

Climate Emergency Update

Purpose of report

For direction.

Summary

Following the LGA's declared support for Climate Emergency at its 2019 conference, the Executive established a working group to consider the approach that the LGA should take. The members of the working group were: Cllr Rachel Blake; Cllr Andrew Cooper; Cllr Nick Forbes; Cllr Adele Morris, Cllr David Renard and Cllr Izzi Seccombe. The working group reported back to the Leadership Board and Executive in September 2019.

Members recognised that this work would be multifaceted and that we would need to take this forward in steps. Members also recognised that councils had been working on this agenda for many years and asked the EEHT Board to log this good work. This report highlights what is currently being undertaken and also looks at suggestions for value for money activities.

We are now in a position to meet the demand from councils for best practice examples. Further, we are able to demonstrate to Government that we are a trusted agent locally to convene other public sector agencies, businesses and communities. Our efforts to establish a cross-government/local authority task and finish group to provide strategic direction for this role was interrupted by the election, but we are now working with BEIS, DEFRA and MHCLG to set up the task force.

This is the start of the journey and we intend now to:

- Further develop the emerging best practice
- Refine and launch our offer of support to councils
- Work to articulate specific funding and policy asks
- Support councils on developing their leadership role
- Internally review and join up Board Activity.

Recommendation

That the LGA Executive provides comment and provide further guidance on:

1. The work undertaken to date;
2. The climate emergency next steps below;
 - 2.1. To develop further and publicise the best practise examples (the LGA Climate Change Conference on 22 January has provided an opportunity to do this).
 - 2.2. To develop specific policy and funding asks of Government which will support councils to deliver on climate change
 - 2.3. To internally review and join up Board activity climate matters.
 - 2.4. Continue discussions with new Government about climate change task force.
 - 2.5. Follow up the LGA climate conference in January 2020 with policy specific workshops culminating in LGA conference and possible COP26 session.
 - 2.6. Launch a new sector-led improvement offer for climate change at the beginning of March 2020 and continue conversations with MHCLG about including a climate change deliverable in the 2020/21 MoU.

Action

That officers carry out the recommendations and provide a further update at a future board meeting.

Contact officer: Sonika Sidhu
Position: Senior Adviser
Phone no: 0207 664 3076
Email: Sonika.sidhu@local.gov.uk

Climate Change Update

Background

1. The LGA declared its support for the 'Climate Emergency' at its 2019 conference in July. It committed to supporting councils in their work to tackle climate change by providing a strong unified voice for local government, and sharing best practice across all councils. There was unanimous cross party support for this declaration.
2. The Leadership Board set up a Climate Emergency Sounding Board to take forward the LGA's work over the summer. The Sounding Board met twice to identify how the LGA could support councils to meet the climate emergency challenges they are facing, through our lobbying and improvement work.
3. The Leadership Board met in September 2019 and agreed to a range of lobbying and policy recommendations which fall within the remit of the EEHT Board. The EEHT Board has been asked to develop the detail of the Climate Change work, with City Regions and People and Places asked to consider the specific urban and non-met issues. The Improvement and Innovation Board will lead on the improvement offer. To ensure that this issue is managed as a priority, it was agreed that the Leadership Board would receive regular reports to coordinate and commission work across the organisation. This report is part of the regular update process.
4. This report outlines the key climate change issues EEHT has been discussing. It provides direct member feedback from the Board's December 2019 meeting and outlines the next steps being recommended for the Board's climate change work in 2020.

Best Practise

5. EEHT board members tasked officers with collating best practise across councils to help establish which projects could deliver carbon impact whilst also being affordable and deliverable. Officers looked at what 100 councils are doing on climate change, covering 182 different projects.
6. When looking at the type of project it was clear that a quarter of all projects were corporate (**diagram i**). Councils clearly recognise that effectively addressing climate change requires a whole council approach which embeds climate change across all of a council's work areas. The councils who are doing this are producing strategic plans, baselining current positions, developing consultation approaches with partners, business and the public. They also have identified a political lead for climate change so that the issue has political direction and drive.

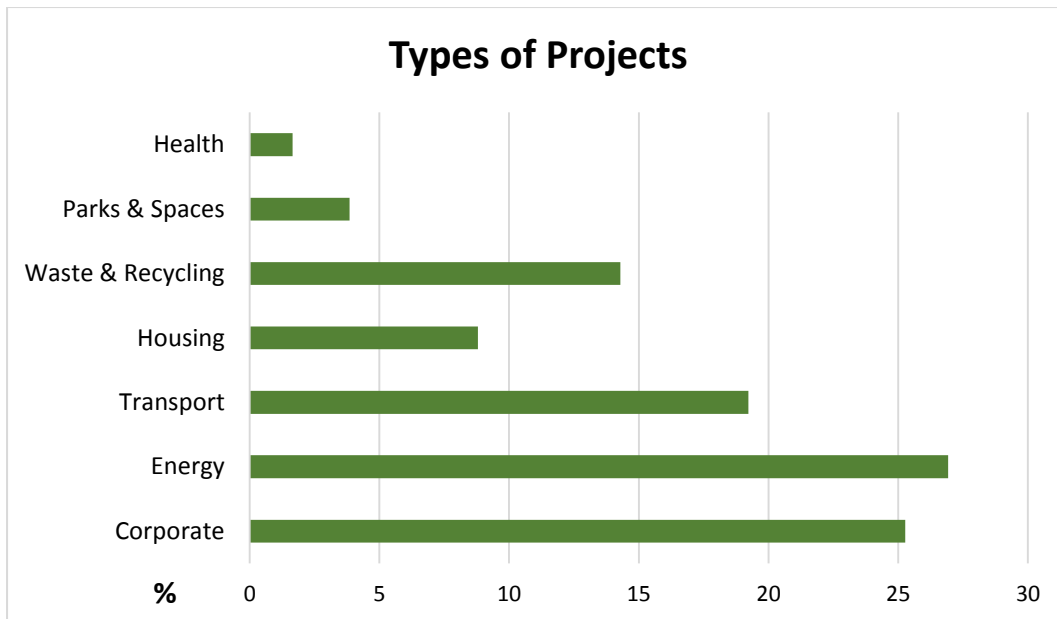
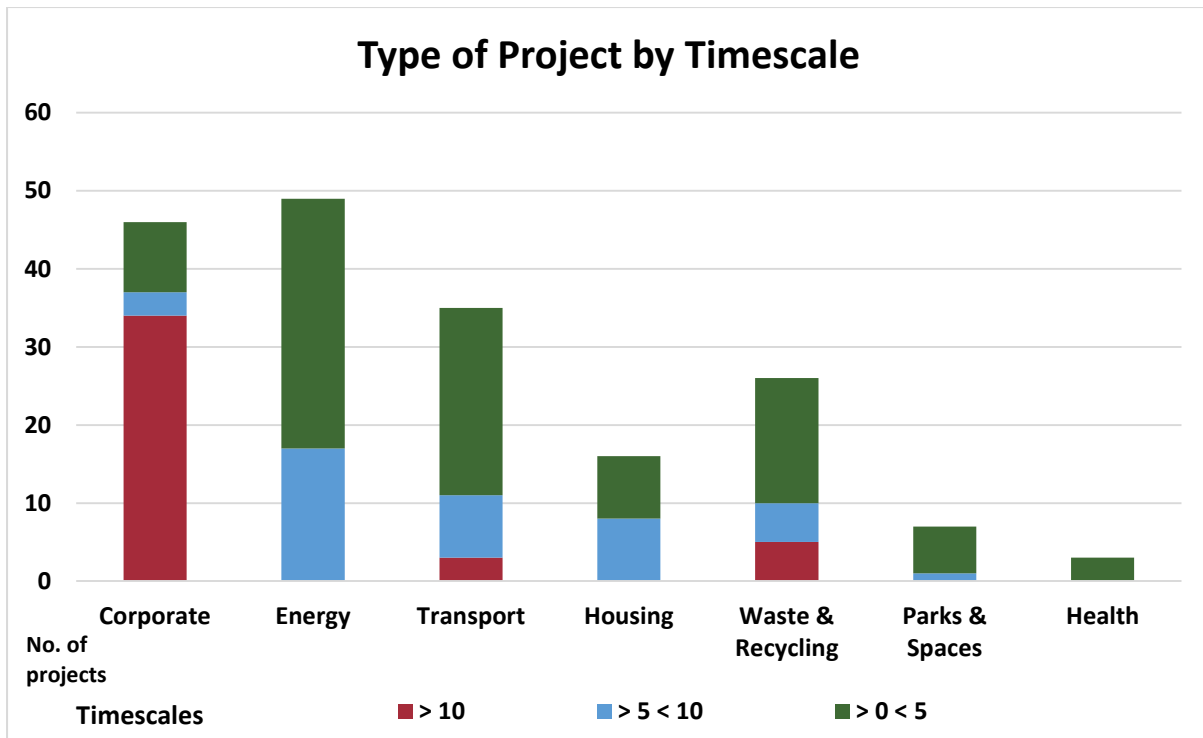


diagram i

7. Looking beyond corporate activity it is clear that energy projects are by far the most popular. Many of the councils we looked at are involved in renewable energy schemes because these offer some of the biggest carbon savings over an extended timeframe. Following on from this transport projects were the next most popular with councils recognising the opportunity to encourage modal shift by supporting cycling, providing electric vehicle charging points and lower emissions public transport. Ultra-low emissions zones also provide certain councils with the opportunity to address significant air quality issues. The third biggest policy area was waste and recycling. Many councils are looking at how to increase recycling efforts and reduce waste sent to landfill. Some are also looking at single use plastic policies and how to make waste collection routes more efficient.



(diagram ii)

8. When looking at these projects by timescale (**diagram ii**) over half (53 per cent) of all projects have been completed or are likely to be completed in the next 5 years. The costs of these projects range from grants of up to £3 thousand to install electric vehicle charging points, to £9 million with a completed solar farm in Cambridgeshire, to £28 million for a completed leisure centre combined with a heat and power plant at Eastleigh Borough Council. The majority of projects in the over 10 year's category are corporate strategies, policies or commitments. For projects that may be completed in the next 5-10 years, 41 per cent are focused on energy followed by housing and transport. For the projects that have indicated a cost in this category, figures begin in the millions and range from £8.4 million, to £20 million to £62 million.

9. The following projects can be seen as deliverable in a shorter time frame, predominantly as they focus on issues councils have direct control over:
 - 9.1. greening of council fleet
 - 9.2. ensuring council procurement strategy contains climate change action
 - 9.3. tree planting
 - 9.4. policy to ensure council becomes single use plastics free
 - 9.5. moving towards more efficient street lighting
 - 9.6. lower emissions buses and taxis
 - 9.7. installing water fountains

10. The projects which are likely to deliver greater carbon impact fall into the medium to long term as they need clear funding routes and work with partners. Some of the most popular medium-term projects were:
- 10.1. establishing sustainability and carbon reduction investment funds
 - 10.2. vehicle charging points
 - 10.3. emissions zones
 - 10.4. retrofit projects
 - 10.5. zero waste to landfill policies and improved recycling rates
11. The longer-term projects which yield the biggest carbon savings were predominately energy projects where councils were finding different ways to access or generate sustainable and renewable energy. This varied across solar initiatives, wind turbines and heating networks. This involves projects which take at least 5-6 years to deliver and often require significant capital investment. However, many of these were also income generating over their life spans and deliver significant carbon savings.
12. Overall, the data suggests that councils have been proactive in responding to climate change in the past, with the majority of projects completed or likely to be completed in the near future. There is not a singular approach to how best to deal with climate change. Councils need to develop localised responses which address their local circumstances. But it is clear that those councils who have spent resources on developing their corporate approach to this issue have been able to deliver clear progress. The data also suggests that councils are ambitious and driving policies, strategies and projects to do more in the next decade and this will most likely require significant resources.
13. This review of best practise gives us some insight into how councils are dealing with the climate emergency. It provides us with some useful learning which we can publish and share with the sector. We will also discuss the findings with the improvement team to further inform direct support to councils. However, in terms of moving our lobbying work forward it is important for us as the LGA to have our own baseline position of the sector. We need to understand across the sector what progress has been made and how confident councils are that they will make the progress their local residents expect in the future, based on current levels of funding and the existing regulatory framework. The EEHT Board therefore agreed that the LGA should undertake a climate emergency survey of all councils. Any significant issues raised by the survey will then need to be discussed with government in order to ensure resources and support is available to deliver the level of expectation.

Ashden

14. EEHT Members specifically requested further information about which climate change initiatives would deliver the greatest carbon impact whilst being affordable and

deliverable. Our analysis of best practice yielded limited financial information. The environmental charity Ashden has worked with Friends of the Earth and put together a list of the most effective actions councils can take on climate change <https://www.ashden.org/programmes/top-31-climate-actions-for-councils>. These 31 actions are quantified in terms of likely carbon savings, approximate cost and co-benefits. The co-benefits for each action can be better health, improved economy, increased equity and resilience. Ashden has recognised that councils vary in size across the country and so have done some modelling to make their figures applicable to councils of varying population sizes. Ashden came and spoke to the EEHT Board in December 2019.

15. Their list of 31 actions is not exhaustive. But it again provides an indication of where councils are currently choosing to invest time and resources. The actions fall within the following categories. The themes of transport, housing and council estate appear to be the ones where a range of projects have been identified.

Theme	Number of actions identified
Raising money	2
Housing	6
Transport	9
Council estate	5
Power generation	2
Waste	2
Land use	1
Influencing others	4
Total	31

16. The list of 31 actions are set out in **Appendix A**. The top five projects which generate the greatest carbon savings as identified by the Ashden model are highlighted. This indicates that projects which identify and invest in renewable energy sources are the ones which generate the greatest carbon savings. This is followed by projects focussing on transport issues such as encouraging a rapid shift to electric vehicles by offering EV charging points and projects looking at consolidation centres. Finally, using a council's supply chain to minimise emissions through greener procurement also delivers one of the top five carbon savings.

17. When looking at the costs of these projects this varies. Projects which require capital outlay have the biggest upfront costs – with investment in a renewable energy facility being the most expensive capital project. However, for a number of these projects what is actually required is the revenue cost of funding a dedicated officer who can focus on delivering specific tasks to get the required level of detail to achieve the identified carbon savings. It will be down to individual councils to identify what type of spend they are able

to commit and the level of carbon saving this will deliver for them. Due to the current funding challenges facing the sector councils will need to think carefully about how they programme the carbon savings they want to achieve and the pace at which they can realistically deliver them.

Feedback from EEHT Board

18. Having reflected on the best practise data Board members commented that moving forward:

18.1. The LGA now needed to work with councils to understand and present to central government what the sector can do practically and as local leaders to address climate change, and also to identify the full scale and scope of the support that central government must provide so that councils can fulfil this role (the Board is seeking to progress this through specific work on Housing, Transport, Waste and energy; see below).

18.2. Further work was needed to understand the scope for influencing the national planning policy framework to address climate change issues – councils need greater powers to hold developers to account to ensure they are delivering new homes which are fit for the future

18.3. Better co-ordination of renewable energy projects at a regional level was required to deliver greater carbon benefits.

18.4. Communities will want to engage on co-benefits of adopting green practices rather than presenting trade-offs. This might include economic benefits, clean air and greater bio-diversity.

18.5. Greater clarity is required around how tree planting on a major scale will be delivered.

18.6. Local Government need to benchmark itself as a sector and councils need to understand their own carbon emissions and establish a methodology for measuring emissions across an area with partners.

19. Members were keen that the EEHT Board now moves forward towards developing specific policy offers to and asks of government. This work is now progressing. In the first instance it will be focussing on:

19.1. Transport – potential for decarbonisation of transport and how government can support councils with modal shift and adoption of low/zero carbon technologies (further detail below)

19.2. Housing – the National Infrastructure Strategy should consider the case for capital funding for the delivery of new or retro-fitted environmentally friendly homes and

commercial buildings. As a significant majority of the homes that will be in place by 2050 have already been built, this should include retro-fitting existing homes as well as new-builds.

19.3. Waste – the consultations around the Resources and Waste Strategy must deliver comprehensive change in producer behaviour. Responsibly must sit with producers to reduce the waste they create, and to pay for the full cost of the recycling and reuse of their waste. Potential plans to reduce the amount of waste sent abroad must be supported by Government funding to ensure that councils can afford to recycle material in the UK.

19.4. Energy – Further work will be undertaken to understand what the potential policy asks may be from councils in this area.

Decarbonisation of Transport

20. The EEHT Board has commissioned the University of Leeds to assist with a programme of research which will involve capturing and disseminating best practice, expert views and initiate debate on the decarbonisation of transport. The Board is also seeking to disseminate practical advice for councils and elected members on issues such as modal shift, adoption of low/zero carbon technologies and behaviour change.

21. This programme will explore:

- 21.1. the role of local government and local leadership;
- 21.2. what more councils can do;
- 21.3. identify policy and institutional barriers; and
- 21.4. demystify the technology alternatives

21.4.1. The programme will go beyond technological improvements: it will explore the implications of moving to a strategy of “Avoid, shift and improve”. i.e. avoid individual motorised transport; shift transport and travel demand from carbon-intensive to more sustainable modes like rail, public transport, cycling or walking; and improve efficiency and reduce total emissions.

21.4.2. It will help councillors make more-informed decisions on investment taking into account carbon contribution but also issues such as induced traffic (the phenomenon of new roads capacity attracting new trips that otherwise would not be made and potential impact on congestion). Delivery is expected to be through a mix of reports/ briefing/ discussion papers, web products, articles and facilitated events.

LGA Climate Emergency intelligence

22. The LGA recently held a successful Leadership Essentials course on Climate Emergency. Elected members were very enthusiastic. Delegates were asked to identify what sort of climate emergency support they required from the LGA. The key issues were:

- 22.1. Lobbying around funding
- 22.2. Reform of the National Planning Policy Framework
- 22.3. Collective bargaining support for energy supplies
- 22.4. Helping councils to be more joined up and identify potential climate emergency synergies
- 22.5. Lobbying for greater energy efficiency in new developments

23. The EEHT board will be ensuring that its major policy lines reinforce the LGA's position on the climate emergency and that we have fully worked through the climate change impact analysis of our lines. It may also be necessary for us to work with other boards to ensure that there aren't any contradictions with our carbon position and broader LGA policy lines.

24. Officers will also be working to analyse the impact of the manifesto of the new government following on from the election results. The Conservative manifesto made major commitments to climate change. It will be essential that the LGA meets with the new government quickly to establish a climate emergency task force and work out what the expectations will be of local government. In particular we will need to identify funding streams and the potential for any legislative change which could support our work.

LGA Climate Emergency Conference

25. The LGA hosted a climate emergency conference on Wednesday 22 January 2020. The aim of the event is to provide councils with the opportunity to share experiences whilst focussing on some of the bigger national issues such as green infrastructure and understanding the expectations of the new government. Councils will also have the opportunity to engage in a session helping to develop the LGA's asks on climate emergency. The conference is free to LGA members and is now full.

26. Post conference the EEHT Board is planning on holding some subject specific workshops around planning, transport, waste and energy. These workshops will discuss in further detail what support is needed to address the climate emergency in these key areas. We are hoping that these sessions will culminate in a climate emergency session at the LGA conference in July. We then want to use this opportunity to start pushing out our key climate emergency messages in preparation for COP26. COP26 is the

Conference of the Parties which is the major United Nations annual climate change summit. It will be taking place in Glasgow in November 2020.

Improvement Support

27. As part of our sector-led improvement work, the LGA already offers a wide range of support to help councils address the issues of climate change and environmental sustainability, including:

27.1. Programmes to help councils innovate and address both efficiency and climate change through our [Design in the Public Sector](#), [Behavioural insights](#), and [Digital](#) programmes.

27.2. An [‘Acting on climate change’ councillor workbook](#) designed to help councillors think about the roles, opportunities and drivers for council-led action on changing climate.

27.3. Numerous [case studies and best practice examples](#).

27.4. Our [New Conversation 2.0](#) guide to engaging dialogue with residents, from consultations through to people’s everyday interactions with their local authority, including on issues of climate change.

27.5. Support from [Local Partnerships](#), including their [Re:fit programme](#) helping councils implement energy efficiency and local energy generation measures to their buildings or their estate, to reduce carbon emissions and achieve savings.

28. In November 2019, we also launched a new [Leadership Essentials](#) programme on taking responsibility as a leader/portfolio holder after declaring a climate emergency. The programme was well attended and received great feedback, so new dates have been confirmed for February 2020.

29. Our new [Climate Change web hub](#), which houses all the information about our existing and developing offer, including case studies, was launched at the beginning of the year and will continue to be updated with new offers of support.

30. In addition, through our agreement with Local Partnerships, they are already providing specific and direct support to respond to declarations of climate emergency in a number of local authorities.

31. Our comprehensive sector-led improvement offer on climate change will be launched in early March 2020, which, in addition to the existing offer outlined above, will also include:

31.1. A **‘10 Questions to ask when scrutinising services to tackle climate change’** guide produced by CfPS (see for example their publications on [services for looked-after children](#) and [domestic violence](#)). These guides are a series of medium length, practical publications setting out the policy basics of a given

- issue and then providing advice on key issues on which scrutiny might need to inquire in order to effectively understand and scrutinise those issues.
- 31.2. Bespoke guidance to help councils with communicating around climate change, including with residents, activist groups and national government. The guide will form part of the [LGA Comms Hub](#) – our online resource to help councils to develop and deliver more effective communications.
 - 31.3. Bespoke pilots with local authorities to test a new support offer
 - 31.4. A series of regional workshops and events to offer the sector an opportunity to share learning.
 - 31.5. We are in discussion with councils which are due to have a Corporate Peer Challenge in the next few months to explore whether they would be interested in climate change being a focus of that challenge.
 - 31.6. In any event we will be including a question on climate change in the key lines of inquiry for all Corporate Peer Challenges as part of the relevant core components.
 - 31.7. In addition, in conjunction with ADEPT, we are exploring the option of developing a forward-looking climate focused ‘peer challenge’-style support to help councils with their action planning on climate change, subject to identifying the peers and funding needed to deliver this work.
32. We are currently in the process of agreeing a Memorandum of Understanding (MoU) with MHCLG to shape the improvement programme for 2020/21. We have had positive conversations with the Ministry about including a deliverable on climate change in the new MoU. Once this has been agreed, we will be able to further enhance the outlined offer during 2020/21.

Partnership Working

33. Officers have been working with a range of partners to develop our positioning on climate change. Key relationships include:
- 33.1. Regular meetings with ADEPT to share policy positions. LGA currently helping ADEPT with climate emergency case study work and regional workshops.
 - 33.2. SOLACE – providing potential support around their climate change workshops.
 - 33.3. Friends of the Earth, Ashden, UK 100, Energy Trust, Broadway Initiative – developing collective lobbying lines.
 - 33.4. Good Homes Alliance – attended their recent workshop which addressed climate emergency.

Implications for Wales

34. We will be looking to share learning with our WLGA colleagues and work collaboratively on any common issues.

Financial Implications

35. There are currently no identified financial implications of this work for the LGA. The Leadership Board will look at the LGA's own response to climate change and determine if there are any further financial implications which need to be taken into consideration. The Improvement Board will consider if any new offers need to be developed.

Next Steps

36. The following recommendations were agreed by EEHT and are for Members to consider:

- 36.1. To develop further and publicise the best practise examples (the LGA Climate Change Conference on 22 January has provided an opportunity to do this).
- 36.2. To develop specific policy and funding asks of Government which will support councils to deliver on climate change
- 36.3. To internally review and join up Board activity climate matters.
- 36.4. Continue discussions with new Government about climate change task force.
- 36.5. Follow up the LGA climate conference in January 2020 with policy specific workshops culminating in LGA conference and possible COP26 session.
- 36.6. Launch a new sector-led improvement offer for climate change at the beginning of March 2020 and continue conversations with MHCLG about including a climate change deliverable in the 2020/21 MoU.

“31 most effective actions councils can take on climate”

Source: Ashden and Friends of the Earth

<https://www.ashden.org/programmes/top-31-climate-actions-for-councils>

Note: original provides fuller explanation of costs and examples in practice

Action	Details	Carbon savings Tonnes pa	Cost
RAISING MONEY			
1. Introduce a workplace car parking levy and/or similar initiative to fund sustainable transport	A workplace levy is an annual fee paid by businesses with (e.g.) 10 or more employee-parking spaces. Income can be used to improve public transport and cycling infrastructure and to support businesses to encourage employees to leave their cars at home. Our figures are based on the Nottingham City Council workplace car parking levy. We've calculated the savings based on using the income to replace 10 diesel buses a year with electric ones.	245 (based on using income to replace 10 diesel buses with EVs)	£175k pa running cost (plus set-up costs of around £180k), plus £3.5m generated annually (based on Nottingham figures, query over whether costs are scalable)
2. Set up a Carbon Offset Fund through Section 106 agreements	Councils can require developers to pay into a 'carbon offset fund' for the carbon emissions of all new homes built. Our figures are based on the Milton Keynes carbon offset fund which has generated more than £1million for carbon-saving projects. (NB the Government's proposed Future Homes Standard may prohibit this.)	590	£45k pa to cover a full time officer to administer. Will generate funds for investment in low carbon projects.
BUILDINGS			
3. Enforce minimum energy efficiency standards in the private rental sector	Minimum energy efficiency standards have been set by the Government for homes that are privately rented, with a minimum 'Energy Performance Certificate' of E required. Councils are responsible for ensuring that these standards are met, but research suggests that many councils aren't effectively enforcing them at the moment, thus missing a key opportunity for cutting carbon and improving housing quality.	170 (based on all substandard properties being improved)	£45k pa to cover a full time officer to focus on enforcement. (Costs could be recouped through fees.)
4. Encourage 100	The UK could significantly cut consumer energy bills and reduce its	275 (in year one, increasing	£7m total cost if council-owned

Energiesprong (or similar) retrofits a year - initially in social housing and then rolling out to the private sector	carbon emissions and gas demand using the Dutch 'Energiesprong' (energy leap) approach to retrofitting homes. This achieves an 86% reduction in home carbon emissions. An Energiesprong retrofit currently costs £75k, but costs are forecast to come down to £35k per property in the near future; this is the figure we've used.	year on year as more homes are improved)	homes, based on £70k per property, to fund the first 100 properties, but with annual savings from reduced maintenance and income generated from 'comfort payments'.
5. Retrofit council-owned homes to EPC C	Improving the energy efficiency of council owned homes would cut carbon as well as reducing fuel poverty and improving health. The government has set a target of all homes being improved to Energy Performance Certificate C by 2035; an average town of 100,000 would have 2,862 council owned homes.	550 (based on 572 homes a year being improved; figure will increase year on year as more homes are improved)	£1.25m pa for 5 years to bring all council homes up to this standard.
6. Require higher than current national energy efficiency standards for privately built new homes	Requiring higher than national minimum energy efficiency standards for new homes will cut carbon and also minimise energy costs for the inhabitants. (NB the Government's proposed Future Homes Standard may prohibit this.) However, new homes have a lot of embodied energy; retrofitting existing homes and making better use of empty properties is the most efficient option.	600 (in first year; 1,200 in second year etc.)	£45k pa to cover a FTE officer to liaise with developers and enforce as necessary.
7. Encourage/enable retrofit of all existing owner-occupied housing stock to EPC level C or above	Increasing the energy efficiency rating of all owner-occupied housing to EPC C or higher would cut carbon whilst also slashing energy costs, ensuring 10% of homes per year meet this standard.	1,874 (based on 1,950 homes a year being improved; figures will increase year on year as more houses are improved)	£323k pa to cover cost of a team of staff to provide retrofit and funding advice.
8. Require homes built on council land to be Passivhaus standard or similar (and, if developing new council facilities, ensure they are built to the highest standards e.g. BREEAM excellent)	Passivhaus homes require very little energy to heat them; councils could require all homes built on council-owned land to be built to this or a similar standard.	26 (based on 19 homes)	No cost to the council. Additional build cost (to the housing developer) would be around 7% of the build costs, or around £10k per dwelling.
TRANSPORT			
9. Introduce measures to encourage cycling and walking	Investing in cycling infrastructure, including facilities for e-bikes, will encourage people out of their cars and onto bicycles. Currently, only 2.2% of people commute via bicycle; this could increase to 26% with suitable cycling infrastructure and the use of e-bikes.	1,472 (based on increasing cycle commuting to 26%)	£5m pa (based on recommended investment of £50/person/pa).
10. Ban or discourage private cars from the city centre	Banning or discouraging private vehicles from the city centre will cut carbon and improve air quality. This could be through a congestion charge for combustion vehicles.	1,200 (based on a 20% reduction in vehicles in the city centre)	£45k pa to cover officer time. Set up costs will depend on the system chosen; a congestion charge could

			potentially generate more income than it costs.
11. Establish urban consolidation centres	Urban Consolidation Centres can enable last mile deliveries to be made using electric freight vehicles (including e-bikes) rather than diesel-powered HGVs. Located at the edge of a town or city, goods would be transferred from heavy vehicles at the UCC to the electric vehicles.	4,400 (based on an 20% reduction on freight emissions; ultimately, up to 80% reduction could be achieved if there was full coverage and uptake of UCCs linked to restrictions imposed by the council on freight traffic)	£45k pa to cover officer time to engage with partners and facilitate solutions.
12. Encourage car sharing	Many cars on the road have just one or two people in them. Encouraging people to share rides cuts carbon and congestion whilst also improving air quality. Data is based on taking 1,000 commuting cars off the roads each year.	2,000 (increasing annually as more cars are taken off the road)	£50k set up costs plus £100k marketing pa to take 1,000 cars off the road. (In year 2, 80% of these cars will still be sharing at no additional cost.)
13. Enable the rapid shift to electric vehicles through putting in place EV charging	Where possible, travel by private vehicles should be discouraged in favour of public transport, walking and cycling. Where private vehicles are essential, encouraging and enabling uptake of electric vehicles by providing a good network of charging infrastructure will cut carbon as well as improving air quality. The carbon emissions of EVs are around 2/3 lower than combustion vehicles when charged from the grid.	3,440 (based on 6% annual increase passenger cars, vans and LGVs being EV; figure will increase year or year as proportion of vehicles becoming EV increases)	£110k one off cost to fund 44 new charge points (at a cost of £2.5k per chargepoint with the remaining supplied from government grants).
14. Replace existing buses with electric buses	Replacing diesel buses with electric ones will cut carbon and also improve air quality. Figures are taken from the Nottingham 'electric bus project' and are calculated on the basis of replacing 45 buses.	1,050 (based on replacing 15 buses)	£15m one off cost (based on replacing 45 buses)
15. Deliver a rapid transition of the council's own fleet to electric	Switching the council's fleet to electric vehicles (EVs) will cut carbon whilst also improving air quality.	547 (based on entire council fleet becoming EV); savings will increase as grid electricity becomes lower carbon	£1.2m pa (comprising the additional 'whole life' vehicle cost of EVs versus combustion engine vehicles).
16. Require all taxis to be electric through licensing	Councils are responsible for licensing taxis and could require all taxis to be electric vehicles by a certain date. Councils can provide support through providing planning permission for electric vehicle-only taxi ranks and subsidised licensing fees. Figures are based on 435 taxis, with a 60% reduction in CO2 through switching to EVs.	1,644 (based on entire taxi fleet becoming EV); savings will increase as grid electricity becomes lower carbon	£18k pa (for 2 days a week of an officer to engage with taxi drivers and ensure planning provision is made for EV ranks)

17. Reduce the need to own and use a car through managing developments in the local plan	Good land-use planning is critical in reducing the need for car travel. Councils can use their planning powers to avoid urban sprawl and ensure that new developments are centred around good public transport thus reducing private car use.	230 (increasing each year)	0 (achieved through planning policies alone; further savings would be achieved through investment in public transport)
COUNCIL ESTATE			
18. Encourage and enable energy saving behaviour by all council staff	Energy savings achieved through campaigns aimed at council and school staff will cut energy bills and reduce carbon emissions each year.	83	£42k pa to cover cost of energy saving campaign; but should achieve savings of around £20k per annum.
19. Ensure council's procurement strategy specifies that low carbon lights and appliances are procured	When equipment is purchased, making sure it's the most energy efficient type will cut carbon emissions; for example, A-rated computer screens.	124 (based on achieving a 10% saving of energy used for lights and appliances)	0 (achieved through a change to the procurement policy; more efficient appliances don't always cost more and where they do, they will usually pay for themselves quite quickly through energy savings)
20. Upgrade the insulation and heating systems of council buildings, taking advantage of interest free finance available	The energy used by councils results in annual emissions of around 7 million tonnes of CO2. Interest free loans are available to upgrade heating and controls which can cut the energy used for heating by about 20%.	1,386 (based on cutting energy used for heating by 20%)	£45k pa (to cover cost of energy manager; cost of controls could be covered through interest free Salix finance, repaid through bill savings) - but will be more than covered by savings.
21. Switch street lighting to well-designed and well directed LED lights	Councils responsible for street lighting could upgrade to more efficient LED street lighting to save both CO2 emissions and lifetime running costs	1,060	£45k per annum (to cover cost of energy manager; the lights may cost around £3m but interest free loan finance available through Salix - for measures with a payback of less than 5 years - with repayments paid from bill savings). Salary should be covered by savings.
22. Require the integration of renewable energy such as solar thermal, PV or heat pumps in local authority owned buildings	Installing renewable energy such as solar thermal, PV or heat pumps on local authority owned buildings will cut carbon whilst also reducing the council's energy bill.	1,035 (based on supplying 10% of the council's energy use through on or near-site renewables)	£0.8m one off cost (based on a 1MW heat pump) - but income will be generated from the government's Renewable Heat Incentive.
POWER GENERATION			
23. Identify areas suitable for renewable energy in the	Most councils could dramatically increase the amount of renewable energy generation in their area. Average renewable	180,000 (based on an increase in renewable	£45k pa (to cover a half-time officer to identify sites and encourage

local plan	capacity for a district council like our town is around 32MW, whereas the 'best in class' has 172MW. Increasing renewable capacity depends on finding suitable sites; 1MW of wind capacity requires 25-64 acres of land, whereas 1MW of solar PV requires around 4 acres.	capacity of 140MW , comprising wind turbines with 30% capacity)	investment)
24. Invest in the development of renewable energy and energy storage	Investing in a solar farm and energy storage will provide clean power when it's needed. Figures are based on a project led by Warrington Council.	31,000 (based on replacing a CCGT power station)	£62m one off cost but with an operating surplus generated over the lifetime of the farm.
WASTE			
25. Cut the council's paper waste by offering papers electronically	Local authorities use 5.3 million reams of paper a year, requiring 292,000 trees to be felled. Moving to electronic meeting systems could dramatically reduce this waste.	6 (based on halving the amount of paper used)	£15k pa for an electronic meeting service; could save £20k a year in reduced paper purchases.
26. Use food waste according to the food waste hierarchy of prevent, reuse, recycle, and use remaining biodegradable waste to generate biogas	10 million tonnes of food are thrown away in the UK each year, generating 20 million tonnes of CO2. Generating electricity from biogas food waste will cut emissions.	2,635 (based on all food waste being used in the biogas plant - doesn't include the avoided methane from reduced landfill)	£40k per annum for an officer to engage with stakeholders on food waste £16m total cost for biogas plant (however, this will generate income including from the Renewable Heat Incentive)
LAND USE			
27. Increase tree cover on council owned land and on streets; update local planning strategies to encourage nature based solutions such as increasing tree cover across the council area	Increasing tree cover provides a valuable carbon 'sink' whilst also supporting nature, improving soil, reducing overheating and improving flood protection. Councils can also encourage citizens and businesses to plant trees.	52 (based on 2,350 trees each absorbing 22kg CO2 per annum)	£348k to cover 100 street trees (at an average of £3k per tree), a hectare of 2,250 trees costing £8,500, plus a full time officer (£40k pa) to promote tree planting to businesses and households.
INFLUENCING OTHERS			

28. Support particularly SME businesses to access funds and expertise for reducing carbon pollution	Most small and medium sized businesses could reduce their carbon pollution through fairly simple, inexpensive measures; councils can support them to access funds and resources to help with this.	420 (based on 20 organisations a year accessing funds and each saving 21 tonnes of CO2 per annum).	£45k per annum (to cover a half time officer to ensure effective signposting to grants and support)
29. Encourage and support schools to cut carbon e.g. through participating in the LESS CO2 programme and through accessing Salix finance	Collectively, UK schools could reduce energy costs by around £44 million per year through simple energy efficiency measures, which would prevent 625,000 tonnes of CO2 from entering the atmosphere.	937	£45k per annum to cover a full time person to support schools in accessing programmes like Salix Finance and LESSCO2.
30. Engage with schools to ensure meals are delivered in accordance with the official Eatwell Guide and the majority of options on menus are healthy and plant-based, with less and better meat	Getting schools to switch to more plant-based menus will cut carbon pollution whilst also encouraging healthy eating.	581 (based on 15,700 pupils eating 195 school lunches a year with 0.19kg CO2 saved per meal)	£45k per annum to cover a full time officer to liaise with and support schools.
31. Through procurement, ensure the local authority supply chain is minimising carbon emissions	Councils spend millions of pounds buying good and services; they can ensure that their suppliers are doing everything they can to minimise their carbon pollution. Figures are based on a council spending £71 million pa.	12,070	£45k per annum to cover a full time officer to change procurement specs, engage with suppliers and check bids.