

CABINET

5 June 2014

ROUTE MAP FOR A LOW CARBON ECONOMY

REPORT OF ASSISTANT DIRECTOR FOR ECONOMY & COMMUNITIES

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RECENT REFERENCES:

[PHD451](#) – Route Map for a Low Carbon Economy (draft, published January 2013)

EXECUTIVE SUMMARY:

In January 2012, Council approved the Change Plans for 2012/13 ([CL74](#) – Adoption of Change Plans 2012/13, refers). These included the commissioning of “a detailed and costed road map for delivery of the District’s 30% carbon reduction objective and associated creation of a green economy”.

This work has been completed, as set out in the body of the Report. Members are now asked to endorse the *Route Map for a Low Carbon Economy* which is the result of that commission, and which can be found at Appendix 1.

RECOMMENDATIONS:

1. That the three objectives of the Route Map set out in paragraph 4.3 be approved, and that the summary Route Map attached at Appendix 1 be endorsed, recognising that greater detail exists in the consultants’ comprehensive report which can be found in the Background Reading section of this Report.

2. That the objective of investing Council resources in the creation of a low carbon economy be taken into account by Cabinet in allocating budgets as part of the corporate planning cycle.
3. That the action plan be referred to by Portfolio Holders in developing their own annual Plans with Heads of Team each year to ensure that - where they can be resourced - the relevant actions are implemented in support of the wider delivery of Community Strategy outcomes.
4. That accountability for delivery of the Route Map be delegated to the Portfolio Holder for Economic Development, working with Cabinet colleagues.
5. That a review of progress against the Route Map action plan be returned to The Overview and Scrutiny Committee in 12 months' time.

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DETAIL:

1 Introduction

- 1.1 In January 2014, Portfolio Holder Decision Notice [PHD451](#) (Route Map for a Low Carbon Economy) was published. It was not signed off as a number of Members objected to the proposed Route Map which formed Appendix 1 to that Notice, and requested that the matter be brought to Cabinet.
- 1.2 This Report serves to remind Members of the content of that report, but the Route Map itself has been reviewed and updated in response to the concerns raised earlier in the year. Comments received by officers emphasised the need to make the Route Map more specific on issues such as timing and resources, in order to enable effective monitoring of its delivery.
- 1.3 Members are asked to consider the improvements, reflected in the revised Route Map at Appendix 1, and, subject to this consideration, to endorse the Route Map.

2 Development of the Route Map

- 2.1 In January 2012, Council approved the Change Plans for 2012/13 ([CL74](#) - Adoption of Change Plans 2012/13, refers). These included the commissioning of “a detailed and costed road map for delivery of the District’s 30% carbon reduction objective and associated creation of a green economy”.
- 2.2 During the course of the last financial year, a commission was advertised and awarded through a competitive process to consultancy CAG in association with Roger Tym and Partners. The specification required them to:

“provide a blueprint for the future development of a vibrant low carbon economy within the district, with the aim of creating additional employment and inward investment, and delivering the Council’s target of a 30% reduction in greenhouse gas emissions between 2004 and the end of the financial year 2015/2016.”
- 2.3 Following a thorough programme of research, dialogue with stakeholder organisations and debate within the District’s Climate Change Programme Board, the consultants delivered a final document which included a

recommended delivery programme. The actions in the programme were specifically intended for the Council, rather than for stakeholder organisations. They took into account the current climate of constrained public spending, but also reviewed some of the financing opportunities now available for low carbon developments. Topics covered include low carbon leadership, skills, enterprise development, renewables and procurement.

- 2.4 The scope of the commission deliberately excluded transport, as largely outside the control of the City Council. This is however being addressed through the Winchester District Transport Working Party, whose terms of reference are being revised to focus more closely on Council priorities, including low carbon.
- 2.5 The commission also excluded general carbon reduction measures such as behaviour change, which does not have a direct bearing on the local economy. However, these matters are being addressed by the joint Low Carbon Board for the Winchester District. A separate behaviour change commission was issued to WinACC in 2013/14 and the results of this are now being evaluated with a possible second year of funding to follow. Moreover, the Carbon Smart Winchester initiative for business has seen low carbon accreditation achieved by well over 100 businesses across the District over the past year.
- 2.6 CAG concluded that their proposed Route Map (“an ambitious but achievable agenda”) could generate 400-450 additional jobs, an increase of 10-20% in employment in the green business sector. Half these jobs would be in domestic energy efficiency, involving the roll-out of new technologies for energy efficiency such as solid wall insulation.
- 2.7 The Route Map proposals are estimated to save about 150 kilo-tonnes (kt) of CO₂ per year by about 2020, equivalent to about half of the 30% reduction target. These figures are based on annual reports produced by the research group of Winchester Action on Climate Change. (The most recent version can be found [here](#).)
- 2.8 CAG suggests that energy efficiency, in both the domestic and commercial/industrial sectors, is the most effective way to create jobs and cut carbon emissions within the scope of the study. Other major contributors to employment in the district would be solar photovoltaics, renewable heat technologies, biomass and anaerobic digestion/biomass.

3 The Role of the Council in Promoting a Low Carbon Economy

- 3.1 Feedback from stakeholder organisations indicated that they would like to see greater leadership from the Council in this area. There are increasing numbers of willing partners, ranging from the Local Enterprise Partnerships and Sparsholt College to Hampshire County Council.

- 3.2 A Member Briefing on the Low Carbon Economy earlier this year also showed that Councillors are increasingly keen to see action in support of carbon reduction, particularly where there are economic benefits to the community. There was a keen wish to see exemplar developments led by the Council that would inspire others.
- 3.3 At a time when economic prosperity is high on the Council's priorities, it is logical to combine these significant opportunities for economic development with a public wish to address climate change.
- 4 About the Route Map
- 4.1 The process of compiling the Route Map has been an iterative one, and various options have been considered and rejected – or included. The consultants were asked to evaluate options based on return on investment (or effort), along with the relevance for action at a District level.
- 4.2 The full Route Map supplied by the consultants is a comprehensive document and can be found in the Background Reading section of this Report. Individual chapters benefited from knowledgeable stakeholders in each field. However, in order to ensure that it forms the basis of pragmatic and affordable actions in Council plans, a summarised version has been produced. The summary Route Map is attached to this Report at Appendix 1.
- 4.3 The action plan has three clear objectives as follows:
- i) To provide low carbon leadership and support the growth of the green business sector;
 - ii) To increase external investment in renewable energy and energy-saving measures;
 - iii) To invest Council resources in the creation of a low carbon economy
- 4.4 It is therefore proposed that Portfolio Holders draw on the Route Map during the corporate planning cycle each year, where actions can be delivered from within existing resources.

OTHER CONSIDERATIONS:

5 COMMUNITY STRATEGY AND PORTFOLIO PLANS (RELEVANCE TO):

- 5.1 Climate change is a cross-cutting issue, affecting people, places and prosperity – the corner-stones of the Council's Community Strategy. This Route Map has been written in a way that not only supports the Council's aspirations to reduce carbon emissions across the District. It also provides a mechanism to grow the low carbon economy, which directly supports the Economic Prosperity outcome of the Winchester District Community Strategy.

6 RESOURCE IMPLICATIONS:

- 6.1 A number of the actions in the Route Map can be taken forward using existing Council resources, subject to any further budget reductions over coming years. These include work around leadership, branding, information sharing and the refocusing of existing work (such as the Carbon Smart accreditation programme).
- 6.2 The bigger projects – such as energy efficiency investments in Council housing stock – would require greater capital investment. Any such projects would therefore be brought to Cabinet for consideration on a case by case basis in the usual way. However, it is likely that a number of these could be integrated into asset management work already identified in Council plans, to be funded the General Fund and/or Housing Revenue Account.
- 6.3 In addition, stakeholders advised that significant capital investment could come from the private sector, given appropriate opportunities. Such opportunities would be identified in consultation with colleagues from the Development Management, to ensure they were likely to be supported in planning policy terms. Officers are currently exploring the potential for raising awareness of investment opportunities, which could bring positive carbon reduction initiatives in exchange simply for the Council's support, facilitation and leadership. Again, any such individual proposals would come to Members for further consideration on their own merits.

BACKGROUND DOCUMENTS:

Detailed Route Map produced by CAG Consultants

How to achieve a lower carbon Winchester District: targets and sample action plans

APPENDICES:

Appendix 1 – Route Map for a Low Carbon Economy

Appendix 2 – Summary of Member Feedback to Portfolio Holder Decision Notice PHD451



A Low Carbon Route Map for Winchester District

2014 – 2017

A report for Winchester District Council from CAG
Consultants in association with Roger Tym & Partners

Summarised Version

Executive Summary

Background and scope of study

The Low Carbon Route Map was commissioned by Winchester City Council with the aim that it should:

"provide a blueprint for the future development of a vibrant low carbon economy within the district, with the aim of creating additional employment and inward investment, and delivering the Council's target of a 30% reduction in greenhouse gas emissions between 2004 and the end of the financial year 2015/2016."

There is broad recognition of the need for the UK to move towards a low carbon economy. Whilst mitigating climate change is the primary agenda for some, others believe that the need to ensure stable, affordable, future energy sources is essential to the UK's long-term prosperity. The evidence suggests that both views are correct.

Action on this agenda also brings the promise of economic opportunity and jobs. The growth of the green economy has been one of the few sources of optimism amidst the economic gloom of recent years.

The route map was commissioned to assist Winchester City Council to achieve against its twin ambitions of reducing greenhouse gas emissions and generating new economic activity within the district. It is important to note the scope of the study was restricted to the identification of opportunities to secure reductions in CO₂ emissions only; so other greenhouse gas emissions were not considered. Also, consideration of transport (responsible for 46% of the district's CO₂ emissions) was excluded from the brief.

Overview of findings

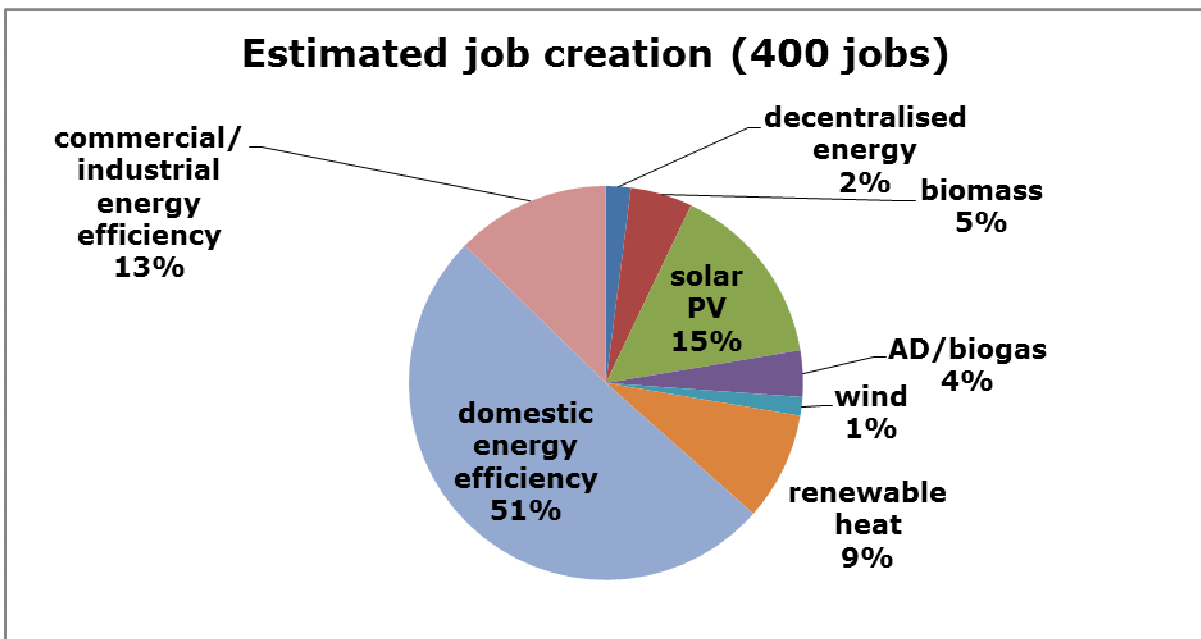
We estimate that the current scale of the Low Carbon and Environmental Goods and Services (LCEGS) sector in Winchester is 1.6% - 3.2% of current employment, representing 2,400 - 4,700 jobs. The higher figure is based on the definition of LCEGS employment adopted by the Department of Business, Industry and Skills, comprising jobs in the Environment, Renewable Energy and Low Carbon sectors. We think this would be an upper estimate as not all those sectors would be wholly engaged in the LCEGS sector. At a minimum we would estimate 50% of activity in these sectors would be primarily LCEGS, so we have given the range as 2,400-4,700 jobs.

The route map presents opportunities for growth in a range of low carbon and environmental sectors. Specific actions are recommended, by Winchester City Council and its partners, across twelve opportunity areas:

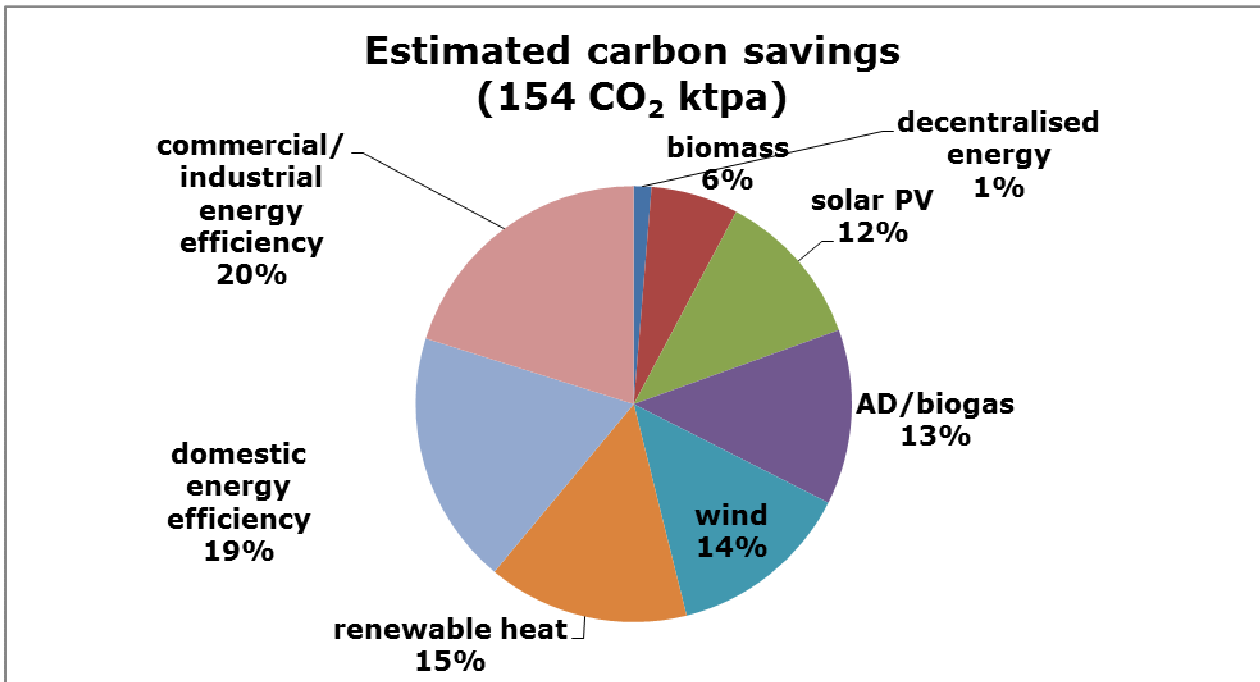
- Public sector carbon management
- Green procurement

- Business engagement
- Low carbon and green skills
- Low carbon economic development
- Domestic energy efficiency
- Decentralised energy
- Biomass
- Biogas (including Anaerobic Digestion – AD)
- Solar photovoltaics
- Windpower
- Renewable heat (heat pumps and solar thermal)

If fully implemented, we estimate that the route map proposals could generate 400-450 additional jobs, representing an increase of between 10-20% in LCEGS employment. As shown in the pie chart below, around half of these jobs are predicted to be in domestic energy efficiency, involving the roll-out of new technologies for energy efficiency such as solid wall insulation.



The route map proposals are estimated to save about 150 kilo-tonnes (kt) of CO₂ per year by about 2020. While there would be greater scope for savings on technical grounds, our estimates are based on an ambitious but achievable agenda. This is lower than Winchester City Council’s target of reducing CO₂ emissions to 30% below 2004 levels by 2015, which requires a saving of 208kt per year district-wide. But, as noted above, the route map savings do not include the transport sector which is a major source of emissions in the district. If action to reduce transport emissions were included, we estimate that Winchester’s carbon saving’s target would be broadly achievable by 2020, but not by 2015.



Key messages

Successful realisation of the economic and carbon saving opportunities presented in the route map will require several key issues to be grasped:

- **The challenge of change:** this is a recurring theme in the route map, whether it is persuading home owners to take up the Green Deal, securing business engagement in energy efficiency, getting local communities to accept change in the landscape or convincing business managers of the value of innovative financial and performance mechanisms. The route map will not be realised unless due recognition is given to identifying, and addressing, the barriers to change.
- **Leadership is critical:** there is a clear need for leadership on this agenda. This should be demonstrated both by public advocacy, and through the development of practical action, and should be complemented by clear and consistent messaging.
- **Building strategic partnerships:** delivering the route map will require the Council to develop closer relationships with the district's most significant economic actors, with neighbouring authorities, with the two Local Economic Partnerships (the Solent and Enterprise M3 LEPs), and other strategic stakeholders such as the Hampshire Chamber of Commerce and the Forestry Commission.
- **Rapid action on energy efficiency:** if future greenhouse gas emission targets are to be achieved, and energy security assured, rapid action needs to be taken to improve energy efficiency in the commercial and domestic sectors. This is the most

cost effective option, offering the most opportunity for creating jobs and, in general, lower adverse impacts than alternative low carbon measures.

- **Winchester as a rural low carbon hub?** Exploiting the district's potential for wood energy and anaerobic digestion provides a clear opportunity to secure jobs, inward investment and low carbon sources of energy, and heat. But more substantial benefits could accrue through the development of the district as a rural low carbon skills and technology hub. The presence of Sparsholt College, and the district's strong links with the wider rural economy, taken together with the low carbon aspirations of the Solent LEP provide Winchester with an almost unique opportunity to position itself as a key player in the development of the low carbon economy in the south- east.

Outcomes for the Winchester District

The twin outcomes of the Route Map, as part of a wider programme of carbon reduction initiatives facilitated by the Council, are as follows:

1. Carbon emissions have reduced reduce year on year, making a measurable contribution to the overall reduction targets set for the Winchester District;

Performance indicator: actions from the Route Map save 154 CO₂ ktpa

2. Businesses from low carbon sectors (ie making products, servicing/installing products, providing consultancy and research or otherwise directly involved in low carbon business) are increasing in number across the District and employing more local people.

Performance indicator: actions from the Route Map produce 400 new jobs by 2017.

Early actions

Examples of early actions recommended in the route map are that Winchester City Council should:

- Expand the Climate Change programme board to include representation from the business and higher education community;
- Develop a district brand for low carbon activity;
- Refine the targeting of existing support (eg Carbon Smart)
- Examine the feasibility of using biomass or other low carbon technologies in current planned developments;
- Work with strategic partners to develop a co-ordinated approach to funding opportunities (eg Intelligent Energy Europe).

Action Plan

1. To provide low carbon leadership and support the growth of the green business sector

Actions	Cost (est.)	Timing
1. Commit the City Council to low carbon leadership.	Within current resources	Q3 2013/14
2. Identify and target the organisations, both public and private sector, which have the largest CO ₂ emissions in the District and encourage them to work collaboratively with the Council.	Within current resources	Ongoing
3. Advertise, opportunities for green business to make proposals for growth that will reduce emissions or create renewable energy.	Within current resources	Ongoing
4. Publicise Winchester as a good home for new green businesses, and provide appropriately for green businesses in any the new enterprise centre/development areas.	Within current resources	Ongoing
5. Promote trustworthy suppliers and installers of energy efficiency measures and renewables.	Within current resources	Q4 2013/14
6. Bring interested parties together to support the development of a reliable supply / user chain for local wood fuel, working with to match supply and demand to enable the market to take off.	£1,000-£5,000 pa (tailor to match resources)	2014/15
7. Investigate opportunities to use wood fuel for refurbishment or new build of Council property (domestic and non-domestic) wherever practicable.	Within current resources	Q4 2013/14
8. Work with Sparsholt College to develop a centre of expertise in low carbon technologies.	Within current resources	Q4 & 2014

2. To increase external investment in renewable energy and energy-saving measures

Actions	Cost (est.)	Timing
<p>9. Adopt a positive approach to planning proposals where consistent with policy, and encourage inward investment, whether commercial, community or domestic, including:</p> <ul style="list-style-type: none"> a) publicising the Local Plan position on renewable energy b) ensuring that Local Plan Part 2 continues to reflect in principle support for all forms of renewable energy c) clarifying permitted development rights in relation to solar PV d) identifying and considering how to remove unintended barriers that make it more difficult for others to invest in energy-saving initiatives e) encouraging developers to install district heating and combined heat and power schemes with the potential to be powered by renewable energy / heat, including <ul style="list-style-type: none"> • raising the awareness among developers/potential purchasers of the benefits of district heating benefits as a cost-effective way to reach Code for Sustainable Homes level 5 and above • promoting a connection to a district heating network where a viable option exists • requiring consideration and/or future proofing of district heating in new developments, making use of Building Reg. 25(a) • educate council tenants about the benefits of district heating e.g. inviting them to visit to other developments f) working with HCC to support delivery of their planning policy on waste and minerals facilitates the development of anaerobic digesters. 	<p>Within current resources</p>	<p>Q4 2013/14</p>
<p>10. Facilitate and encourage community investment in renewable energy generation by:</p> <ul style="list-style-type: none"> a) supporting communities to create their own collective renewable energy 	<p>Within current resources</p>	<p>Ongoing</p>

Actions	Cost (est.)	Timing
<ul style="list-style-type: none"> b) supporting proposals for community-ownership and community-benefit options for commercial developments c) supporting funding applications d) helping communities to access reliable sources of professional advice and trustworthy suppliers and installers 		
<p>11. Facilitate and encourage commercial investment in renewable energy such as solar and wind farms by:</p> <ul style="list-style-type: none"> a) promoting a better understanding of the costs and benefits of wind and other renewables to residents and Members b) publicising the Council's positive attitude towards renewable energy, particularly on land not suitable for other uses (eg contaminated land, landfill sites, mineral sites) c) advertising opportunities for investment, encouraging investors to out their ideas forward, and bringing together investors, developers and landowners for key opportunity brownfield sites d) working with developers and local communities to ensure fair and efficient handling of planning applications for renewable developments, following best practice on community engagement 	Within current resources	Ongoing from Q3/4
<p>12. Encourage commercial capture of methane from landfill for use as fuel to end the emission of methane from landfill into the atmosphere</p>	Depends – possibly within current resources	2014/15
<p>13. Set up a system to spot and exploit all opportunities for financial support for energy-saving measures working with other authorities to maximise value for money on low carbon projects and agreeing a collective approach with local green businesses to benefit from external funding opportunities.</p>	£1,000-£5,000 pa commission (can be tailored to match resources)	2014/2015

Actions	Cost (est.)	Timing
<p>14. Increase investment by home-owners in energy efficiency in private housing by using the results of the Council's Private Sector House Conditions Survey to shape a successor to the 'Green Deal Winchester Pioneer Places' project to encourage home-owners to retrofit their dwellings and generate renewable heat and power. This could include working in partnerships such as Solent Green Deal to:</p> <ul style="list-style-type: none"> • Provide information and, where external funding permits, free tailor-made advice • Publicise sources of funding (eg ECO, Green Deal, Renewable Heat Incentive and Feed-in Tariffs) • Prioritise those in most need because of fuel poverty or housing type • Facilitate home-owners to access trustworth suppliers and installers or energy efficiency measures/renewables 	<p>£25,000 pa (can be tailored to match resources)</p>	<p>2014/2015</p>

3. To invest Council resources in the creation of a low carbon economy

Action	Cost (est.)	Timing
<p>14. Explore mechanisms to fund energy efficiency retrofit programmes and investment in renewable electricity and heat in both Council and other buildings, such as:</p> <ul style="list-style-type: none"> a) through the Council's own investment strategy (see also 15 below) b) a fund from which to invest in more energy efficiency measures c) investment of income from Feed-in Tariff, Renewable Heat Incentive and equivalents d) Community Infrastructure Levy e) Allowable Solutions f) mechanisms for people to invest in energy efficiency secured by Winchester City Council g) a Carbon Offset Fund 	Exploratory activity within current resources	2014/15
<p>15. Invest Council funds in projects that save tax-payer money and gain publicity for the Council's green commitments. (Possibilities for further exploration include district heating networks, further CHP and solar hot water at the leisure centre, solar panels on car park roofs / Council offices and other non-domestic properties, water power from Durngate and Abbey mills etc.)</p>	Significant, to be considered/justified on case by case basis	2014/2015
<p>16. Include energy efficiency in Council housing stock survey, then (taking account of the results), update the Council's Housing Business Plan to reflect:</p> <ul style="list-style-type: none"> a) a timetable to bring each type of Council housing up to a SAP rating appropriate 	Funded through Stock Survey already underway.	Q4 2013/14

<p>to its expected life</p> <ul style="list-style-type: none"> b) A clear and timetabled programme for offering tenants the option to replace heat sources for all properties that rely on oil or electric heating, whether by linking them to mains gas or installing renewable heat. c) A timetabled programme of investment for installation of solar power (PV or thermal) on roofs with sufficient sun, including where appropriate as part of roof refurbishment, d) A timetabled programme for the redevelopment/refurbishment of homes of non traditional construction, prioritising the least energy-efficient Council housing. 	<p>To be determined within existing 30 year maintenance programmes.</p>	<p>2014/15</p>
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Appendix 2

Summary of Member Feedback to Portfolio Holder Decision Notice PHD451

	<u>Member Comment</u>	<u>Response</u>
1	Action plan needs more information on impact, timetable and budget.	<p>The aim of officers in producing the summary Route Map at Appendix 1 was to keep it short and user-friendly, given the many other strategies guiding the work of Members and officers.</p> <p>This action plan condenses the full consultants' report in order to concentrate on the actions which can realistically be achieved within a comparatively short time frame (up to three years). The consultants' report gives much more information on impact.</p> <p>Action: Resources and milestones will be identified through the Portfolio Plans each year, assessing their importance alongside other Council priorities, in the light of the Council's diminishing resources. The process will also encourage officers to exploit external funding opportunities which arise unpredictably from time to time, eg Government grants.</p>
2	The Route Map lacks a proper evidence base	<p>Para 2.7 of this Report refers to baseline evidence, and the full consultants' report which can be accessed at the Background Reading section provides much more.</p> <p>The consultants carried out substantial research which added to the high quality evidence that had already been generated by Winchester Action on Climate Change, to avoid duplication of effort and maximise value for money.</p> <p>The aim of officers in producing the summary Route Map at Appendix 1 was to keep it short and user-friendly, as indicated at (1) above.</p> <p>Action: the consultants' full report has now been added at Background Reading.</p>
3	The Route Map is very generic and could apply anywhere: this will not lead to competitive advantage	<p>Many actions required to build a low carbon economy are generic. This does not mean it will not lead to competitive advantage.</p> <p>The Route Map was not intended to make Winchester the market-leader in low carbon business, but to ensure that the Council was facilitating initiatives which would contribute both to the economy and to local carbon</p>

	<u>Member Comment</u>	<u>Response</u>
		<p>reduction targets.</p> <p>The competitive advantage comes from taking action on the RouteMap. It could perhaps be better said that not acting will deliver competitive disadvantage.</p> <p>The generic nature of the strategic objectives masks a raft of local opportunities which each need to be considered on their own merits and which will inevitably be locally distinctive. This is the function of Portfolio Plans, which will list specific actions in support of these broader objectives.</p> <p>Collaboration and cross-boundary working in delivery of the Route Map will reduce costs and increase impact.</p> <p>Action: none</p>
4	<p>The Route Map should</p> <p>a) define strong outcomes that clearly set out how Winchester's economy and carbon footprint will change</p> <p>b) show the timescales over which the carbon reductions will be made</p>	<p>There are two outcomes for the Route Map, and these have now been included in the document on page 5.</p> <p>Members are invited to propose further outcome(s) that can be measured at a reasonable frequency and without excessive additional cost.</p> <p>Because the implementation of the Route Map will be subject to factors such as resourcing, partnership working, external influences (eg Government policy, economic conditions) etc it is not possible to predict the exact impact of the Route Map. The commissioned study focused on deliverable outputs (jobs, savings, carbon emissions).</p> <p>The public debate on how Winchester District can do its fair share to meet UK and European targets for renewable energy and greenhouse gas reductions is being launched on 7 June with the involvement of the relevant Council Cabinet member.</p> <p>Action: New wording on p5 of the Route Map</p> <p>The Low Carbon Board on 15 May received a report from WinACC setting out the implications of national and international targets and timeframes for Winchester District, and proposed a public debate on how Winchester District can do its fair share to meet UK and European targets for renewable energy and greenhouse gas reductions in the period after 2015 is being launched</p>

<u>Member Comment</u>	<u>Response</u>
	<p>on 7 June with the involvement of the relevant Cabinet member.</p> <p>Page 3 of the Route Map states: “The route map proposals are estimated to save about 150 kilo-tonnes (kt) of CO₂ per year by about 2020...based on an ambitious but achievable agenda. This is lower than Winchester City Council’s target of reducing CO₂ emissions to 30% below 2004 levels by 2015, which requires a saving of 208kt per year district-wide.”</p> <p>It adds that with additional action to reduce transport emissions, Winchester’s carbon savings target would be broadly achievable by 2020.</p> <p>Action: Route Map now shown to be a three year plan, albeit with some actions projected to continue until 2010.</p>
<p>c) provide clear details of a set of projects that will be delivered over the next two years.</p>	<p>The Council works to an annual planning cycle, having moved from three year Change Plans to one-year Portfolio Plans with the consent of Full Council earlier this year. The projects related to the Route map in the Portfolio-Plans for 2015/2016 will be brought to Members as part of the annual planning and budgeting cycle.</p> <p>In this financial year, there are already projects included and approved in the Plans for Housing and for Economic Development. Report CL90 refers.</p> <p>Action: none</p>
<p>d) set ambitious milestones targets and budgets for which the Council can be held accountable</p>	<p>The Low Carbon Route Map was commissioned to help achieve a 30% reduction in carbon emissions across the District which was set for the period 2004 – April 2016.</p> <p>However, the Low Carbon Board recognizes that this target needs replacement with targets for the next 5 year period. The Low Carbon Board on 15 May received a report from WinACC setting out the implications of national and international targets and timeframes for Winchester District and a public debate on how Winchester District can do its fair share to meet UK and European targets for renewable energy and greenhouse gas reductions in the period after 2015 is being launched on 7 June with the involvement of the relevant Cabinet member. The discussion paper can be found at the</p>

	<u>Member Comment</u>	<u>Response</u>
		<p>Background Reading section of this report.</p> <p>The Route Map is a high level document only: the Portfolio Plans will set out individual targets, budgets and milestones which would simply be inaccurate and misleading if they were included at this point, before any detailed planning had been done on individual actions.</p> <p>Given the many claims on the Council's resources, the Route Map seeks to manage expectations whilst still setting out a clear direction of travel.</p> <p>Action: none</p>
	<p>e) put engagement with households and residents to build momentum behind behaviour change at the front of the programme</p>	<p>The Route Map is aimed at economic development, and not at householders. As such, there has already been consultation with relevant stakeholders. This continues, and will be reinforced through the early reorganisation of the Low Carbon Board following endorsement of the Route Map.</p> <p>A separate behaviour change commission was issued to WinACC in 2013/14 and the results of this are now being evaluated with a possible second year of funding to follow. WinACC also independently bids for funding to promote engagement with residents.</p> <p>This is not considered to be part of the Route Map, in terms of scope or intention.</p> <p>Action: none</p>
5	<p>Define key aims and ideas more clearly</p>	<p>There are three key objectives for the Route Map which are set out at para 4.3 of this Report.</p> <p>More detail will be available through the Portfolio Plans.</p> <p>Action: none</p>
6	<p>If it really is the Council's proposal to achieve over 400 additional jobs and a substantial increase in the employment in green business, then there should be further recommendations for this to be taken on board</p>	<p>The Route Map aligns well with the Local Plan, which is positive about the low carbon economy and knowledge industries more broadly.</p> <p>The Head of Strategic Planning states, "It would be difficult to monitor 'green business' or to make proposals for it in the Local Plan as planning tends to deal with land uses, not the details of the type of business. Thus we can allocate land for business development and can</p>

	<u>Member Comment</u>	<u>Response</u>
	during Local Plan monitoring and in LP pt2 considerations.	control the use class (office, light industry, warehousing, etc) but cannot require that it is occupied by a particular type of user. Similarly, we could not monitor this either as it is not information that necessarily appears on planning application forms and is therefore not recorded.” Action: none
7	The recommendation that Portfolio Holders refer to the action plan in developing their own annual Plans with Heads of Team each year is too weak. Portfolio Plans have just been published to Council. They should be immediately examined in the light of the Low Carbon Route Map and changed to incorporate the rest of the steps.	Portfolio Plans are, taken together, the Council’s Corporate Plan for the year ahead. They have subsumed the former Change Plans. They represent the Council’s commitments for the year ahead and are therefore considered to be the appropriate mechanism for delivery of the Route Map actions. Portfolio Plans for 2014/15 were developed with the draft Route Map in mind and a number of actions are already included. There is no need to re-examine them at this stage, but this does not stop Portfolio Holders from introducing additional actions during the year where they can be accommodated within available resources. Action: none
8	Low Carbon Route Map should be explicitly part of one portfolio, with specific monitoring points built in to that Portfolio Plan.	The Route Map is intended to support economic development. As such it is listed as a ‘key document’ in the Portfolio Plan of the Deputy Leader; delivery of business actions in the Route Map are included in his Portfolio Plan, and the original decision notice was issued in the name of the Deputy Leader. However, because it is a cross-cutting plan serving all three Community Outcomes, other Portfolio Plans will include relevant actions (eg in relation to the Council’s housing stock) to ensure a joined up corporate approach to delivery. Action: two new recommendations have been added to the Cabinet paper, formally delegating accountability for delivery of the Route Map to the Portfolio Holder for Economic Development and requiring a review of progress to be brought back to The Overview and Scrutiny Committee in 12 months’ time.