



# Agenda

Meeting: **Climate and Ecological Emergency Working Group**  
Date: **25 November 2021**  
Time: **2.00 pm**  
Place: **Remote meeting**

To: Councillors Gary Fuller, Anthony Hills, Connor McConville, Ian Meyers, Lesley Whybrow (Chair) and David Wimble

The committee will consider the matters, listed below, at the date and time shown above. **The meeting will not be open to the press and public.**

Members of the committee, who wish to have information on any matter arising on the agenda, which is not fully covered in these papers, are requested to give notice, prior to the meeting, to the Chairman or appropriate officer.

1. **Apologies for absence**
2. **Declarations of interest**
3. **Minutes**

To approve the minutes of the meeting held on 9 September 2021.

4. **UK 100 Membership**

The report provides information on UK100, a network of local authorities who have pledged to take action on climate change.

5. **Proposed Green Business Grant Scheme**

The report puts forward a proposal for a green business grant scheme to support businesses that are located, or are seeking to locate in, the district with implementing carbon reduction measures.

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website [www.folkestone-hythe.gov.uk](http://www.folkestone-hythe.gov.uk)

6. **District Wide Strategy**

The attached report outlines the proposed structure for the District-wide Carbon Plan and proposal for consultation in response to the Climate & Ecological Emergency Declaration Resolution: *to develop a strategy for Folkestone and Hythe District Council to play a leadership role in community, public and business partnerships for our Carbon Neutral 2030 commitment throughout the district.*

7. **Briefing Note on Government's 'Net Zero Strategy: Build Back Greener'**

The report summarises the Government's recently published Net Zero Strategy, 'Build Back Greener', for the Working Group's information.

8. **Update on the Carbon Action Plan**

## **Declarations of Interest**

### **Disclosable Pecuniary Interest (DPI)**

Where a Member has a new or registered DPI in a matter under consideration they must disclose that they have an interest and, unless the Monitoring Officer has agreed in advance that the DPI is a 'Sensitive Interest', explain the nature of that interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a DPI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation permitting them to do so. If during the consideration of any item a Member becomes aware that they have a DPI in the matter they should declare the interest immediately and, subject to any dispensations, withdraw from the meeting.

### **Other Significant Interest (OSI)**

Where a Member is declaring an OSI they must also disclose the interest and explain the nature of the interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a OSI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation to do so or the meeting is one at which members of the public are permitted to speak for the purpose of making representations, answering questions or giving evidence relating to the matter. In the latter case, the Member may only participate on the same basis as a member of the public and cannot participate in any discussion of, or vote taken on, the matter and must withdraw from the meeting in accordance with the Council's procedure rules.

### **Voluntary Announcement of Other Interests (VAOI)**

Where a Member does not have either a DPI or OSI but is of the opinion that for transparency reasons alone s/he should make an announcement in respect of a matter under consideration, they can make a VAOI. A Member declaring a VAOI may still remain at the meeting and vote on the matter under consideration.

#### **Note to the Code:**

Situations in which a Member may wish to make a VAOI include membership of outside bodies that have made representations on agenda items; where a Member knows a person involved, but does not have a close association with that person; or where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position. It should be emphasised that an effect on the financial position of a Member, relative, close associate, employer, etc OR an application made by a Member, relative, close associate, employer, etc would both probably constitute either an OSI or in some cases a DPI.

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# Minutes

## Climate and Ecological Emergency Working Group

Held at:	Remote meeting
Date	Thursday, 9 September 2021
Present	Councillors Anthony Hills, Connor McConville and Lesley Whybrow (Chair)
Apologies for Absence	Councillor Gary Fuller
Officers Present:	Andy Blaszkowicz (Director of Housing and Operations), Kate Clark (Case Officer - Committee Services), Olu Fatokun (Low Carbon Senior Specialist), Adrian Hammond (Housing Lead Specialist), Fred Miller (Transportation Lead Specialist), Charlotte Spendley (Director of Corporate Services) and Adrian Tofts (Strategy, Policy & Performance Lead Specialist)
Others Present:	Tom Henderson (Climate Change Adaptation Team, KCC)

16. **Declarations of interest**

There were no declarations of interest.

17. **Minutes**

The minutes of the meeting held on 22 June 2021 were agreed. The Chair's signature will be added to these showing approval.

18. **Private Sector Housing - Energy Efficiency update**

Mr Adrian Hammond, Housing Lead Specialist, gave members a presentation on Private Sector Housing – Energy Efficiency Initiatives Update. The presentation is attached to these minutes.

Mention was made of the Local Authority Delivery Scheme 2 (LADS2) in the presentation and Mr Hammond advised a further scheme to be launched is LADS3 which has a greater focus on zero carbon activity. This will be looked at

towards the end of 2021 and Mr Hammond hopes to bring an update to a future working group meeting.

Members comments and questions included:

- Heat pumps – cost prohibitive at present, however there maybe scope within the LADS3 scheme. £350K has been allocated to FHDC which equates to improvement for 35 properties.
- Private Landlords – the PSH team concentrate on enforcement activities, however landlords are made aware of their responsibilities along with grant funding availability.
- Solar Panels – no initiatives at present, however looking for a clearer steer from Government.
- Warmer Homes – grant funding to assist households on low incomes and with long-term disabilities to improve the energy performance of their homes.

The Chair thanked Mr Hammond for the presentation and asked that the working group receives regular updates.

## 19. **Adapting to Kent's changing climate**

Mr Tom Henderson from KCC's Climate Change Adaptation Team, gave a presentation Adapting to Kent's Changing Climate. The presentation is attached to these minutes.

Mr Henderson opened up his introduction and said that Kent County Council is the largest local authority in the country with a large coastal area and 18,000 properties at risk of flooding, resilience is needed. He went on to say that temperatures are rising, the last 15 years have been the hottest, resulting in more heatwaves, drought risks and flash flooding. Climate denial is not an option.

Mr Henderson went through his presentation and relayed to members the following comments:

- STARS2C project. Short term adaptation to long term resilience to climate change. Countries across Europe have National Adaptation Programmes, however there is a general lack of understanding of costs; funding and tools available.
- Examples of resilience tools – seawall defences with model projections looking at heights and flood risks; buffer blocks, these absorb water and prevent subsidence; and increasing public awareness.
- Important to note that although climate change is about mitigation, emphasis must also be about adaptation.
- Cool towns – Margate is one of the pilot towns for this European project and the aim is to reduce ambient temperatures and reduce flooding by planting trees. Initially running for two years, however planted trees are fairly small at present

- H2OSource2sea – Led by the Kent Wildlife Trust. Assessing risks such as Kent's water management challenges; climate change; population; and land use change.
- Polytunnels – these create a significant flood risk, irrigation of fruits creates massive water run-off. Farmers are able to produce water saving data to help them with planning and budgets.
- Hacklinge Marshes (between Deal and Sandwich in East Kent) – licensed for the abstraction of water, managed by the EA. Farmers are able to trade water rights, however the EA system seems archaic and improvements are being made to make the system easier to use.
- KCC has a dedicated comms team for climate resilience. FHDC comms workstream exists, however to what extent they work with KCC will be checked.

Members commented on how this presentation had brought home the realism of the climate change problem. Raising awareness with residents was key and to understand the differences of mitigation and adaptation.

Members were advised that climate resilience work will begin on district wide communications to residents and businesses, noting that further information to be brought to the working group on mitigation and adaptation.

The Chair asked that relevant links are included in the minutes as follows:  
For the climate change impact assessment for Kent and Medway:

<https://www.kent.gov.uk/environment-waste-and-planning/climate-change/kents-changing-climate/climate-change-risk-and-impact-assessment>

For the STAR2Cs project: [www.star2cs.com](http://www.star2cs.com)

## 20. **LED Lamp-post project update**

Mr Fred Miller, Transportation Specialist, presented slides on the District Street Lighting Proposed LED Upgrade. This presentation is attached to these minutes.

Members thanked Mr Miller for the update and made the following comments and observations:

- Costs – Approximately 50% to be met by the Climate Change reserve with the remainder to be funded by capital resources. Approximate cost per lamp column is £205. Members asked for a further breakdown after conversion.
- 1084 street lights in the district and the plan would be to dispense responsibility and maintenance of as many as possible.
- Baseline figures could be affected as we transfer polluting assets, adjustments to be reported back to this working group.
- Biodiversity loss effects on LED lights use. Possible brightness affecting moths and other insects. The street lights are controlled by one central

system, which could mean lights can be dimmed or switch off to mitigate biodiversity loss effects.

The Chair turned members' attention to EV lamp-post charging points. Mr Miller advised that KCC are still working on the strategy for this, however it doesn't look promising. Cllr Hills, in his capacity as a KCC member, asked Mr Miller to provide further details for follow up.

Mr Miller did comment that the implementation of car park EV charging points is progressing well.

21. **Update on the Carbon Action Plan**

Mr Adrian Tofts, Strategy, Policy & Performance Lead Specialist, presented the latest updates on the Council's Carbon Action Plan. The presentation is attached to these minutes.

Mr Tofts reminded members that the Carbon Action Plan was adopted by Cabinet in February. Discussions around performance had taken place and how the KPI for carbon emissions could be framed. Could this be a staged decrease or indicate larger steps?

It was interesting to note that Dover District Council had been reporting on carbon emissions for the last decade, however although generally emissions are reducing, it seems unlikely on current trends that net zero would be reached by 2030.

The Chair introduced the recently appointed Low Carbon Senior Specialist, Olu Fatokun. Ms Fatokun said that in the short time of being in her role, she had started to look at the district wide structure of the carbon action plan, wider publicising and climate impact statement training for Council report authors. She also mentioned she had been working with a carbon savings expert for technical skills.



**To:** Climate and Ecological Emergency Working Group

**Date:** 22 June 2021

**From:** Hazel Sargent, Low Carbon & Sustainability Specialist

**SUBJECT:** BRIEFING NOTE ON UK100 MEMBERSHIP

**SUMMARY:** This report provides information on UK100, a network of local authorities who have pledged to take action on climate change.

## 1. BACKGROUND

- 1.1 Following a request from Councillor Whybrow to Councillor Monk, that the Council joins the UK100 network to demonstrate its commitment to reducing our own greenhouse gas emissions to zero by 2030, officers have made further enquiries, as was requested by the Leader.

## 2 UK100 NETWORK

- 2.1. UK100 has been in existence since 2016 and is described on its website<sup>1</sup> as:

*“the only network for UK locally elected leaders who have pledged to play their part in the global effort to avoid the worst impacts of climate change by switching to 100% clean energy by 2050.”*

- 2.2. At the time of writing there are 57 members of the network<sup>2</sup>, including a wide range of authorities from across the political spectrum, district and county councils, London boroughs and city regions. There are also a number of sub-groups of authorities within the network (for example the Resilient Recovery Taskforce). For local authorities, it was initially more city-focussed but now does have a countryside network for rural local authorities. There are no costs for local authorities to join UK100.

- 2.3. Below are, according to UK100, the benefits of being part of the network:

*“A network of local leaders focused on place committed to 100% clean energy that will:*

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<sup>1</sup> See: <https://www.uk100.org/>

<sup>2</sup> See: <https://www.uk100.org/membership>

- *Devise plans to achieve 100% clean energy at city/local level by 2050 that are ambitious, cost effective and take the public and business with them.*
- *Support decision-makers in UK towns and cities by connecting them to business allies, bringing private and public sector together*
- *Ensure initiatives and solutions are network-led*
- *Enable leaders to collaborate across a peer-to-peer network, learning from each other*
- *Deliver climate action by promoting co-benefits of economic growth and health and well-being*
- *Convene local leaders to influence national policy*
- *Make material contribution to emissions reductions”*

2.4. According to the website, UK100 explains the following with regard to the Net Zero target date:

- Net Zero target date: council operations/estate by 2030, whole area by 2045 at the latest.
- Countryside counties can have a Net Zero target date of 2050 for their area-wide emissions, with the aim of moving towards an earlier Net Zero target date as soon as possible.

2.5. The focus of the UK100 membership pledge is mitigation (the full text of the membership pledge is set out in **Appendix 1** to this report). The ecological emergency, biodiversity and adaptation are important, related issues but not specific targets of this pledge. The pledge is designed to demonstrate the ambition and ability of democratically-elected local leaders to deliver on net zero emissions. It is also intended to create the conditions for stronger climate action at national level to help local authorities reach the net zero target faster.

2.6. Those councils which are members see the UK100 as giving them a voice and the opportunity to engage with government to keep up momentum. The intention of the network is ‘to take the politics out of climate change’ due to the need for action.

2.7. The Low Carbon and Sustainability Specialist requested more information from UK100 about the level of commitment and advocacy that would be expected of member authorities. UK100’s response was as follows:

*“Advocacy is one part of what members do as UK100, and currently this is focused on more and better powers, funding and collaboration from national government to local government to enable delivery on Net Zero. Most of our research is currently focused on this (our [Power Shift report](#) as mentioned in the webinar), but we are also currently looking what can be done to fill that gap, what we’re calling the ‘Net Zero Local Delivery Framework’. We’re currently in*

*discussion with various gov departments (BEIS, MHCLG, Cabinet Office, Defra), as are our members, in order to help shape policy to local government to act on their climate targets which are often much sooner than 2050.*

*We also regularly send letters to various Ministers, the PM, Chancellor, etc, when relevant to ask for more to be done to enable local government to act. We will also be presenting a declaration at our Summit in July that lays out in detail what we need (shaped by our members). You can see a similar example with what we did via our [Resilient Recovery Taskforce](#) last year.*

*UK100 is definitely more about the collective advocacy and knowledge sharing, and convening at a political level, rather than at a technical level like ICLEI or other similar climate networks.”*

- 2.8. The Power Shift report examines the powers local authorities have and could be given to deliver on climate actions. It draws on previous expert reports, including those produced for government, combined with a series of interviews with local authorities and other stakeholder organisations. Whilst recognising the lead the UK has taken, the report says that local authorities need more help from government.

### **3 CONCLUSION AND RECOMMENDATION**

- 3.1. The UK100 network’s ambitions do not appear to go beyond what the Council has already set itself as a result of the Climate Emergency declaration. It does, as stated above, advocate on behalf of local government with national government in various arenas. The network produces publications and organises events on a range of topics.

#### **Recommendation**

- 3.2. The request to join the network must come from the Leader of the council.

***The Working Group is therefore asked to discuss the contents of this report and provide a recommendation to the Leader on whether to join the UK100 network.***

Hazel Sargent, Low Carbon & Sustainability Specialist  
Email: [hazel.sargent@folkestone-hythe.gov.uk](mailto:hazel.sargent@folkestone-hythe.gov.uk)

## APPENDIX ONE

### UK100 MEMBERSHIP PLEDGE

The people who live in the cities, towns and villages we serve deserve warm homes, secure and affordable energy, clean air and water, and local and seasonal food. They deserve access to thriving nature and healthy landscapes, and to live in a place they can be proud of.

As **local leaders across the UK**, we see the challenges our communities face. We recognise our responsibility to tackle the climate emergency and protect our environment to secure the future for them and for people around the world.

In 2019, the UK Parliament passed legislation to bring all greenhouse gas emissions to Net Zero by 2050. This was to keep in line with international commitment in the Paris Agreement to limit global warming to 1.5 degrees. But science tells us **we need to start now and make rapid reductions** much sooner.

We will do everything within our power and influence to rapidly reduce our greenhouse gas emissions. We will bring our **council emissions to Net Zero by 2030\*** and we will work with our residents and businesses to bring our wider **communities' emissions in line with Net Zero as soon as possible** (and by 2045\* at the latest).

**We will continue to lead the UK's response to Net Zero**, going ahead of the government goal and taking the first steps with urgency. We will make substantial progress within the next decade to deliver Net Zero. With greater powers, we would go further, faster.

We will be **bold and brave**, carrying out strong climate action now and building prosperous, secure and more resilient communities that are healthier, cleaner and safer, in ways that follow the science and are practical and achievable.

We pledge to **assess** our largest impacts on climate change, **prioritise** where action needs to be taken and **measure** and **monitor** progress towards targets. We will reduce our emissions at source and limit the use of carbon offsets as part of the global effort to avoid the worst impacts of climate change.

As local leaders, **we are uniquely placed to help tackle the climate emergency**. We are closer to the people who live and work in our communities, so we have a better understanding of their needs. This means we can collaborate with them to build consensus for the solutions we need to transition to a Net Zero society that delivers multiple benefits and is fair, just and works for everyone.

We have come together from local authorities across the UK to share knowledge and collaborate with each other, with businesses and our residents to deliver action now. And we will also use our experience of our ability and achievements to advocate to the UK government in order to accelerate the transition to a Net Zero society.

As a nation, we have demonstrated throughout our history that we are able and willing to lead on finding solutions to the challenges the world faces. The success and prosperity of our nation has largely rested on our ability to harness the power of dirty

fossil fuels. It is now our shared responsibility to turn this ingenuity to solving the climate emergency in a way that has a positive impact on our communities. **We need to ensure our future is better than our past.**

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**To:** Climate and Ecological Emergency Working Group

**Date:** 25 November 2021

**From:** Dr. Katharine Harvey, Chief Economic Development Officer

**SUBJECT:** PROPOSED GREEN BUSINESS GRANT SCHEME

**SUMMARY:** This report puts forward a proposal for a green business grant scheme to support businesses that are located, or are seeking to locate in, the district with implementing carbon reduction measures.

## 1. INTRODUCTION

- 1.1 Folkestone & Hythe District Council has committed to reducing its own carbon footprint to a net zero target by 2030. The F&HDC Carbon Action Plan advocates that the council be an influencer of change within the district and proposes to support local communities, organisations and businesses in the implementation of measures designed to reduce the CO<sub>2</sub> footprint to net zero by 2030 in the district as a whole.
- 1.2 In February, the council agreed a budget to support the Carbon Action Plan which included allocating £5 million to a Climate Change Reserve.
- 1.3 The UK's low-carbon economy is worth more than £200bn, four times the size of the manufacturing sector. The low-carbon sector grew by 7.4% during the financial year 2018-19 to 2019-20 and, while this contracted by -9% over the period of the pandemic, it is expected to bounce back in the post-Covid recovery. More than 75,000 businesses, from wind turbine manufacturers to recycling plants, employ more than 1.2m people in the green economy and therefore it is important that we support this sector and the economic growth opportunities it presents for the district.
- 1.4 There are a number of business grant schemes available to businesses in the district and a summary of these is provided below.
  - **Clean Growth Funding** – UK-wide scheme run by the Department for Business, Energy & Industrial Strategy (BEIS). Provides financial support for innovations that reduce greenhouse gas emissions or improve resource efficiency across power, transport, industry, buildings, waste and water.
  - **LoCASE (Low Carbon Across the South and East)** – Kent County Council-run European Regional Development Fund (ERDF) project providing grants £1,000 - £10,000 (40% total project cost) to any small and

medium-sized enterprise (SME) to improve energy efficiency or produce goods or services in a more environmentally sustainable way and to Low Carbon and Environmental Goods and Services (LCEGS) firms to further develop their business.

- **Green Recovery Voucher Scheme** – Kent County Council's C-Care Interreg programme provides business grants for sectors hard-hit by the pandemic to develop new business models to respond market changes and ensure a green, inclusive and sustainable economic recovery.
- **Upcycle Your Waste** - this Kent County Council-run Interreg project provides SMEs with support to turn company waste into a valuable resource. SMEs are taken through a step-by-step process to maximize profit from business waste, and given tools to improve general knowledge on circular economy, the value of waste, waste legislation and upcycling solutions.
- **I-Construct** – available to construction and built environment sector SMEs in the South East Local Enterprise Partnership (SELEP) area to access new business opportunities and new ways of doing business (such as offsite construction, renewable energy, digital technology) to improve their profitability and sustainability, and overcome barriers to innovation. Project offers business mentoring, grant funding of up to £25,000 and networking opportunities via physical and virtual forums
- **South East New Energy** - project supports local enterprises (private and social) and other organisations in preparing and implementing “Net Zero Carbon” action plans, reducing emissions, and in the innovation and development of low carbon products, technologies and services. For SMEs the project can help with: Developing and commercialising low carbon products, technologies and services; Growing and developing the business to take advantage of rapidly growing ‘green’ market sectors; and Retrofitting affordable low/zero carbon homes
- **Tonbridge & Malling Green Grant scheme** – Tonbridge & Malling Borough Council provides grants up to £8,000 for local businesses operating in the green economy to develop new ideas and grants up to £5,000 for businesses in the food production, tourism and hospitality, distribution and logistics, construction and independent retail sector to reduce their carbon footprint. For both types, grants are available for up to 40% of the total cost and a LoCASE grant is eligible at match funding
- **Dover Green Energy Grant** – Dover District Council provides grants up to £10,000 to local businesses (with up to 10 employees) for up to 50% of the total project costs. This grant is available for items such as insulation and draft proofing, solar panels and solar thermal, upgraded windows and LED lighting (subject to planning conditions).

## 2. PROPOSED SCHEME

- 2.1 It is proposed that the Folkestone & Hythe High Green Business Grant Scheme Fund will be for businesses currently located or seeking to establish new premises in the district that are in the LCEGS sector and looking to develop



new products or services that will help others to reduce their carbon footprint. The definition of the LCEGS sector is as defined by Kent County Council.

- 2.2 The grant scheme will also be available for other businesses currently located or seeking to establish new premises in the district that are looking to:
- invest in more energy efficient equipment and machinery which improves the carbon footprint; or
  - undertake energy audits to identify where the business can make carbon savings.
- 2.3 The scheme will normally provide a grants of up to £10,000 but up to £25,000 in exceptional circumstances. Grants are required to cover up to 40% of the total project costs, with the remaining 60% coming from other grant schemes (such as LoCASE) or from the company's own resources, including bank loans.
- 2.4 A single business will be normally eligible for a single grant award. However, where a grant is provided for an Energy Audit, a further grant to undertake further investment based on the outcome of the audit will be considered on a case by case basis.
- 2.5 It is proposed that £250,000 of the Climate Change Reserve is allocated for the Folkestone & Hythe Green Business Grant scheme and that these funds made available until 31<sup>st</sup> March 2024 or until the funds are allocated.
- 2.6 The grant scheme will be advertised on the Folkestone & Hythe and Folkestone.Works websites and an electronic application form will be made available for applications and will be administered by the Economic Development Team who will be responsible for assessing applications against an agreed criteria.
- 2.7 Some additional costs to fund the support of existing officers for administering the grant could be recouped from the funding allocated to this scheme over its duration.

### **3. PROPOSED APPLICATION PROCESS**

- 3.1. Grant applications from businesses will be made via an online form and the criteria for assessing applications should include:
- Eligibility of business
  - The nature and timing of the proposed works/project
  - Size of grant required
  - Match funding source
  - Impact of the project on the Carbon Footprint of the business
  - Value for money – size of grant versus impact
  - Likelihood of further investment by the business to reduce Carbon Footprint further

- 3.2. The Grant scheme could be launched at the beginning of the 2022/23 financial year, if Cabinet approval is granted and this could serve as a 'quick win' for the council to demonstrate commitment to the addressing the climate emergency, on 1<sup>st</sup> December 2021 and grant applications can be submitted at any time until the closure of the scheme. The scheme is expected to run until either 31<sup>st</sup> March 2024 or until the funds are allocated.
- 3.3. Applications will be considered on a 'first come first served' basis and assessed according to criteria set out in paragraph 3.1 above. Applications will be assessed by the Economic Development team in conjunction with the Low Carbon Senior Specialist.
- 3.4. Final decisions on individual applications will be made by the Leader of the Council in collaboration with the Lead Cabinet Member for the District Economy, Lead Cabinet Member for the Environment and a Ward Member determined by the location or proposed location of the business.



**To:** Climate and Ecological Emergency Working Group

**Date:** 25 November 2021

**From:** Olu Fatokun, Low Carbon & Sustainability Senior Specialist  
Martin Kerslake, Low Carbon and Sustainability Consultant

**SUBJECT:** DISTRICT-WIDE CARBON PLAN – PROJECT PROPOSAL

**SUMMARY:** This report outlines the proposed structure for the District-wide Carbon Plan and proposal for consultation in response to the Climate & Ecological Emergency Declaration Resolution: *to develop a strategy for Folkestone and Hythe District Council to play a leadership role in community, public and business partnerships for our Carbon Neutral 2030 commitment throughout the district.*

## 1. BACKGROUND

- 1.1. Full Council declared a Climate and Ecological Emergency on 24 July 2019. There were nine points within the declaration and progress has been made on the majority of these points, including the adoption of a Carbon Action Plan dealing with carbon emissions from the council's own estate and operations.
- 1.2. Point 5 of the declaration is that the council develops "*a strategy for Folkestone and Hythe District Council to play a leadership role in promoting community, public and business partnerships for this Carbon Neutral 2030 Commitment throughout the District*". This district-wide plan forms the subject of this report.

## 2. PROPOSED ROLE OF THE DISTRICT COUNCIL

- 2.1. The decarbonisation of the district will rely on the entire district, its community and businesses, being involved and taking positive action to change behaviours and implement actions over the coming years to deliver net zero.
- 2.2. It is therefore proposed that, for the District-wide Carbon Plan, the council supports a collaborative leadership style that encourages the active community groups and leaders to come together and adopt net zero behaviours and actions by engaging in regular dialogue to share the objectives, inform and signpost both the actions and resources available to unlock the community drive to be net zero. The District-wide Carbon Plan needs to recognise that the council would not be able to enforce many of the actions that will be needed, but must encourage and provide information and support for people to make changes for themselves.

- 2.3. This leadership is envisaged to include bringing together and chairing a regular informal meeting with leaders and representatives from business, education, community and special-interest groups to act in concert to deliver the plan.

### 3. RELATIONSHIP TO OTHER PLANS AND STRATEGIES

- 3.1. The proposed District-wide Carbon Plan will sit within the framework of the Corporate Plan 2021-30, 'Creating Tomorrow Together'. The Corporate Plan sets out guiding principles and service ambitions looking beyond recovery from the pandemic to how recovery can be made sustainable.
- 3.2. The framework set out in the following sections also reflects the policies, and acknowledges the support, announced by the Government in its recently published 'Net Zero Strategy: Building Back Greener' (Department for Business, Energy & Industrial Strategy, October 2021).<sup>1</sup>

### 4. BASELINE POSITION

- 4.1. The starting point for the district-wide plan will be the baseline position for the emissions that could be attributed to activities within the district. As Members may recall, there has been some initial discussion about this at the Climate Change and Ecological Emergency Working Group.
- 4.2. At the Working Group meeting on 18<sup>th</sup> of March 2021, Members expressed their caution about using figures from the SCATTER Cities online tool, questioning the inclusion of elements such as emissions from the motorway network and aviation and querying how these could be fairly attributed to activities within the district.
- 4.3. Officers undertook further work and brought a discussion paper to the Working Group meeting on 13<sup>th</sup> May 2021, highlighting the more limited sub-set of emissions published by the Department of Business Energy and Industrial Strategy (BEIS) that BEIS identifies as being within the scope of local authorities to influence. This total is reported as being 406.5 ktCO<sub>2</sub> (tonnes of carbon dioxide) for Folkestone & Hythe district for the year 2018 (the most recent year reported). In summary, the district total comprises the following:

Element	Emissions (KtCO <sub>2</sub> )	Percentage of total
<b>Industrial and commercial total</b> (including industrial and commercial gas, large industrial installations, industrial and commercial other fuels, agriculture)	107.4	26%
<b>Domestic total</b> (including domestic electricity, domestic gas, domestic 'other fuels')	159.6	39%
<b>Transport total</b> (including road transport 'A' roads, road transport minor roads, transport other)	139.5	34%

<sup>1</sup> Outlined in the accompanying report to this Working Group.

<b>Total</b>	<b>406.5</b>	
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- 4.4. Folkestone & Hythe District, according to the BEIS dataset, emitted 406,500 tCO<sub>2</sub>e in the baseline year of 2018/19. The council's own emissions from its estate and operations for 2018/19, as reported in the adopted Carbon Action Plan (February 2021), were 1,536 tCO<sub>2</sub>e, around 0.38 per cent of emissions from the entire district. This demonstrates that collaborative working across the district is essential if we are to meet our net zero target.
- 4.5. As outlined above, the council can play a leadership role in pulling resources together and facilitate partnership working to help influence actions towards reducing carbon and adapting to climate change. However, we recognise that the journey to net zero will be extremely challenging and will require actions often outside the direct control of the council. The council will need to work with local communities, key partner organisations, businesses and the public across the district if we are to deliver significant reductions in carbon emissions as quickly as possible.

## 5. PRIORITY AREAS

- 5.1. Given the district emissions profile outlined above, it is evident that the council will have different levels of control and/or influence over how emissions are reduced across the district.
- 5.2. Five areas of activity are proposed to structure the district-wide plan, to inform how we could encourage, engage and empower local communities, key partner organisations, businesses and the public to achieve our net zero target: road transport; residential buildings; commercial and industrial buildings and processes; other activities; and land-use absorption.
- 5.3. **Pillar 1: Road transport** contributes around 34 per cent of the district's total carbon emissions, according to the BEIS dataset (which includes emissions from A-roads and minor roads only). This is further impacted by the reliance of the rural district on motor transport, freight and delivery traffic, growth in working from home as a result of the pandemic and national policies to phase out petrol vehicles. The council can have some level of control through infrastructure provision (for example through Community Infrastructure Levy spending), influence by encouraging active travel through the Corporate Plan, engaging with key stakeholders such as Kent County Council, as the transport authority, and bus operators, empower various parties in promoting electric charging points, car clubs, e-bikes and bike storage and educating on sustainable travel options.
- 5.4. **Pillar 2: Residential buildings** contributes around 39 per cent of total emissions, using the BEIS dataset, which includes emissions from domestic electricity, domestic gas and other fuels. This is further impacted by the existing house stock, independent property owners, housing market and new building regulations on future home standards.
- 5.5. The council has less control and some level of influence in this area. This can be done by providing advice on insulation, energy efficient home systems, encouraging skills training, promoting available funding and grants. We can empower various parties by building on experience of retrofitting the council's housing stock and exemplar new build HRA schemes as well as engage with key players to facilitate exploring community energy options and water conservation measures.

- 5.6. **Pillar 3: Commercial and industrial buildings and processes** contributes around 26 per cent of the district's total emissions, according to the BEIS subset, which includes industrial and commercial energy use (electricity, gas and other fuels) and agricultural fuels.
- 5.7. Here, the council has some control and less influence. This is further impacted by rising job vacancies due to pandemic, internet shopping and the economy, movement out of town due to homeworking and ownership dispersed across numerous private and institutional land owners. The council can financially incentivise and encourage businesses to adopt more sustainable practises through grant schemes to encourage investment, as well as to engage with key players to explore opportunities through the Place Plan and other town centre regeneration initiatives. The Corporate Plan already promotes "shop local" and increased footfall and various initiatives through the Recovery Plan and ongoing Town Centre Regeneration.
- 5.8. **Pillar 4: Other activities** - While not specifically included within the BEIS subset of data, the treatment of waste, food production and other elements could be included as an additional pillar within the plan.
- 5.9. The council has some control and less influence in this area. This is further impacted by individual lifestyle choices, consumption patterns, their dietary requirements, vast number of providers and complex supply chains. The council, through the Corporate Plan, is already promoting the circular economy, encouraging driving up recycling rates. The council can engage with key players to promote a 'reduce, reuse and recycle' approach to reduce waste and empower others where applicable to take necessary actions. Local food growing could be encouraged and promoted across the district.
- 5.10. **Pillar 5: Land use absorption** - While not explicitly quantified within the BEIS subset, a small proportion of the district's total emissions is reabsorbed through land use, such as forestry, and this could also be included as a pillar within the plan. Woodland planting, nature-based solutions and other forms of carbon capture could be explored.
- 5.11. The council has less control and less influence and this is further impacted by control of many different landowners, changes in land management practices, responsibilities emerging through the Environmental Act. However, it presents opportunities to deliver multiple benefits such as biodiversity net gain and food resilience.
- 5.12. Appendix 1 sets out the proposed structure of the District-wide Carbon Plan.

***The Working Group is asked to comment on the proposed structure of the District-wide Carbon Plan outlined above and in Appendix 1.***

## **6. PROPOSAL FOR CONSULTATION AND PROPOSED PROJECT PLAN**

- 6.1. As outlined above, a key aim of the plan is for the council to be an influencer of change while supporting local communities, key partner organisations, businesses and the public to implement measures to reduce carbon emissions and adapt to climate change in a way that reflects local circumstances and future aspirations.
- 6.2. The success of any plan is largely determined by the degree to which the stakeholder's expectations are met; consulting on a draft plan towards the end of the process is unlikely to secure the participation and engagement of the many different

stakeholders who would need to contribute to the goal of reducing the district's carbon emissions.

- 6.3. It is therefore proposed that the council engages with representatives from key stakeholder groups at an early stage to develop the plan and to guide its long-term implementation. It is proposed that the council establishes and chairs a regular 'Carbon Innovation Lab' (CI-Lab) to be a small, informal and inclusive group. The CI-Lab could include elected members, officers and invited community representatives from key local groups, businesses and academics and interested members of the public. The objective is to promote a collaborative dialogue, work in partnership, be an influencer of change, exchange ideas, agree priorities and encourage the local actions to deliver the net-zero objectives.

***The Working Group is asked to comment on the proposed Carbon Innovation Lab approach set out above and suggest possible interested parties.***

- 6.4. The CI-Lab could report to the Climate and Ecological Emergency Working Group on a regular basis, providing updates on its activities within the community (perhaps quarterly to begin with, then moving to six-monthly). The CI-Lab could provide the impetus for the community itself to jointly draft the actions and identify their own resources (including applying for funds and existing grants targeted at the community initiatives) to deliver the actions.
- 6.5. Based on experience elsewhere, it is estimated that the CI-Lab could be set up relatively quickly, identifying interested parties, framing the scope, agenda and conducting the first meeting. The CI-Lab would work closely with the council's communications team.
- 6.6. The aim is that the Lab would be a short- to medium-term light-touch initiative convened by a council-appointed chair, with a secretariat provided from our existing resources to prepare the agenda, circulate minutes and papers, maintain the simple action log, collate the feedback and report to the Working Group, Cabinet and other committees as necessary.
- 6.7. The first meeting would be likely to involve some scene-setting, including an exploration of the carbon emissions arising from the district and the BEIS dataset. Depending on the background knowledge of the participants, there could be a need to provide some carbon literacy training for the participants. When this initial stage has been completed the agenda could move to ideas about how to tackle carbon reduction, drawing on the experience of those around the table, summarising the opportunities from the Government's Net Zero Strategy and inviting the community to share where is already working to reduce carbon emissions and where it sees opportunities to be involved. (Appendix 4 to this report sets out some possible areas to explore.) As the Lab develops, the dialogue could develop into very local, active collaboration involving community groups, volunteers and the council acting in concert to drive behaviour change and emissions reductions.
- 6.8. Success will be measured by the level of engagement and activity in the green sector. The cost of this proposal would be limited to the investment of time and effort in establishing and running the Lab and the benefit will be in the partnership working and increased support for low carbon initiatives.
- 6.9. The proposed community engagement approach is set out in Appendix 2, together with potential stakeholders.

***The Working Group is asked to comment on the proposed community engagement approach outlined above and in Appendix 2 and suggest potential groups or individuals who could be approached for their participation.***

- 6.10. A draft project plan of immediate actions is set out in Appendix 3, including key stages and steps for the Working Group's involvement, formal Cabinet approval and public engagement.

***The Working Group is asked to comment on the draft project plan outlined in Appendix 3.***

- 6.11. Some initial ideas for the District-wide Carbon Plan are set out in Appendix 4, showing key partners, suggested actions and potential benefits under each of the five pillars outlined above. It is intended that the actions will be drafted by the CI-Lab, drawing on the experience and knowledge of the participants; however, the suggestions in Appendix 4 could be introduced into the discussion to stimulate debate and critically evaluate their likely effectiveness.

***The Working Group is asked to comment on the draft action plan outlined in Appendix 4.***

## **7. CONCLUSIONS AND NEXT STEPS**

- 7.1. This report has set out proposals for a District-wide Carbon Plan to deliver the commitment made in the climate emergency declaration for the council to play a leadership role in community, public and business partnerships for our Carbon Neutral 2030 commitment throughout the district.
- 7.2. The following are put forward to the Climate & Ecological Emergency Working Group for comment:
- Draft structure for the plan, based around five pillars to guide areas of action – **Appendix 1**;
  - Draft proposal for community engagement to help develop the plan and deliver its actions – **Appendix 2**;
  - Draft project plan with key dates and stages for the preparation of the plan – **Appendix 3**; and
  - Draft high-level actions for the District-wide Carbon Plan – **Appendix 4**.

**Olu Fatokun**  
**Low Carbon and Sustainability Senior Specialist**

**Martin Kerlake**  
**Low Carbon and Sustainability Consultant**



**APPENDIX 1: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED  
STRUCTURE**

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## APPENDIX 1: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED STRUCTURE

Contents			
1.	Executive summary	1.1	Forward
		1.2	Summary
		1.3	Introduction
2.	Policy Drivers	2.1	Regional, national and local
		2.2	Corporate Plan – Creating Tomorrow Together with reference to Climate & Ecological Emergency Declaration
		2.3	Climate risks and vulnerability assessment
3.	Purpose and Scope	3.1	Role of district council - focus of leadership role – enabling and empowering
		3.2	District-wide emissions profile and baseline (BEIS data)
		3.3	What we mean by net zero by 2030
		3.4	The ‘five pillars’ for action – road, residential, commercial and industrial, other, land-use absorption
4.	Define Level of Influence	4.1	Direct Control
		4.2	Indirect Influence
		4.3	Challenges, Risks and Opportunities
		4.3.1	Pillar 1 - Road Transport
		4.3.2	Pillar 2 - Residential
		4.3.3	Pillar 3 - Commercial and Industrial
		4.4.4	Pillar 4 - Other activities
		4.4.5	Pillar 5 – Land use absorption
5.	Our approach	5.1	<ul style="list-style-type: none"> <li>Where we are now - Using the five pillars summarise progress made mitigating and adapting to climate change</li> <li>Exploration of best practice already operating within the district or that partners can draw on from elsewhere</li> <li>Highlight range of initiatives and projects to mitigate the impacts of and adapt to climate change across the district</li> </ul>
		5.2	Where we want to be – Using the five pillars outline what the vision of the future would look like.
		5.2.1	Setting out the vision
		5.2.2	What will success look like

**APPENDIX 1: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED STRUCTURE**

		5.2.3	Future projections including identified interdependencies, gaps and potential issues
		5.3	How would we fund our vision
		5.4	<ul style="list-style-type: none"> <li>• How do we get there? How we would encourage, engage, empower actions to reduce emissions while adapting to climate change</li> <li>• Potential future projects that could add to the best practice outlined in Section 5.1 above</li> </ul>
6.	Action plan	6.1	Details of actions we would take to get there
7.	Monitoring and Evaluating Progress	7.1	To include how we will monitor progress and incorporate lessons learnt from the process
8.	Conclusion	8.1	To include conclusion
9.	Actions by Pillar	Appendix 1	Summary Table

**APPENDIX 2: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED  
ENGAGEMENT PROPOSAL**

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## APPENDIX 2: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED ENGAGEMENT STRATEGY

### 1.0 Introduction

- 1.1 The Climate and Ecological Emergency Declaration made a resolution to develop a strategy for the council to play a leadership role in promoting community, public and business partnerships for this carbon neutral 2030 commitment throughout the district.
- 1.2 The council is committed to actively engage with the local community, key partner organisations, businesses and the public across the district to develop a plan that reflects local issues and aspirations to enable us achieve net zero emissions by 2030.

### 2.0 Details of the Engagement

#### 2.1 Aim

- 2.1.1. To achieve net zero by 2030 across the district while maximising the social and economic benefits of transitioning towards a low carbon future.
- 2.1.2. The aim recognises that carbon reduction and climate adaptation are cross-cutting and affect all that we do both as individuals and as organisations. To be truly successful everyone will need to take positive action, with leaders and influencers working in concert to make those actions easier to take.

#### 2.2 Objectives

- 2.2.1. To develop and deliver the action plan to **reduce carbon emissions** from our buildings, economy, environment and behaviour, including collaboration with the community and business.
- 2.2.2. To develop and deliver the action plan to aid **adaptation to climate change** in our buildings, economy, environment and behaviour including collaboration with the community and business.
- 2.2.3. To align with and deliver the Corporate Plan objectives.
- 2.2.4. To demonstrate through our actions our commitment to lowering carbon emissions, reducing energy bills for residents and adapting to climate change.
- 2.2.5. To understand the opportunities and address local hurdles to achieving net zero, including signposting infrastructure and funding opportunities (e.g. EV charging, sustainable generation, energy efficient housing, community volunteer projects).
- 2.2.6. To utilise the resources available to deliver quick results both in the public realm, private sector and the community.
- 2.2.7. To develop seminar-style training programme focused around understanding carbon and the opportunities available under the Government's Net Zero

## **APPENDIX 2: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED ENGAGEMENT STRATEGY**

Carbon strategy, targeted at different audiences encouraging behavioural change and action plans to take up opportunities – for example:

- a. Council leadership (e.g. the alignment of new opportunities with the Corporate Plan, the big wins for FHDC, procurement opportunities)
- b. Community groups (e.g. behavioural change and actions)
- c. Special interest groups (e.g. vulnerable and addressing fuel poverty)
- d. Council officers (e.g. horizon scan of new low carbon policies and impacts)
- e. Local businesses (e.g. to highlight good practice and draw attention to available resources)

### **3.0 Method and Level of Engagement**

3.1 Undertaking a public engagement exercise provides an opportunity to establish working relationships with relevant stakeholder groups which will enable the council to understand any issues and concerns to the district achieving net zero by 2030.

3.2 It is proposed that the following methods of engagement will be used:


- a. Working with the corporate communications team to create an informal working group of invited key stakeholders from business, academia, the community and the council to create a dialogue around the local actions to deliver the carbon emissions reduction - a 'Carbon Innovation Lab' (CI-Lab).
- b. Holding public drop-in events at selected locations across the district (Folkestone, Hythe, North Downs and Romney Marsh), with results summarised for consideration by the CI-Lab.
- c. Holding online public consultations – for any new statutory/obligatory requirements that may arise from the Government's Net Zero Carbon strategy, with results summarised for consideration by the CI-Lab.
- d. Commissioning Canterbury City Council to undertake a targeted consultation (as used to get feedback from a representative sample of the district's residents on the Corporate Plan), with results summarised for consideration by the CI-Lab.
- e. Holding online briefing seminars for members of the CI-Lab, and other invited guests as appropriate, on reducing carbon and energy bills and signposting and clarifying the support mechanisms under energy efficiency schemes that are available to the public and the private sector.
- f. Establishing a dedicated email address and social media presence for comments/feedback on draft documents that are put out for consultation, with results summarised for consideration by the CI-Lab.



## APPENDIX 2: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED ENGAGEMENT STRATEGY

- 3.3 It is proposed that the CI-Lab would be chaired by the council and provide a regular forum for invited academics, key stakeholders, community representatives, business leaders and interested members of the public, to receive evidence and update reports on carbon-related matters to inform the District-wide Carbon Plan. The CI-Lab would also be involved in the creation of the long-term action plan and short-term activities for the district to implement the Plan’s actions. Regular updates would be given to the Climate and Ecological Emergency Working Group, Cabinet and other committees as appropriate.
- 3.4 The data collection process will use questions to gather qualitative and quantitative data that will be used to inform and build the evidence for any future consultation. We recognise the importance of inclusivity and equality – in particular listening to the ‘seldom heard’ groups. The data collection process will consider how to reach and hear from all relevant groups using the public engagement spectrum and stakeholder analysis template below. This will help identify who to consult, establish the level of consultation to be had and understand the best way to engage with the identified stakeholder groups. We aim to ensure inclusive dialogue while developing the plan.
- 3.5 We propose to work with the community groups, ‘seldom heard groups’ and special interest groups identified by the council’s communications team.

### 4.0 Public Engagement Spectrum



	<b>Inform</b>	<b>Consult</b>	<b>Involve</b>	<b>Collaborate</b>	<b>Empower</b>
Public engagement goal	Provide the public with balanced and objective information to assist them understand the problem, alternative opportunities and/or solutions.	Obtain public feedback on analysis, alternatives and/or decisions	Work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered	Partner with the public on each aspect of the decision including the development of alternatives and identification of preferred solution.	Highlighting available grants and resources to help the public implement changes

## APPENDIX 2: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED ENGAGEMENT STRATEGY

	<b>Inform</b>	<b>Consult</b>	<b>Involve</b>	<b>Collaborate</b>	<b>Empower</b>
Promise to the public	Keep the public informed	Keep public informed, listen and acknowledge concerns and aspirations as well as provide meaningful feedback on how public input influenced decisions. Seek feedback on drafts and proposals.	Work the public to ensure that their concerns and aspirations are directly reflected in any alternatives developed and provide feedback on how public input influenced the decision.	Work together with to formulate solutions and incorporate your actions and recommendation into decisions to the maximum extent possible.	Act in supporting role to allow the public to access resources and implement projects and proposals

Note: the level of engagement should reflect the level of risks and anticipated impacts of the plan. The plan might include priorities and short-term action plan.

### 5.0 Potential Stakeholders

5.1 The table below provides an initial list of different stakeholder groups we could engage with as part of this proposal.

***Members of the Working Group are invited to comment on these suggested groups and to highlight key parties that may be missing.***

<b>Key Stakeholder Groups</b>
Interested members of the public
Town and Parish Councils
Shepway Employment Forum
FHDC Staff
Community Safety Partnerships
Local Children's Partnership Group
Resident associations

## APPENDIX 2: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED ENGAGEMENT STRATEGY

<b>Key Stakeholder Groups</b>
East Kent Wellbeing and Health Improvement Partnership
Business Advisory Forum
'Seldom heard' groups
Department of Transport
KCC Transport
Cycle Clubs
Registered Landlords Association
Registered Providers
Kent County Council
Rainbow Centre
Public Sector Landowners
Commercial Landlords
KCC Waste Infrastructure Providers
Infrastructure providers (electricity, gas, water, digital)
Landowners and developers (e.g. Folkestone Harbour)
Schools and colleges
Food growing groups
Allotment associations

### 6.0 Risks

6.1 Potential risks to the consultation are assessed in the table below:

<b>What are the potential risks?</b>	<b>Risk Assessment – High (H), Medium (M), Low (L)</b>	<b>Action to minimise the risks</b>
Conversation with the CI-Lab members is ineffective / unfocused	L	Invitation process, clear objectives, evidence-based collaboration with conclusions and semi-formal minutes
Conversation with the CI-Lab members becomes drawn out and leads to delays	M	Focus on actions at meetings, comparison of progress against timetable, commissioning external support if progress founders

## APPENDIX 2: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED ENGAGEMENT STRATEGY

What are the potential risks?	Risk Assessment – High (H), Medium (M), Low (L)	Action to minimise the risks
Disengagement over time	M	Identify and deliver quick wins; involving the community in voluntary actions and communicate successes.
Engagement not clear and inclusive	M	Efforts will be made to identify all relevant groups and early buy in from the steering group
Length of consultation	L	12 weeks consultation window for formal consultations and dedicated emails for comments and feedback
Understanding key issues and aspirations of the wider community	H	Early engagement and different types of consultation being employed
Implementation of action plan towards achieving net zero	H	Encourage ownership, buy in and partnership working among local communities, key partner organisations, businesses and the public across the district

### 7.0 Evaluation and Feedback

- 7.1 We understand that effective evaluation can help find out what did and did not work. As a result, we will produce an evaluation checklist to ensure a robust process for evaluation is in place. In addition, a dedicated email address and social media profile will be created for comments and feedback.
- 7.2 When the plan is being implemented, we will implement a process for ongoing monitoring to enable us record progress. In so doing, we will identify areas where more action will be needed, learn from our successes and subsequently understand targeted activities to enable us reach our net zero target.

**APPENDIX 3: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED  
PROJECT TIMETABLE**

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### APPENDIX 3: DISTRICT-WIDE CARBON PLAN - PROPOSED DRAFT PROJECT PLAN AND TIMETABLE

Proposed Draft Project Plan and Timetable															
Actions/Date	8/ 21	9/ 21	10/ 21	11/ 21	12/ 21	01/ 22	02/ 22	03/ 22	04/ 22	05/ 22	06/ 22	07/ 22	08/ 22	09/ 22	10/ 22
Develop proposed structure for the District-wide Carbon Plan (DWCP)	Green	Green													
Define the strategic aims/objectives for the DWCP		Green	Green												
Develop proposals for engagement		Green	Green												
<b>Present proposal to Corporate Leadership Team (CLT) for approval</b>				Red											
Take to Climate and Ecological Emergency Working Group (CEEWG) for comment				Green											
Regular progress report to CEEWG						Red			Red			Red			Red
Identify key stakeholders, form CI-Lab and engage with them to shape development of the DWCP				Green	Green	Green	Green	Green	Green						
Develop a communication plan using the public engagement spectrum				Green	Green										
Agree key strategic aims and objectives with CI-Lab				Green	Green	Green									
Produce a draft DWCP for collaboration with CI-Lab				Green	Green	Green	Green	Green							
Identify who needs to be consulted				Green	Green	Green									
What are the priority issues (for the consultees and for the council)					Green	Green	Green								
Agree a draft action plan for the DWCP						Green	Green	Green							
<b>Prepare and take draft DWCP to CLT for approval</b>						Red									
<b>Take draft DWCP to CEEWG for comment</b>						Red									
<b>Take draft DWCP to Cabinet for approval</b>						Red									
Prepare for and undertake public consultation					Green	Green	Green	Green	Green	Green					

### APPENDIX 3: DISTRICT-WIDE CARBON PLAN - PROPOSED DRAFT PROJECT PLAN AND TIMETABLE

Proposed Draft Project Plan and Timetable															
Actions/Date	8/ 21	9/ 21	10 /21	11 /21	12 /21	01 /22	02 /22	03 /22	04 /22	05 /22	06 /22	07 /22	08 /22	09 /22	10 /22
Compile consultation results and analyse, present results to CI-Lab															
Produce final DWCP incorporating amendments as recommended															
Identify other opportunities for further engagement with stakeholders to ensure key messages are communicated															
Define a list of 'quick win' actions															
<b>Present final DWCP to CLT for approval</b>															
Present draft final DWCP to CEEWG for comment															
Incorporate comments and produce final DWCP															
<b>Take final DWCP to Cabinet for adoption</b>															
Implement DWCP (with continued involvement of CI-Lab)															
Monitor progress (with continued involvement of CI-Lab)															→



**APPENDIX 4: DISTRICT-WIDE CARBON PLAN – DRAFT PROPOSED  
HIGH LEVEL ACTIONS**

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## APPENDIX 4: DISTRICT-WIDE CARBON ACTION PLAN – PROPOSED DRAFT HIGH LEVEL ACTIONS

<b>Proposed District Wide Carbon Action Plan – Potential High Level Actions</b>				
<p>The following actions are suggested for discussion. It is intended that the actions will be developed by the CI-Lab, drawing on the experience and knowledge of the participants; however, these suggestions could be introduced into the discussion to stimulate debate and critically evaluate their effectiveness.</p>				
	<b>Our Approach</b>	<b>Proposed Key Partners</b>	<b>High Level Actions for Joint Delivery by Partners</b>	<b>Potential Benefits</b>
<b>Pillar 1: Road Transport</b>	<ol style="list-style-type: none"> <li>1. Promote active travel including cycling and walking</li> <li>2. Facilitate Infrastructure plan and provision</li> <li>3. Promote car clubs, e-bikes and bike storage</li> </ol>	Department for transport Kent County Council Cycle Clubs Schools and Colleges Town and Parish Council	<ol style="list-style-type: none"> <li>1. Increase cycle network with dedicated cycle lanes.</li> <li>2. Infrastructure Delivery Plan</li> <li>3. Educate and promote active and sustainable travel options</li> <li>4. Work with key partner organisations to ensure clean-up of buses and modes of transportation.</li> <li>5. Increase electric charging infrastructure, car clubs, e-bikes and bike storage facilities</li> <li>6. Improve digital connectivity across the district.</li> </ol>	Improved air quality Improve health and wellbeing Attraction of new businesses to the district
<b>Pillar 2: Residential Buildings</b>	<ol style="list-style-type: none"> <li>1. Facilitate skills training and capacity building.</li> <li>2. Signposting to grants, funding and resources.</li> <li>3. Encouraging retrofitting.</li> </ol>	Registered Providers Residents Associations House Builders Town and Parish Councils	<ol style="list-style-type: none"> <li>1. Support residential property owners to access advice about appropriate heating systems and insulation, etc.</li> <li>2. Support residential property owners to access grants, funds and resources for energy efficiency improvements measures.</li> <li>3. Decarbonisation plan for buildings.</li> <li>4. Promote sustainable generation and supply.</li> </ol>	Improved energy efficiency in residential buildings Partnership working Improved health and wellbeing Improved quality of life

**APPENDIX 4: DISTRICT-WIDE CARBON ACTION PLAN – PROPOSED DRAFT HIGH LEVEL ACTIONS**

	<ol style="list-style-type: none"> <li>4. Encouraging water conservation</li> </ol>		<ol style="list-style-type: none"> <li>5. Educate on and promote the cost savings and benefits on implementing energy efficiency measures.</li> <li>6. Develop a future proof retrofit programme.</li> <li>7. Explore community energy options</li> </ol>	
<p><b>Pillar 3: Commercial and Industrial Buildings</b></p>	<ol style="list-style-type: none"> <li>1. Establish and Recovery and Place Plan.</li> <li>2. Town Centre Regeneration</li> <li>3. Signpost to business grants and resources.</li> </ol>	<p>Kent County Council Public Sector Landowners Commercial Landlords Businesses Town and Parish Councils</p>	<ol style="list-style-type: none"> <li>1. Improve energy efficiency in commercial and industrial buildings</li> <li>2. Explore solar PVs and battery installation for local businesses</li> <li>3. Promote grant schemes and funding e.g. The Green Business Grant Scheme</li> <li>4. Recovery and Place Plan</li> </ol>	<p>Improved energy efficiency in commercial industrial buildings Partnership working Attract new businesses to the district Thriving economy</p>
<p><b>Pillar 4: Other activities</b></p>	<ol style="list-style-type: none"> <li>1. Repair Cafes and Collection Points.</li> <li>2. Promote water conservation measures.</li> </ol>	<p>Kent County Council Waste Infrastructure Providers Schools and Colleges</p>	<ol style="list-style-type: none"> <li>1. Specify and promote water conservation measures</li> <li>2. Establish and promote wild flower and food growing areas</li> <li>3. Promote reduce, reuse and recycle as well as circular economy</li> </ol>	<p>Water efficiency Increase in healthy diets and wellbeing</p>

**APPENDIX 4: DISTRICT-WIDE CARBON ACTION PLAN – PROPOSED DRAFT HIGH LEVEL ACTIONS**

	3. Promote Local Food Growing Initiatives.	Town and Parish Councils.		
<b>Pillar 5: Land Use Absorption</b>	<ol style="list-style-type: none"> <li>1. Climate change mitigation and adaption through land management practices</li> <li>2. Local Nature Recovery Strategy</li> <li>3. Green Infrastructure Strategy</li> <li>4. Community Planning</li> <li>5. Pollinator Planning</li> <li>6. Sustainable Drainage Systems (SuDs)</li> </ol>	<p>Land owners Farmers and rural land-based enterprises Allotment Associations Healthcare provides Food growing groups</p>	<ol style="list-style-type: none"> <li>1. Adopt sustainable land management practices for climate change mitigation and adaption</li> <li>2. Implement tree planting and other nature-based carbon capture schemes</li> <li>3. Produce a Local Nature Recovery Strategy</li> <li>4. Finalise and implement Green Infrastructure Strategy</li> </ol>	<ol style="list-style-type: none"> <li>1. Improved biodiversity and movement of habitat.</li> <li>2. Improved flood management and resilience to changing climate.</li> <li>3. Increase in green infrastructure. Increase in SuDs</li> </ol>

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**To:** Climate and Ecological Emergency Working Group

**Date:** 25 November 2021

**From:** Olu Fatokun, Low Carbon & Sustainability Senior Specialist  
Martin Kerslake, Low Carbon and Sustainability Consultant

**SUBJECT:** BRIEFING NOTE ON GOVERNMENT'S 'NET ZERO STRATEGY: BUILD BACK GREENER'

**SUMMARY:** This report summarises the Government's recently published Net Zero Strategy, 'Build Back Greener', for the Working Group's information.

## 1. BACKGROUND

- 1.1 The Government published the 'Net Zero Strategy: Build Back Greener' on 19 October 2021. The strategy sets out the Government's plan to reduce the country's greenhouse gas emissions to net zero by 2050.<sup>1</sup>
- 1.2 The strategy has four chapters:
  - Chapter 1: Why Net Zero;
  - Chapter 2: The Journey to Net Zero;
  - Chapter 3: Reducing Emissions across the Economy; and
  - Chapter 4: Supporting the Transition across the Economy.
- 1.3 Technical appendices set out information on carbon budgets and international emissions targets and the science on the changing climate.
- 1.4 The sections below summarise the main discussion points and proposals set out in the document. An executive summary has been extracted from the document and is included as Appendix 1 to this report.
- 1.5 There is a strong focus on technology and innovation throughout the strategy. Financial measures and investment tools are promoted to capture private sector resources for net zero projects. The role of education and skills is also stressed,

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<sup>1</sup> Available to view at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1026655/net-zero-strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1026655/net-zero-strategy.pdf)

with the need to retrain existing workers and prepare young people for the emerging net zero economy.

- 1.6 The role of local authorities is dealt with in Chapter Four, and paragraphs 5.22 to 5.29 of this report summarise the Government's aims under the heading 'Local climate action'. The Government's focus is on setting clear expectations of how central and local government should interact in the delivery of net zero. The Government will set up a 'Local Net Zero Forum' to bring together national and local government senior officials on a regular basis to discuss policy and delivery options.
- 1.7 The strategy states that the Government will support local energy hubs to help all areas of England to reach net zero, promote best practice, share knowledge and incentivise local net zero projects that can attract commercial investment.

## 2 CHAPTER ONE: WHY NET ZERO

- 2.1. This chapter sets out the case for action on climate change. It stresses that we are already seeing the impacts of climate change today and that we need to act urgently to reduce global greenhouse gas emissions.
- 2.2. The strategy stresses that decarbonisation measures will not reduce emissions to absolute zero by 2050 and that greenhouse gas removals (GGR), including tree planting, carbon capture and storage technology, will be essential to compensate for remaining emissions from sectors such as industry, agriculture and aviation that are difficult to decarbonise completely.

## 3. CHAPTER TWO: THE JOURNEY TO NET ZERO

- 3.1. The strategy explores three scenarios for reaching net zero by 2050, modelled in detail in the Technical Annex, although it stresses that these are not 'most likely' or 'preferred' solutions:
  - **Scenario 1: High electrification** – widespread electrification with deep decarbonisation of the electricity supply;
  - **Scenario 2: High resource** – using low carbon hydrogen extensively, for decarbonising buildings, power and heavy vehicles, with increased tree planting; and
  - **Scenario 3: High innovation** – where innovations enable lower residual emissions and carbon capture technologies are used extensively.
- 3.2. Having considered these options, the strategy puts forward what it terms an 'indicative pathway' to 2037, prioritising emissions reductions where known technologies exist and minimising reliance on the use of greenhouse gas removals. This is designed to drive progress in the short-term, while keeping further options open to stay on track for net zero by 2050. Key features of the indicative pathway for different sectors are summarised below:



- **Power** (11 per cent of current emissions) – by 2035 all electricity will come from low carbon sources, while residual emissions will be limited to carbon capture and storage plants, unabated gas and energy from waste.
  - **Fuel supply and hydrogen** (5 per cent of current emissions) – emissions savings from the existing fuel supply sector will be offset by emissions from low carbon hydrogen, enabling significant emissions savings through fuel switching across a range of sectors. Hydrogen production will significantly increase in the early 2030s.
  - **Industry** (15 per cent of current emissions) – industry will be decarbonised by a combination of increased energy efficiencies, fuel switching and carbon capture, starting with major emitters, such as the steel sector.
  - **Heat and buildings** (17 per cent of current emissions) – emissions will be reduced by improved energy efficiency and the substantial uptake of low carbon heating up to 2035, when all new installations will be net zero compatible.
  - **Transport** (32 per cent of current emissions) – road transport will be transformed through the uptake of zero emission vehicles, increased cycling, walking and public transport. Energy efficiency improvements and low carbon fuels will decarbonise aviation and shipping.
  - **Natural resources** (20 per cent of current emissions) – emissions from natural resources will be reduced through increased afforestation, peat restoration and the cultivation of energy crops and short rotation forestry. Biodegradable waste will be diverted from landfill and improved farming practices will reduce emissions from livestock.
  - **Greenhouse gas removals** – deployment will be dependent on the development of carbon capture, usage and storage (CCUS) infrastructure.
- 3.3. The strategy builds on the Government’s *Ten Point Plan for a Green Industrial Revolution*<sup>2</sup> noting the ambition to create the conditions for the private sector to invest with confidence, expand new green industries (including hydrogen production and clean aviation) alongside the accelerating decarbonisation of buildings, transport and the electricity and heat networks.
- 3.4. The strategy notes the importance of attracting private-sector finance and highlights additional Government support to: deliver energy efficiency in homes and businesses; invest and strengthen the electricity distribution grid; expand sustainable electricity generation; accelerate hydrogen production; and provide research grants to develop carbon capture technologies.
- 3.5. The strategy puts forward four principles which will underpin the transition to net-zero:

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<sup>2</sup> ‘The Ten Point Plan for a Green Industrial Revolution’, HM Government (November 2020). See: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/936567/10\\_POINT\\_PLAN\\_BOOKLET.pdf#:~:text=Introduction%20The%20Ten%20Point%20Plan%20for%20a,Accelerating%20the%20Shift%20to%20Zero%20Emission%20Vehicles%2014](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/936567/10_POINT_PLAN_BOOKLET.pdf#:~:text=Introduction%20The%20Ten%20Point%20Plan%20for%20a,Accelerating%20the%20Shift%20to%20Zero%20Emission%20Vehicles%2014)

- Working with the grain of consumer choice;
- The biggest polluters pay most for the transition through fair carbon pricing;
- The most vulnerable are protected through support in the form of energy bill discounts and energy efficiency upgrades; and
- Working with businesses to deliver cost reductions in low-carbon technology, to reduce costs for consumers and to deliver benefits for businesses.

#### **4. CHAPTER THREE: REDUCING EMISSIONS ACROSS THE ECONOMY**

##### **Electricity**

- 4.1. By 2035, the strategy states, all electricity will come from low carbon sources, subject to security of supply. This will be achieved by: accelerating the delivery of solar and offshore wind; securing a decision on large-scale nuclear plants within the current parliament; maximising system flexibility; driving the rollout of smart meters; ensuring that consumers pay a fair price for electricity; and ensuring that the planning system supports low carbon energy infrastructure.
- 4.2. Regarding nuclear power, the strategy also states that the Government will launch a new £120 million Future Nuclear Enabling Fund, exploring options for future technologies, including Small Modular Reactors (SMRs). The Government is also progressing plans for an Advanced Modular Reactor (AMR) demonstrator project; there are a number of potential sites, although the Wylfa site in North Wales is the only location named in the strategy.
- 4.3. Even with major improvements in overall energy efficiency, revised market design and increased flexibility in the energy system, the transition to net-zero represents a doubling of electricity demand which requires a four-fold increase in low carbon electricity generation and significant expansion of distribution networks.
- 4.4. The strategy highlights the need for an energy system transformation to a smart and digital system alongside a new market design that supports and rewards flexibility. The planning system must also support the deployment of low carbon energy infrastructure; this will be achieved by updating the energy National Policy Statements and streamlining the consenting process.
- 4.5. The strategy notes that new low carbon generation assets will require investment of £280-£400 billion and an additional £20-£30 billion investment by 2037 in the national and local distribution systems, alongside a growth in industrial capabilities and skills.
- 4.6. The strategy supports the deployment of unsubsidised rooftop solar and local battery storage to complement the market-based approach of ensuring exporters receive a fair price through the Smart Export Guarantee.

##### **Heat and buildings**

- 4.7. The strategy states that the transition to low carbon buildings will be made affordable and achievable by phasing out the installation of new and replacement natural gas boilers by 2035 and ensuring that all heating systems used in 2050 are compatible with net zero.
- 4.8. The market for heat pumps will be expanded to support 600,000 installations a year by 2028, working with industry to reduce costs by at least 25 to 50 per cent by 2025 and to parity with gas boilers by 2030 at the latest. Households will be supported with a new £450 million Boiler Upgrade Scheme providing £5,000 capital grants and a new incentive for heating system manufacturers, while investing £60 million in heat pump innovation.
- 4.9. A range of interventions are set out to help households and businesses reduce their energy bills while making buildings warmer, including:
- Upgrading fuel-poor homes to EPC Band C by 2030 where reasonably practicable and providing additional funding to the Home Upgrade Grant and the Social Housing Decarbonisation Fund – investing £1.75 billion;
  - Consulting on phasing in higher minimum performance standards to ensure all homes meet EPC Band C by 2035, where cost-effective, practical and affordable;
  - Setting long-term regulatory standards to upgrade privately-rented homes to EPC C by 2028 and considering setting a long-term regulatory standard for Social Housing, subject to consultation;
  - Setting a minimum energy efficiency standard of EPC Band B by 2030 for privately-rented commercial buildings;
  - Reducing the energy consumption in commercial and industrial buildings by 2030, using measures including regulations and a performance-based measurement scheme;
  - Investing a further £1.425 billion in the Public Sector Decarbonisation Scheme, with the aim of reducing direct emissions from public sector buildings by 75 per cent by 2037;
  - Establishing large-scale trials of hydrogen for heating to inform a decision on the role of hydrogen in decarbonising heating in 2026. The Government will consult on the case for enabling or requiring hydrogen-ready boilers and broader heating system efficiencies;
  - Continuing to grow and decarbonise the UK Heat Network market through the £338 million Heat Network Transformation Programme of which at least £270 million will go towards the Green Heat Network Fund, introducing sector regulation and new heat network zones by 2025; and
  - Launching a new world-class policy framework for energy-related products to ensure products use less energy.
- 4.10. There are four enabling factors that the Government will address including: providing advice and guidance tailored to local circumstances; green finance

innovation; rebalancing energy prices to equalise zero-carbon energy prices with fossil fuel prices; and developing the skilled workforce.

### **Industrial decarbonisation**

- 4.11. The rate of industrial decarbonisation has slowed in recent years and the strategy recognises the importance of: carbon capture, utilisation and storage (CCUS); the need for further reductions of embedded carbon in the supply chain; energy efficiency savings; realising the demand side measures; and the impact of the anticipated increase in carbon pricing.
- 4.12. The need for short-to-medium term capital funding and revenue support to industry is recognised, with the aim of stimulating long-term private sector investment.
- 4.13. A programme of industrial decarbonisation is planned through the mid-2020s, recognising the differences between sectors and that key investment decisions are affected by the degrees of certainty on low carbon resources and zero carbon fuel types on production methods.

### **Hydrogen**

- 4.14. The strategy highlights the Government's commitment to further research and investment to reduce risk for the transition to a hydrogen economy for: haulage; electricity generation (for example fuel cells); long-term power storage; and the development of sustainable aviation fuel (SAF).<sup>3</sup>
- 4.15. The strategy acknowledges that the future demand for natural gas will decline and that the gas system will need to change to meet the net zero targets. In 2022 there will be a call for evidence and research undertaken into the introduction of blended hydrogen into the gas grid to support initial steps to decarbonise heating.

### **Transport**

- 4.16. The Government will accelerate the development of low carbon transport fuels, including biomass, and the development of UK plants to produce advanced fuels, with grant funding through schemes including the Future Fuels for Flight and Freight Competition (F4C) and Advanced Biofuels Demonstration Competition (ABDC).
- 4.17. The sale of new petrol and diesel cars and vans will be ended by 2030. All new cars and vans must be zero emission at the tailpipe by 2035. Subject to consultation, the sale of all new non-zero emission vehicles, including buses and HGVs, will be ended by 2040. The taxation of motoring will keep pace with the change to electric vehicles.

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<sup>3</sup> See also: 'UK Hydrogen Strategy', HM Government (August 2021), available to view at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1011283/UK-Hydrogen-Strategy\\_web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1011283/UK-Hydrogen-Strategy_web.pdf)

- 4.18. Building on the £1.9 billion from the 2020 Spending Review, the Government has committed an additional £620 million to support the transition to electric vehicles. The funding will support the rollout of charging infrastructure, with a particular focus on local on-street residential charging, and targeted plug-in vehicle grants.
- 4.19. The strategy states that the Government will support decarbonisation by investing more than £12 billion in local transport systems over the current parliament. This will include investment of £2 billion in cycling and walking, with the aim that half of all journeys in towns and cities will be cycled or walked by 2030, with freight encouraged to shift to rail, cargo bikes and inland waterways. *The Transport Decarbonisation Plan*<sup>4</sup> announced the creation of at least one 'zero emission transport city'.
- 4.20. Investment will also be made in the *National Bus Strategy*<sup>5</sup>, a net-zero UK marine industry and phasing out the sale of non-zero-emission domestic shipping vessels, working with the UK Shipping Office for Reducing Emissions and investing in zero-emission flights and sustainable aviation fuels (SAF).

#### **Natural resources, waste and fluorinated gases**

- 4.21. The strategy anticipates that 75 per cent of farmers in England will be engaged in low carbon practices by 2030. The Government will introduce farming schemes, and increase investment in research and development, to help deliver net zero in agriculture and horticulture.
- 4.22. The commitment is also made to treble woodland creation rates by the end of the current Parliament, reflecting England's contribution to meeting the UK's overall target of increasing tree planting rates to 30,000 hectares per year and maintain new planting at least at this level from 2025 onwards.
- 4.23. An increase of £124 million is pledged to the existing £640 million Nature for Climate Fund targeted on peat restoration and woodland creation and management. Private investment will be supported in tree planting through the Woodland Carbon Code and the Government's Woodland Carbon Guarantee.
- 4.24. The Government will explore options for the near elimination of biodegradable municipal waste to landfill from 2028, with £295 million of capital funding which will allow local authorities in England to prepare to implement free separate food waste collections for all households from 2025.

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<sup>4</sup> 'Decarbonising Transport: A Better, Greener Britain', Department for Transport (2021), available to view at:  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf)

<sup>5</sup> 'Bus Back Better: National Bus Strategy for England', Department for Transport (2021), available to view at:  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf)

- 4.25. A commitment is also made to complete a review of the fluorinated gas regulation and assess whether the Government can go further than the current requirements and international commitments, looking at what additional reductions in fluorinated gas use can be made to help the UK meet net zero by 2050.

### **Greenhouse gas removal**

- 4.26. The Government's ambition is to remove, by engineered means, 5 million tonnes of carbon dioxide a year by 2030 and deliver £100 million of innovation funding into Direct Air Carbon Capture and Storage and other greenhouse gas removal systems. The market and regulatory framework will be explored and developed.

## **5. CHAPTER FOUR: SUPPORTING THE TRANSITION ACROSS THE ECONOMY**

- 5.1. This chapter highlights key commitments to innovation in the new green sectors including:

- The hydrogen economy with carbon capture and storage;
- Green finance;
- Creating the skilled workforce to deliver net zero;
- Developing the supply chains to put the UK in the forefront of global markets; and
- Embedding net-zero in Government through leadership, public procurement, oversight of key projects and decarbonising the public sector.

### **Innovation for net zero**

- 5.2. The commitment is made to increase Government investment in research and development to £22 billion. The Government will publish the *Net Zero Research & Innovation Framework* to establish the challenges for the next five to ten years and deliver a programme of innovation to enable decarbonisation. The UK will also take a leadership role in *Mission Innovation 2.0*, a global initiative to accelerate clean energy innovation, with the goal of becoming a global leader in decarbonisation technologies, processes, services and business models.
- 5.3. Investment in research will be supported by a cross-government portfolio of net-zero innovation support to accelerate commercialisation, prioritising areas where there is a strong case for Government investment alongside leveraging funds from private sector. The Industrial Strategy Challenge Fund (ISCF), delivered by UK Research and Innovation (UKRI), has invested in eight challenges (including transforming food production and the Faraday Battery Challenge), which will be refreshed by the *Innovation Missions* programme.
- 5.4. The strategy states that there will be continued investment in research and development, including the creation of a new institution, the Advanced

Research and Innovation Agency (ARIA), specifically to fund high-risk, high-reward research.

- 5.5. The strategy notes the importance of market design, regulation and policy to incentivise the development and deployment of new technologies, particularly where competition and Government support has reduced the capital costs and created the right conditions and confidence. The *Net Zero Research & Innovation Framework*<sup>6</sup> sets out the structure for this approach.
- 5.6. The Government is engaging with industry to address the barriers to long-term investment and unlock the £2.2 trillion held in UK Pension Funds, alongside targeting the fiscal incentives for research and development and early-stage investment.
- 5.7. Non-financial support highlighted in the strategy includes international collaboration with *Horizon Europe* and with *Mission Innovation* to deliver clean energy innovation and low cost, low carbon hydrogen and, in the domestic market, the UK Research and Innovation (UKRI) Knowledge Transfer Network. Other support includes:
  - UKRI’s digital platform pilot programme, that brings together investors and with net zero businesses;
  - Innovate UK’s On-line Innovation Hub, to navigate the Government’s funding offer; and
  - Innovate UK’s EDGE service to enhance investment readiness.

### **Green investment**

- 5.8. Key commitments for green investment include:
  - Using the UK Infrastructure Bank (UKIB) to bring in private finance to kick-start large-scale infrastructure projects, regional growth, sector maturity and scale particularly by supporting projects led by local authorities;
  - Issuing further Green Gilts;
  - The Government-owned British Business Bank (BBB) has been charged with economic development to drive sustainability and incorporate net-zero across all activity; and
  - Introducing new Sustainability Disclosure Requirements through *Greening Finance: A Roadmap to Sustainable Investing* and a second iteration of the *Green Finance Strategy* to be published in 2022 that will outline the pathway to net zero.
- 5.9. The Government recognises that each sector will require strategic use of public funds, long-term policy frameworks and the leverage of private investment

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<sup>6</sup> ‘UK Net Zero Research and Innovation Framework’, HM Government (October 2021), available to view at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1030656/uk-net-zero-research-innovation-framework.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1030656/uk-net-zero-research-innovation-framework.pdf)

tailored to meet the technology and sector challenges and the funding life cycle (from early stage through to commercialised mass market).

- 5.10. Public funds will provide support for research and development, later stage investment from the Clean Growth Venture Capital Fund (VC) or support from the BBB, with UK Export Finance and the UKIB providing funding to bring forward private sector investments using models similar to that which has brought forward off-shore wind. The Industrial Decarbonisation and Hydrogen Revenue Support (IDHRS) scheme will unlock private finance for industrial carbon capture and hydrogen production projects by providing long-term certainty and reducing risks.
- 5.11. The strategy states that the new UKIB will be pivotal in accessing private sector finance to kick-start regional infrastructure projects as a cornerstone investor or guarantor to tackle climate change and support regional economic growth. The UKIB will also catalyse the role of local Government in the transition, by financing strategic infrastructure projects led by local authorities and providing investment advice and expertise.

### **Green jobs, skills and industries**

- 5.12. The strategy commits to creating and supporting a skilled workforce to deliver net zero and put UK supply chains at the forefront of global markets. The Government will:
  - Publish sector and supply chain development plans;
  - Support the development of a skilled, competitive supply chain for key green industries;
  - Reform the skills system, including introducing legislation, to incentivise training providers, employers and learners;
  - Deliver a Lifetime Skills Guarantee and grow post-16 training programmes aligned to the needs of green employers; and
  - Introduce a sustainability and climate change strategy for education and children's services to equip children and young people to contribute to the green economy.
- 5.13. The strategy recognises the need for engineers, digital and automation experts and the need to transition to a net zero economy and support the expected 440,000 new jobs across net zero industries by 2030. The support includes:
  - Supporting workers in high carbon economy jobs to transition into green jobs;
  - Working with businesses to ensure people from all backgrounds can access the opportunities;
  - Providing children and young people with high quality education and training to work in a green career, improving teacher training and development in STEM (science, technology, engineering and mathematics) and key subjects; and



- Expanding post-16 training programmes aligned to green employer needs.
- 5.14. Central to the reforms are the plans set out in the *Skills for Jobs White Paper*<sup>7</sup>, where employers set out their skills needs to drive provision at local colleges through the local skills development plan, and the Development Fund that undertook 18 pilots in July 2021.
- 5.15. Government will increase support for workers in high-carbon sectors to transition to green jobs, work with businesses to support inclusivity and access to a green career and build the foundations for future green careers. The Government is also working with the Green Apprenticeships Advisory Panel (GAAP) to align apprenticeships to net zero objectives and create the required green standards.
- 5.16. The Government has also published the *Carbon Capture, Usage and Storage (CCUS) Supply Chain Roadmap*<sup>8</sup> and will publish a hydrogen sector development plan in 2022. The strategy recognises that the impact of the transition will not be evenly spread across the UK, reflecting the areas where new industries will flourish and old industries contract.

### **Embedding net zero in Government**

- 5.17. The commitments in this section include, through the *Environment Bill*, embedding environmental issues in national policy-making through the consideration of five environmental principles:
- Protection – policy-makers will embed environmental protection policies in other policy fields;
  - Prevention – preventing, reducing or mitigating environmental harm;
  - Rectification – damage to the environment to be tackled at source;
  - Polluter pays – responsibility for mitigation or compensation for pollution; and
  - Precautionary – the need for scientific certainty shall not be used to postpone cost-effective measures to prevent environmental degradation.
- 5.18. The Government will also ensure that decisions on spending are informed by their impact on net zero, positive measures will reduce carbon emissions from procurement and the Government will continue to fund the £475 million a year Public Sector Decarbonisation Scheme.

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<sup>7</sup> 'Skills for Jobs: Lifelong Learning for Opportunity and Growth', Department for Education (January 2021), available to view at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/957810/Skills\\_for\\_jobs\\_lifelong\\_learning\\_for\\_opportunity\\_and\\_growth\\_print\\_version\\_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957810/Skills_for_jobs_lifelong_learning_for_opportunity_and_growth_print_version_.pdf)

<sup>8</sup> 'CCUS Supply Chains: a roadmap to maximize the UK's potential', Department for Business, Energy and Industrial Strategy (May 2021), available to view at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/984308/ccus-supply-chains-roadmap.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/984308/ccus-supply-chains-roadmap.pdf)

- 5.19. The strategy recognises the need for a consistent approach across the UK (and with the devolved administrations) and the HM Treasury Green Book has a major priority to ensure spending decisions contribute to net zero. The strategy notes that the industry regulators have a key role to play and have legal obligations in setting strategic priorities to achieve net zero.
- 5.20. Public sector procurement will include the Social Value Model and a requirement for larger public sector tenders to require the commitment of the tenderer to achieve net zero by 2050 and detail their emissions in the Carbon Reduction Plan. Policy will be brought forward to allow procurers to balance carbon and cost.
- 5.21. The strategy promotes increased transparency in reporting and outcomes against the quantified targets in power, industry, fuel supply and hydrogen, heat and buildings, transport, natural resources, waste and fluorinated gases and Greenhouse Gas Removal.

### **Local climate action**

- 5.22. In supporting decarbonisation and regeneration in local areas and in communities the key commitments of the strategy are to:
- Set clear expectations on how local and central Government interact in the delivery of net zero;
  - Establish a Local Net Zero Forum to bring together national and local government officials on a regular basis to discuss policy and delivery options for net zero; and
  - Continue the Local Net Zero Programme including:
    - Supporting the Local Net Zero Hubs (formerly local energy hubs) and Local Enterprise Partnerships (LEP);
    - Promoting best practice and supporting local authorities to develop net zero projects that can attract commercial interest; and
    - Increase knowledge-sharing and sharing successful net zero solutions.
- 5.23. Local authorities are recognised as having a key role to play (the strategy claims that 82 per cent of all UK emissions are within the scope of influence of local authorities). The strategy considers that, although a new general statutory requirement is not required, there is a real need to support local leaders by clarifying national expectations and enhancing the capacity and capabilities of local areas to accelerate and deliver net zero. Taking a place-based approach to net zero, the strategy states, will also ensure that the opportunities from the transition support the Government's levelling up agenda.
- 5.24. The strategy recognises that coastal communities face significant challenges as they may be vulnerable to more frequent flooding, rises in sea level and accelerated coastal erosion; however, they may be able to utilise tidal energy or industrial scale water source heat pump technologies.

- 5.25. The strategy pledges that local leaders and the community will be empowered to deliver emissions savings, including continuing to provide support for public and private investment opportunities. To support this the Government will:
- Set clearer expectations for local places;
  - Provide resources to deliver stronger contributions to net zero targets with dedicated funding streams; and
  - Build capacity and capability and support areas to accelerate delivery.
- 5.26. The Department for Business, Energy and Industrial Strategy (BEIS) will take overall responsibility for improving coordination with local government. BEIS will chair the new Local Net Zero Forum to support the establishment of clearer delivery roles for local government and provide a single engagement route to central Government.
- 5.27. The strategy notes that funding for local climate action is sourced from a combination of the Local Government Finance Settlement, Government grants and support schemes, borrowing and private finance – some 22 dedicated grant schemes for net zero work from central to local government. Additional investment advice and lending support for strategic and high-value, local authority-led projects is available from the UK Investment Bank (UKIB).
- 5.28. The strategy notes the importance of local authorities and local communities working in partnership to deliver local energy solutions, decarbonise heat and power in buildings, decarbonise local transport and deliver local green infrastructure and Local Nature Recovery strategies – which the Government will support through the launch of the *National Framework of Green Infrastructure Standards* in 2022.
- 5.29. The new Community Renewal Fund, the Rural Community Energy Fund (RCEF), the Levelling-Up Fund and the Towns Fund enable local areas to tackle net zero goals tailored to their areas – noting the importance of development stage grants to projects focusing on technologies including solar, wind, low carbon heating and electric vehicle charging. Community energy schemes have predominately been financed commercially through share offers and borrowing against future revenues.

### **Empowering the public and business to make green choices**

- 5.30. The strategy's aim is to make it significantly easier, clearer and cheaper to choose green options. The Government intends to work within the grain of existing behaviour and trends by working in partnership with local authorities, voluntary organisations, social enterprise regulators and businesses to encourage the behaviours that impact on net zero, including:
- Adopting new low carbon technologies;
  - Using energy more efficiently; and
  - Making everyday business and consumer choices that are green.
- 5.31. The six principles underpinning the green choices are to:

- Minimise the 'ask', by sending clear regulatory signals;
- Make the green choice easier by addressing major barriers and reducing the impact on people's lives;
- Make the green choice affordable and mobilise savings into green Local Climate Bonds;
- Empower people and businesses to make their own choices, with clear information coupled with tailored impartial advice (e.g. Simple Energy Advice service) and operational data (e.g. in-home displays for smart meters);
- Motivate and build public acceptance for major change, recognising that it is vital to listen to public views on how to reach net zero and shape policies and actions accordingly, including avoiding negative impacts on disadvantaged groups; and
- Present a clear vision on how to get to net zero and the role of people and business.

**APPENDIX 1: H.M. GOVERNMENT, 'NET ZERO STRATEGY: BUILD BACK GREENER' – EXECUTIVE SUMMARY**





### The policies and proposals for power in the Net Zero Strategy will ...

Support for up to 59,000 jobs in 2024 and up to 120,000 jobs in 2030

Start to mobilise additional public and private investment of £150-270 billion, in line with our 2037 delivery pathway

Fully decarbonise our power system by 2035

The net zero economy will be underpinned by cheap clean electricity, made in Britain. A clean, reliable power system is the foundation of a productive net zero economy as we electrify other sectors – so **we will fully decarbonise our power system by 2035**, subject to security of supply. Our power system will consist of abundant, cheap British

renewables, cutting edge new nuclear power stations, and be underpinned by flexibility including storage, gas with CCS, hydrogen and ensure reliable power is always there at the flick of a switch. The transformation of the power sector will bring high skill, high wage job opportunities right across the UK.

### Key policies:

- By 2035 the UK will be powered entirely by clean electricity, subject to security of supply.
- Secure a final investment decision on a large-scale nuclear plant by the end of this Parliament, and launch a new £120 million Future Nuclear Enabling Fund, retaining options for future nuclear technologies, including Small Modular Reactors, with a number of potential sites including Wylfa in North Wales.
- 40GW of offshore wind by 2030, with more onshore, solar, and other renewables – with a new approach to onshore and offshore electricity networks to incorporate new low carbon generation and demand in the most efficient manner that takes account of the needs of local communities like those in East Anglia.
- Moving towards 1GW of floating offshore wind by 2030 to put us at the forefront of this new technology that can utilise our North and Celtic Seas – backed by £380 million overall funding for our world-leading offshore wind sector.
- Deployment of new flexibility measures including storage to help smooth out future price spikes.



# Fuel Supply & Hydrogen

## The policies and proposals for fuel supply and hydrogen in the Net Zero Strategy will...

Support up to 10,000 jobs in 2030 in fuel supply

Start to mobilise additional public and private investment of £20-30 billion, in line with our 2037 delivery pathway

Deliver 5 GW of hydrogen production capacity by 2030, whilst halving emissions from oil and gas

While electricity will be the primary source of energy, we cannot rely on it alone. Many sectors require low carbon energy, including those where electrification is not a viable option, making the supply of cleaner fuels essential to achieving net zero. Building on commitments in the *North Sea Transition Deal*, we will significantly reduce emissions from traditional oil and gas fuel supplies,

whilst scaling-up the production of low carbon alternatives such as hydrogen and biofuels. Current gas prices spikes underline the need to get off hydrocarbons as quickly as possible, but we will manage the transition in a way that protects jobs and investment, uses existing infrastructure, maintains security of supply, and minimises environmental impacts.

### Key policies:

- We have set up the Industrial Decarbonisation and Hydrogen Revenue Support (IDHRS) scheme to fund our new hydrogen and industrial carbon capture business models. We will be providing up to £140 million to establish the scheme, including up to £100 million to award contracts of up to 250MW of electrolytic hydrogen production capacity in 2023 with further allocation in 2024.
- Introducing a new climate compatibility checkpoint for future licensing on the UK Continental Shelf and regulating the oil and gas sector in a way that minimises greenhouse gases through the revised Oil and Gas Authority strategy.





# Industry

## The policies and proposals for industry in the Net Zero Strategy will...

Support up to 54,000 jobs in 2030 in industry

Start to mobilise additional public and private investment of at least £14 billion in industry, in line with our 2037 delivery pathway

Deliver four carbon capture usage and storage (CCUS) clusters, capturing 20-30 MtCO<sub>2</sub> across the economy, including 6 MtCO<sub>2</sub> of industrial emissions, per year by 2030

We will decarbonise industry in line with our net zero goals whilst simultaneously transforming our industrial heartlands by attracting inward investment, future-proofing businesses, and securing high wage, high skill jobs. We will do this by supporting industry to switch to cleaner fuels; helping them improve their resource and energy efficiency, and through fair carbon pricing to drive deep decarbonisation of industry. Growing new industries in low carbon hydrogen alongside

CCUS and renewable energy will put our industrial 'SuperPlaces' at the forefront of technological development – accelerating decarbonisation in 'clusters', which account for approximately half of the UK's industrial emissions. These clusters could have the opportunity to access support under government's CCUS programme, which includes the £1 billion CCS Infrastructure Fund and revenue support mechanisms.

### Key policies:

- Following the Phase 1 of the Cluster Sequencing process, the Hynet and East Coast Clusters, will act as economic hubs for green jobs in line with our ambition to capture 20-30 MtCO<sub>2</sub> per year by 2030. This puts Teesside and the Humber, Merseyside and North Wales, along with the North East of Scotland as a reserve cluster, among the potential early SuperPlaces which will be transformed over the next decade.
- Future-proofing industrial sectors, and the communities they employ through the £315 million Industrial Energy Transformation Fund (IETF), (£289 million for England, Wales and Northern Ireland, £26 million for Scotland).
- Incentivise cost-effective abatement in industry at the pace and scale required to deliver net zero, through the UK ETS by consulting on a net zero consistent UK ETS cap (in partnership with the Devolved Administrations).



# Heat and Buildings

## The policies and proposals for heat and buildings in the Net Zero Strategy will...

Support up to 100,000 jobs in the middle of the 2020s and up to 175,000 in 2030

Start to mobilise additional public and private investment of approximately £200 billion, in line with our 2037 delivery pathway

Set a path to all new heating appliances in homes and workplaces from 2035 being low carbon

Reaching net zero means tackling all sources of emissions – and heating for homes and workspaces makes up almost a third of all UK carbon emissions. So we will improve the energy efficiency of housing and non-domestic properties across the UK, ensuring they require less energy to heat, making them cheaper to run and more comfortable to live and work in while reducing our dependence on imported energy. We are setting the ambition that, by 2035, once costs have come down, all new heating appliances installed in homes and workplaces will be low-carbon technologies, like electric heat pumps or hydrogen boilers. We will take a decision in 2026 on the role of hydrogen heating. Crucially, this will be a gradual transition that

works with the grain of consumer choice. But the costs of low carbon technology can fall quickly – working with industry, we expect a heat pump to be as cheap to buy and run as a gas boiler this decade. We want to reduce electricity costs so when the current gas spike subsides we will look at options to shift or rebalance energy levies (such as RO and FiTs) and obligations (such as ECO) away from electricity to gas over this decade. This will include looking at options to expand carbon pricing and remove costs from electricity bills while ensuring that we continue to limit any impact on bills overall. We know that in the long run, green products are more efficient and cheaper, and we are putting fairness and affordability at the heart of our approach.

### Key policies:

- An ambition that by 2035, no new gas boilers will be sold.
- A new £450 million three-year Boiler Upgrade Scheme will see households offered grants of up to £5,000 for low-carbon heating systems so they cost the same as a gas boiler now.
- A new £60 million Heat Pump Ready programme that will provide funding for pioneering heat pump technologies and will support the government's target of 600,000 installations a year by 2028.
- Delivering cheaper electricity by rebalancing of policy costs from electricity bills to gas bills this decade.

- Further funding for the Social Housing Decarbonisation Scheme and Home Upgrade Grants, investing £1.75 billion. Additional funding of £1.425 billion for Public Sector Decarbonisation, with the aim of reducing emissions from public sector buildings by 75% by 2037.
- Launching a Hydrogen Village trial to inform a decision on the role of hydrogen in the heating system by 2026.



# Transport

## The policies and proposals for transport in the Net Zero Strategy will ...

Support for up to 22,000 jobs in 2024 and up to 74,000 jobs in 2030

Start to mobilise additional public and private investment of around £220 billion, in line with our 2037 delivery pathway

Remove all road emissions at the tailpipe and kickstart zero emissions international travel

We will transform our cities and towns with greener, faster and more efficient transport. Our streets will be cleaner and people healthier from breathing cleaner air, walking and cycling more. Our zero emissions vehicle (ZEV) mandate will guarantee greater number of zero emission vehicles on our roads, unlocking the transformation of our road transport. Additional funding will support our automotive sector to stay at the cutting edge and capture jobs of the future. Significant new investment in vehicle grants and electric vehicle infrastructure will ensure that we see even more green vans delivering our goods and big improvements in local public

chargepoint provision. We will increase the share of journeys taken by public transport, cycling and walking, electrifying more railway lines, investing £3 billion to transform bus services and £2 billion for cycling. We will build on our strong maritime heritage and the success of the Clean Maritime Demonstration Competition to deliver a more ambitious multi-year programme for the sector. Setting out an ambitious position on SAF will set us on a path to decarbonise this challenging sector. Accelerating the decarbonisation of transport will save lives and significantly reduce noise, making our urban centres more enjoyable places to live.

### Key policies:

- A zero emission vehicle mandate to improve consumer choice and ensure we maximise the economic benefit from this transition by giving a clear signal to investors. This will deliver on our 2030 commitment to end the sale of new petrol and diesel cars, and 2035 commitment that all cars must be fully zero emissions capable.
- Further funding of £620 million for zero emission vehicle grants and EV Infrastructure, including further funding for local EV Infrastructure, with a focus on local on street residential charging.
- Allocating a further £350 million of our up to £1 billion Automotive Transformation Fund (ATF) to support the electrification of UK vehicles and their supply chains.
- Building on the success of our £20 million zero emission road freight trials, we will expand these to trial three zero emission HGV technologies at scale on UK roads to determine their operational benefits, as well as their infrastructure needs.

- £2 billion investment which will help enable half of journeys in towns and cities to be cycled or walked by 2030.
- £3 billion to create integrated bus networks, more frequent services and bus lanes to speed journeys.
- Transformation of local transport systems, with 4,000 new zero emission buses and the infrastructure to support them, and a net zero rail network by 2050, with the ambition to remove all diesel-only trains by 2040.
- Building on the success of the Clean Maritime Demonstration Competition, we will be extending this to a multi-year programme, delivering real-world demonstrations and technology trials of clean maritime vessels and infrastructure to decarbonise the maritime sector. This is part of our commitment to a UK Shipping Office for Reducing Emissions.
- Significant investment in rail electrification and city rapid transit systems.
- Aim to become a world-leader in zero emission flight and kick-starting the commercialisation of the UK sustainable aviation fuel so people can fly, and connect without guilt. Our ambition is to enable delivery of 10% SAF by 2030 and will be supporting UK industry with £180 million funding for the development of SAF plants.



# Natural Resources, waste and fluorinated gases

The policies and proposals for natural resources, waste, and fluorinated gases in the Net Zero Strategy will...

New employment opportunities across the UK. Afforestation in England could support up to 1,900 jobs in 2024 and 2,000 jobs in 2030	Start to mobilise additional public and private investment of approximately £30 billion, in line with our 2037 delivery pathway	Treble woodland creation rates in England, contributing to the UK's overall target of increasing planting rates to 30,000 hectares per year by the end of this Parliament
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Halting climate change and protecting the natural world are two sides of the same coin, so we will restore our countryside to reduce emissions, sequester carbon and build our resilience to climate change at the same time. We will support farmers to implement a range of low carbon farming practices that can help increase productivity and enable more efficient use of land, such as through agroforestry. We will increase tree planting to sequester carbon, and protect and restore our peatlands. As part of reforms to the resources and waste system, we also will move towards a circular economy, improve resource efficiency, and achieve near elimination of biodegradable waste to landfill. We will continue to phase down the use of F-gases in line with domestic regulations and international commitments.

## Key policies:

- Supporting low-carbon farming and agricultural innovation through the Farming Investment Fund and the Farming Innovation Programme to invest in equipment, technology, and infrastructure to improve profitability, benefit the environment and support emissions reductions.
- We will boost the existing £640 million Nature for Climate Fund with a further £124 million of new money, ensuring total spend of more than £750 million by 2025 on peat restoration, woodland creation and management – above and beyond what was promised in the manifesto. This will enable more opportunities for farmers and landowners to support Net Zero through land use change.
- Restoring approximately 280,000 hectares of peat in England by 2050 and trebling woodland creation rates in England, contributing to the UK's overall target of increasing planting rates to 30,000 hectares per year by the end of the Parliament.
- £75 million on net zero related R&D across Natural Resources, Waste & F-gases, to inform our pathway to 2037.

- To support our commitment to explore options for the near elimination of biodegradable municipal waste to landfill from 2028, we are bringing forward £295 million of capital funding which will allow local authorities in England to prepare to implement free separate food waste collections for all households from 2025.



# Greenhouse Gas Removals

## The policies and proposals for GGRs in the Net Zero Strategy will provide...

New, highly skilled, jobs in our industrial heartlands

Start to mobilise additional public and private investment of around £20 billion, in line with our 2037 delivery pathway

An ambition to deploy at least 5 MtCO<sub>2</sub>/year of engineered GGRs by 2030.

Our most important step to achieving net zero is to take ambitious decarbonisation measures across society. However, greenhouse gas removals (GGRs) will also play a critical role in balancing residual emissions from the hardest to decarbonise sectors such as aviation, agriculture, and heavy industry. Our innovation-led approach position the UK as a global leader in this rapidly developing sector.

Government intervention in the short term will support early commercial deployment of GGRs, with an ambition to move towards a market-based framework for GGRs. This will support our delivery of net zero emissions and position us to export our skills and expertise, capitalising on economic opportunities for the UK and supporting the global shift to net zero.

### Key policies:

- Delivering £100 million of investment in GGR innovation could enable further deployment of GGRs, which in turn will leverage private investment and demand for transferrable engineering expertise from the UK's oil and gas sector.
- Explore options for regulatory oversight to provide robust monitoring, reporting and verification (MRV) of GGRs, following the recommendations of the BEIS-led MRV Task & Finish Group involving experts from industry and academia.





## Supporting the transition with cross-cutting action

We will maximise the opportunities of this transition, and make sure we are geared up to deliver these changes by also taking cross-cutting action. As the host nation for COP26 in Glasgow this year, we will use our global platform to continue to urge countries to set targets to get to net zero by 2050, and more ambitious 2030 emissions reduction targets to get us there. We will back innovation and our world-leading green finance sector. We will support each stage of the innovation chain to drive down costs and bring through key technologies and ideas to meet net zero. We will work with the private sector to leverage private investment to provide the finance needed, while providing the conditions for green finance to flourish.

We will put consumers at the heart of the transition and our goal is to make choosing green options significantly easier, cheaper, and more rewarding. We will back training and skills, supporting workers to retrain and upskill and build low carbon industries with strong UK supply chains that are resilient to changes. We will also take a place-based approach to net zero, working with local government to ensure that all local areas have the capability and capacity for net zero delivery as we level up the country. And Government is leading the way – embedding climate into our policy and spending decisions, increasing the transparency of our progress on climate goals, and providing funding to drive ambitious emissions reductions in schools and hospitals.

### Key policies:

- Deliver at least £1.5 billion of funding to support net zero innovation projects.
- Use the UK Infrastructure Bank (UKIB) to crowd in private finance, support more than £40 billion of investment, and pull through low carbon technologies and sectors to maturity and scale.
- Introduce a new Sustainability Disclosures Regime, including mandatory climate related financial disclosures and a UK green taxonomy.
- Reform the skills system so that training providers, employers and learners are incentivised and equipped to play their part in delivering the transition to net zero.
- Publish an annual progress update against a set of key indicators for achieving our climate goals.

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STAGE	ACTION	PROGRESS
Stage 1: Short-term Actions	Carbon literacy / climate change training for staff and Members	<ul style="list-style-type: none"> <li>As of 1/11/2021, 193 members of staff have completed Climate Change e-learning module. Managers were advised to liaise with staff and now we are targeting staff directly who have not yet completed the module.</li> <li>Training scheduled for 18 November 2021 for report writing for officers, and training will include climate impact statement. OF and AT drafting training materials</li> </ul>
	Climate Change Champions staff scheme	<ul style="list-style-type: none"> <li>Presentation for Climate Change Green Champions has been added to the climate change page on the intranet. Personnel Contact details updated to Olu Fatokun on the intranet.</li> <li>Next Climate Change Champions meeting to be scheduled for 08/12/21</li> <li>Environmental Year Calendar updated</li> <li>Need to further explore options to raise targeted energy awareness campaign by using the environmental year calendar.</li> </ul>
	Measure waste produced by the Council operations	<ul style="list-style-type: none"> <li>Work being undertaken to alter the waste streams coming out of the Civic Centre and reduce recycling contamination (changes to bins and clarifications/communications for waste streams).</li> <li>95% bins in place (elections is on lock down, so I wasn't able to properly finish that area unfinished)</li> </ul>
	End single-use plastic	<ul style="list-style-type: none"> <li>Plastic cups are on stop with water cooler company</li> <li>Cleaning solutions are being bought in 5L bottles, including dish soap and hand soap.</li> <li>The desk sanitiser is also being bought in a 5L bottle that staff are to dilute into refillable 750ml spray bottles. A number of bottles already set up Civic with signage.</li> <li>Plastic cups are on stop with water cooler company</li> </ul>

Reduce printing and paper waste	<ul style="list-style-type: none"> <li>• My Account (customer self-service) roll out and E-billing in place. Continued expansion of My Account planned throughout 2021. Licensing and fees information now being sent out by e-billing rather than by letters.</li> <li>• 14 devices in use and are looking to reduce this down to 6/7 within the next six months (by the end of March). This figure also includes the print room devices and devices located remotely, such as at Ross Depot</li> <li>• The current contracts end in March 2022, so this will be when the reduction in devices will happen.</li> <li>• As part of transformation we are looking to change the availability and access of printing easily, to reduce printing documents needlessly, such as emails.</li> </ul>
Expand the energy awareness campaign	<ul style="list-style-type: none"> <li>• Regular energy and water updates going out to staff as part of Organisational Development's weekly all-staff messages.</li> <li>• Further ideas would be sought from Climate Change Champions</li> </ul>
Explore the use of EV staff pool car(s)	<ul style="list-style-type: none"> <li>• Feasibility studies have been completed. We have now agreed the sites that will have the EVCP.</li> <li>• The Contract has now been signed and supplier is now working on the installation programme.</li> <li>• A total of 94 EVCPs will be installed in car parks across the district.</li> <li>• No progress on on-street EVCPs. KCC still developing a strategy</li> <li>• Work ongoing to ascertain viability of co wheels for corporate and commuter users</li> </ul>
Assess the scope for extending sustainable travel incentives for staff	<ul style="list-style-type: none"> <li>• Cycle-to-work scheme already in place; information on cycle training is on the intranet. Climate Change Specialist is researching Stagecoach corporate discount scheme.</li> <li>• Need to assess whether commuting patterns justify further initiatives; levels of use of Civic Centre desk space will be kept under review through new desk-booking system.</li> <li>• OF sent an email to a Ross Vince –key account manager at stagecoach on 04/10/21 to find out more as initial research showed that they have various corporate discount schemes.</li> </ul>
Promoting reductions in water usage	<ul style="list-style-type: none"> <li>• Included alongside a general energy awareness campaign with regular staff bulletins sent out every Friday by the council's Organisational Development team.</li> </ul>

		<ul style="list-style-type: none"> <li>• Still done on a weekly basis refer to comments on action 5 above</li> </ul>
	Review the use of peat, redesign mowing regimes, etc.	<ul style="list-style-type: none"> <li>• The review of mowing regimes is ongoing.</li> <li>• Use of peat-free alternatives in 2022 should hopefully resume.</li> </ul>
	Convert street lighting to LED	<ul style="list-style-type: none"> <li>• Report to go to Cabinet on the 24<sup>th</sup> November.</li> </ul>
	Review carbon and waste impacts of catering for events	<ul style="list-style-type: none"> <li>• Propose this is reviewed in October to see if events return to 'normal' or significant percentage remain online. New caterers are being used; Climate Change Specialist will investigate to see if they have a sustainability policy. Again ability to use china plates etc. depends on post-pandemic hygiene measures and Civic Centre take-up.</li> <li>• Ongoing</li> </ul>
<b>Stage 2: Medium-term Actions</b>	Checklist of criteria to inform decision-making	<ul style="list-style-type: none"> <li>• Report-writing guidance is now on the intranet, along with contact details for reports. Climate Change Specialist is currently providing comments for report writers.</li> <li>• Climate Impact Statement (CIS) was included in reports for last cabinet meeting (July 2021). Training session is scheduled for 18 November 2021 to train report authors on how to undertake their own Climate Impact Statement (CIS).</li> <li>• To trail CIS for 6 months, and then contact report authors and Cabinet Members to find out if it has helped and how they have incorporated suggested mitigating factors to help review. See comments on action 1 above</li> </ul>
	Reports to cabinet to include a climate impact statement	<ul style="list-style-type: none"> <li>• Ongoing; see update for checklist of criteria to inform decision-making above.</li> <li>• Climate Change Impact Statement is being added to all reports to committee and cabinet and documented accordingly.</li> <li>• OF and AT also check with Leadership support to make sure CIS is included on all reports as required.</li> </ul>
	Review sub-metering installations	<ul style="list-style-type: none"> <li>• Exploring specific bills for individual occupants - awaiting decision on usage of Civic Centre</li> <li>• Helen hensell team leading on this. Email sent to Helen to get update</li> </ul>

Carry out energy audits across the whole Council non-residential property	<ul style="list-style-type: none"> <li>• LASER have been contacted as potential provider and waiting to hear back on whether LASER will charge for this service.</li> <li>• No update yet from LASER</li> </ul>
Potential for voltage optimisation.	<ul style="list-style-type: none"> <li>• Would seem to be practical only at Civic Centre, but would need further specialist advice to look at power consumption - dependent on decision on future of Civic Centre.</li> <li>• We have a optimiser in civic center</li> </ul>
Evaluate adding to the Council's own estate EV charging	<ul style="list-style-type: none"> <li>• The funding available is for charge-points that can be accessed by local residents at all times. However, under the workplace-charging scheme, we may also qualify for 75% grant for the depot. The remaining 25% plus any electricity upgrade costs would need to be funded by the council so we need to have discussions about budget position.</li> <li>• No progress on this. We still need to determine sites and provide extra funding.</li> </ul>
Expand opportunities for flexible working	<ul style="list-style-type: none"> <li>• Staff have been introduced to the new Agile Working Framework at the staff briefing. To explore and review uptake and impact of Agile Working in July 2022.</li> </ul>
Sustainable procurement policies	<ul style="list-style-type: none"> <li>• Procurement staff attending KCC Climate Change Network Procurement meetings.</li> <li>• Procurement staff watching for training opportunities and case studies to advance our understanding of how best to implement in the public sector, especially with regard to other obligations.</li> <li>• Discussed with S151 officer</li> <li>• First meeting attending and will be attending subsequent meetings as scheduled</li> <li>• No further update</li> </ul>
Council-owned land to increase biodiversity	<ul style="list-style-type: none"> <li>• Already in progress; need to assess land owned by council; Climate Change Specialist to discuss current practice with Grounds Maintenance. Potential to integrate approach with Green Infrastructure Strategy. Map of land being managed for pollinators being produced with council's GIS specialist.</li> </ul>

		<ul style="list-style-type: none"> <li>Map produced and according to JG only one made needs cross checking. Also, Are we including the four sites that are managed by us on behalf of KCC; Birkdale Drive, Churchill Avenue, Cherry Garden Lane and Southern Way.</li> </ul>
	Switch to green tariff for Council-purchased electricity	<ul style="list-style-type: none"> <li>Initial enquiries made. Response from LASER received with potential costs - likely to be small increase in cost for electricity. Awaiting response from LASER as to whether lead-in time is necessary, (it is possible we may have to wait until next financial year) and impact on energy emissions.</li> <li>Update received from LASER from Neil Marshall, proposing Lot 1 of the Dynamic Purchase System (DPS). From what I understand, it's doable and would not have adverse effect on any contractual arrangements.</li> <li>Ongoing</li> </ul>
	Review of Green Infrastructure Strategy	<ul style="list-style-type: none"> <li>Work well progressed. Initial summary of potential projects produced and ideas from consultees have been received. More detailed work (e.g. mapping of specific routes/projects) is on-going.</li> <li>Summary of projects received and draft full report is expected this month</li> </ul>
<b>Stage 3: Longer-term Actions</b>	Work with contractors to move towards Ultra-Low Emission Vehicles	<ul style="list-style-type: none"> <li>Suppliers are either required (in the specification) or encouraged (in the specification and tender) to do this, depending on what is proportional for the tender/contract.</li> <li>No updates</li> </ul>
	Reduce energy losses by retro-fit technologies	<ul style="list-style-type: none"> <li>Housing stock condition survey being undertaken.</li> </ul>
	Examine installation of low emission heating	<ul style="list-style-type: none"> <li>Dependent on future decision on Civic Centre building complex and housing stock condition survey.</li> </ul>
	Identify any suitable locations for solar photovoltaic (PV) panels	<ul style="list-style-type: none"> <li>Survey of Civic Centre has shown the building would require strengthening in order to accommodate PV panels.</li> <li>Housing stock - review potential when results of stock condition survey published.</li> <li>Engineers have identified potential for other sites (e.g. grounds maintenance depots) but would need assessment of individual sites.</li> <li>1 major site with potential</li> </ul>

Examine the business case for Vehicle-to-Grid EV	<ul style="list-style-type: none"> <li>Action to be looked at when fleet starts to switch to EV.</li> </ul>
Install water-saving technology within all commercial buildings within the Council portfolio.	<ul style="list-style-type: none"> <li>Operations Lead Specialist has identified possible potential - would need specialist in to assess whether projects could go forward.</li> <li>Need resource to deliver feasibility- Email sent to explore how we can progress on the feasibility.</li> </ul>
Explore the potential for rain water harvesting systems and treatment.	<ul style="list-style-type: none"> <li>As above.</li> <li>Need resource to deliver feasibility – Email sent to explore how we can progress on the feasibility.</li> </ul>
Seek to incorporate carbon reduction requirements into new tender contracts	<ul style="list-style-type: none"> <li>To be incorporated into review of procurement process.</li> </ul>
Where possible contracted out service proposals include and deliver high levels of sustainability	<ul style="list-style-type: none"> <li>To be incorporated into review of procurement process.</li> </ul>
Develop appropriate flood mitigation measures and tree planting schemes	<ul style="list-style-type: none"> <li>Policy Senior Specialist is currently finalising the tender for consultants to update the council's 2015 Strategic Flood Risk Assessment (SFRA).</li> <li>KCC working on Spatial Risk Assessment for Water for Kent (see presentation to Working Group, 9 September 2021) which can feed into the council's SFRA update.</li> <li>Flood Risk is due to go out to tender shortly</li> </ul>
Ensure that the Local Plan sets developments and land use standards that reduce carbon and increase sustainability (subject to proposed Government reforms of the planning system)	<ul style="list-style-type: none"> <li>Awaiting details of proposed changes to the planning system. Tom Henderson from KCC also working on this through work being done on adaptation. To explore including recommendations for tree planting.</li> <li>Council is assessing whether to apply to become a pilot under the Government's Stage 2 – Design Codes Pilot which could explore how standards can be incorporated into the new planning system. Application was submitted for the design code by the deadline</li> </ul>
Explore phased upgrade of the council fleet to hybrid (HEV) or full battery electric vehicles (BEV)	<ul style="list-style-type: none"> <li>Prioritise vehicles in fleet around Folkestone and Hythe. Also consider ensuring vehicles are multi-purpose and can be used across different services. Implementation is dependent on introduction of charging points and assessment of costs. Exploring</li> </ul>



		potential for charging points at other locations apart from Civic Centre. • 23 car parks to have EV charging in, but these are for public.
<b>Stage 4: Offsetting Where Emissions Cannot be Reduced</b>	Offsetting remaining carbon emissions	<ul style="list-style-type: none"> <li>• To be explored dependent on results of emissions reductions actions in Stages 1-3.</li> </ul>

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