

# **ENVIRONMENT DIRECTORATE**

**Proposals to Meet the 2012/13 and 2013/14 Cash Limits**

## Environment Directorate – Further Efficiency Savings 2012/13 to 2013/14

ENVIRONMENT	Financial Impact	
	2012/13 £m	2013/14 £m
1) <b>Efficiency saving:</b> Reduction in number of management posts	0.250	1.000
2) <b>Efficiency saving:</b> Further efficiency achieved through "One Team" working (Highway Services Review)		1.500
3) <b>Efficiency saving</b> Highway maintenance efficiency as a result of recent capital investment improving the condition of the highway	1.500	1.500
4) <b>Efficiency saving</b> Reduce highways contingency by 50%	0.420	0.420
5) <b>Efficiency saving</b> Reduction in training budgets	0.050	0.050
6) <b>Efficiency saving</b> Reduction in cost of locality working	0.280	0.280
7) <b>Efficiency saving</b> Reduction in production costs of policy statements	0.100	0.100
<b>Total of Efficiency Savings for Environment</b>	<b>2.600</b>	<b>4.850</b>

## **Environment Directorate - Impact of Service Proposals 2012/13 to 2013/14**

### **Summary of Service Proposals**

	<b>2012/13 £m</b>	<b>2013/14 £m</b>
1. Street Lighting Carbon Reduction	3.950	3.950
2. Companion cards	0.130	0.130
3. Waste Minimisation – Further reduction	0.200	0.200
	4.280	4.280

### **Summary of Service Charging Proposals**

	<b>2012/13 £m</b>	<b>2013/14 £m</b>
1. Waste – Increase trade waste charges	0.040	0.580
	0.580	0.580

Directorate Environment	2012/13	2013/14	2014/15	2015/16
1. Street Lighting Carbon Reduction Programme	£m	£m	£m	£m
<p><b>Proposal:</b> Reduction in the street lighting carbon reduction programme and funding future investment in carbon reduction from the capital programme.</p> <p><b>Impact on Service:</b> Lighting will continue to be provided to the same standards and in the same locations as currently provided. Lamp replacement/cleaning will continue on a five yearly cycle with life expired lamps being replaced with more energy efficient solutions.</p>	3.950			
<b>State whether full or partial cessation: Full</b>				
<b>Staffing effect:</b> Possible impact but considered minor				
<p><b>Impact on budget and on service users:</b> The Street Lighting Carbon Reduction Programme has been running now for a number of years and has been successful in reducing our carbon emissions and our costs. However most of the quick wins and short payback initiatives will have been put in place by the end of the current financial year. Whilst the continuation of the programme beyond 2011/12 would no doubt generate further carbon reductions the financial benefits arising from the resulting initiatives would take a considerable number of years to materialise. The continuation of the Programme in its current form is therefore not considered the most cost effective or viable option.</p> <p>The carbon reduction programme has not only reduced carbon emissions but has resulted in the installation of longer lasting bulbs which need changing less often, thus reducing the costs of future maintenance. The Directorate intends to utilise this cost reduction to fund the replacement of any life expired lamps with the more expensive energy efficient solutions wherever practicable. This will, over time, reduce further our carbon emissions without the need for an expensive and dedicated programme of activity.</p> <p>Capital investment in column replacement will also utilise the latest energy efficient options.</p> <p>If there is a future need for investment in this area then individual initiatives will be justified on an "invest to save" basis with a robust business case setting out the rationale for the investment and demonstrating a reasonably short financial payback period. It is proposed that in future such investment be considered and funded as part of the capital programme. Within the capital programme for 2012/13 £1.0 million has been earmarked for targeted interventions in street lighting related to carbon reduction.</p>				
<p><b>Risk associated with delivering option:</b> The Council may face increasing pressure to reduce carbon emissions further once the Government's Carbon Reduction</p>				

Commitment takes effect in April 2013. Although not certain this may result in the need for further investment in energy efficiency measures in the future. This risk however will be mitigated to some extent by the ongoing initiatives mentioned above.
<b>Equality Assessment outcomes:</b> None
<b>Impact on any locality issues:</b> None
<b>Any other issues:</b> None

Directorate Environment	2012/13	2013/14	2014/15	2015/16
2. Companion Cards	£m	£m	£m	£m
<p><b>Proposal:</b> Not to proceed with the introduction of free bus concessions for companions travelling with people with disabilities.</p> <p><b>Impact on Service:</b>  It was originally proposed that people qualifying for a companion card would be able to take a companion with them free of charge on bus and tram services. However, it has proved difficult to arrive at an agreed scheme with the bus operators.</p>	0.130			
<b>State whether full or partial cessation:</b> Full				
<b>Staffing effect:</b> None				
<p><b>Impact on budget and on service users:</b> The proposal will mean that the budgeted amount of £130k will not be spent. It should be noted that the scheme has not been implemented.</p>				
<p><b>Risk associated with delivering option:</b>  The proposal will have an impact on those people who would have used companion cards and may limit their ability to travel because a travelling companion will continue to travel at their normal fare.</p>				
<p><b>Equality Assessment outcomes:</b>  The Council is subject to the public sector equality duty set out in s.149 of the Equality Act 2010 – see the equality and diversity implications set out in the Report. An Equality Analysis identifying the impact of implementing the proposals will be undertaken, in particular the impact on disabled and elderly people, and the outcomes must be considered before any decisions are taken in the context of the duty.</p>				

<b>Impact on any locality issues:</b>
The proposal will have an impact on those people who would have used companion cards and may limit their ability to travel. This may have greater impacts in some communities due to the distribution of people who might have applied.
<b>Any other issues:</b>
None

Directorate Environment	2012/13	2013/14	2014/15	2015/16
3. Waste Minimisation	£m	£m	£m	£m
<p><b>Proposal:</b> Reduction in waste minimisation activities</p> <p><b>Impact on Service:</b> This will involve the reduction of an amount paid into a Waste Minimisation Fund currently held by GRLL for the development and implementation of Waste Minimisation and recycling initiatives.</p> <p>The effect on the service is that fewer resources will be available to implement initiatives. £345,000 will remain available.</p>	0.200			
<b>State whether full or partial cessation: Partial</b>				
<b>Staffing effect:</b> None. Service is delivered by contractor and monitored by LCC.				
<p><b>Impact on budget and on service users:</b> Budget impact will be a guaranteed saving. It could be argued that costs elsewhere may increase by increased waste production and/or less recycling but it is unlikely this change will have any impact in this respect. There are no particular impacts on service users.</p>				
<p><b>Risk associated with delivering option:</b> There is a risk of decreased productivity of Soft Services elements of PFI contract through having fewer resources available</p>				
<p><b>Equality Assessment outcomes:</b> None</p>				
<p><b>Impact on any locality issues:</b> People are less informed about what to do with waste. We therefore need to focus more on working with District Councils to ensure the information they produce covers the correct information.</p>				
<p><b>Any other issues:</b> None.</p>				

## SERVICE CHARGING PROPOSALS

Directorate Environment	2012/13	2013/14	2014/15	2015/16
1. Waste – Increase charges for Trade Waste	£m	£m	£m	£m
<p><b>Proposal:</b> Increased charge for trade waste disposal from £92.55 ultimately to £155 per tonne, and in the interim to £95 per tonne.</p> <p><b>Impact on Service:</b> An increase in the charge made for trade waste disposal will allow LCC to recover some of the cost of dealing with commercial waste across the waste network of handling, transportation, processing and disposal. This cost is currently heavily subsidised by the authority.</p>	0.040	0.580		
<b>Staffing effect:</b> None				
<p><b>Impact on budget and on service users:</b> The impacts on budget will largely be dependent upon the tonnages of commercial waste collected by the District Councils. Any increase in rate may result in less tonnage. District Councils who choose to continue to use the County Council for trade waste disposal are likely to pass on this increase to their trade customers. The County Council will work constructively with the District Councils to identify means whereby the impact of meeting the full costs of trade waste disposal on the viability of collection services can be mitigated.</p>				
<p><b>Risk associated with delivering option:</b></p> <ul style="list-style-type: none"> <li>• There is a slight risk of under achieving the required savings as it is wholly tonnage dependant. Increases in charges may well force customers to find alternative service providers. However, tonnages would need to drop by more than 44% on the current level of 17, 400 tonnes for these savings not to be realised.</li> <li>• Potential for fly tipping to be attributed to the increased charge.</li> </ul>				
<b>Equality Assessment outcomes:</b>				

None

**Impact on any locality issues:**

Small businesses will be most affected by significant increase in costs. Potential for fly tipping.

**Any other issues:**

Currently the cost of dealing with the commercial waste collected by Districts is heavily subsidised by the County Council. This is as a result of the waste network now in use compared to previously where the waste was simply sent to landfill. This is not a cost that should be met by the local tax payer.

The County Council has taken on board the comments of some of the District officers who consider it would be beneficial to have a separate rate that could be applied for the collection of wholly recyclable wastes (i.e. paper/card, glass/cans/plastic bottles). This rate will have to take into account potential changes in markets, and income generated, to be truly reflective of the cost and be competitive. However, it is hoped that by the introduction of a separate more competitive rate for recyclable waste the Districts will develop their collection services in this area.