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Looking forward to the transport White Paper

Derek Hall

A government White Paper on transport policy is due in the early summer of 1998. As a framework for subsequent government legislation, its appearance is awaited with no little interest. Transport issues represent some of the most pressing and important environmental challenges of the day, and since coming to power the Labour Government has been transmitting rather mixed signals over where it actually stands on crucial environmental issues within the transport arena. Certainly much of the green enthusiasm of opposition seems to have been masked by the duller colours of the despatch box. What follows in this article are elements which may – or may not – influence and be incorporated into government thinking.

External costs of road traffic

In 1997 it was estimated that motorway traffic jams alone cost British business around £7 billion: on a typical day in June the M25 sees 557,000 motorists waste the equivalent of 11,600 days in lost time. In winter, when temperature inversions over our cities trap atmospheric pollutants, particular medical conditions are exacerbated considerably.

Research published in *Occupational and Environmental Medicine* suggests that air pollution caused mainly by road traffic is triggering 6,000 heart attacks in Britain each year, while the Committee on Medical Effects of Air Pollutants report, *Quantification of the effects of air pollution on health in the UK*, out earlier this year, concluded that the immediate effect of such pollution was

to hasten the deaths of between 12,000 and 24,000 vulnerable people and to trigger up to 24,000 hospital admissions each year. This is likely to be an underestimate as the report does not take into account the long-term effects of living in polluted urban environments: this is the subject of a further study.

Although the government claims that air quality should now have begun to improve after deteriorating throughout the 1980s, partly because of moves to curb traffic emissions and the drastic decline in coal fired power stations, it will not be possible for some time to reliably prove such statements. Notably, a nationwide network of monitoring stations has only been in place for a few years, making it difficult to establish a baseline for trend analysis. In January, Baroness Hayman, the roads minister, launched a 'toolkit' approach to ease road congestion employing a variety of schemes, including variable message signs and bus lanes on motorways. It is stating the obvious to suggest that more needs to be done.

Closing roads

Research commissioned by London Transport, some details of which appeared in *New Scientist* earlier this year, examined 60 examples around the world where roads had been closed or the number of lanes available to cars had been cut, to evaluate the effect on traffic levels and dispersal. The study found that 20 per cent of traffic that used the roads seemed to have disappeared: traffic declined on altered roads by an average of 41 per

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cent, and it was claimed that less than half of the reduction reappeared elsewhere on neighbouring roads. One high profile example where traffic has been cut after road closures is the City of London, where the 'ring of steel' was established in response to potential terrorist activity. Since 1993, traffic has fallen by 40 per cent and air pollution by 15 per cent. When Hammersmith Bridge in London was closed in 1997 it was found that 33 per cent of traffic disappeared from nearby roads.

Reducing road space available to cars has a pedigree in mainland Europe. One of the more successful schemes has been a five year programme undertaken in Nuremburg in southern Germany, where traffic levels have fallen substantially following such policies. Motoring groups would argue that closing roads simply shifts the traffic problem to another location, and that while studies may suggest that only a proportion of deflected traffic appears to be picked up within neighbouring streets, such studies do not embrace the wider range of urban and regional routeways through which deflected traffic may pass. Yet a modest amount of disappearing traffic can be critical when implementing further environmental transport schemes such as bus lanes and pedestrianised areas, and most obviously for at least reducing unacceptable levels of congestion and pollution.

Hypothecation

Taxes on motorists raise more than £20 billion for the Exchequer, while government spending on transport rarely reaches half that sum. Part of the forthcoming White Paper is likely to permit local authorities to keep the income they raise from congestion charging, vehicle emission tests and parking, to then be spent on assisting public transport improvements. Such 'hypothecation' has been virtually impossible to countenance in the past due to strong opposition from the Treasury, but a philosophical shift, even in the deepest recesses of Whitehall, has been detectable in this policy area. Unfortunately, there also appears to have been something of a philosophical retreat by government ministers since leaving the ranks of Her Majesty's Loyal Opposition.

The Road Traffic Reduction (UK) Targets Bill, supported by the Green Party, Friends of the Earth and Plaid Cymru, which had its second reading at the end of January 1998, had to be severely watered down in order to gain government support, the price of which was the abandonment of the very targets the Bill's name represents.

Without those targets, the government has postponed and, most probably, escaped the obligations that environmentalists wanted to establish. As initially drafted, the Bill would have legally obliged the government to reduce road traffic by 10 per cent by 2010, based on 1990 levels. But since the target was devised, traffic has increased by 6 per cent and is projected to increase by as much as 30 per cent by the year 2010. Ministry officials have argued that the 10 per cent would therefore in practice amount to a 40 per cent reduction on projected 2010 levels: a target

which, they argued, was impossible to achieve.

Yet in opposition large numbers of Labour backbenchers and current ministers such as Glenda Jackson and Gavin Strang, has lent public support to the Bill. The only way for Labour to avoid the embarrassment of reneging on that support was to get the targets removed from the Bill. Supporters of the Bill argue that, while disappointed, at least once the measure becomes law traffic reduction will become a parameter by which government policy can be measured in relation to transport policy, local government and private company responsibilities. But this relies on a true governmental commitment to the environmental ethics that it altruistically embraced in opposition and over which it is now uncomfortably shuffling its feet and staring at the ground. The new Bill allows a year from the passage of the Act before targets must be set, and the government is likely to argue that it requires to assess the results of the first year of the 1997 Traffic Reduction Act, which demanded traffic reduction measures from local authorities, before national targets can be set. Those results have already been delayed by a year because the government has failed to issue policy guidelines in time.

Lorry lanes

Lorry lanes may become a more common feature of the UK road network, although at present only one exists, just north of Newcastle. The transport White Paper is likely to provide the framework for road lanes to be taken away from general traffic and reserved for lorries in order to improve freight transport flow. In Newcastle, the single scheme is said to have reduced delays faced by heavy goods vehicles making for the city centre, and is seen to be important in helping to prevent business from moving out of central urban locations.

Car sharing schemes

As part of a series of relatively piecemeal measures to encourage drivers to share their cars, it is likely that pick-up zones for hitch-hikers – 'safe areas' with lights and closed circuit television on motorways and trunk roads – will be advocated, along with the promotion of hitch-hiking agencies, where travellers can find passengers or drivers to share fuel costs, and the setting up of workplace car sharing schemes. Drivers are likely to be encouraged to participate in these schemes through the introduction of measures such as banning cars with only one occupant from using the fast lane on motorways and trunk roads, a pilot scheme for which was begun in Leeds in March. Questions of minimising risks for both hitch-hikers and drivers are important if such schemes are to be seen to be realistic and although they are now common in France and the United States, drivers have been known to try to cheat the system by using an inflatable doll as a 'passenger'.

Home zones

Earlier in 1998 a potentially crucial piece of parliamentary activity received little publicity. In late

January, Helen Brinton introduced a ten-minute rule Bill to the House of Commons, devised and supported by the Children's Play Council, the Child Accident Prevention Trust and Transport 2000, to provide local authorities, where supported by residents, with the power to establish 'home zones' – groups of streets in which pedestrians and cyclists have right of way. Such zones would go far beyond ordinary traffic calming in demanding a speed limit of 10mph and features to remind drivers that they are on pedestrian territory – where street engineering and furniture would emphasise pedestrians' priority and where car drivers would be held wholly responsible for any accidents however caused. Such zones have existed in the Netherlands for a quarter of a century, in Denmark, Austria, Germany and elsewhere – all countries with significantly lower rates of child pedestrian mortality than the UK.

As Libby Purves (*The Times*, 27 January) graphically wrote when she attempted to simulate driving through such a zone: '10mph... is very, very slow... I felt oddly disempowered... the low speed and enforced humble attitude entirely altered the usual carefree comfort of a routine trip. I felt apologetic, even shift: I was going slow enough for pedestrians to catch my eye, and found myself embarrassed by the illogicality of one person rolling along in a smelly steel box, sitting on my backside, while normal people walked... Worst of all, I recognised that all these feelings were long overdue.'

New relationships with public transport companies

The emergence out of the bus industry privatisation process of a handful of voracious, neo-monopolistic large groupings, buying up or forcing out of business smaller companies, was a tendency which proved stronger within a deregulated system than had been anticipated in the original legislation. So much so that the last Conservative government was rethinking its 'free market' road public transport policy, and a parliamentary committee was established to examine the workings of the 1985 Transport Act. The philosophy of this committee appeared to be leading to the possibility of applying more widely the 'semi-regulated' route franchising system for bus operation employed in London. The Labour government appears to have been thinking along similar lines, and this philosophical drift, in its turn, has caused the major bus operating groups to rethink their strategies.

Stagecoach, for example, currently the UK's third largest bus operating group, with almost 20 per cent of the market, has diversified into overseas bus operation, UK train operation and rolling stock leasing, in order to provide the group with a much broader base from which to withstand any changes of political direction in UK public transport policy. Although the company has been the subject of more than 20 anti-competition investigations by the Office of Fair Trading and the Monopolies and Mergers Commission in relation to its bus operation practices – one of the reports concluding that in putting a rival

bus company out of business (in Darlington) the tactics adopted by Stagecoach had been 'predatory, deplorable and against the public interest' – the company has recently attempted to reposition itself to face the new government.

In January 1998 the company launched an initiative – *Setting the standards* – aimed at both claiming the high moral ground on matters of bus industry practice and at the same time attempting to drive a nail into the coffin of weaker competitors. It argues for:

- (i) the average age of bus fleets to be reduced to eight years from the current 10.5, and that no buses older than 15 years should be allowed to run, except by small rural based companies;
- (ii) improved qualifications for drivers;
- (iii) more timetable information for customers;
- (iv) more integrated services; and
- (v) performance bonds to ensure operators meet their licence requirement.

Certainly, recent surveys by MORI suggest that efforts to ease road congestion are being hindered by public ignorance of public transport alternatives. Around 40 per cent of people interviewed did not feel informed about local bus timetables, and around 30 per cent felt similarly about rail timetables.

How far a cost and profit driven, deregulated, privatised public transport system is compatible with environmental sustainability is a question still being explored. While such large companies as Stagecoach can provide a degree of integration – both horizontal and vertical – for the benefit of their passengers, the deregulated system overall provides shortcomings in both system integration and in the possibilities for coherent land use and traffic planning for sustainable urban development. Even Stagecoach has been unable to innovate on bus-rail integration. The two bespoke rail feeder services it has developed in conjunction with its own South West Trains operation have been loss makers and have not generated any real growth in rail travel.

If public transport is to be socially acceptable and to effectively exploit its environmental superiority over the motor car, innovative companies such as Stagecoach and governments such as the Labour administration must work together in partnership to evolve effective, sustainable transport policy.

John Prescott, as Deputy Prime Minister and government transport 'supremo', has expressed radical views in the past. The environmental challenges confronting transport policy required radical solutions. With policy advice from such well known environmentalists as John Whitelegg, the transport ministry has good scientific arguments to justify taking measures which may be unpopular with the car lobby (i.e. most of us). After a year in power, just how far can ministers carry out the courage of the convictions they held when in opposition?

Incidentally, is it just coincidence that currently some of the most eloquent writers on these questions in our popular media (Isabel Hilton in *The Guardian*, Libby Purves in *The Times*, for example) are women?



Environmental education in the learning/working age

Derek Blaine MEnvSc

1998 is not proving to be a silent spring for students, educators and practitioners: it is buzzing with the start up of new initiatives, consultation proposals and the launch of a new crusade which according to David Blunkett the Education Minister aims 'to achieve stable and sustainable growth through a well educated, well equipped and adaptable labour force'. The Department for Education and Employment (DfEE) leads the charge with the introduction of the New Deal in April and with the publication of its Green Paper on *The Learning Age* in February. The old Department of the Environment's (DoE) City Challenge initiative is winding up after five years at the end of March. Then, in mid-March, the Quality Assurance Agency for Higher Education announced its agenda for quality, based on the Dearing proposals.

None of this spate of initiatives deal with environmental education *per se* but its students, scholars and scientists are handed a whole raft of new challenges and opportunities to apply to their projects, activities, research and thinking.

The New Deal

The New Deal, initially for 18-24 year olds, but now being extended to over 25 year olds, is designed to help young people who have been unemployed and claiming Jobseekers' Allowance (JSA) for at least six months. Regional Employment Service offices working in partnership with others in the local community will provide a range of help to improve the employability of young people. A typical English city or large town with about a quarter of million inhabitants could have 6-8 per cent of its population unemployed. In a National Skills in Britain Audit in 1995 and 1996, skills are particularly lacking in young people in computer literacy, general communication, practical skills and management. The problems are greatest in cities where there are higher levels of deprivation as defined by the 1991 DoE Index of Conditions on economic, social, health education and environ-

mental performance. Nationally, 67.5 per cent of school leavers go on to education, 11 per cent to training and 8 per cent are unemployed but the comparable figures for a city would be 54 per cent, 20 per cent and 10 per cent. The main reasons usually quoted are the lack of qualifications, employment opportunities, skills, experience and mobility.

The New Deal has a clear structure for addressing these chronic and structural problems. This includes 'Gateway Provision' (career advice, preparation and job search), Four Options covering education and training, and a Follow Through Strategy for sustainable work. The four education and training options are

- 1) a subsidised job with an employer,
- 2) full time education or training in University or College,
- 3) work with an Environmental Taskforce,
- 4) the voluntary sector.

6 None of this spate of initiatives deal with environmental education per se but its students, scholars and scientists are handed a whole raft of new challenges and opportunities to apply to their projects, activities, research and thinking...9

The Environmental Task Force specifically addresses the twin challenges of youth unemployment and environmental decline. The Department of the Environment, Transport and Regions (DETR) played a central role in setting and monitoring the government's environmental policies and objectives

for protecting and regenerating the environment. There are 16 environmental objectives against which the Environmental Task Force bid will be assessed including sustainable development, wildlife and landscape protection, derelict land, energy efficiency, housing quality, city centres, air and water quality, countryside and waste management. Clearly, they create opportunities for environmental organisations to deliver exciting and innovative projects related to sustainable development and Local Agenda 21. The government has expressed particular encouragement to conserve energy and water, reclamation of derelict land and the greening of urban areas. Where possible, environmental work will lead to qualifications, for example through NVQs, not only in specific environmental areas such as Environmental Conservation but also through transferable skills and employability.

City Challenge

As one door opens another closes. The 1993-98 City Challenge scheme finished on March 31, 1998. City Challenge has benefited about 30 localities throughout England each receiving £37.5 million over five years. Like Urban Development Corporations, City Challenge can claim more credit for physical rather than social or environmental regeneration. Its economic benefits in terms of reducing local and geographically specific unemployment have been questioned as has its effect on improving educational attainment and participation. These fundamental education and training issues are now being addressed under the New Deal and another ambitious initiative, the Learning Age.

The Learning Age

The Learning Age has as its agenda the promotion of a 'renaissance' on how people in all ages can continue to respond to and benefit from the knowledge based global economy of the 21st century. The Government believes a sus-

tainable future will have to be based upon a well educated, adaptable and involved citizenry. The publication of this consultative document as a Green Paper gives until July 24 for views and opinions. In preparing this consultative paper, FEFC, HEFC, Dearing and Fryer Reports and the University for Industry and New Deal have all been invoked. There is nothing specific in the Green Paper about environmental education but the context and issues raised have powerful implications on students and institutions. In 1996-97 2.8 million students were educated in universities and higher education colleges (including the Open University) at a total cost of £7.6bn. Between 1989 and 1997 there had been a 70 per cent increase in student numbers. 33 per cent of the population go to university now compared with 17 per cent then. Furthermore, 65 per cent of the students in HE are mature and 33 per cent part-timers. Sadly, especially in view of the City Challenge initiative, students from less affluent backgrounds continue to be under-represented. Another 3.8 million students are in further education, 70 per cent of them under 21. Also adult education receives 1.2 million enrolments.

The vision of the Learning Age is to equip students and citizens in all categories with new and better skills, knowl-

edge and understanding. Thus, it has a brief for employment and raises questions about the career planning and preparation of students as well as encouraging creativity, innovation and personal development. If the Learning Age vision is fully realised the university and college or Learning Centre of the next century will look very different to that of the present century but no-one knows quite how the key stakeholders e.g. students, will respond.

An agenda for quality

Yet another announcement this spring, this time by the Quality Assurance Agency for Higher Education, was to begin consultation on recommendations concerning quality contained in the Government's paper *Higher Education for the 21st Century*. The QAA is seeking to define among other things an HE framework for qualifications and awards, threshold standards across subject areas and clear specifications and outcomes for each programme. Environmental Studies/Science is one of the 41 subject areas identified, derived from the former structures of UCAS and HESA. Presumably each institution with Environment in its curriculum will have to begin immediately to develop programme specifications and outcomes and to specify what students should

know and be able to do in the workplace after education. Subject benchmarking to define environmental standards and educational attainments at the threshold levels will be facilitated by a system of Registered External Examiners (REE). Of further interest to students will be the requirement to keep 'personal progress files', recording their intellectual, practical and personal attainments. The IES, which has a published position paper on the common core of Environmental Studies/Science, will be able to take an active role on these issues through its formal accreditation system, institutional links and professional membership. Already an IES workshop is planned in London for early May to address the common core of its accredited courses. Its timing is perfect in view of the QAA's May 22 deadline for comment.

Spring 1998 certainly has not been silent as environmental education moves towards the new Working and Learning Age.

References

The New Deal; DfEE (1997); HMSO
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An Agenda for Quality; Quality Assurance Agency for Higher Education (1998).

The 'wow' factor: Educating for Life

Educating for Life is a new and inspiring publication providing guidance on good biodiversity education, presented in a lively and exciting format. Illustrated throughout with full colour photographs, it highlights research carried out by the Council for Environmental Education's Biodiversity Education Working Group into the provision of biodiversity education at nearly 200 sites and centres across England, such as nature reserves, museums, country parks and botanic gardens.

Educating for Life highlights the wide variety of innovative strategies for educating people about biodiversity. It identifies nine hallmarks of successful biodiversity education including offering relevant experiences, making it fun (the 'wow' factor), and building in progression; and makes recommendations

for providers and policy makers. It provides guidance for those already running programmes who may want to review their current practice and offers advice to those considering running such programmes, but who are unsure where to start.

Speaking at CEE's National Conference at the Natural History Museum, the Rt Hon Michael Meacher MP, Minister for the Environment, said: 'I want to give a personal welcome to *Educating for Life*. The document does seem to me to represent an important opportunity to get the biodiversity message across more informally, but in a setting which is still recognisably educational, and I particularly welcome the way in which so much of the publication focuses on practical guidance.'

Sir Crispin Tickell, convenor of the British Government Panel on Sustainable Development, also spoke in support of the publication: 'I commend strongly the Council's paper, *Educating for Life*. I thought it was well written and I was particularly impressed by recognition of what is described as "the wow factor".'

Educating for Life is written for all those who have opportunities to increase people's awareness of the importance of biodiversity, encourage their commitment to safeguard it and help them understand the influence of their actions and choices.

The publication is available from CEE, c/o University of Reading, London Road, Reading RG1 5AQ, price £9.00 including p&p. Review copies are available by ringing 0118 975 6061.

Council for National Parks – work and policies

Vicki Elcoate MEnvSc

The newly appointed Director of the campaigning charity, the Council for National Parks (CNP), is IES member Vicki Elcoate. She has worked for CNP for five years, most recently as CNP's witness at the public inquiry into the Ministry of Defence proposals for a major development in the Northumberland National Park. Here she outlines CNP's major policy priorities for the coming year.

The Council for National Parks is the national charity which works to protect the National Parks of England and Wales and to encourage their quiet enjoyment and understanding. National Parks cover 10 per cent of the land area of England and Wales. They are designated under the 1949 National Parks and Access to the Countryside Act, which followed a long campaign by CNP's parent organisation, the Standing Committee for National Parks.

Government policy (Department of Environment Circular 12/96) gives National Parks a key role as 'role models for sustainable management' of the whole countryside. CNP's key tasks are to prevent avoidable damage of National Parks, promote their potential to act as testbeds for sustainable development and to raise awareness of the designation. CNP played a central role in securing measures in the 1995 Environment Act to set up free-standing authorities to run all the parks and to implement other recommendations of the influential National Parks Review Panel. This was set up by the Countryside Commission and reported in 1991. Now the task is to make sure the new legislation works effectively to secure the future of National Parks for another 50 years.

CNP is made up of 43 organisations with an interest in National Parks and the mountaineer Sir Chris Bonington is President. Member organisations include other national voluntary bodies like the Council for the Protection of Rural England and the Ramblers' Association, the National Park Societies and the National Park Authorities. Policy is decided at regular meetings of

representatives of these organisations.

1998 promises to be a challenging year both for CNP and for the National Park designation: a testing time for this Government's commitment to National Parks. National Park funding is under pressure, there are moves to change the responsibilities of Government departments that deal with the countryside and two major public inquiry decisions affecting National Parks are due later in the year. CNP's other priority areas are outlined below:

Military use of national parks

Some of the most important areas of National Parks are also military training areas: Castlemartin in Pembrokeshire along the coastal strip; the Otterburn training area at the heart of the Northumberland National Park; areas of Dartmoor highly valued for recreation. Military training, particularly live firing, conflicts with both the conservation purpose of National Parks and with public enjoyment of the special qualities of the parks, like natural beauty or tranquillity. There are many kinds of military training in the parks: tanks; infantry; adventure training; helicopters; low flying. The Ministry of Defence is currently planning a major development in the Northumberland National Park to accommodate training with the 45-tonne AS90 self-propelled gun and the Multi-Launch Rocket System. These are new types of weapon in National Parks and would require an extended and widened road system as well as much other new development.

CNP believes that an independent, strategic review of military training should be held, which would assess the level of training and the means of training across the whole of the military training estate. It should take a fresh look at the conflict between military training and National Parks and find a way of addressing the problems that Government admits exist.

Minerals

Mineral extraction on its current scale in National Parks stems from the period

before and when they were being designated. This period saw a flurry of planning applications for long-term mineral development in the areas that had been identified as being worthy of National Park status. Consequently, National Parks carry with them a legacy of major industrial development which is at odds with the reasons why they were created in the first place.

Quarry operators often say that minerals can only be worked where they are found. It is also a fact that magnificent landscapes can only be protected and enjoyed where they are found. The evidence suggests that apart from some significant exceptions – like potash in the North York Moors – few relatively scarce minerals have any significant dependence on National Park locations for their excavation.

The impact of mineral working on each National Park is as varied as the landscape of each park. It ranges from Exmoor, which has not one single active site, to the Peak Park, which in 1995 had a landbank of total permitted reserves of 27 years. In 1993, planning permissions for surface workings covered nearly 14 square miles of the parks, an area larger than the city of York.

It is a fact that National Parks, despite Government policy that they should enjoy the highest status of landscape protection, produce at least as high a proportion of crushed rock as areas not designated for their importance to the nation. The parks are clearly not getting the high level of protection they are supposed to have. The Government has set up a test for mineral extraction in National Parks that states that it should not be allowed save in exceptional circumstances, and that any application must be subject to rigorous examination. CNP has drawn up a set of principles which should underpin a coherent set of policies for the more sustainable use of the natural mineral resource in National Parks. The objective is to ensure that, within a context of reduced demand for minerals, the only minerals being supplied from National Parks meet a national need and are without

alternatives, which is far from the case at present.

CNP works with a wide range of partners on the minerals issue, and has recently signed up Tarmac Quarry Products Limited as a member of the Corporate Forum for National Parks. This is a group of leading companies which recognise the value of National Parks for conservation and recreation, and who agree to uphold these values in the development and application of their environmental policies. This is a major step forward in the debate on moving towards more sustainable mineral extraction in National Parks.

New national parks

The creation of two new National Parks would help the Government achieve sustainable development objectives in the crucial South East of England. The two areas, which have been long recognised as worthy of National Park designation, are the New Forest and the South Downs.

Bringing them into the family of National Parks would provide strong management and adequate resources to provide protection and cope with the pressure of visitors. They are both key areas for achieving biodiversity targets and would greatly benefit from the highest status of landscape protection that

National Park designation affords.

CNP believes that the two areas could be given National Park status under existing legislation, which makes Park Authorities part of local government and provides for great flexibility in relation to planning powers and membership.

Wild by design

During 1996-97 CNP was engaged in researching and writing an innovative report exploring the potential for the creation of wilder areas in the National Parks of England and Wales. The report, *Wild by Design*, examines a wide range of issues including the potential benefits and disadvantages for National Parks in terms of the effect on landscape, nature conservation, recreation and the local economy.

The project research was underpinned by consultation, involving meetings with National Park Societies and officers of the National Park Authorities, statutory bodies such as the Countryside Commission, CCW, English Nature and various other organisations. At these meetings consultees were invited to discuss what they thought the potential for wilder areas was in their park and what the possible drawbacks, benefits and opportunities were from their personal knowledge of the parks.

The report has been well received and was featured on BBC TV Breakfast News and in a wide range of regional newspapers, magazines and radio programmes. CNP is organising a seminar in April, with the help of sponsorship from Esso and Tarmac, to discuss the issues raised by the report and to look particularly at the practicalities of establishing pilot projects in the National Parks. There will be a wide range of delegates from both the voluntary sector and statutory bodies and the seminar will also launch a user-friendly version of the *Wild By Design* report.

National Parks for Life

Much of the work described above is discussed in more detail in a major CNP report, *An Agenda for Action*. This was part of a two year project, National Parks for Life, which researched sustainable development opportunities in National Parks. This was launched by Chris Bonington and Jonathon Porritt in the House of Lords last year to much acclaim, particularly from companies, for whom a special version of the report was prepared. Both versions are available from the CNP office: telephone 0171-924 4077 or e-mail cnphq@aol.com. CNP's web site is at: <http://members.aol.com/cnphq/homepage.html>

A millennium village

A Millennium Village competition was launched by English Partnerships – the Government Urban Regeneration Agency – in July 1997.

The successful proposal was submitted by the Greenwich Millennium Team. It incorporates nearly 1,400 mixed tenure homes fully integrated with commercial and community facilities and a network of sustainable modes of transport. A 32-acre Millennium Village will be created on the Greenwich peninsula.

The proposal is aiming for a massive 80 per cent reduction in primary energy consumption through, for example:

- optimising solar gain and daylight enhancing features;
- efficient energy control systems within the home;
- improved insulation and thermal performance;
- the use of combined heat and power technology; and

- using alternative energy sources such as photovoltaic panels and wind powered water pumps,

The consortium is targeting a 30 per cent reduction in water use using grey water recycling and dual flush toilets. They also hope to achieve a reduction in project time of 25 per cent through using modern manufacturing processes off site together with the use of steel and timber frames.

The housing proposed involves a mixture of tenures fully integrated with each other through the development and with supporting business, retail, education and community space as well as a network of sustainable modes of transport. English Partnerships is currently identifying four or five brownfield sites in other parts of England that could accommodate new urban villages.

- Enquiries: English Partnerships, 01716 976 7070.

West of England Air Quality Centre

The University of the West of England now has an Air Quality Management Resource Centre in the Faculty of Applied Sciences at Bristol.

The Centre will act as a focus for meetings, etc. It will have an emphasis on continuing vocational education and has been established with a grant from UWE's Centre for Research, Innovation and Industry.

The centre has been designed in accordance with the results of comprehensive market research involving over 250 companies and organisations.

The Centre Co-ordinator is Nicky Woodfield and further information is available from UWE on 0117 976 2716.

Countryside rural issues

The Countryside Commission's winter quarterly says rural traffic issues are now higher on the political agenda following the Commission's autumn conference and its submission to the Government's consultation on the integrated transport White Paper.

The Countryside Commission believes that the Government should send a clear signal that a radically different approach to transport policy can benefit those who travel in the countryside and can also benefit the countryside itself. Lower speed limits, guarantees on public transport and a change in the price signals are amongst the Commission's suggestions. Richard Simmonds, Chairman of the Commission, has called for an end to 'the unacceptable tyranny of the car over much of England's countryside.'

New settlements are also very much on the national agenda at present. In the quarterly, writer and planning consultant Tony Fyson outlines his views on how new settlements deserve greater consideration, as one of the ways of handling the need for more houses.

Progress on Village Green issues is another topic in this quarter's *Countryside*. The Commission is helping to fund a judicial review action by the parish council of Sunningwell, Oxfordshire. The test case will go to the

House of Lords. It is challenging an Appeal Court ruling that cast doubt on the meaning of the expression 'as of right' used in registering urban or rural areas of land as greens after 20 years use by local people for lawful sports and pastimes.

Another topic that is going to dominate the agenda in the coming months is the location and scale of wind farms. In this quarter's front page story, the Commission says that wind energy developers should not be targeting Areas of Outstanding Natural Beauty and the National Parks. Small scale proposals and off-shore schemes would be preferred and the Commission is using its countryside character map to gauge the impact of schemes on an area's landscape.

A similar concept to that used in countryside character mapping, of determining what makes one area different from another, lies behind another aspect of the Commission's work, the environmental capital programme. Working together with the other conservation agencies, draft guidance has now been prepared which sets out ways of identifying, consistently, the different benefits the environment provides for people. For instance, for a particular place or feature, it seeks to determine what benefits are provided, how important these are, what (if anything) could

replace or substitute them and what kinds of policies or management are needed to secure those benefits for the future.

For further information please call the Countryside Commission's press officer, John Rennie on Reigate (01737) 213202; mobile 0976 666969.

Notes

1. The Countryside Commission is the Government's countryside and landscape adviser. It aims to make sure that the English countryside prospers and is protected and that it can be used and enjoyed now and in the future.
2. Copies of the Commission's submission to the Government's consultation on the integrated transport White Paper are available from the Public Affairs Branch.
3. Countryside, which has a circulation of more than 15,000, is produced four times a year. It aims to improve communication and provoke discussion of countryside matters among its readers in the environmental field.
4. Main Countryside Commission news releases are available on the Internet and can be found at: <http://www.coi.gov.uk/coi/depts/GCM/GCM.html>. The Commission also has its own web site at: <http://www.countryside.gov.uk>

A living countryside

The Environment Minister Michael Meacher has set out his vision of a living countryside. It should not be conserved in a historical time warp as a museum or theme park. The Government must look at the countryside and urban areas 'in the round'. He believes in a living countryside and the need to keep rural communities functioning.

The Government's approach to the countryside has five themes:

■ **a living countryside:** the rural dimension is being built into programmes for business and creating jobs, for improving opportunities for education and training, for improving health care and reforming welfare, and for safeguarding the environment;

■ **a working countryside** where there are jobs for residents, avoiding the need to commute or move out of towns. The new Regional Development Agencies will have a remit to serve the rural areas in their regions;

■ **one nation, town and country:** economic structures are increasingly similar and there is greater interchange of population between town and country;

■ **enhancing the environment:** Mr Meacher said the Government's wide-ranging consultation on sustainable development, is particularly relevant to rural communities, and encouraged people to respond with their thoughts about how their society

should be shaped; and

■ **a countryside for all:** the Government is committed to increasing access to the countryside so that the beauty and tranquillity of rural Britain can be enjoyed by the many, not the few. Mr Meacher had earlier announced that he had approved the Countryside Commission's proposal for a Cotswold Way National Trail, mainly within an Area Of Outstanding Natural Beauty.

The Government will also be looking at local management of byways to ensure that local authorities have all the powers they need to protect their local environment from damage caused by off-road vehicles.

■ Further details: 0171-890 3333.

Principles for environmental management

Foreword

This is a two-stage initiative by the Chartered Institution of Water and Environmental Management (CIWEM) as part of its duty under the Royal Charter to promote Environmental Management (EM) for the public benefit.

The fragmented nature of EM has been overcome by bringing people together from other professional bodies, environment agencies, industrial bodies, industrial training organisations, consultants and local groups. These stakeholders feel that stage one is to develop a common understanding of the basic principles for EM. Funding for this stage has been provided by the Environment Agency, Foundation for Water Research, Severn Trent plc and CIWEM.

Principles and good practice are applied in national, organisational and individual actions. This document is provided as a consensus available for each to use in their own way, for the benefit of their members, subscribers and the community.

The second stage is intended to be a 'manual of best practice' based upon the principles set out here. Support and endorsement for stage two may need further discussion within organisations, to determine an appropriate way forward. Potential contributors are invited to contact the Technical Secretary by telephoning or faxing to 01684 298 268.

Jim Oatridge
Group Director of
Environmental Management
Severn Trent plc

Scope

The outcomes include a set of principles for EM, a list of contributors, and a community of knowledgeable people. The consortium of bodies is keen to influence awareness of these principles, which are set out to guide individual behaviour in education, training, professional and industrial practice.

The scope of this document is an essential reference framework for all stakeholders, individuals, groups and organisations whose activities have an impact upon the environment.

Setting the scene

The following boxes set out statements in a sequence beginning with personal values, moving to resource concerns and then development issues. The Earth Summit at Rio in 1992 defined philosophical objectives for EM and means of implementation through National Environmental Action Plans and actions at a local level by 'Agenda 21' groups.

1: Global Values

Effective EM is defined in the Agenda 21 themes

- a habitable world
- a shared world
- a fertile world
- a clean world
- a prospering world
- a just world.

The philosophical objectives of sustainable development involve improving economic and social conditions without threatening the long-term viability of the Earth. 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.' This means optimising the quality of life and improving living conditions without the risk of damaging the renewable natural resources on which people depend.

2: Sustainability

Requirements for sustainability are incorporated in the policies of organisations

- improve the quality of human life
- enable communities to care for their own environments
- change personal attitudes and practices
- respect the Earth's capacity for coping with changes
- use renewable resources sustainably
- avoid, minimise or mitigate the depletion of non-renewable resources
- conserve ecological resources, processes and ecosystems
- provide a framework for integrating development and conservation.

The European Community (EC) commenced its first five year Environmental Action Programme in 1973. The proposed actions were diverse but underlying the plans were a set of principles

more or less echoed in the 1990s, from which the following are assembled.

3: Principles at national level

- Every citizen is responsible for conserving and protecting the environment in which they live – personal stewardship requiring education and cultural changes
- Groups of nations should harmonise policies, rather than prepare in isolation
- Resource conservation and management must be based on sound science and understanding of the issues involved – ignorance can be most damaging
- Exploitation of natural resources which will cause ecological damage must be avoided, mitigated or compensated
- It is better to prevent environmental damage than to allow damage to occur and then try to cure it
- Responsibility for preventing or repairing damage caused by pollution must rest with the polluter – the polluter pays
- It is better to take precautionary action where uncertainty exists
- Development decisions should consider environmental and natural resource implications at the earliest stage
- Nations should act as good neighbours, be careful about wastes and avoid pollution transport across their borders
- National policies should consider effects on the environments of the developing countries and other nations especially in trade, aid and agriculture.

The UK Sustainable Development Strategy (1994) states: 'Because in many ways the environment is shared, collective action is necessary. There are certain specific principles to take into account in pursuing this:

- decisions should be based on the best possible scientific information and analysis of risks;
- where there is uncertainty and potentially serious risks exist, precautionary action may be necessary;
- ecological impacts must be considered, particularly where resources are

non-renewable or effects may be irreversible; and

- cost implications should be brought home directly to the people responsible – the “polluter pays” principle.’

Education initiatives include draft occupational standards for EM prepared by the Management Charter Initiative in 1997. These principles describe the contribution an individual manager can make towards achieving sustainable development. They are endorsed by the stakeholders who prepared this document.

4: Principles of good practice for individuals

The principles which underlie management skills encourage each person to:

- adopt a long term perspective that takes into account the needs of present and future generations
- seek to influence others to improve the environmental performance of the organisation
- collaborate and consult openly with interested parties
- seek to work within the assimilative capacity of the environment

- move the organisation towards closed loop systems of resource rather than use linear ‘extract-consume-dispose’ approaches

- alter and refine activities, products and/or services to involve the use of more environmentally benign materials

- recognise and promote the importance of prevention rather than cure

- seek to minimise the adverse environmental impact of all work activities

- take precautionary action where uncertainty exists

- ensure that solutions do not lead to worse problems

- seek to use the best available techniques that do not entail excessive costs

- appraise activities, products and/or services with regard to the likely costs and benefits to the organisation and the environment

- recognise the real organisational advantage to themselves, their partners and others, which can accrue from improving environmental performance

- investigate and use an EM system – EMAS or ISO 14001.

The values and concepts of participation are demonstrated by how people work together for a sustainable future. These principles are from ‘Vision 21’, a leading local Agenda 21 group in the UK, with over 1,500 people involved in its activities to develop and promote sustainable living in Gloucestershire.

5: Working together

‘Vision 21’ encourages people to:

- take responsibility for what you do
- work with others in partnership
- promote equity
- pay the real price.

If individuals in every organisation were to apply these principles, by thinking globally and acting locally, changes would be beneficial for present and future generations.

The Chartered Institution of Water and Environmental Management,

15 John Street,
London WC1N 2EB.
Tel: 0171-831 3110.
Fax: 0171-405 4967.

CIWEM and President David Woods thank the people and organisations who have contributed to this consensus of the Principles for Environmental Management:

Professional bodies

Chartered Institution of Water & Environmental Management
Institute of Ecology and Environmental Management
Institute of Environmental Assessment
Institute of Environmental Management
Institution of Environmental Sciences
Institute of Wastes Management
National Society for Clean Air and Environmental Protection

Environment agencies

Environment & Heritage Service
Environment Agency
Scottish Environment Protection Agency

Industrial bodies

Business in the Environment
Business in the Environment (West Midlands)
Confederation of British Industry
Severn Trent plc

Industrial training organisations

Board for Education & Training in the Water Industry
Certification & Assessment Board for the Water Industry
Environmental Training Organisation
Management Charter Initiative
Waste Management Industry Training & Advisory Board

Consultants

Nicholas Pearson Associates

Local Agenda 21 Group

‘Vision 21’ in Gloucestershire

Technical Secretary

Contact person

Nathan Brodrick
Dr Jim Thompson
Barry Sadler
Anne-Caroline Peckham
Dr Bob Fuller
Vanessa Pye
Richard Mills

Jim Lamont
Mervyn Bramley, Allan Duncan, Dr David Slater
Tricia Henton

Patrick Mallon
Roger Key
Dr Janet Asherson
Jim Oatridge, Graham Wood

Sue Evershed
Cathy Sutton
Keith Turner
Bryan Fowler, Lisa Roberts
Dick Templeton

Barbara Carroll

Alison Paffitt

Dr Richard Bailey

TIGER

The TIGER programme (Terrestrial Initiative in Global Environmental Research) (reference IES Journal Vol. 6 No. 3) has now a Web site which IES Members may be interested to know of.

For more information on TIGER I-IV and TIGGER visit the web site on: <http://www.nwl.ac.uk/tiger/>
TIGER Programme Office, Maclean Building, Institute of Hydrology, Crowmarsh Gifford, Wallingford, OX10 8BB. Tel: 01491 692439.

Vehicles of tomorrow

'The vehicles of tomorrow must be more environmentally green.'

This is the message to get across, says Transport Minister Gavin Strong. The Government is committed to research and development to make the car of the future less environmentally damaging, and it is keen to see action in cutting pollution from existing vehicles.

In January 1998 the Department of the Environment, Transport and the Regions held a first meeting of the

Cleaner Vehicles Task Force (CVTF). It aims to promote a partnership with industry to produce cleaner and greener vehicles which people will actually want to buy and drive. There is scope for retro-fitting older vehicles with catalytic converters and traps. In new vehicles, fuel cell technology now offers the real prospect of zero emissions of carbon dioxide and other pollutants.

■ Further inquiries: DETR: 0171-271 5000.

IES INFORMATION

Forthcoming events

14 May: Domestic waste water treatment and public health, Institute of Physics, London. Details: Pauline Johnson. 0171-580 2731.

18-19 May: Measuring waste and strategies for waste minimisation, London Environment Centre. Details: Edward Noble, The London Environment Centre, London Guildhall University, 100 Minories, EC3N 1JY. 0171-320 1768.

1-5 June: Values, ethics and the environment, University of Surrey. Covers: valuing the environment, economic costs and benefits, stewardship, ecocentric rights. Details: Mrs P. Savill, Centre for Environmental Strategy, University of Surrey, Guildford, Surrey GU2 5XH. 01483 259047.

8-11 June: 9th global warming international conference & expo by GWIC USA and Hong Kong University of Science & Techy. Details: GWIC USA PO Box 5275, Woodridge, IL 60517, USA. Fax +1-630-910-1561.

11 June: Odour prevention and control at sewage treatment works, University of Leeds. Details: Zena Hickinson, School of Civil Engineering, University of Leeds. 0113 233 2296.

12 June: Practical waste management, London Environment Centre. Details: Edward Noble, the London Environment Centre, London Guildhall University, 100 Minories, EC3N 1JY. 0171-320 1768.

16-17 June: Auditing environmental management systems, London

Environment Centre. Details: Edward Noble, the London Environment Centre, London Guildhall University, 100 Minories, EC3N 1JY. 0171-320 1768.

29 June-3 July: Environmental performance reporting, University of Surrey. Covers: communication, presentation and disclosure of environmental data to stakeholders. Details: Mrs P. Savill, Centre for Environmental Strategy, University of Surrey, Guildford, Surrey GU2 5XH. 01483 259047.

13-15 July: CERC conference – changes in the marine flora of the North Sea, at Scarborough, N. Yorks jointly with Natural History Museum. Details: Mary Barry, CERC, UCS, Filey Road Scarborough, YO11 3QG. Fax 01723 370815.

Book review

This is No. 8 in the series Issues in Environmental Science and Technology published by the Royal Society of Chemistry. In common with the other publications in the series, this is a topical review of a current issue, this one concerned with air quality management.

There are seven papers in all covering a number of key topics and drawing on experience from the UK, from Europe and from the United States. What struck me most forcibly in all cases was the high degree of professionalism and the considerable technical content. This is a most informative book for the practitioner with 'state of the art' material.

The subject matter of the papers covers present policies in the UK which are

Title:	Air Quality Management
Edited by:	R.E. Hestor and R.M. Harrison
Publisher:	The Royal Society of Chemistry, 1997
ISBN No:	0854042350. 160pp
Price:	Paperback £19.50

being developed to both monitor and control emissions into the atmosphere: the creation of emissions inventories which are crucial to understanding the sources and geographical locations of emissions (referenced to a current study in the West Midlands): the design and operation of air monitoring networks: a description of the European AutoOil

study to determine the most cost-effective means of meeting air quality targets: a source-receptor modelling system used in the United States to identify the source areas contributing to secondary pollutants to the atmosphere: the use of geochemical or biological tolerances to determine the maximum allowable inputs of acidic pollutants to the environment: and finally a review of the air pollution control policies introduced in California over a period of years.

Air Quality Management is an extremely useful source of technical information and is recommended to students, practitioners, industrialists and government agencies.

Dr R. A. Fuller

The Hon. Secretary's news desk...

Expert witness course

Details were published in our December Journal of courses provided in relation to expert witness duties for professionals. We have been advised of a further course which is available on the subject of 'Basic Law for Expert Witnesses' arranged by the Expert Witness Institute. This is a one day course to be held on June 5, 1998 at the Expert Witness Institute, 11 Haymarket, London SW1Y 4BP. The cost for non-members is £230 including refreshments; booking forms may be obtained on application from the Institute.

BUPA private medical cover

We have recently received advice from BUPA that a 25 per cent discount on their normal BUPACare prices can be made available to Institution members who join their Private Medical Cover scheme. This provides cover for medical consultations, tests and hospital treatment. There is also cover for post-operative care and medical emergencies overseas. Rates vary from £29.50 per month (age 18-24) up to £57.03 per month (age 55-59) with no excess.

Enquiries should be addressed to BUPA, Thames House, 140 Battersea

Park Road, London SW11 4NB quoting your membership of the Institution.

Eco design

Members may be interested to learn of a relatively new departure in further education for vocational purposes. Falkirk College are developing a new training programme which runs for one academic year (starting date is August 1998) and results in the award of an Advanced Diploma. The title of the course is Vocational Training for Women in Eco-design for Industry and it receives funding under the New Opportunities for Women strand of the EU Employment Initiative.

Eco-design is a holistic business approach fusing the principles and practice of design for enterprise and industry through the philosophy of sustainable development and sustainable practices and creates the opportunity for influencing the principles of product manufacture in such ways that synergy is generated through the fusing of the two.

Responses

This is proving to be a busy year for responses to consultation papers. Already we have responded to a DETR enquiry regarding 'The Need for Environmental Assessment – EC

Directives', the response being prepared by Hugh Ellacott and Dermot Scanlon.

Two other responses are about to be submitted at the time of writing: 'Endocrine Disrupting Substances in the Environment' prepared by Derek Lohmann for the Environment Agency and 'Future of Regional Planning Guidance' by Jim Whelan for the DETR.

A number of other consultation papers have been received for response during May and June including one on quality standards in higher education.

Subscriptions

At the beginning of April we once again sent out over 200 subscription reminders to members – approximately a quarter of the membership. Despite many and continuing pleas for promptness, we seem to be faced with exactly the same problem each year. This is a drain on financial resources and secretarial time which is valuable.

Whilst there may be some cases of genuine hardship, I am sure that with a little application most outstanding subscriptions could be paid in good time. Will those members still in arrears please send their subscriptions as soon as possible and obviate the need for a final reminder in May!

New members

The IES is pleased to welcome the following to membership of the Institution:

Dr N. J. Barnes	Habitat Survey Officer for Environ	Mrs W. D. Levy	Quality Assurance & Env. Manager, Sappi Europe
Mr A. R. Blackwell	Freelance Ecological Consultant	Dr J. M. Mackay	Manager/Senior Environmental Scientist, JCAS
Mr J. G. Booker	Environmental Co-ordinator	Mr S. A. Moyes	Env. Scientist/Noise Control Engineer, Wardell Armstrong
Mr S. Bunting	Wellingborough Borough Council	Miss L. E. Preston	Graduate Trainee
Mr J. G. Cundall	Principal Consultant	Mr P. J. Quayle	Wm Canning Ltd.
Mr J. J. Curtis	Stanger Science & Environment	Miss A. Sacchet	Q A/Environmental Engineer
Mr T. P. Hails	Colour Technician	Miss K. Stead	Heerema Hartlepool
Mr J. P. Jones	Mason Paints	Mr R. J. Tinsley	Recent MSc
Mr A. D. Kinsey	Environmental Scientist	Mr T. J. Waterman	University of East London
Mr N. Patterson	Ove Arup & Partners	Miss E. J. Wilson	Postgraduate Student
	Student	Mr M. P. Young	Environmental Consultant
	Recent Graduate, Manchester Metropolitan University		RPS Consultants Plc
	Environmental Scientist		Valuation Assistant
	Gibb Wales		Valuation Officer
	Senior Environmental Scientist		Student
	Voelcker Science		Environmental Services Officer
	Graduate Training Programmer		London Borough of Newham

Northamptonshire resource efficiency project

Paul S. Phillips MEnvSc and Karen Pike

1. Introduction

Agenda 21 in Northamptonshire has been very active in the area of environmental improvement and protection. During 1996, it was decided that the time was right for a County Resource Efficiency Project to introduce waste minimisation methodology to local business. This was seen as a route to improved environmental protection as well as significant cost savings to local companies.

We defined waste minimisation as 'the application of a systematic approach to reducing the generation of waste at source'. We are keen to reduce all emissions to the environment – solid, liquid and gaseous.

2. Objectives

The primary aim of the project is to establish a waste minimisation programme in Northamptonshire to assist local companies to reduce cost and improve their competitiveness. The project will encourage competitiveness by reducing costs of participating firms through waste minimisation: doing more with less – less resource consumption (raw materials, energy, water, consumables, transport), less waste disposal (to air, water and land) and more capacity (i.e. more production of first quality product).

The local environment will also benefit from the improvements made to the environmental management practices at participating sites.

3. Methodology

The project methodology is based on several other club projects e.g. Aire and Calder, and is split into three parts:

Phase 1 (six months): Launch, recruitment of businesses, and mini audits.

Phase 2 (two years): Support to businesses (Monitoring and Targeting).

Phase 3 (six months): Dissemination and Replication (starts six months before Phase 2 ends).

The project commenced in September 1997 and will be completed in December 1999.

Phase 1 – Launch, recruitment and mini audits

Two launch seminars were held in August 1997 to recruit participants. All companies which gave positive response to the seminar (35) received a follow up visit and free waste minimisation mini audit.

The mini audit involved three tasks:

- submission of a short questionnaire to each organisation prior to the site visits;
- site inspection and interviews at each company;
- reporting back to management on each site to document findings and make recommendations for improvement (action plan).

The site visits lasted half a day and focused on identifying scope for waste minimisation.

Phase 2 – Support to businesses

In January 1998, the 18 companies with the potential to benefit most from the regular visits and performance monitoring within the waste minimisation programme were invited to participate in Phase 2. A Project Champion will be appointed at each site but for larger companies a steering group might be necessary.

So successful has Phase 1 been that five extra companies have been granted associate status to join the project club. They will benefit from the training given in waste minimisation.

Specialist monitoring and targeting (M&T) software (Montage) will be used to analyse meter readings and other data collected at each site. Nene College of Higher Education will provide staff and computers for this work and close co-operation will be required with the project champion at each site to ensure that the data is reliable. This analysis will identify trends and opportunities for waste minimisation, and the results will be reported to participating companies every month.

At regular intervals each site will be visited by consultants who will provide assistance in areas including:

- auditing of priority waste streams;
- assembly and analysis of all necessary data for evaluation of waste minimisation opportunities;
- making the case for any prudent investments; and
- consultancy support on specific issues such as the development of environmental management systems or particular technical problems.

In addition to the on-site work, March Consulting Group and Nene College will run quarterly seminars for participants to compare progress at the sites and allow each participant to learn further from the consultants, each other and guest speakers from other waste minimisation projects currently under March's management.

During these seminars, training will be given in each stage of the systematic waste minimisation methodology. It is intended that this training will help develop a culture of waste minimisation in each organisation.

Phase 3 – Dissemination and replication

Six months before Phase 2 has been completed, the dissemination programme will begin. This may take several forms including project specific and technique specific case studies, press releases, seminars and the establishment of an Internet Web site. Here we will encourage other companies in the county to adopt waste minimisation strategies. This phase is perhaps the most important of all?

MAYER ENVIRONMENTAL SERVICES

CONSULTING ENVIRONMENTAL SCIENTISTS



Mayer Environmental Services is a multi-disciplinary environmental consultancy providing clients with a single point of contact for all their environmental services needs. The vast increase in environmental legislation means that no company can afford to neglect the environmental management of their business. Mayer Environmental Services has developed a wide range of services in response to the needs of industry. The MES team are fully conversant with all aspects of environmental and waste management and are ready to assist you with any environmental aspect of your business.

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Mayer Environmental Services Ltd.

Transport Avenue, Brentford, Middx. TW8 9HA

e-mail: info@mayer-enviro.co.uk

4. The project team

The overall project is managed by Business Link Northamptonshire, who are working in partnership with March Consulting Group, Nene College, the Environment Agency, the County Council and the Environmental Technology Best Practice Programme (ETBPP). March Consulting Group and Nene College will work closely with each participating company throughout the programme.

Nene College are very active in wastes management education and research. The combined honours course in wastes management was the first significant degree course in this subject in the UK. Wastes minimisation is a research area for a number of academic staff.

The catalyst for the project was the local Agenda 21 group that deals with waste issues. Agenda 21 has been the catalyst for many excellent projects that lead to environmental improvement.

5. Project costs and benefits

The mini audits will be conducted free of charge but there will be a charge of only £500 for each company which participates in the full programme.

Previous similar projects have demonstrated that companies can save around 1 per cent of annual turnover. Typical waste minimisation initiatives have a payback period of less than six months.

Other business benefits include improved compliance with legislation, enhanced reputation with stakeholders and risk reduction. Numerous environmental benefits arise from waste minimisation and better

environmental management practices at companies.

There will be significant reductions, for companies, in the amounts of solid and liquid waste produced as well as emissions to the atmosphere.

The project is funded via Local Government Capital Challenge – to a sum of around £150,000. This significant sum was obtained because of the desire of all the partners to work closely together well in advance of submission of the grant application. The formation of such coherent networks is essential to the development of successful, regional waste minimisation initiatives.

6. Contacts

a. Business Link.

Royal Pavilion, Summerhouse Road, Moulton Park, Northampton NN3 3BJ. Facilitator: David Evans. Tel: 01604 643777, Fax: 01604 670362.

b. March Consulting Group,

Telegraphic House, Waterfront Quay, Salford Quays, Manchester M5 2XW. Facilitator: Alan Fowler. Tel: 0161 8723676, Fax: 0161 8480181

c. Nene College of Higher Education, School of Environmental Science, Park Campus, Boughton Green Road, Northampton NN2 7AL.

Facilitator: Dr Paul S. Phillips. Tel: 01604 735500, Fax: 01604 720636, e-mail: paul.phillips@nene.ac.uk



■ The authors work in the School of Environmental Science, Nene College of Higher Education.



Environmental Recruitment



Senior Environmental Officer

3 years+ experience in contaminated land, knowledge of effluent treatment, waste management, air quality and EMS would be beneficial.

Midlands to £20K

Junior Consultant

Exciting opportunity within a reputable consultancy. Qualified in Economics, duties will include research, report writing and client presentations.

London to £18K

Economist

An engineering consultancy seeks an Economist with 2 years+ experience. Knowledge of water supply/resources and power projects is essential.

South East £Neg

Engineering Consultant

3 years+ experience in contaminated land assessment/investigation and remediation. You will also be involved in project/team management.

Scotland £Neg

Senior Hydrogeologist

8 years+ experience in the areas of landfill design, statutory controls alongside solid technical issues. Excellent management and interpersonal skills required.

Midlands £ Neg

Consultant

Expertise in EMS and auditing with knowledge and experience of the power, process/chemical, and oil & gas industries. The role involves foreign travel.

South Coast to £23K

Chemical Engineers

Reputable company seeks consultants with expertise in auditing and pollution control alongside knowledge of the process industries.

London £ Neg

Environmental Engineer

A research role within Industry. You will have experience within the electronics, communications and/or manufacturing industries.

Surrey £Neg

We have a number of vacancies which are not advertised. If you would like an informal and confidential discussion please call **Melanie Nunn** quoting reference no. MN1827 at:

ERS Environmental

Ambassador House, 575-599 Maxted Road, Hemel Hempstead, Herts HP2 7DX
telephone 01442 231691 facsimile 01442 217851
email melanie_nunn@ers.co.uk web http://www.ers.co.uk/ers



Environmental

ERS Environmental is a member of the Executive Recruitment Services plc group of companies

Environmental Practice Committee: new members required

Women are especially welcome to address under-representation on IES committees.

The committee meets five times a year in central London.

It represents the interests of practising environmental professionals within IES and recent activities have included meetings programme publications setting up a CPD scheme and negotiating PI for IES members.

Wanted: computer whizz-kid (any age)

to administer IES web site.

Tasks will include:

- Developing the site.
- Regularly updating the site.
- Increasing environmental information on site.
- Improving its usefulness for IES members.
- Attracting new members via this medium.

If you are keen to have a go, please contact EPC Chairman, Richard Pagett:
Tel: 01793 771867, e-mail: advice@emt.u-net.com

Job vacancies

Demand for qualified environmental staff can be monitored by accessing the Environment Business Joblink service.

Joblink provides a comprehensive listing of environmental vacancies – abstracted twice a week from over 15 publications, and many unadvertised jobs.

Joblink is available in two ways:

- by faxback: just set your fax machine to poll/receive and dial 0374 507207, and press start/receive when prompted. An up-to-date list of all available jobs will be faxed straight back. Calls charged at standard national rates.
- All vacancies are also listed on the Environment Business Website: <http://www.ifi.co.uk>

Advertising

Advertisements are now accepted for inclusion in the **Journal**. They should be submitted to reach the Institution by the 7th of the month of publication. Rates: £50 (half page); £25 (quarter page); £12.50 (eighth page). Full page adverts at £100 can only be accepted under special circumstances, subject to space being available.

Diary dates 1998

17 June	Education Committee	10.30
17 June	EP Committee	11.00
17 June	Council	13.30
7 September	GP Committee	13.00
7 October	Education Committee	10.30
7 October	Council	13.30
9 November	GP Committee	13.00

Contributors

The *Environmental Scientist* aims to provide a forum for members' contributions reflecting their interests, activities and news, as well as topical feature articles. Feature articles should be no longer than 5000 words and other shorter contributions may be up to 1000 words. All submitted material should be received by the Editor (three weeks prior to publication in the last week of January, March, May, July, September and November) at 25 Kennedy Avenue, Huddersfield, West Yorkshire, HD2 2HH; telephone 01484-426796, fax 01484-546640. **Views expressed in this journal are those of the authors and do not necessarily reflect IES views or policy.**

