

# Appendix 1 – Progress Towards EMAS Targets 2005/06

## Significant effect: 1. Council use of energy and fuel

### Objective 1.1: Reduce the council's total building energy consumption.

Target 1.1: Reduce to 50% of the 1990 level by 2025/26

This is a target taken from the 1994 Leicester Energy Strategy. The figure does not include energy used in schools.

#### Progress Towards Target:

| Year    | Percentage reduction on 1990 level                              | Energy consumption (GWH) |
|---------|---|--------------------------|
| 1990    |   | 181.2                    |
| 1997/98 | 4.0<br>(Assumed 4% reduction pre unitary status (SCOG 17/2/00)) | 174.0                    |
| 1998/99 | 6.7   | 169.0                    |
| 1999/00 | 3.5   | 174.8                    |
| 2000/01 | 8.6   | 165.7                    |
| 2001/02 | 3.4   | 175.0                    |
| 2002/03 | 8.8   | 165.3                    |
| 2003/04 | 13.4  | 164.3                    |
| 2004/05 | -1.2  | 183.4                    |
| 2005/06 | -2.6  | 186.0                    |

To achieve this target a year on year 1.4% reduction in energy use is needed, with a 19.8% reduction required by 2003/2004. During 2005/06 there was a significant increase in energy use again from the previous year, which now represents an increase of 2.6% from the base year. Key reasons for the increase, still remain, as reported previously. These include:

1. the inclusion of new facilities such as Braunstone Leisure Centre, the LCD centre on Rutland Street and the Cleansing and Transport Depot at Leycroft Road;
2. the CHP boiler at St Mathews still remains out of action (since July 2004)
3. the timing of major bills (upon which the figures are based) for facilities such as St Marks and St Mathews District Heating Schemes is still skewing the results. Eg. St Marks received a bill during 2004/05 that included 7 months of energy use from 2003/04.

On completion of the rolling programme of building surveys being undertaken by Property Services, accurate data on floor areas will enable the energy consumption figure to be normalised to address the first key reason. A partnership with De Montford University is being explored which will provide additional funding and expertise.

A further paper will be presented to the Cabinet Sub Group on Climate Change which explores a way forward with the Combined Heat and Power Installations (CHP).

### Objective 1.2: Increase the Council's use of renewable energy.

Target 1.2: From 0% of the energy requirement of all council buildings in 1997 to 20% of the energy requirement of all buildings in 2020/21

#### Progress Towards Target:

| Year    | % of total energy from (procured) renewable sources | % of (procured) electricity from renewable sources |
|---------|---|--|
| 1997/98 |   | 0  |
| 1998/99 |   | 11.6   |
| 1999/00 |   | 12.0   |

|         |     |      |
|---------|-----|------|
| 2000/01 | 5.7 | 36.4 |
| 2001/02 | 4.2 | 29.1 |
| 2002/03 | 4.5 | 31.1 |
| 2003/04 | 5.1 | 36.3 |
| 2004/05 | 3.5 | 22.8 |
| 2005/06 | 3.7 | 22.3 |

In 2005/06, 22.3% of electricity procured for use in all council buildings came from renewable sources and this represents 3.7% of our total energy use (electricity and gas). As reported previously, the amount of renewable energy consumed by the Council has not changed but the amount of renewable energy as a proportion of the total energy consumption has fallen. This is due to the increase in overall energy consumption of the Council since 2004/5.

It should be noted that the figure for renewable electricity comprises the procured green tariff electricity for the central admin buildings. It does not include electricity generated from our own renewable schemes. Historically, their contribution has been insignificant. However, by the end of 2006/7, the figure will be adjusted to include all renewable schemes.

A further paper will be presented to the Cabinet Sub Group on Climate Change which explores the potential to dramatically increase the generation of renewable electricity through large-scale wind turbines and to move our CHP schemes to a renewable fuel such as bio diesel.

**Objective 1.3: To reduce the fuel used by staff vehicles at work (not commuting)  
Includes previous objective to increase the use of bicycles at work**

Target 1.3a: 5% reduction of the fuel used by fleet vehicles in 2000/01 by 2005/06.

Target 1.3b: 15% reduction in the number of miles travelled by staff in private vehicles by 2005/06 (baseline 1999/2000)

**Progress Towards Target:**

Litres of fuel used by staff vehicles at work (excludes teachers and private contractors).

| Year    | Litres of fuel | Percent Change on baseline |
|---------|----------------|----------------------------|
| 1997/98 | 2,237,342      |                            |
| 1998/99 | 2,286,912      |                            |
| 1999/00 | 2,447,182      |                            |
| 2000/01 | 2,448,292      |                            |
| 2001/02 | 2,540,000      | 3.7% increase              |
| 2002/03 | 2,682,862      | 9.6% increase              |
| 2003/04 | 2,700,144*     | 10.2% increase             |

\*Does not include City Landscapes data for Jan-March 2004.

The above figures are calculated by combining the amount of fuel used by the vehicles fleet with an estimate of how much fuel staff are using in their own vehicles when travelling on council business, based on an average miles per litre figure.

More meaningful data has now been obtained by separating out the two figures to report on

1. Vehicle Fleet: litres of fuel used by the vehicle fleet
2. Staff Vehicles: Number of miles claimed by staff

1. Target 1.3a: 5% reduction of the fuel used by fleet vehicles in 2000/01 by 2005/06.

Previous figures of the litres of fuel used by fleet vehicles has included fuel used by the domestic refuse collection vehicles. With the new domestic waste contract Biffa now provide the fuel for their own vehicles. The figures below exclude fuel previously supplied to vehicles on the domestic waste contract.

| Year    | Litres of fuel | Percent change on baseline |
|---------|----------------|----------------------------|
| 2002/03 | 1,578,680      | New baseline               |
| 2003/04 | 1,638,597      | 3.7% increase              |
| 2004/05 | 1,455,621      | 7.8% decrease              |
| 2005/06 | 1,619,878      | 2.6% increase              |

Data is not yet complete for the fleet, but early indications are that there is an increase in consumption recorded for 2005/6. Since the baseline data was collected in 2002/03 a 2.6% increase has been seen.

2. Target 1.3b: 15% reduction in the number of miles travelled by staff in private vehicles by 2005/06 (baseline 1999/2000)

The following provisional figures indicate the miles travelled by staff on council business in their own vehicles.

| Year    | Miles     | Percent change on baseline |
|---------|-----------|----------------------------|
| 1999/00 | 3,081,640 |                            |
| 2000/01 | 3,065,757 | 0.5% decrease              |
| 2001/02 | 2,879,297 | 6.4% decrease              |
| 2002/03 | 2,789,807 | 9.5% decrease              |
| 2003/04 | 2,829,596 | 8.2% decrease              |
| 2004/05 | 2,632,780 | 14.6% decrease             |
| 2005/06 | 2,838,185 | 7.8% increase              |

Staff mileage increased by 7.8% between 2004/05 and 2005/06. Although this represents an overall reduction of 7.8% since 1999/00 the target of 15% reduction has not been met.

## Significant effect: 2. Leicester's use of energy and fuel

### Objective 2.1: Reduce the energy consumption of homes within the City (includes previous objective on council housing)

**Target 2.1:** New target to be developed relating to increasing SAP\* ratings of houses in Leicester

\*SAP is a national "standard assessment procedure" for rating the energy efficiency of dwellings.

#### Progress Towards Target

##### Council owned housing

We are able to collect data about the energy efficiency of the houses owned by the council and calculate an average SAP rating. The SAP rating for council housing has shown a steady increase, but this increase will now be limited as a lot of work has now been completed.

| Year               | Council House SAP Rating |
|--------------------|--------------------------|
| 1995<br>(Baseline) | 44.2                     |
| 2000/01            | 55.5                     |
| 2002/03            | 60.0                     |
| 2003/04            | 66.0                     |
| 2004/05            | 67.0                     |
| 2005/06            | 68.7                     |

(2004/5) The SAP rating for the council housing stock during 2004/05 was 67. This represents a one point increase in the rating from the previous year. The slowdown in improvement reflects the fact that the most effective actions for improving the rating have been implemented in previous years.

**2005/6** The SAP rating for the council housing stock during 2005/06 was 68.7.

##### Houses not owned by the council

**2005/06** An officer has been in post for two years, collecting data for housing not owned by the council. Data records have increased by approximately 1000 records. However, this data has been restricted to areas of the city with active grant schemes and does not yet represent a true record of housing stock in the whole city. The next step will be to get information outside of these areas.

## Significant effect: 3 The council's contribution to air pollution

### Objective 3.1 Reduce council's vehicle emissions

|  |
|--|
| Target 3.1: New target to be developed |
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#### Progress Towards Target:

During 2003/04 there was an investigation into using alternatively fuelled vehicles, such as LPG, within the vehicle fleet. It was decided that due to uncertainties over government policy on LPG that further research and investigation would concentrate on ways of reducing emissions, particularly nitrous emissions, from the current diesel fleet.

Each year approximately 100 of the oldest and mostly costly vehicles to run and maintain are replaced with new more fuel efficient and less polluting vehicles.

Work is being undertaken in anticipation of the re-renewal of the biodiesel contract. In collaboration with ESPO market research is being undertaken to find out if fuel with a higher percentage of renewable fuel can be purchased. Research is also being undertaken with vehicle manufacturers to ensure vehicles warranties are not affected by they change in fuel.

Target development is ongoing. Investigations are underway, in partnership with the vehicle fleet manager, to establish the best technology available to reduce vehicle emissions.

## Significant effect: 4 Air Quality in Leicester (including traffic)

### Objective 4.1: To improve air quality within the city

**New Target 4.1:** To achieve the 4 key point targets set in the Local Transport Plan for air quality

The statutory air quality Objectives were defined in the Air Quality Regulations, 2000 and these have been supplemented by an EC Limit Value to be met by 2010. Earlier air quality assessments of Leicester have excluded all pollutants except nitrogen dioxide as being of major concern to local health.

Since the major source of nitrogen dioxide in Leicester is motor traffic, air quality targets set for Leicester have been integrated into the Central Leicestershire Local Transport Plan 2006-11. The 4 key point targets established for Leicester and the associated receptor points are presented in the table below. It should be noted, based on modelling projections of the likely air quality impacts of the package of measures in the Local Transport Plan, that these targets fall short of the air quality Limit Value for 2010

#### The 4 Key Point Targets for Leicester (from the Central Leicestershire Local Transport Plan 2006 to 2011 – Annex 11)

| RECEPTOR POINT   | OS grid ref./ Fig. No.    | Type of site | BASELINE (Average, measured annual mean NO <sub>2</sub> 2003-5 (µg.m <sup>-3</sup> )) | LTP TARGET (Annual mean value for 2010) |
|------------------|---------------------------|--------------|---|---|
| Glenhills Way    | 457083-300156<br>Fig. 3.3 | Roadside     | 65  | 55 <sup>1</sup>                         |
| Abbey Lane       | 458574-306885<br>Fig. 3.5 | Roadside     | 49  | 42                                      |
| Melton Road      | 459528-306316<br>Fig 3.7  | Roadside     | 55  | 47                                      |
| St. Matthews Way | 459221-305036<br>Fig. 3.8 | Roadside     | 59  | 48 <sup>1</sup>                         |

1. Value needs to be corrected for exposure.

#### Progress Towards Target:

It is currently not possible to report progress towards the 4 key point targets as they have only recently been set.

Overall, the city has ten air quality monitoring stations in Leicester as presented in the table below.

**NO<sub>2</sub> Concentrations ( $\mu\text{g}\cdot\text{m}^{-3}$ ) and Exceedances of Air Quality Objectives at Monitoring Sites within the Leicester Air Quality Management Area (from the Central Leicestershire Local Transport Plan 2006 to 2011 – Annex 11)**

| 1. Site                  | 2. Year | 3. Data Capture (%) | 4. Annual Mean NO <sub>2</sub> ( $\mu\text{g}\cdot\text{m}^{-3}$ ) (Exceedances in bold) | 5. Max 1 hr mean ( $\mu\text{g}\cdot\text{m}^{-3}$ ) | 6*. No. exceedances >200 $\mu\text{g}\cdot\text{m}^{-3}$ objective (18 permitted) |
|--------------------------|---------|---------------------|--|--|---|
| AUN<br>(New Walk Centre) | 1999    | 97                  | <b>41</b>  | 134  | 0   |
|                          | 2000    | 96                  | 34   | 157  | 0   |
|                          | 2001    | 98                  | 34   | 134  | 0   |
|                          | 2002    | 95                  | 34   | 107  | 0   |
|                          | 2003    | 93                  | 38   | 142  | 0   |
|                          | 2004    | 86                  | 37   | 119  | 99.8%ile<br>99 $\mu\text{g}\cdot\text{m}^{-3}$                                    |
|                          | 2005    | 97                  | 31   | N/a  | N/a   |
| Abbey Lane               | 1999    | 95                  | <b>48</b>  | 474  | 69  |
|                          | 2000    | 90                  | <b>44</b>  | 378  | 0   |
|                          | 2001    | 93                  | <b>50</b>  | 363  | 73  |
|                          | 2002    | 95                  | <b>52</b>  | 296  | 0   |
|                          | 2003    | 94                  | <b>55</b>  | 233  | 0   |
|                          | 2004    | 96                  | <b>47</b>  | 135  | 0   |
|                          | 2005    | 98                  | <b>46</b>  | N/a  | N/a   |
| Bassett Street           | 1999    | 89                  | 40   | 159  | 99.8%ile<br>109 $\mu\text{g}\cdot\text{m}^{-3}$                                   |
|                          | 2000    | 80                  | 38   | 155  | 99.8%ile<br>112 $\mu\text{g}\cdot\text{m}^{-3}$                                   |
|                          | 2001    | 99                  | <b>42</b>  | 138  | 0   |
|                          | 2002    | 92                  | 40   | 149  | 0   |
|                          | 2003    | 98                  | <b>42</b>  | 155  | 0   |
|                          | 2004    | 98                  | 38   | 179  | 0   |
|                          | 2005    | 98                  | 36   | N/a  | 99.8%ile<br>119   |
| Imperial Avenue          | 1999    | 89                  | <b>75</b>  | 306  | 99.8%ile<br>231 $\mu\text{g}\cdot\text{m}^{-3}$                                   |
|                          | 2000    | 86                  | 40   | 147  | 0   |
|                          | 2001    | 95                  | <b>42</b>  | 155  | 0   |
|                          | 2002    | 92                  | 40   | 124  | 0   |
|                          | 2003    | 94                  | <b>54</b>  | 172  | 0   |
|                          | 2004    | 96                  | 33   | 140  | 0   |
|                          | 2005    | 99                  | 36   | N/a  | 99.8%ile<br>101   |
| Melton Road              | 1999    | 72                  | <b>63</b>  | 353  | 48  |
|                          | 2000    | 91                  | <b>57</b>  | 604  | 0   |
|                          | 2001    | 94                  | <b>61</b>  | 544  | 111   |
|                          | 2002    | 95                  | <b>69</b>  | 462  | 157   |
|                          | 2003    | 93                  | <b>63</b>  | 382  | 40  |
|                          | 2004    | 88                  | <b>50</b>  | 135  | 0   |
|                          | 2005    | 99                  | <b>52</b>  | 176  | 0   |
| St Matthews Way          | 2001    | 60                  | <b>61</b>  | 151  | 99.8%ile<br>137 $\mu\text{g}\cdot\text{m}^{-3}$                                   |
|                          | 2002    | 95                  | <b>63</b>  | 160  | 0   |
|                          | 2003    | 95                  | <b>65</b>  | 176  | 0   |
|                          | 2004    | 96                  | <b>60</b>  | 238  | 2   |
|                          | 2005    | 98                  | <b>52</b>  | N/a  | N/a   |
| Uppingham Road           | 2001    | 58                  | 38   | 109  | 99.8%ile<br>91 $\mu\text{g}\cdot\text{m}^{-3}$                                    |
|                          | 2002    | 95                  | 38   | 126  | 0   |
|                          | 2003    | 95                  | 40   | 139  | 0   |
|                          | 2004    | 90                  | 40   | 127  | 0   |
|                          | 2005    | 99                  | 35   | N/a  | 99.8%ile<br>110 $\mu\text{g}\cdot\text{m}^{-3}$                                   |
| Glenhills Way            | 1999    | 78                  | <b>69</b>  | 182  | 99.8%ile<br>151 $\mu\text{g}\cdot\text{m}^{-3}$                                   |
|                          | 2000    | 92                  | <b>63</b>  | 159  | 0   |
|                          | 2001    | 95                  | <b>63</b>  | 170  | 0   |
|                          | 2002    | 79                  | <b>61</b>  | 159  | 0   |
|                          | 2003    | 92                  | <b>71</b>  | 243  | 6   |
|                          | 2004    | 94                  | <b>67</b>  | 197  | 0   |
|                          | 2005    | 98                  | <b>57</b>  | N/a  | N/a   |

In column 6, 99.8<sup>th</sup> percentile values are given for years with an incomplete data series.

NO<sub>2</sub> values are expected to fluctuate from year to year due to variations in average weather conditions. However, as values at different sites do not necessarily fluctuate in the same direction in any given year, other factors must be operating. It must be recognised that the trends in NO<sub>2</sub> are long term, and must be measured over the decade to reveal significant trends. Inspection of the table above indicates that there is not a falling trend at all sites and no overall conclusion can be drawn at this time, although this is being kept under review.

### Objective 4.2: To reduce car trips to the city centre

Target 4.2: Return to 2001 peak hour (0800-0900) car trips to city centre by 2006/07 and a 1% decrease by 2010/11

#### Progress Towards Target:

| Year    | Number of car trips to city centre during AM peak (8-9am) | % change in number of trips compared to 2000/01 baseline |
|---------|---|--|
| 2000/01 | 4932  |  |
| 2001/02 | 4998  | 1.3% increase  |
| 2002/03 | 5090  | 3.2% increase  |
| 2003/04 | 5018  | 1.7% increase  |
| 2004/05 | 4513  | 8.5% decrease  |
| 2005/06 | 5042  | 1.8% increase  |

In 2004/05 there was a 8.5% decrease in car trips during the morning rush hour compared to 2000/01. This figure should be treated with caution as the survey was carried out on a day when snowfall reduced the number of vehicles entering the city centre. Other proxy indicators reported in the Local Transport Plan do suggest however that this indicator is on track.

Data for 2005/06 records an increase in trips of 1.8% above the 2000/01 levels. There is no overall trend over the period.

This indicator is no longer included in the next Local Transport Plan (LTP2). An amended EMAS target will be proposed which falls within LTP2.

### Objective 4.3: To reduce car journeys to schools.

Target 4.3: 25% reduction in the proportion of car journeys to schools with a Travel Plan by 2011

#### Progress Towards Target:

Baseline data was developed in 2003/4 using schools that have developed a Travel Plan.

| Year    | % of journeys to school by car |
|---------|--------------------------------|
| 2003/04 | 41.5                           |
| 2004/05 | 35.9                           |
| 2005/06 | 37.5%                          |

In 2004/05 the percentage of students arriving at school by car had reduced to 35.9% (from 41.5 % the previous year). The figures indicate that good progress has been made towards this target. There has been a 4.8 % increase in the percentage of children walking to school and 0.7% increase in bus use. There was little change in cycling usage but the sample of schools is entirely drawn from primary schools where cycling is a less significant mode of transport for students.

During 2005/06, 37.5% of journeys to school at schools with travel plans were made by car. This was slightly higher than the 2004/05 figure of 35.9%. The target for 2010/11 is 31% so despite the slight increase we are still on track.

This indicator is likely to be redefined by the Department for Transport during the Local Transport Plan 2 period, and this will form the basis for an amended EMAS target.



## Significant effect: 5. The council's waste

### Objective 5.1: Reduce the amount of council waste going to landfill

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|--|
| Revised Target 5.1: 40% of council office waste to be recycled or composted by 2005/06 |
|--|

#### Progress Towards Target:

**1997/98** Data started to be collected on the total waste arisings of the new unitary authority - a questionnaire was sent out to all buildings

**1998/99** Results of the questionnaire were nearly complete

**1999/00** The Waste Audit was completed in July 2000. This piece of work was a scoping exercise in preparation for letting the new contract in 2001 and did not aim to collect quantitative data on recycling.

**2000/01** Preparation of the corporate waste contract continued.

**2001/02** Corporate waste contract has been prepared and awarded and will commence in April 2003.

**2002/03** The corporate waste contract is now operational but the recycling dimension still needs to be developed. Existing contracts with waste management companies are being cancelled and all city council buildings shall be using the corporate contract by August 2004. Trials of a recycling scheme involving the separation of paper will start early in 2004 with the residual waste going to the waste management facility at Bursom Business Park when it becomes operational in July 2004. Baseline data will be available for 2004/05 although this will be an estimate using information from the first group of buildings to use the recycling scheme.

**2003/04** The majority of city council buildings are now incorporated into the corporate waste management contract and a paper recycling scheme is being developed. Staff are also requested to deposit glass in glass banks as appropriate. The residual waste contained within office waste bins will be sent to Bursom Recycling facility when it becomes fully operational.

**2004/05** A pilot paper recycling scheme has been introduced on to two floors of New Walk Centre and initial findings have been very positive. Data is being collected about the quantities being diverted from landfill.

**2005/06** During the summer of 2005 the pilot paper recycling scheme was expanded to the whole of New Walk Centre. Plans to expand the scheme into other CLABS buildings during 05/06 were delayed due to the building cleaning contract coming back "in-house". The collection of data on the amount of residual office waste going to landfill was complicated by the costs involved in operating a separate vehicle specifically for council buildings. It did not prove commercially viable council waste was collected alongside trade waste in the same vehicle.

## Significant effect: 6 Waste from Leicester (including household, construction and other trade waste)

### Objective 6.1: Increase recycling of household waste

Revised Target 6.1: 40% of household waste collected in **2006/07** to be recycled or composted

| Year    | Recycling rate <sup>8</sup>          |
|---------|--------------------------------------|
| 1997/98 | 10.3%                                |
| 1998/99 | 9.62%                                |
| 1999/00 | 10.5%                                |
| 2000/01 | 13.7%                                |
| 2001/02 | 10.7%                                |
| 2002/03 | 11.6%                                |
| 2003/04 | 12.75% (14.7% recycled & composted)  |
| 2004/05 | 13.59% (17.97% recycled & composted) |
| 2005/06 | 27.14%                               |

<sup>8</sup>These figures include material collected from the kerbside collection round, the bring sites, litter from streets and composting.

#### Progress Towards Target:

In 2004/2005 the Council recycled 13.59% of household waste, an improvement on the previous year (12.75% in 2003/4).

During 2004/5 a fire at the Bursom waste processing plant meant the plant was not operating for a period and this reduced the anticipated level of recycling and composting. For 04/05, 93% of residents could access a kerbside recycling service of either green boxes or green bags. The remainder are predominantly flats and a project commenced to identify those flats that can have communal recycling facilities.

In 05/06, the recycling rate doubled from 13.59% in 04/05 to 27.14%. Although this means that the 05/06 target of recycling or composting 40% of household waste in the City was not achieved the recycling/composting rate doubled during 05/06 despite the waste processing plant only running at 50% capacity (full operation expected from October 2006). In addition, another 10.64% of the household waste was recovered for fuel. Finally, during 05/06 the % of residents that could access a kerbside recycling service of either green boxes or green bags increased from 93% in 04/05 to 95%.

It is proposed to extend the target period by a further year.

### Objective 6.2: Reduce the amount of construction waste going to landfill

Target 6.2: to be developed for construction waste\*

\* Consists of any waste that arises from the construction, repairs, maintenance and demolition of buildings structures and highways.

#### Progress Towards Target:

**2003/04** £250,000 of Neighbourhood Renewal Funding was secured by Environ (now Groundwork) to establish a construction waste recycling facility in Leicester, and an investigation into suitable sites was undertaken.

**2004/05** Preparatory work was carried out on a planning application for a construction and demolition waste recycling site at Enderby.

**2005/06** Due to the concerns of local residents about the proposed location of the construction and demolition waste recycling site in Enderby and the distance from the city, preparatory work was carried out on a planning application for a second site at Sunningdale Road in the City.

## Significant effect: 7. The council's use of water

### Objective 7.1: Reduce potable water use in council buildings (including previous objective for greywater)

Target 7.1: 5% reduction of 2000/01 levels by 2005/06 (includes previous target on greywater as specific area of action)

#### Progress Towards Target:

| Year    | Cubic metres water used | % reduction on 2000 level          |
|---------|-------------------------|------------------------------------|
| 1997/98 | 238,819                 | n/r                                |
| 1998/99 | 214,917                 | n/r                                |
| 1999/00 | 261,154                 | n/r                                |
| 2000/01 | 227,323                 | n/r                                |
| 2001/02 | 234,052                 | 2.9% increase (if 00/01 base year) |
| 2002/03 | 238,701                 | 5.0% increase                      |
| 2003/04 | 209,658                 | 10.7% decrease                     |
| 2004/05 | 206,072                 | 11.9% decrease                     |
| 2005/06 | 271,583                 | 31.8% increase                     |

To achieve the target an annual 1% decrease is needed. Intelligent metering has been reporting significant savings over the previous two statement periods, despite the opening of new facilities, such as Braunstone Leisure Centre.

The apparent dramatic increase in the current figure is an anomaly that requires further investigation. In future the possibility of normalising the data to take account of numbers of people should be investigated.

A further water-saving target is not recommended until this investigation is complete.

## Significant effect: 8. Council use of paper

### Objective 8.1: Reduce the quantity of paper used

Target 8.1: 5% reduction in the quantity of paper purchased in 2000/01, by 2003/04

#### Progress Towards Target:

In 2004/05 38,365,000 sheets of paper were purchased by Creativity Works for the authority. However, difficulties with the collection of accurate monitoring information in relation to out-sourced documents and paper meant that accurate data was not available for the monitoring period. Therefore it is not possible to assess whether the target has been achieved. Until this issue has been resolved the target will not be rolled forward.

### Objective 8.2: Increase the use of recycled paper

Target 8.2: 98% of paper purchased in 2003/04 to be 100% recycled post consumer waste

Paper purchased by Creativity Works:

| Year    | % of paper from 100% recycled |
|---------|-------------------------------|
| 1997/98 | 88%                           |
| 1998/99 | 89.9                          |
| 1999/00 | 94.8%                         |
| 2000/01 | Not available                 |
| 2001/02 | Not available                 |
| 2002/03 | Not available                 |
| 2003/04 | 97.2%                         |
| 2004/05 | 95.4%                         |

#### Progress Towards Target:

Difficulties with the collection of accurate monitoring information in relation to out-sourced documents and paper have continued despite an awareness raising campaign. However, 95.4% of paper purchased by Creativity Works was 100% post consumer waste paper. This represents a slight decrease on 2003/04. Until this issue has been resolved the target will not be rolled forward.

## **Significant effect: 9 The quality of the natural environment on council-owned land**

### **Objective 9.1: To ensure that key aspects of the natural environment on council-owned land are sustainably managed.**

Target 9.1: To ensure key aspects of the natural environment on council-owned land are sustainably managed through the implementation and monitoring of site-specific management plans – Target to be further developed

#### **Parks and Open Spaces**

##### **Progress Towards Target:**

**97/98** the standard format for management plans was developed and approved and the total number of plans identified as 70, covering 190 sites.

**98/99** the management plan for Castle Gardens was completed.

**99/00** the management plan for Castle Hill Park was completed in draft: it is currently awaiting consultation. Management data is now in place for all sites.

**00/01** Management data was collected for all parks and open spaces and a programme was developed to ensure the plans are completed by 2005.

**01/02** In December 2001 a team of three officers was established, dedicated to producing management plans for parks and open spaces.

**02/03** At the end of the financial year a total of ten plans had been completed with another ten in progress. The total of approximately 80 plans should be complete by 2005.

**03/04** A total of 47 plans were completed, with another 34 parks and open space management plans still to be completed by December 2005. This represents progress towards the target.

**04/05** A total of 53 management are complete and another 13 are planned to be completed in 05/06. The number of plans being produced has reduced from 84 to 66; with sites being brought together to form 'area' plans and some sites such as allotments have been excluded as they are dealt with as part of the allotment strategy.

**05/06** With the exception of eight management plans, which relate to newly adopted or developing sites, the target of having management plans to cover all of the City Council's managed open space has been met.

#### **Trees and Woodland**

##### **Progress Towards Target:**

**97/98** the standard format for management plans was developed and approved. 2 new officers started in post and produced 3 Arts and Leisure Open Spaces plans and 5 street plans.

**98/99** 15 Open Space plans and 67 street plans were completed. A priority action plan was completed for tree management within Housing, Education, Social Services, Property Services and Museums.

**99/00** 7 open spaces plans and 72 street tree plans were completed.

**00/01** Baseline data for Tree Management Plans for 27 Parks and 54 highways were completed.

**01/02** Baseline data for tree management plans for 251 sites including 22 parks and 128 highways were collected.

**02/03** Baseline data collected for additional 117 sites including two parks and 86 highways. This was lower than the previous year due to the storm of October 2002. Over 300 sites were damaged costing approximately £140,000 from a total of £226,000 for emergency spending over the whole year.

**03/04** Management information was collected on 65 sites, comprising of 51 highways, 4 parks, 4 housing estates, 3 museum sites, 2 schools, and part of the Riverside.

**04/05** Data has been collected for 25 schools, 3 park sites, 1 cemetery 1 museum and 68 highways.

**05/06** In 2005/06 surveys were completed for 4 parks, 72 highways, 3 schools, 10 public housing neighbourhoods. Surveys are carried out by service area. Social Care and Health and Education site surveys are completed, as are Highways surveys. The majority of outstanding surveys are those required for parks and it is estimated these will be completed in 2010.

## Riverside

### Progress Towards Target:

**97/98** The standard format for management plans was developed and approved in conjunction with Arts and Leisure.

**98/99** A programme for the production of a Riverside Park Strategy was prepared. This will then be used as the basis for developing management plans. Interim management responsibilities for the park were agreed.

**99/00** A strategy for the Riverside Park was produced by consultants and approved by members as a basis for further action. Progress was hampered by the departure of the Riverside Development Officer (May 2000) and the subsequent freezing of this post.

**00/01** Approval was given to recruit a Riverside Development Officer and a draft 'summary' Riverside Strategy was completed for consultation. Ongoing capital improvement works were carried out.

**01/02** A Riverside Development Officer was appointed in June 2001. A consultation exercise on the draft Riverside Strategy was undertaken. The adoption of the final strategy was postponed due to the impact of the LRC Masterplan and CLLP development. The programme of capital improvement works continued.

**02/03** Management Plans for priority ponds and wetlands and scrub and woodland at Aylestone Meadows have been completed as working drafts, and implementation of these plans has now commenced. Information gathering has also commenced to help develop an overall Riverside Management Plan. Furthermore, riverside strategic and management information has been fed into the Leicester Regeneration Company Masterplan process and riverside capital and revenue programmes have continued to help sustain riverside sites.

**03/04** Continued implementation of wetland and woodland management plans at Aylestone meadows local nature reserve; Improvements to access, open space, wildlife sites, and grazing land also carried out. Plans developed for further improvement schemes. Volunteer involvement for Riverside management and development continued as part of the programme.

**04/05** There has been continued implementation of wetland and woodland management plans at Aylestone Meadows Local Nature Reserve and improvements to access, open space, wildlife sites and grazing land carried out through Riverside capital and revenue programmes. A Capital Programme bid for 2005-8 has been developed. The Greenlife boat project continues to sustain a high profile Riverside Clean-up programme and volunteer involvement for Riverside management and development continued.

**05/06** A Riverside capital programme for 2005/08 has been approved for improvements to access, landscape, wildlife sites and grazing land at Aylestone Meadows Local Nature Reserve. Continued implementation of wetland and woodland management plans including volunteer involvement has continued as part of the programme. The Riverside Clean-up programme and volunteer involvement in Riverside management through the Green Life boat project continues. The overall management plan for the Riverside has been put on hold pending changes to the way the Riverside is being managed.

### Objective 9.2: Ensure prime ecological sites are retained

|  |
|--|
| Target 9.2: The area of land covered by council-owned SINC* sites to be maintained at 1999 level and managed according to their schedules. |
|--|

\*Sites of importance for nature conservation

### Progress Towards target:

**97/98** It was estimated that Leicester City Council owned 818 hectares of land of highest ecological value (A and A\* in the Leicester Habitat Survey) However, this figure was not declared in the public statement as there were concerns over its accuracy. The important step of identifying land-ownership of our A and A\* sites was completed. All A and A\* sites were marked on the council's land ownership records and identified in the computer database.

**98/99** The area of A and A\* sites remained unchanged. However, no further work was undertaken to improve the accuracy of the baseline figure due to the review of the whole Habitat Survey.

**99/00** Again, the area of A and A\* sites remains unchanged.

**00/01** The wording of the target was amended to reflect the new monitoring of the SINC system.

**01/02** The Biodiversity Site Alert Map was approved by Members (though its inclusion in the Local Plan). 12 SINC sites were monitored against their schedule. SINC enhancement work was carried out at Watermead and Kirby Frith.

**02/03** Out of 34 sites monitored in 2001 and 2002, four sites improved in value and 16 experienced no overall change. Eleven SINCS showed slight decline, one suffered moderate decline and one suffered a serious decline in value in 2001 with partial loss. One SINC was completely lost in 2002. Overall there has been a decline in the quality and quantity of SINCS, representing a move away from the target.

**03/04** There were 31 SINCS in 2003, although only 30 could be monitored as access to one was not possible. Out of the 30 monitored, four sites improved in value and 16 experienced no overall change. Ten of the remaining SINCS experienced slight damage or decline. This represents a move away from the target.

**04/05** Baseline data has now been collated on the overall amount of Council-owned land designated at SINCS. There are 30 SINCS in Leicester covering 517 hectares. The Council owns 21 of these and part owns 3, covering a total of 351 hectares. Because of staff vacancies the condition survey has not been carried out. Several SINCS have improved through positive management and it is known that one has been seriously damaged (as a result of the construction of the Victoria Road East Extension).

**05/06** There was no loss of, or severe damage to, SINCS during 2005/06. Due to other priorities the information on the condition of SINCS in 2005/6 has not been collected. Improvement works to SINCS and LNRs during 05/06 included:

- Improvements to habitats at the Tern Island and woodland at Watermead SINC and LNR
- Woodland management at Highway Spinney SINC and Knighton Spinney SINC/LNR
- Interpretation, signs and entrance improvements at Knighton Spinney SINC/LNR
- Fencing works at Goss Meadows SINC/LNR to improve grazing for nature conservation
- Access improvements to Rally Bank LNR, Humberstone Park
- Survey of ponds at Evington Park SINC confirmed that Great Crested Newts still present

### **Objective 9.3: Develop measurable indicators of ecological quality**

|   |
|---|
| Target 9.3 Proposed for Deletion: Completion of the first phase of habitat monitoring programme by 2010 |
|---|

#### **Progress Towards Target:**

**98/99** No further work was carried out until the review of the Habitat Survey was completed.

**99/00** A new monitoring system was developed to monitor grassland SINC sites to safeguard against loss of wildlife interest. 1999-00 was really a period of familiarisation with the system but 5 sites were completed during the year. A timescale was established for completing Phase 1 and Phase 2 Habitat Surveys and for establishing an Environmental Records Database.

**00/01** Developmental work on the Biological Records Centre continued and a recording package was installed at New Walk Museum and at Environ.

**01/02** Little progress due to loss of lead officer on the project. There were also problems with gaining access to land to carry out survey work because of the foot and mouth crisis. Extra monitoring work will take place over future years to ensure that the target is met.

**02/03** There has been no progress towards this target due to a lack of officer in post. A recruitment process will commence in January 2004.

**03/04** There was a departmental recruitment freeze during 2003/04, meaning that there has been no officer in post.

**04/05** There has still been no progress on this target due to a lack of officer in post.

**05/06** Due to restrictions on resources, this target has never progressed. There is some duplication with target 9.2. It is therefore proposed for deletion.

## Significant effect: 10. The use of the council's own land

### Objective 10: Ensure that the council continues to provide Leicester people with accessible green space.

Target 10.1: Publicly accessible green space covers at least as much land in 2020/21 as it did in 1994 (863 hectares)

#### Progress Towards Target:

| Year    | Hectares |
|---------|----------|
| 1997/98 | 875      |
| 1998/99 | 874.5    |
| 1999/00 | 876.5    |
| 2000/01 | 875.8    |
| 2001/02 | 875.9    |
| 2002/03 | 878      |
| 2003/04 | 903.1    |
| 2004/05 | 903.4    |
| 2005/06 | 906.88   |

**97/98**, Leicester City Council owned 875 ha of publicly accessible green space. (There were still a few discrepancies to resolve with this figure. The figure excluded all housing estate land. Most of this land is not publicly accessible and so falls outside the scope of the target. However further work needed to be carried out to investigate housing land in more detail. )

**98/99** 0.5ha of publicly open space was lost due to the sale of Kirby Frith.

**99/00** 1.973 hectares of public open space was gained mainly due to the development of Bede Island Park

**00/01** The area decreased by 0.69 hectares due to land being sold for the Belgrave Baheno Community Centre in Belgrave.

**01/02** There was a net increase of 0.17 hectares to 875.95 hectares. Whilst land was sold at Willow Street, a new open space was acquired at Elm Tree Close and Hazeldene Road. Several sites have been identified in the Allotments Strategy with potential for publicly accessible open space.

**02/03** There has been an increase of 2.1 hectares to 878 hectares due to increases in public space at Martin Square and Groby Road.

**03/04** There were no council disposals of publicly owned green space during this period, A further 25.1 hectares were acquired (Hamilton Park and Greenways from Capital Trust), taking the total amount to 903.1 hectares. This exceeds the target.

**04/05** Two new areas of publicly accessible open space were created at Riverside Walk, Aylestone (1471 sq metres) and at St. Davids Road, Kirby Frith (1092 sq metres). There were no disposals of Council land that resulted in the loss of publicly accessible green space.

**05/06** There were no disposals of Council land that resulted in the loss of publicly accessible green space. However there was one acquisition of land totaling 3.48 hectares at Victoria Road East that will be used for publicly accessible green space.



## Significant effect 11. Quality of Leicester's built environment

### Objective 11.1: To create a sustainable built environment

**New Target** 11.1: All planning applications for major developments, to apply the City of Leicester Local Plan Policy BE16 with respect to the generation of on-site renewable energy (100% compliance in 2007/8)

#### Progress Towards Target:

**2004/05** Funding for the Leicester Better Buildings project was secured and a project manager was appointed in October 2004. The post holder has started working with developers to encourage the effective implementation of the Better Buildings guidance.

**2005/06** In December 2005, a new local plan policy was adopted with respect to renewable energy (BE16). The Leicester Better Buildings project officer focused attention on supporting developers to apply this new policy for major planning applications. In addition, planners were given a training session on renewable energy as part of their CPD programme. A tendering process took place to secure a partner for the Building Schools for the Future Programme. The successful partner will be required to build new schools to BREEAM excellent standards and environmental criteria formed part of the selection process.

It has proved difficult to develop a target around the Better Buildings guidance. Instead the council will receive a report at Climate Change Sub Group that asks members to consider the adoption of an externally audited standard such as BREEAM. A target would follow from the introduction of this standard. An interim target is proposed which will monitor compliance with the new planning policy on renewable energy.

## Significant effect 12. Street cleanliness within Leicester

### Objective 12.1: To improve the cleanliness of the City Centre

**Target 12.1:** Less than 15% of relevant land and highways in the city centre to have combined deposits of litter and detritus that fall below an acceptable level by 2006/07.

#### Progress Towards Target:

| Year                       | Cleaning Index |
|----------------------------|----------------|
| 2001/02                    | 69%            |
| 2002/03                    | 75%            |
| 2003/04                    | 85.6%          |
| 2004/05                    | 83.0%          |
| Introduction of new target |                |
| 2005/06                    | 11%            |

The street cleanliness target for the city centre was achieved two years ahead of schedule, and in 2003/04 exceeded it by 10.6%. The index remained at a high level during 2004/05 ensuring that this target was exceeded.

A new target was proposed for 2005/06 to reflect BVPI199, which sets a target that no more than 25% of streets should fail a street cleanliness inspection. Our EMAS target was set at no more than 15% of streets to fail, by 2006/7 when the target will be reviewed again.

During 2005/06, only 11% of streets in the city centre failed a street cleanliness inspection. The new target of 15% has therefore been achieved a year early.

## Significant effect 13. Education and awareness raising

### Objective 13.1: To improve awareness of environmental issues amongst Leicester residents

**New Target 13.1:** To increase the percentage of residents taking five or more actions to protect the environment from a list of ten actions included in the 2005 Leicester Residents Survey (from 25% in 2005 to 30% in 2007)

#### Progress Towards Target:

In the 2005 Leicester Residents Survey, 25% of the respondents stated that they took five or more of the ten actions listed in the table below. The table also lists the % of respondents taking each of the individual actions.

This indicator is intended as a proxy for the level of environmental awareness amongst Leicester residents. It is assumed that people are more likely to take action if their level of awareness is higher or their level of awareness will increase if they take action as a result of some other influence on behaviour (eg. the introduction of a charge to drive into the city centre, the introduction of a mandatory recycling scheme etc).

The value of this indicator will inevitably also be influenced by activities not included in the EMAS action programme, both local and national (eg. new legislation, government policy, media coverage of environmental issues etc).

| Action undertaking                              | Percentage of respondents |
|---|---------------------------|
| Insulating home                                 | 42                        |
| Signing up to green energy contract             | 2                         |
| Switching off lights/appliances when not in use | 82                        |
| Recycling waste                                 | 66                        |
| Making garden greener                           | 29                        |
| Using alternatives to car                       | 52                        |
| Composting                                      | 11                        |
| Travelling by plane less                        | 5                         |
| Buying locally made goods                       | 15                        |
| Saving water                                    | 44                        |