

Agenda Item	<b>10 iii</b>
Report No	<b>EDI 09/17</b>

## HIGHLAND COUNCIL

**Committee:** Environment, Development and Infrastructure Committee

**Date:** 8 November 2017

**Report Title:** Carbon CLEVER Capital Budget

**Report By:** Director of Development and Infrastructure

### **1 Purpose/Executive Summary**

- 1.1 This report provides details of projects supported by the Carbon CLEVER capital budget in 2016/17 and details proposals for spend in 2017/18.

### **2. Recommendations**

- 2.1 Members are asked to note spend in 2016/17 and agree the proposals for spend in 2017/18.

### 3 Background

- 3.1 Following a re-profile of Carbon CLEVER capital funding at a meeting of The Highland Council in December 2015, a £500k capital budget allocation is available for Carbon CLEVER projects for 2017/18. Suitable projects will help the Council meet its legal commitments under the Climate Change (Scotland) Act 2009 and our Carbon Management Plan 2013-2020 by reducing carbon emissions, demonstrating leadership by the organisation in tackling climate change, attracting match funding, and helping to generate revenue savings. In addition, the proposed projects will help meet *Local Voices, Highland Choices* priorities including working with communities and partners to mitigate against and adapt to climate change whilst raising awareness around sustaining and improving our natural, built and cultural environment.
- 3.2 This paper provides details of projects which were funded from the Carbon CLEVER capital budget in 2016/17, as well as details of funding proposals for 2017/18.

### 4 Capital Projects in 2016/17

- 4.1 The Carbon CLEVER capital budget was fully committed in 2016/17 (£255k was rolled forward as an underspend from 2015/16). The projects supported are detailed below, with more detail on individual projects provided at **Appendix 1**:

Project	Carbon CLEVER Capital contribution	FY
Energy Efficiency Improvements – Council estate	£240,000	2016/17
Inverness Railway Station – Active & Sustainable Travel Improvements	£100,000 p/a for 3 years	2016/17 – 2018/19
Accessibility, Signage & 20mph Zones – pan-Highland	£117,000	2016/17
Highland Climate Challenge - Learning Tool for Schools	£49,000	2016/17
Evanton Cycle Track	£13,500	2016/17
Muir of Ord – Active Travel Link - Feasibility Study	£5,000	2016/17
Pedestrian Crossing Point – Culduthel Road	£10,000	2016/17
Semi-rapid EV Charging Point – Dornoch	£20,000	2016/17
<b>Total</b>	<b>£754,500</b>	

### 5 Funding Proposals for 2017/18

- 5.1 At a meeting of the Planning, Development and Infrastructure Committee in November 2016, Members agreed that the annual £500k capital budget be subdivided into the following categories and funding amounts :

Project Category	Annual Capital Allowance
Energy Efficiency Projects in Our Own Estate	£250k
Climate Change Adaptation Projects	£100k
Sustainable Transport Projects	£100k
Land Use, Food Growing & Allotments	£50k

- 5.2 As agreed by Members at the same Committee, applications for project funding under the headings in para 3.1 are made to the Climate Change team, who assess proposals against the criteria detailed at **Appendix 2**. A funding recommendation paper is then drafted by the Climate Change team and presented to the Director of Development and Infrastructure to discuss and approve in conjunction with the Chair of Environment Development and Infrastructure.
- 5.3 There are a variety of projects either progressing or likely to come forward in 2017/18, and these are detailed below.

- 5.4 The Climate Change team is currently working with colleagues across services to identify the best opportunities for improving energy efficiency within the Council's estate whilst scoping in opportunities for revenue generation and savings. This is likely to include further roll-out of LED lighting, accelerated heating upgrades and investment in renewables, such as solar PV. An application for funding from the Corporate Improvement Team is expected before the end of 2017 which, if approved, will fully commit the £250k allocation.
- 5.5 In addition, various opportunities to improve remote and rural communities' resilience in respect of a changing climate are being explored, and it is anticipated that the adaptation funding pot will also be fully committed in 2017/18. The Climate Change team is working with LEADER to develop an application in support of improved electric vehicle (EV) infrastructure in rural locations, which will benefit local communities through increased tourism and network resilience, whilst also providing more charging options throughout the region for the Council's growing EV fleet as well as maximising the value of this fund. Furthermore, increased levels of EV charging infrastructure will support ongoing collaborative work between HITRANS and the Council in respect of the development of an EV strategy for the region.
- 5.6 Various active travel initiatives to promote low carbon transport have already been supported, including the development of the Inverness City Active Travel Network (ICATN) and increased bicycle storage facilities within the Council's estate. After an intensive three-stage process the Council was recently awarded a grant of £6.5 million, from Transport Scotland funds, to deliver the ambitious ICATN that connects all of the city's communities with the centre, as well as developing several seamless and segregated cycle-friendly routes. One objective of the ICATN is to facilitate the Scottish Government's target for doubling cycling rates to 10% of everyday journeys by 2020 through substantially improving conditions for active travel by transforming the environment for these modes even beyond what has already been achieved. Through the overall Highland Council investment of £7.169m, which includes the West Link Active Travel infrastructure, Inverness Station Cycling Infrastructure, Safer Routes to School, health and active travel promotion and the funding award from Community Links PLUS we estimate that over 20km of the Inverness City Active Travel Network will be created or enhanced for existing and new cyclists. The £90k contribution from Carbon CLEVER will assist in delivery of this project.
- 5.7 Under the Community Empowerment (Scotland) Act 2015, the Council is required to develop and adopt a food growing strategy and revise its allotment policy to reflect the ambition set out within the new legislation. Capital funding will help deliver projects in support of this, and various community groups have noted interest in the fund and are currently developing applications. Funding of £9,900 for an innovative community food growing initiative in Muir of Ord has been agreed. Further work is required to develop additional interest and awareness of this funding pot, but it is likely that most of the £50k allowance will be committed in 2017/18. Increasing availability of food growing spaces and green spaces benefits the surrounding built environment, whilst improving community cohesion which is important in building climate change resilience.

#### **4 Implications**

- 4.1 Resource: The Carbon CLEVER initiative has a capital budget of £0.5million per annum from 2016/17 to 2022/23. The Council's Carbon Management Plan (CMP) helps the Highland Council to monitor its practices, become more efficient, and reduce costs. Achieving the targets of the CMP requires a series of projects and actions to be delivered, many of which will have an associated cost. Many of these projects are part of the Council's capital budget and are reviewed on a case by case basis to ensure they achieve best value for money. Maintenance of the existing Carbon CLEVER capital budget of £500k per annum will assist meeting CMP targets.
- 4.2 Legal: The Council has a legal duty to assist Scotland achieve its national carbon emission reduction targets as set out by the Climate Change (Scotland) Act 2009. As of financial year 2015/16, the Council is required to mandatorily report to the Scottish Government on action taken to tackle climate change. The reporting covers action taken within the Council's own estate, but also action taken by the Council to work with its partners and communities to tackle climate change.

- 4.3 Community (Equality, Poverty and Rural): Potential legal, equalities and rural implications vary due to the wide range of projects undertaken and are considered on a project specific basis as an integral part of the project assessment process.
- 4.4 Climate Change/Carbon CLEVER: The projects outlined in this report will reduce carbon emissions across the Highlands, and within the Council's own estate, supporting the ambitions of the Carbon Management Plan 2013-2020 as well as the Local Voices, Highland Choices priority to work with communities and partners to mitigate against and adapt to climate change whilst raising awareness around sustaining and improving our natural, built and cultural environment.
- 4.5 Risk: Risk implications are considered on a project-specific basis as an integral part of the project assessment process. Climate change is now recognised as a Corporate Risk, and it is therefore important that efforts are made to reduce its impacts - the projects and initiatives detailed within this report will do so.
- 4.6 Gaelic: Opportunities for the inclusion of Gaelic are considered as an integral part of the project planning process.

Designation: Director of Development and Infrastructure

Date: 19 October 2017

Author: Keith Masson, Climate Change Officer

## Carbon CLEVER Capital Budget – 2016/17 Projects

Project	Project Update
Energy Efficiency Improvements (savings from heating, lighting and water usage improvements) – Council estate	<p>Across the Council's estate, office lighting accounts for a significant proportion of electricity consumption and expenditure. Carbon CLEVER funding was used to complete upgrade work (from traditional to LED lighting) at a number of sites throughout Highland, namely Glenurquhart Road, Tigh Na Sgire and three schools (Craighill, Dingwall and Hilton of Cadboll).</p> <p>The combined cost of the lighting upgrades was £227k and the anticipated annual saving is £50k.</p> <p>In addition, the Corporate Improvement Team has worked with the Water Management Team in Development and Infrastructure to pilot different ways that water monitoring could take place, helping to reduce travel to and from sites. This has included the use of web based forms that onsite staff could populate with monitoring results into and remote water monitoring (£12k). The carbon benefit for Highland would be a reduced need to travel, and an indirect benefit would be energy saving through quicker resolution of non-conforming water assets (for example, temperature profiles being too high and subsequently adjusted).</p> <p>The piloting work is ongoing and results are expected to inform the development of a future target operating model that ensures that the Council delivers its statutory responsibility in a way that minimises the associated carbon footprint.</p>
Inverness Railway Station – Active & Sustainable Travel Improvements (over 3 years – 2016/17 – 18/19)	<p>Mott MacDonald has been appointed for the delivery of the Detailed Design Phase of this project. Drawings for the preferred options went out for wider consultation in July. This included consulting with key landowners, access groups, businesses and taxis operators. There were also platform displays for passengers and station users to view.</p> <p>The timescales are for Mott MacDonald to finish the current design phase (so it is ready to tender) by the end of October 2017, with the construction phase expected to commence March 2018 and is likely to be between nine and ten months.</p> <p>The improved integration of transport services and infrastructure at Inverness Railway Station will increase the tourist and business usage of public transport and active travel measures, and will encourage more people to visit Inverness and the Highlands more generally, in a low-carbon way. In addition, support for these measures aligns with the Inverness City Centre Development Brief aspiration to increase connectivity and active travel to, from and within the City Centre.</p>
Accessibility, Signage & 20mph Zones – pan-Highland	<p>The Council, through its previous <i>Highland First</i> programme as well as its new programme, <i>Local Voices, Highland Choices</i>, is committed to work with communities to promote pedestrian and cycle safety, and the extended implementation of 20mph zones across the region will help to achieve this aim whilst demonstrating leadership in respect of the promotion of active travel. Carbon</p>

	<p>CLEVER funding has helped to deliver 20mph schemes in the following locations:</p> <p>Bruce Gardens, Inverness  Merkinch, Inverness  Raigmore/Wimberley Way, Inverness  Muir of Ord  City Centre, Inverness  Mount Pleasant, Thurso</p> <p>Schemes currently under development include Alness, Wick, Dingwall, Invergordon, Tain, Kingussie, Fort William, Maryburgh and Caol.</p>
<p>Highland Climate Challenge - Learning Tool for Schools</p>	<p>Highland Climate Challenge is a pilot online application teaching pupils about energy, sustainability and climate change, while motivating them to reduce their carbon footprint. It is suitable for pupils from P.2-7 and differentiation is achieved through the range of learning activities offered, making it suitable for multi-composite classes as well as single stage. The challenge is based on a “gamification” model i.e. it uses game-like features to motivate real-world activities. It has been developed in collaboration with Twenty Squares, an SME based in Glasgow, and can be found <a href="#">here</a>.</p> <p>Key features include:</p> <ul style="list-style-type: none"> <li>• pupils earn points by recording their personal energy / carbon reducing activities;</li> <li>• the total savings (energy, carbon, and money) by all players are aggregated together in a “carbon bank”. The overall target of the Challenge (the “Epic Meaning”) is to “bank” an amount of energy or carbon, that has a tangible real world equivalent e.g. to power Avoch Primary for a year. These meanings can be tailored so they are meaningful at a local level; and</li> <li>• an interactive 3D video game (“Island Rescue”), ties together the saving and learning features of the challenge, and ensures that the motivational and rewarding effect of the challenge is retained over time.</li> </ul> <p>Over the course of the pilot, a total of 65,296kg CO<sub>2</sub>e was banked, energy consumption was reduced by 178,751kWh and financial savings of £32,131 were achieved. Given the success of the pilot, officers are working on proposals to roll this out to all primary schools in Highland, and an update will be provided to Members in due course.</p>
<p>Evanton Cycle Track</p>	<p>The shared use path was completed on 15 April 2016 and the defects period ended on the 14 April 2017 (no defects were reported). The contractor was Pat Munro and the quality of build was excellent.</p> <p>The project was fully funded by Sustrans, developer contributions and Carbon CLEVER.</p> <p>The project has been well received by the local community, and benefits both cyclists and walkers. It also provides a safe shared path for those in Evanton that want to access the woodland tracks at the eastern extremity of the scheme.</p>

<p>Muir of Ord – Active Travel Link - Feasibility Study</p>	<p>A study was commissioned earlier this year to provide an overview on the feasibility of developing a safe, direct and attractive active travel link between the communities of Muir of Ord and Conon Bridge. The aim of the link being to provide a desirable route for cyclists and pedestrians (including school children) who would not use the busy A862 due to the associated road safety issues. The development of cycling infrastructure is strongly supported by National and Local Transport Policy, such as the Scottish Governments Cycling Action Plan for Scotland 2013, Highland and Islands Transport Partnership and Highland Council Transport Strategy. The study was completed in March 2017 and the findings presented to the Community Council shortly after.</p>
<p>Pedestrian Crossing Point – Culduthel Road</p>	<p>The pedestrian refuge on Culduthel Road was constructed by Pat Munro Limited in December 2016. The total construction cost was £13,200. The £10k of Carbon Clever funding was used as part of an application to Sustrans for additional Community Links funding. Sustrans provided matching funding of £10k. £3,200 was used towards the pedestrian refuge and the balance of £6,800 was used towards the funding of additional Active Travel works in Culduthel Road.</p>
<p>Semi-rapid EV Charging Point – Dornoch</p>	<p>An order for the semi-rapid charger was placed earlier this year and will be installed by the end of December, 2017. It is anticipated that the unit will be commissioned by the end of January, 2018.</p>
<p><b>Total</b></p>	<p><b>£754,500</b></p>

## **Carbon CLEVER Capital Programme – Application Assessment Criteria**

### **Purpose**

Applications will be invited from Council Services (potentially in collaboration with Community Planning Partners and other organisations) for capital support for projects under the following headings:

- i. Energy Efficiency Projects in Our Own Estate
- ii. Climate Change Adaptation Projects
- iii. Sustainable Transport Projects
- iv. Land Use, Food Growing & Allotments

Priority will be given to projects which help meet our Carbon Management Plan commitments, reduce carbon emissions, offer value for money (potentially through collaborative working with funding partners / Community Planning Partners), and demonstrate clear public benefit.

### **1. Key Criteria for Applications to the Carbon CLEVER Capital Programme**

#### **Criterion 1 – Carbon Reduction (High Weighting /10)**

Projects must lead to a demonstrable reduction in carbon dioxide emissions in our own estate or within the wider Highland region. The application form should clearly identify the project's carbon reduction aims and how this will be measured.

#### **Criterion 2 – Lead by example (Medium Weighting /5)**

Projects should lead by example in maximising carbon emission reduction, and should be replicable by others.

#### **Criterion 3 – Engagement (Medium Weighting /5)**

Projects will be assessed on efforts to engage with staff and the wider community. It should be demonstrated in the application form that consultation has taken place prior to application, and a sample of those who are going to be directly impacted by the proposed project (if applicable) should be involved in the project's development.

#### **Criterion 4 – Value for Money (High Weighting /10)**

Projects will be assessed on value for money, and weighting will be given to projects which draw in or have in place additional or match funding, either from existing capital budgets or from partners.

#### **Criterion 5 – Economic & Public Benefit (High Weighting /10)**

Projects will be assessed on the economic benefit to the Highland Council and / or the wider Highland region that can be achieved through implementation of the project. Applications should provide clear projections of expected benefits.

#### **Criterion 6 – Raise Awareness & Promote Behaviour Change (Medium Weighting /5)**

Projects will be expected to have a sustainability legacy and positively influence a move towards low carbon behaviours within the organisation and / or the wider community.

### **2. Technical Assessment (pass or fail)**

Applications must demonstrate that projects will lead to a reduction in carbon emissions and this will be a condition of funding.

As a capital grant fund, projects will only be eligible for funding if they concern: the acquisition or creation of a new asset; or the enhancement of existing assets. Projects must provide a benefit for a period of more than one year.



The technical assessment will enable a judgement to be made on the applicant's experience, track record and capacity to deliver the project. This will be assessed by Council Officers and will follow the single grant process requirements.