

Matters Arising – further information received

**Corporate Policy and Scrutiny Committee: 27<sup>th</sup> July 2023**

**Report presented:** Corporate Performance Report (Q4 2022/23)

*Report produced by Performance & Business Intelligence (Corporate).*

The following questions/queries were made by members:

1. **GHG emissions** – ‘can members see both actuals and trajectories?’
2. **Target of 0 killed on Essex roads** – ‘is that a target that we have published anywhere and are we going to add that in?’
3. **Pace of retrofit** – ‘why have we only got to 93 this quarter?’

**Responses from Performance and Business Intelligence:**

**1. GHG emissions actuals and trajectories:**

Actuals and trajectories for GHG are reported in the Organisation Aims Report (known as the OAR); this is the insight source for this report.

This information as well as supporting narrative can be found on the Essex Open Data website:

Climate Intelligence Report: <https://data.essex.gov.uk/dataset/e10rp/climate-intelligence-report>, (specifically noted on page 11), as well as the [Climate Action Plan](#) and [Climate Action Annual Report](#).

This notes the breakdown of Essex GHG by sector.

The measure details the year-on-year reductions required, to monitor the progress against the ambitious ECC target, of making Essex carbon neutral by 2050.

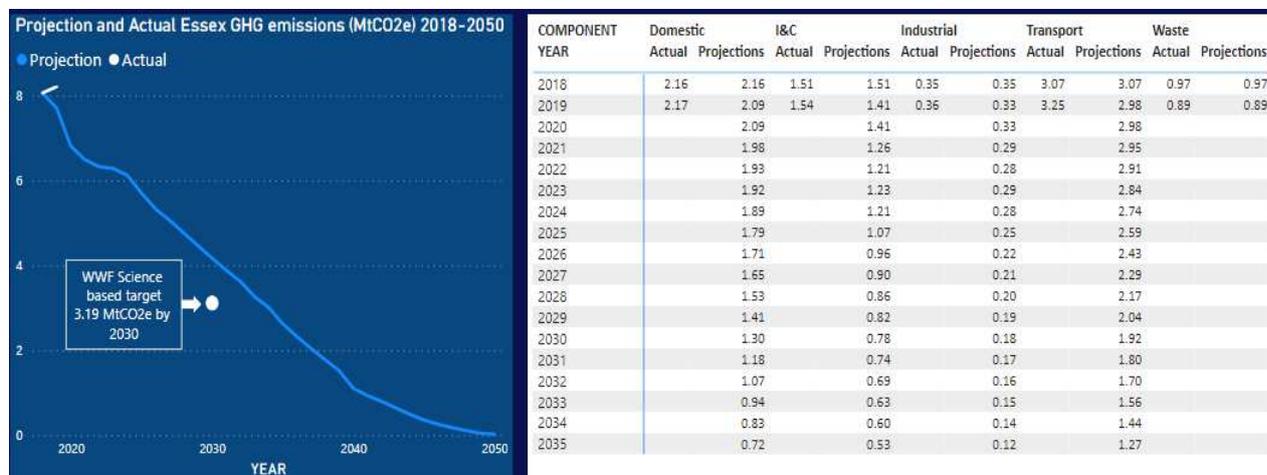
The 2021 Carbon Disclosure Project, recommended that ECC set ‘science-based’ targets, using one of their suggested methodologies.

As a result ECC are using the [WWF’s One Planet City Challenge](#) methodology, which is based on the [IPCC’s Special Report](#) on Global Warming of 1.5°C.

This method requires a target in-line with a global reduction of 50% against 2018 per capita emissions. For Essex, this calculates as **3.19 MtCO<sub>2</sub>e by the year 2030**.

This can be seen on the line graph within the report and is an ambitious target to meet.

**The latest data available:**



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## 2. Essex roads:

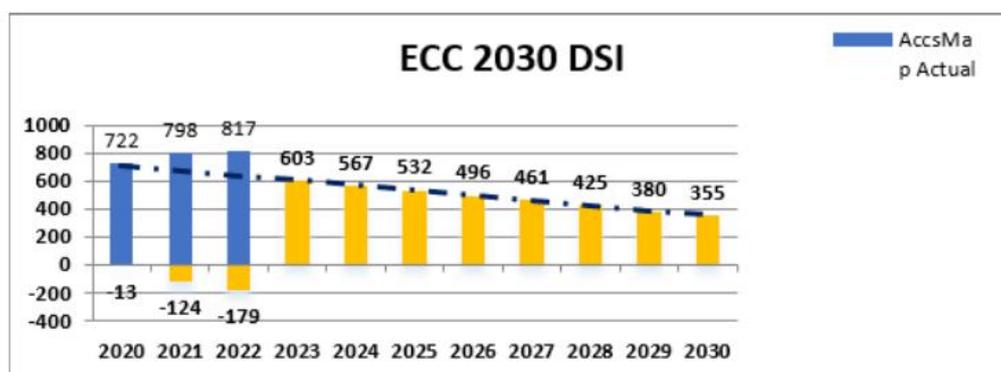
This measure does not feature in the Corporate Performance Report, however information is published on the Safer Essex Road Partnership website: [SERP – Safer Essex Road Partnership \(saferessexroads.org\)](https://saferessexroads.org).

The website, has a breadth of data and insight, that also includes information for UA's Thurrock and Southend-on-Sea and is publicly available.

Essex Highways have a set of contractual KPIs with ECC, to which 'death and serious injuries' is one of those.

There is an aspiration for zero road deaths and serious injuries, this is part of '[Vision Zero](#)', that ECC have embraced as a partner in the Safer Essex Road Partnership. ECC has a target of a **50% reduction by 2030 from 2020** (the expected figure as shown).

**Graph showing performance against target for death and serious injury reduction in Essex**



- Link to the SERP strategy containing elements it will support and encourage the highway authority to achieve. [https://saferessexroads.org/downloads/Full-VisionZero\\_Strategy-FINAL.pdf](https://saferessexroads.org/downloads/Full-VisionZero_Strategy-FINAL.pdf)

## 3. Pace of retrofit:

These retrofit projects are heavily reliant on external funding, retrofit activity is occurring, but not solely by ECC; meaning ECC are not the sole contributor for this measure's achievement.

As noted, this measure is currently off target, and this is due to do several reasons such as contractor and/or supplier issues, which can cause delays in the completion of retrofit projects.

The Sustainable Housing Decarbonisation Fund (SHDF) completed **93** properties by the end of Quarter 4, against a predicted target of 547; however, we have seen in Q1 **246** has been completed. This measure as well as other supporting narrative is also reported and regularly monitored within business function reporting, and the Organisation Aims Report.