help guide developers to design the most all round suitable SuDS solution for their development.

Adaptation

Preparing for the impacts of the changing climate on Central Bedfordshire

LDA Design were commissioned to conduct a local climate change adaptation study to help define and understand the risk and opportunities in the Central Bedfordshire area. The study provides the evidence needed to inform and shape the Council's Climate Change

Adaptation Plan, which will contribute to preparation of the Development Strategy, corporate policies and emergency planning. The study compliments the first national Climate Change Risk Assessment (CCRA), published in January 2012, by applying its methodologies and findings to a local level. The findings include:

- **Surface water flooding:** 15,000 homes and 1.1million m² of commercial buildings are located in areas susceptible to surface water flooding. This represents 9% of all homes and 34% of all commercial floor space. The risk of surface water flooding based on the Environment Agency’s current estimate is for one flood event in every 30 years; this will increase to 1 in 18 year events in the 2050s and 1 in 14 year events in the 2080s.
- **Pressure on water resources:** Central Bedfordshire is in an area of area of ‘serious water stress’. This pressure is expected to increase in future and will reduce water available for householders, agriculture, industry and natural environment. The Anglian region currently has a deployable output (water supply available from the water company) of 1230 million litres per day (MI/d) and current surplus of 96 MI/d, roughly 8% spare capacity. The CCRA made an assessment of projected changes to deployable output under 3 scenarios: ‘wet’, ‘mid’ and ‘dry’. These show that even in the near term (by 2020) we could experience significant constraints, even without considering the additional demand need to satisfy growth.

Figure 10: Change in deployable water output for the Anglian Region.

		Wet	Mid	Dry
Anglian	2020	4%	-6%	-16%
	2050	-10%	-25%	-40%
	2080	-20%	-30%	-40%

- **Overheating:** High and sustained temperatures have potentially serious consequences for health, productivity in the workplace and for the environment. This will see an increased level of risk, particularly for vulnerable groups such as the very young and elderly. The national CCRA states that higher temperatures could also bring some benefits. Milder winters will reduce winter mortality, demand for heating and can also cause a general reduction in the number of days of snow and ice; potentially reducing delays and disruption on the transport network. Longer warmer summers will also have economic benefits for the tourism sector.

The report can be found on the Council’s website:

<http://www.centralbedfordshire.gov.uk/environment/natural-environment/climate-change-sustainability.aspx>

Emergency Planning: The impacts of the changing climate, particularly extreme and prolonged weather events will place additional pressures on the Council, its services and those who live, work and travel in Central Bedfordshire.

The Council already has in place Severe Weather Emergency Plan, this details the actions that different Service Areas are expected to take on receipt of specific alerts and warnings received. This also has an overview of the different activities the Council is doing, for example:

- SOS system for schools and highways gritting alerts
- Community Emergency Response Teams including community gritting (Running a pilot scheme in Leighton Buzzard)
- Severe weather website on the CBC website
- Heatwave leaflets
- Cold leaflets
- Information for Event Organisers on planning for severe weather through the Safety Advisory Group
- Highways winter maintenance plan
- The use of our emergency volunteer partnership to help in times of severe weather - transport from 4x4s, bottles water distribution etc.

The Council also works closely with our key partners through Bedfordshire & Luton Local Resilience Forum (BLLRF). This has led to advice to help being prepared for severe weather risk (see <https://www.bllrf.org.uk/content/?id=190>) alongside a multi-agency plan for activation arrangements in severe weather.

The Council and partners regularly review risk, using the latest information and understanding. Through this process it is envisaged that the future risk resulting from the changing climate will be accounted for with appropriate plans put in place to react to emergency situations as and when they occur in the future.

Summary

The Council has made good progress in realising the commitments it made in its Climate Change Strategy, however there have been many changes to national policy which have had impacts, both positive and negative.

- Steady progress has been made in reducing the council's own carbon footprint, which has seen a 24% reduction from 2009/10. The 35% target by the end of 2015 (to be measured from the 2015/16 GHG report) will be challenging and will require concerted effort from teams across the Council to achieve.
- Excellent progress has been made in reducing emissions from the schools estate, which has seen a 28% reduction from 2009/10. In 2013/14 schools reduced their combined energy bills by approximately £250K.
- Per capita CO₂ emissions from across the Central Bedfordshire area have fallen from 8 tonnes of CO₂ per person to 6.7 tonnes of CO₂ per person between the period 2005 and 2012. This exceeds the 10.7% target set through the Central Bedfordshire Local Area Agreement.
- Good progress has been made to ensure Central Bedfordshire is resilient to impacts of the changing climate, this included putting in place appropriate planning guidance in relation to Sustainable Drainage Systems (SuDS), to mitigate the impact of new development.



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Sustainable Communities Overview and Scrutiny Committee September 2014

Budget Monitoring Q1 – June 2014/15



Revenue –Community Services

Key points to note (see full reports for details):

- The 2014/145 forecast outturn is to underspend by £162K
- The Year to Date spend is overspent by £3K
- June outstanding debt (over 1 month days is) £627K

Revenue -Community Services

Division	Approved Budget	Forecast outturn for year	Forecast variance for year (-under) / over spend	Forecast variance after use of earmarked reserves (-under) / over spend
	£'000	£'000	£'000	£'000
Community Services Director	319	319	0	0
Highways & Transportation	13,070	13,366	296	0
Environmental Services	23,301	23,897	596	-162
Community Services	36,690	37,582	892	-162

Main variance is in Environmental Services which is due to staffing savings

Capital - Community Services

Forecast variance for the year £8,825K underspend

- main variance is leisure and waste services

Year to date variance £2,141K behind profile

- main variance is leisure and waste services

Directorate	Full Year		
	BUDGET	FORECAST	VARIANCE
	Gross Expenditure £000s	Gross Expenditure £000s	Gross Expenditure £000s
Environmental Services	12,965	3,968	(8,997)
Libraries	167	167	0
Leisure	9,856	9,856	0
Transport	44,821	44,993	172
Community Services	67,809	58,984	(8,825)

Revenue – Regeneration and Business

Key points to note (see full reports for details):

- The 2014/15 forecast outturn is for nil variance
- The Year to Date spend is overspent by £55K
- June outstanding debt (over 1 month days is) £3,076K

Capital - Regeneration

Forecast to spend to budget for the year for all projects

Spend on projects due to start in second quarter

Directorate	Full Year		
	BUDGET	FORECAST	VARIANCE
	Gross Expenditure £000s	Gross Expenditure £000s	Gross Expenditure £000s
Regeneration	3,409	3,409	0

Meeting: Sustainable Communities Overview & Scrutiny Committee
Date: 19 June 2014
Subject: Provisional Work Programme & Executive Forward Plan
Report of: Richard Carr, Chief Executive
Summary: The report provides Members with details of the currently drafted Committee work programme and the latest Executive Forward Plan.

Contact Officer: Jonathon Partridge, Corporate Policy and Scrutiny Manager
Public/Exempt: Public
Wards Affected: All
Function of: Council

CORPORATE IMPLICATIONS

The work programme of the Sustainable Communities Overview & Scrutiny Committee will contribute indirectly to all 5 Council priorities. Whilst there are no direct implications arising from this report the implications of proposals will be detailed in full in each report submitted to the Committee.

RECOMMENDATION(S):

1. **that the sustainable Communities Overview & Scrutiny Committee**
 - (a) **considers and approves the work programme attached, subject to any further amendments it may wish to make;**
 - (b) **considers the relevant items of the Executive Forward Plan; and**
 - (c) **considers whether it wishes to add any further items to the work programme and/or establish any Task Forces to assist it in reviewing specific items.**

Overview and Scrutiny Work Programme

1. Appended is the currently drafted work programme for the Committee.
2. The Committee is now requested to consider the work programme attached and amend or add to it as necessary.

Overview and Scrutiny Task Forces

3. In addition to consideration of the work programme, Members may also wish to consider how each item will be reviewed i.e. by the Committee itself (over one or a number of Committee meetings) or by establishing a Member Task Force to review an item in greater depth and report back its findings.

Executive Forward Plan

4. Listed below are those items relating specifically to this Committee's terms of reference contained in the latest version of the Executive's Forward Plan to ensure Members are fully aware of the key issues Executive Members will be taking decisions upon in the coming months. The full Executive Forward plan can be viewed on the Council's website at the link at the end of this report.

Ref	Issue	Indicative Exec Meeting date
1.	Highways Contract Renewal Project: Authorisation to Proceed	14 October 2014
2.	Community Safety Partnership Plan and Priorities for 2015-2016	31 March 2015
3.	Community Safety Partnership Plan and Priorities for 2015-2016	31 March 2015

Those marked (*) are not presently on the Committee work programme

Conclusion

5. Members are requested to consider and agree the attached work programme, subject to any further amendments/additions they may wish to make and highlight those items within it where they may wish to establish a Task Force to assist the Committee in its work. This will allow officers to plan accordingly but will not preclude further items being added during the course of the year if Members so wish and capacity exists.

Appendix – Sustainable Communities Overview and Scrutiny Work Programme

Background reports:

The Executive Forward Plan (can be viewed at any time on the Council's website) at the following link:-

<http://www.centralbedfordshire.gov.uk/modgov/mgListPlans.aspx?RPId=577&RD=0>

OSC Date	Report Title	Description
13 November 2014	Q1 Performance report	To receive a presentation on the relevant quarterly performance information
11 December 2014	MEETING TO BE CANCELLED	
22 January 2015	Q2 Performance report	To receive a presentation on the relevant quarterly performance information
22 January 2015	Q2 Budget Report	To receive a presentation on the relevant quarterly budget information
22 January 2015	Draft Capital Programme (2015/16 to 2018/19)	To consider the relevant directorate budget information
22 January 2015	Draft Revenue Budget and MTFP (2015/16 to 2018/19)	To consider the relevant directorate budget information
22 January 2015	Draft Fees & Charges	To consider the relevant directorate fees and charges information
22 January 2015	Woodside Link	To consider and comment on the proposed contractor for the construction of the Woodside Link
22 January 2015	North Luton Framework Plan	
22 January 2015	Community Safety Plan and Priorities (2015/16)	To consider and comment on the Community Safety Plan and Priorities for 2015/16
12 March 2015	Q3 Budget Report	To receive a presentation on the relevant quarterly budget information
11 June 2015	Q3 Performance report	To receive a presentation on the relevant quarterly performance information
11 June 2015	South East Midlands Local Enterprise Partnership	To receive a presentation as previously requested by Members

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