Carbon Neutral Plan

Climate Breakdown Shakedown
XR Greenwich Zoom Event
May 2020
Background

• The Council declared a ‘climate emergency’ at its meeting in June last year. It pledged to make Greenwich carbon neutral by 2030 – or earlier if possible. The Council also pledged to take steps to avoid any adverse impacts on vulnerable residents.

• Following the declaration, the council commissioned a review of borough’s emissions, and has now published an evidence-based report.
Background

• The report shows the measures and costs associated with low carbon transition. It pays attention to co-benefits of action – such as improved health outcomes and economic activity.
...in the next 9 years

• In summary
  – substantially increase energy efficiency of the building stock, and phase out the use of gas boilers (through district heating connection, or installation of low carbon heating systems);
  – Reduce vehicle trips by 45% ;
  – Generate renewable energy locally;
  – Generate much less waste and recycle most of it;
  – And, protect green spaces, among other things.
Carbon Emissions—where are we now?

RBG Carbon Emissions in 2019 are 733 kilo Tonnes CO$_2$e. Source breakdown is as shown.

- Domestic Heat: 217
- Domestic Electricity: 80
- Non-Domestic Heat: 85
- Non-Domestic Electricity: 82
- District heating: 7
- Industry: 7
- Aviation: 7
- Waste: 4
- Road transport: 216
- Non-Road Transport: 25
- Non-Road Mobile Machinery: 5
Evidence Base - Scope

**Scope 1**
- Emissions occurring inside the borough
- ✓ Heating of homes and non-domestic buildings
- ✓ Road transport inside the borough
- ✓ Industry
- ✓ Aviation
- ✓ Rail and London Underground
- ✓ River traffic and non-road mobile machinery
- ✓ Landfills and waste disposal
- ✓ Refrigerant emissions

**Scope 2**
- Emissions taking place outside the borough but arising from energy use in the borough
- ✓ Electricity used in the borough for:
  - Heating buildings
  - Appliances
  - Electric vehicles
  - Industrial uses
- ✓ District heating (where energy generation occurs outside the borough)

**Scope 3**
- Embedded emissions and travel outside the borough
- ❌ Embedded emissions of products and services used by residents, visitors and the council’s own operations
- ❌ Air travel by residents (other than that assigned to have taken place within the borough)
- ❌ Travel outside the borough by both residents and visitors
- ❌ Investments held by the council

*Figure 4-1 Schematic showing the inclusions and exclusions of emissions sources*
Potential Trajectories to Carbon Neutral
Carbon Emissions in 2030

Reduction from 2015 base

2015 Baseline: 27%
2030 Baseline: 77%
2030 Maximum ambition: 89%
Phasing of Action

Priority actions
- Carry out all priority actions with the aim of:
  - initiating behaviour change and emissions reduction
  - building an evidence base to support the long term pathway decision

Decision on strategy
- Use learnings from priority actions and take account of national developments to decide level of ambition.
- Evidence includes:
  - Assessed feasibility
  - Stakeholder feedback
  - Effectiveness of implemented policies
  - Reductions in costs

Full implementation by 2030: Maximum ambition
- Implement many or all of the highest ambition policies to accelerate decarbonisation far ahead of current national targets (likely at high cost and risk)

2030 - 2050: Medium ambition
- Implement selected high ambition policies to accelerate decarbonisation ahead of current national targets but short of 2030

Align with national 2050 carbon neutral target
- Implement only those actions that bring RBG in line with current national and London-wide targets

Related external policy plans and milestones
- Revised Part L building regulations
- RHI closes
- Replacement for RHI opens?
- Heat Network Investment Project closes
- UK Government decision on long term heat strategy
- Future Homes Standard
- All UK fuel poor homes EPC C+
- ULEZ expanded
- Town centre and central London ZEZs
- London taxis and PHVs ZEC
- London-wide ZEZ
- London buses all ZE
“By 2023 at the very latest RBG would need to implement a comprehensive suite of highly ambitious policies”

The report identifies 72 policies, related to key areas as follows:
- 22 policies for buildings
- 42 policies for transport
- 8 policies for energy generation, industry, waste, etc

Factors for this timing relate to:
- Central & Regional Government Policy & Regulation
- Technological & market developments
- Trialling & monitoring of measures
- Lead-in times

Potential for actions to deliver significant co-benefits
Immediate Response

• “Progress towards 2030 target must start immediately”
• Immediate response is necessary to:
  • Get us started on right path
  • Demonstrate commitment
  • Commence mobilisation of residents & businesses
  • Establish which measures are most successful
• The report identifies 33 priority actions
• Some of these actions are already underway but need acceleration and/or scaling up
• Additional funding desirable in short term to secure more staff
## Priority Actions

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<th>Priority Action</th>
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<td><strong>Buildings</strong></td>
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<tr>
<td>1. Set up a ‘One-stop shop’ for energy efficiency and low carbon heating</td>
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<td>2. Heat pump installer training and quality assurance scheme, operating through the ‘One-stop Shop’</td>
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<td>3. Liaise with the GLA’s Energy for Londoners team and in particular the Energy for Londoners Supply Company (EfLSCo) during its setup and operation</td>
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<td>4. Initiate exemplar new build projects of LA owned or partially LA owned housing at a very high standard of energy efficiency</td>
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<td>5. Lobbying of national government: undertake all lobbying</td>
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<td>6. Consider opportunities for the promotion of demand side response, energy storage and smart/flexible technologies</td>
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<td>7. Undertake baselining of RBG’s direct emissions and organise/improve data on energy procurement</td>
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<td><strong>Publicity Campaign</strong></td>
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<td>1. Run a major publicity campaign covering all aspects of the net zero plan</td>
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<td><strong>Planning Policy</strong></td>
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<td>1. Explore opportunities to raise new build non-domestic carbon emissions standards above the National Planning Policy Framework</td>
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<td>2. Update the Local Plan to state that no new gas CHP used to supply heat networks can be built in Greenwich from 2021</td>
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<tr>
<td>3. Initiate low carbon heat network schemes in cost effective and heat density appropriate locations, acting alone or in a public-private partnership</td>
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<td><strong>Council Housing</strong></td>
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<tr>
<td>1. Retrofit all existing local authority owned homes and public buildings to Energy Performance Certificate (EPC) C+ energy efficiency standard.</td>
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<tr>
<td>2. Install low carbon heating systems in all LA owned homes and public buildings where not assigned to a heat network</td>
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<td><strong>Waste and River Emissions</strong></td>
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<td>1. Set strict quantitative targets for waste reduction and increased recycling</td>
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<td>2. Consider instituting separate food waste collection and anaerobic digestion</td>
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<td>3. Assess feasibility of requiring ships to turn engines off or use anti-pollution technology while in berth</td>
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<td><strong>Transport</strong></td>
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<td>1. Introducing banded resident parking permits in proportion to emissions impact</td>
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<td>2. Introducing new and extended controlled parking zones</td>
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<td>3. Introducing a workplace levy</td>
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<td>4. Reducing/removing on-street parking spaces in new developments</td>
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<td>5. Reallocating existing parking spaces to car clubs</td>
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<td>6. Reducing speed limits to 20mph on all residential roads and appropriate major roads</td>
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<td>7. Increasing provision of both public access and business EV charge points</td>
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<td>8. Increase use of Permitted Development rights for installing charge points</td>
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<td>9. Creating new and improving existing cycle network infrastructure throughout the borough</td>
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<td>10. Improvement of walking routes in town centres</td>
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<td>11. Increasing provision of bike hangars for residents and at key transport hubs</td>
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<td>12. Providing subsidised telematics service for local van users</td>
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<td>13. Supporting/encouraging the formation of a Business Improvement District</td>
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<td>14. Beginning to convert the RBG fleet to zero emission vehicles (ZEVs) where feasible</td>
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<td>15. Assessing the feasibility of zero emissions zones (ZEZs), access restrictions, consolidations opportunities and larger cycling infrastructure projects</td>
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<td>16. Encourage employers to conduct travel surveys and review transport policies to identify opportunities for modal shift</td>
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<td>17. Lobbying and working with stakeholders, with a focus on policies that target improved public transport and cycling infrastructure networks and zero emission technologies</td>
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So far…

• The Council has already established a new Governance structure to bring together Cabinet colleagues and senior officers to drive forward work
• The Council does not have direct control over the majority of emissions sources in the borough and will need to work in partnership with stakeholders.
• The first Greenwich Partnership focused on Climate Change took place in March 2020. The partnership will support information sharing and cross-organisational working, to initiate carbon reduction.
So far…

• The Climate Change network has also been established for local people and organisation to get involved.

• A survey of residents on the priorities on the Carbon Neutral plan actions has been conducted online, and the responses are being analysed.
Lobbying for change

• There are also vital elements of legislation and infrastructure where we will continue to lobby the Government, TFL, and others, together with other boroughs and through relevant channels:
  – Public transport networks
  – London cycle networks
  – Minimum Energy Efficiency Standards
  – Building Regulations
  – Waste legislation and incentives
  – Support and legislation around air quality
Next Steps

• The next stage in development of the Greenwich Carbon Neutral Plan is currently ongoing investigation of feasibility of the proposed actions and the preparation of the Greenwich Carbon Neutral Plan. The draft Plan will be reported back to Cabinet once completed, and then will be subject to public consultation. This is expected later in 2020.
Any Questions?