



**Surrey's
Greener
Future**

**WHOLE PROGRAMME ASSESSMENT OF THE GREENER FUTURES
CLIMATE CHANGE DELIVERY PLAN (2020-25)**

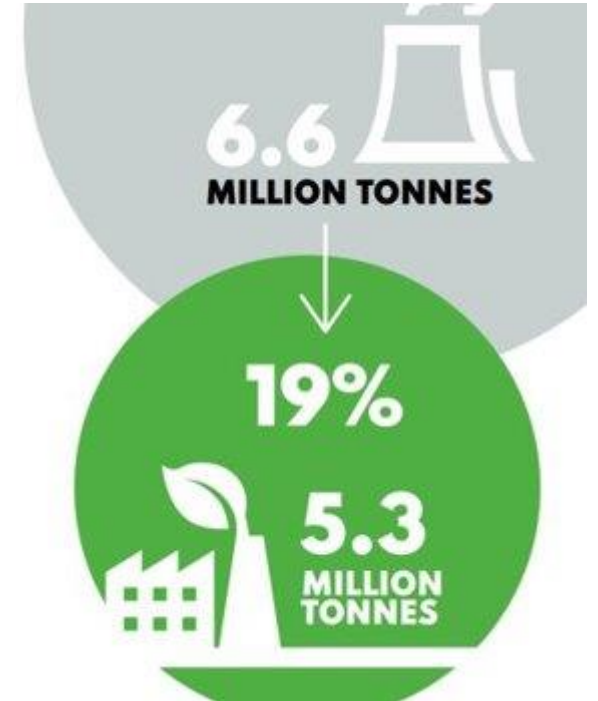
Draft report outline

Communities, Environment & Highways

Select Committee 6 October 2022

Context

- The Council declared a climate emergency in 2019
- This included two targets;
 - **The County will be net zero carbon by 2050**
 - **The Council will be net zero carbon by 2030**
- The Council has committed to try and reduce emissions in line with a global 1.5 degree temperature rise
- The Council has produced an emission reduction pathway to 2050
- To stay on track of achieving our county target by 2025 we must achieve a 19 per cent reduction against our 2019 baseline
- The Climate Change Delivery Plan was endorsed by Cabinet in 2021. It includes 74 actions to support our emission reduction targets.



How to use these slides

Each slide represents a section of the final report

The “key points” set out the main points that will be made

The black bar explains the vision for the section

The **blue writing** shows points we expect to make but the data analysis is not yet complete

The data shown in the graphs has not yet been fully reviewed and may be subject to minor changes.

Summary and risks are set out at high level and may include more detail in the full report

Each line in highlight tables represents an action or group of actions in the Climate Change Delivery Plan

RAG Ratings are based on judgement call by the action owner based on standardised RAG approach overleaf

RAG rating approach

RAG: Green	Action, Workstream, Project or Programme is progressing to schedule, or cost within a variation of plus or minus 10 per cent. Expected variations have a plan or mitigating actions in place to keep the item in Green
RAG: Amber	Action, Workstream, Project or Programme is at risk of being more than 10 per cent but less than 25 per cent of planned schedule, or cost. Mitigating actions are being planned or are in place to return the action, workstream, project or programme to Green status.
RAG: Red	Action, Workstream, Project or Programme has deviated from schedule and/or costs by more than 25 per cent. Escalation required. Recovery actions may or may not recover the situation.



**Surrey's
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**Vision for climate change
assessment report**

Key parts of the assessment

Exec summary

Introduction

Part 1: Surrey 2050 target

Part 2: Public sector and 2030 targets

Part 3: How are we building sustained action to tackle climate change?

Executive Summary

This section will be used as part of comms campaigns to inform residents of key progress and highlight successful case studies. [We are in the process of collecting project-level data to highlight the benefits.](#)

Key points

Surrey is on track to meet 2050 net-zero targets, but may not be sustained as patterns return to normal post-covid.

Two thirds of the 74 actions in the Climate Change Delivery Plan have been progressed, in line with phased delivery planning, and only three are significantly stalled.

[A summary of benefits from key Local Authority actions will be presented \(carbon savings achieved, renewable capacity installed, bill savings etc\)](#)

Our programme is building strong governance, engagement, innovation and monitoring; however there is still more we need to do to put the delivery plan onto a long-term sustainable footing.

Supporting case studies:

Climate Change Delivery Plan

Sustainable Warmth

Solar Together

Active Travel Campaign

LoCASE

Business Engagement Network

Schools engagement

Build Back Greener

COP 26

Local Authority 2030 targets

One case study from each borough and district.

Streetlighting

Quadrant Court retrofit

Procurement

Green Champions



Introduction

This section sets out the aim and structure of the report

Key points

The report is seeking to answer the following three questions:

- Are we on track to meet our net-zero targets?
- How are Local Authorities progressing actions to accelerate carbon reduction?
- How are we building sustained action to tackle climate change?



Surrey's Greener Future

PART 1

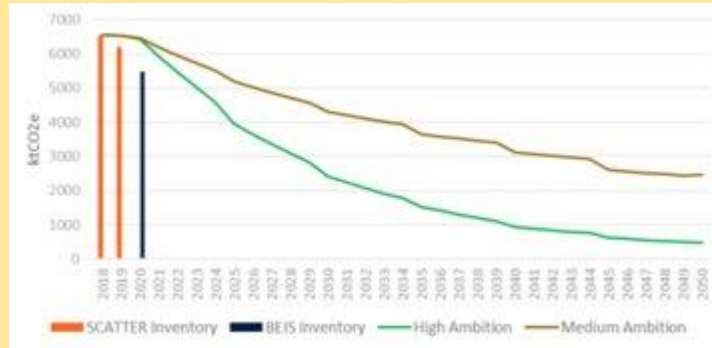
SURREYS 2050 TARGET

DATA SUMMARY SHOWING PROGRESS AGAINST TARGETS

Surrey's carbon emissions

This is the headline section which indicates the extent to which we are on track to meet our 2050 net-zero target.

Surrey 2050 target emissions



On track

Emissions across Surrey reduced from 6.6M tonnes, in 2018, to 5.5M tonnes in 2020. The 17 per cent reduction is within the expected range to achieve net-zero targets by 2050.

Key points – overall emissions target

A time lag in the data means it is too early to show the impact of the Climate Change Delivery Plan.

2020 emissions are significantly lower due to covid lockdowns, so emissions reduction is likely to slow over the next few years.

Our ambition by 2050 is to achieve between 70-94% emission reduction, the higher end of the range is considered to be the maximum reduction that is technically possible. Any residual emissions should be offset.

Local Authorities directly control less than 1% of emissions, so the ability of Surrey to stay on track to meet our 2050 target is dependent on many wider factors.

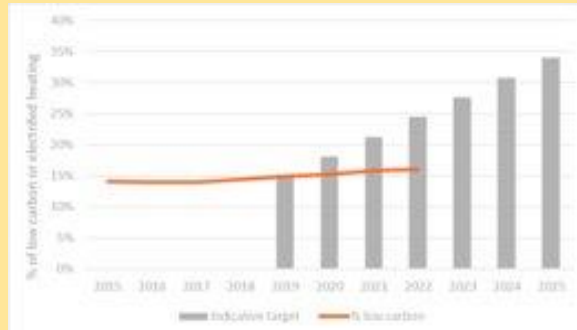
It is not yet possible measure indirect emissions (from the consumption of goods and services) in a way which allows us to track progress. *These emissions fall outside of the 2050 target.*



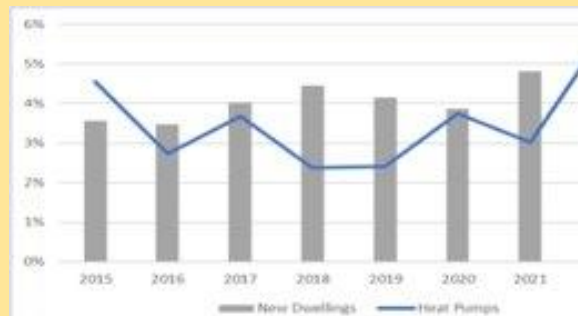
Surrey's household energy data

These four sections summarise key findings of the data which inform the extent to which we are delivering at the right pace and scale to meet our targets.

Low carbon heating compared to ambition by 2025



Heat pumps in new builds



Key points – household energy

Despite a reduction in emissions, overall energy consumption in households has increased meaning residents may be exposed to higher bills. This highlights the importance of putting in place energy efficiency measures.

The carbon intensity of the electricity grid is falling and likely to be the main cause of the emission reduction.

Unlike electricity, emissions from gas have hardly changed and gas use has increased, highlighting the importance of installing low carbon heating. Penetration of low carbon heating is very low; less than 1.5 per cent of existing homes and 3 per cent of new builds have heat pumps installed.

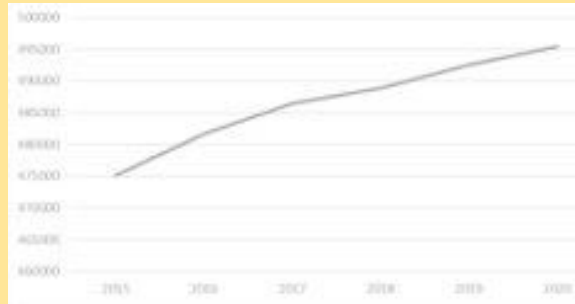
Energy efficiency data shows that new builds avoid future emissions and retrofit costs, showing a clear case to strengthen local planning policies.



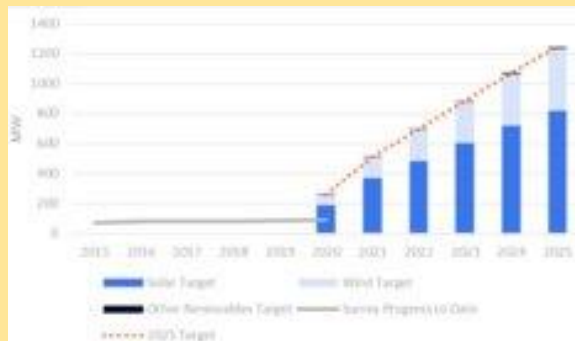
Surrey's fuel poor and renewables data

These four sections summarise key findings of the data which inform the extent to which we are delivering at the right pace and scale to meet our targets. **This data is currently being collated.**

Households in fuel poverty



Renewable energy installation compared to ambition in 2025



Key points – fuel poor and vulnerable households

There has been an increase in the numbers of fuel poor households which is likely to grow as the cost of living increases, making our target of reaching 20 per cent of fuel poor homes by 2025 harder to reach.

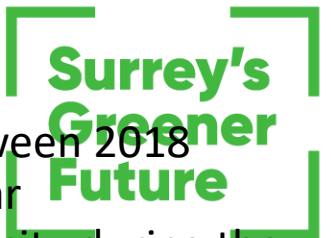
The 20 per cent target included other vulnerable households. We have not found a data source that will monitor progress, but we anticipate a gap in activity in this area.

Key points – renewable energy

Renewable energy installations are increasing, but fall far short of the rate of renewables deployment needed to contribute to the decarbonisation of the electricity and gas grid.

We are seeking to understand the accuracy of the BEIS renewable installation data set is.

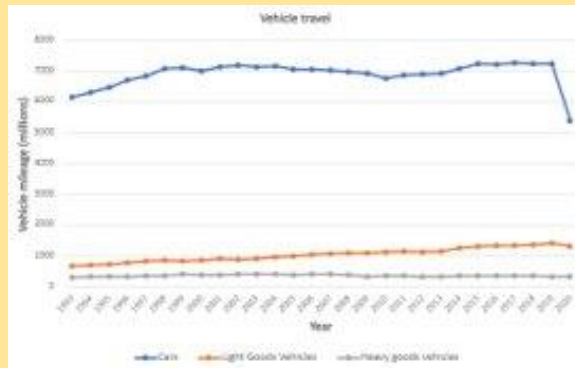
Around 10 MW of renewable energy were installed between 2018 and 2020, highlighting the importance of the Surrey Solar Together scheme, which installed 4MW of installed capacity during the financial year 2021/2



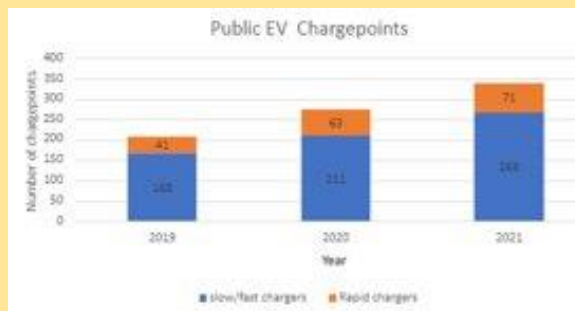
Surrey's transport data

These four sections summarise key findings of the data which inform the extent to which we are delivering at the right pace and scale to meet our targets. **This data is currently being collated.**

Transport emissions



EV charge points



Key points – transport

Emissions from transport reduced by 19 per cent in 2020, and only 3 per cent the year before, showing the impact of covid travel restrictions.

Vehicle ownership and road use continues to increase, highlighting that transport measures have so far not succeeded in reversing the trends of a greater reliance on motor vehicle use.

Light commercial vehicles (vans) continue to increase and could be a target for more stringent measures to encourage greater reductions.

EV ownership is increasing, but in 2020 only 2 per cent of Surrey registered vehicles were EV; falling far short of what is needed to reduce emissions from vehicles.

Bus use has been slowly declining over recent years, and reduced sharply by 76 per cent in 2020 due to covid. We anticipate passenger use has not returned to pre-covid levels.

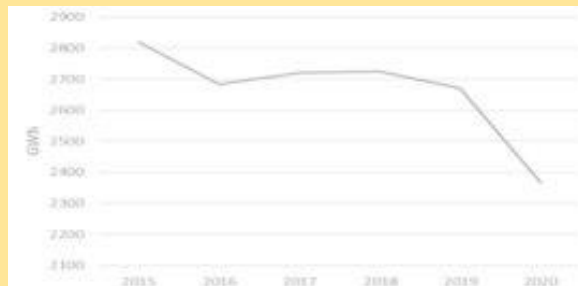
The numbers who cycle between 3-5 times a week have remained largely static at between 2-6 per cent of Surrey residents



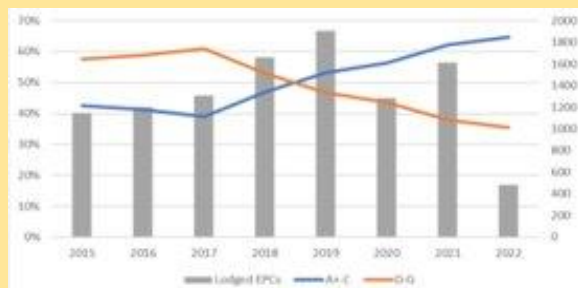
Surrey's business data

These four sections summarise key findings of the data which inform the extent to which we are delivering at the right pace and scale to meet our targets. [This data is currently being collated.](#)

Electricity use in non-domestic properties



EPC ratings in non-domestic properties



Key points – business

There was a significant decrease in energy consumption for non-domestic buildings in 2020, likely to be due to covid lockdown restrictions.

The proportion of non domestic properties that have a “good” EPC rating (A-C) has increased from 47 per cent in 2018 to 62 per cent in 2021.

By 2030, low carbon sectors are likely to need around 11,650 skilled workers from Surrey, which reveals a significant and growing gap in skills.



**Surrey's
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PART 1

SURREYS 2050 TARGET

PROGRESS OF LOCAL AUTHORITY ACTIONS

Greener futures communities - residents

These sections set out progress against key actions committed to in the climate change delivery plan.
Data on emission savings, bill savings and other benefits are being collected.

Project	Progress March 2022	Summary	Risks, issues and mitigation
Sustainable Warmth		Local Authority delivery of Sustainable Warmth grant funding to decarbonise fuel poor homes continues to out-perform other regions by gaining the maximum and allocating over 90 per cent of the grant funding.	Likely future price increases due to material and skills shortages may reduce the cost effectiveness of the scheme. A 5 year contract is being implemented which will include focus on growing green skills in county.
Landlord engagement pilot		Elmbridge and Surrey County Council are leading a pilot to identify and engage with landlords whose homes are not compliant with minimum energy efficiency standards.	A decision will be made on whether to expand the pilot depending upon the extent to which landlords improve their properties following engagement.
Energy bill campaign to all residents		An engagement campaign is on track to launch in September in response to rising energy prices.	Ways to avoid low engagement or reach with the campaign is being mitigated through refined messaging based on social media feedback.
Solar Together pilot		Take-up of the pilot collective buying scheme exceeded expectations, resulting in the installation of solar panels achieving 5 MW of renewable energy.	Contractual issues prevent Surrey County Council moving to a new managing agent. Officers are exploring options to deliver similar schemes through the Sustainable Warmth contract.

Greener futures communities - transport

These sections set out progress against key actions committed to in the climate change delivery plan. [This Data on emission savings, bill savings and other benefits are being collected.](#)

Project	Progress March 2022	Summary	Risks, issues and mitigation
Active Travel Engagement Priority		On track for campaign launched in September. The “better points” app is on track to attract 2,000 users by March 2023.	There is a limit to which stand-alone active travel engagement will be effective without a complimentary change to infrastructure and other policies to make active or sustainable travel the most convenient choice, officers are linking to LCWIPS and future funding opportunities.
Active travel infrastructure		On track for Local Cycling and Walking Plans (LCWPs) to be mostly complete by March 2023, from which a prioritised pipeline of projects is being built. Work to roll out Liveable Neighbourhoods is in the early planning stage.	National funding is likely to fall far short of what is needed to fully reform active travel infrastructure, in part due to the levelling up agenda. The project development of key cycle routes and active travel schemes and the use of all funding opportunities enables available funding to be used to maximum effect.
Public EV charging infrastructure		Pilots to install 80 and 110 chargepoints has paved the way to launch a long-term procurement for a scaled-up roll out. This will deliver a minimum of 300 charging points per year starting next financial year.	Identifying suitable sites and achieving geographical and social equity is the key challenge, which is being mitigated through contract arrangements, additional funding and active consultation with residents.
Bus Service Improvement Plan		9 electric community transport buses are in operation and 50 hydrogen buses are awaiting delivery. A consultation on the Bus Service Improvement plan is in development.	Third party supply issues are likely to continue to cause delays. The £90M needed to accelerate the decarbonisation of public transport in Surrey was not granted by DfT. Officers are working with bus operators and partners on a lobby strategy.

Greener futures communities - Business

These sections set out progress against key actions committed to in the climate change delivery plan. [This Data on emission savings, bill savings and other benefits are being collected.](#)

Project	Progress March 2022	Summary	Risks, issues and mitigation
LoCASE		The programme is significantly out-performing other regions who form part of the scheme and is on track to meet its expected targets.	Following the end of the Low Carbon Across the South-East (LoCASE) programme in August 2023, the UK will not be eligible for further European funding. The Council is exploring a zero interest decarbonisation loan scheme for Small and Medium Enterprises (SMEs) in partnership with Boroughs and Districts.
Business engagement		A number of Local Authority events and the Crest Green Business Awards Targeted engagement with the top 250 businesses has taken place	There is scope to form a more comprehensive engagement plan for businesses where the benefits of the engagement can be measured.
Support for a sustainable business network		The sustainable business network was launched in June by Guildford Zero and Surrey University with the aim to grow to cover the whole county.	University of Surrey research suggests that there is a capability and capacity gap for small businesses to develop carbon management plans. Support can be provided through LoCASE and the sustainable business network.
Business innovation		The developing innovation fund is likely to have a significant focus on the development of sustainable and low carbon solutions.	The focus and total funding allocation has not been established, so the impacts on growing the sustainability of businesses and provision of goods and services is not yet clear.
Develop a green skills academy		This action is not yet in progress, but work has been taken forward to develop our understanding of the green skills gap and develop a pilot project.	It is not yet clear whether the development of a green skills academy is the best approach to bridge the green skills gap, but is being considered alongside the development the updated Surrey Skills Improvement Plan.

Greener futures communities - Communities

These sections set out progress against key actions committed to in the climate change delivery plan. **This Data on emission savings, bill savings and other benefits are being collected.**

Project	Progress March 2022	Summary	Risks, issues and mitigation
Community Energy Pathway pilot		Community Energy South is actively supporting the development of 13 projects including a large project working with the Woking mosque.	Funding for the pilot will end in March 2023 and officers are exploring options to expand the programme to support more community energy schemes.
Schools Engagement Priority		Support for schools obtaining green flag is on track with high levels of engagement, including 100 participated at the eco-schools summit.	There may be further scope to maximise carbon reduction through other schemes such as Ashden's Let's go Zero campaign, or through wider Schools engagement.
Surrey Schools Decarbonisation Programme		An offer to help schools install low carbon measures to reduce their energy emissions is underway, alongside a pilot with 5 schools utilising Government funding for heat pump installation.	The installation of low carbon heat measures in schools can drive up energy costs (through switch from gas to electricity), putting further pressure on already stretched school budgets. To offset energy increases officers are exploring opportunities to install solar on school sites.
Community engagement priority		Increased connection with community groups has led to the formation of new projects such as a more co-ordinated effort to support people in fuel poverty.	There is further scope to co-ordinate community engagement and amplify effort more widely across the Local Authorities.
Volunteering		A strategy to improve and co-ordinate volunteering in Surrey is underway to implement next financial year. Volunteering opportunities linked to green skills, such as domestic energy advisors will create job opportunities.	A key challenge is to develop an approach which broadens the scope of volunteers and channels effort which will achieve the greatest benefits. Officers are exploring delivery models to achieve this supported by funding from the Green Social Prescribing project with Surrey Heartlands.

Build back greener – planning and regen

These sections set out progress against key actions committed to in the climate change delivery plan. **This Data on emission savings, bill savings and other benefits are being collected.**

Project	Progress March 2022	Summary	Risks, issues and mitigation
Infrastructure projects.		Decarbonisation opportunities are being embedded into the Council's infrastructure programmes.	There are many teams and programmes developing projects with an impact on climate change, resulting in additional complexity for developing a clear process. A decision on whether to develop a low carbon calculator to support this process is under consideration.
Climate compatible planning policy		Initial engagement and scope of work has been undertaken, but delays in the recruitment of a climate change planning officer has slowed down progress.	Planning reforms that offer consistently high standards across all local plans will depend on a high level co-ordination, political will and a strong evidence base. The planning officer will be able to support and align. National planning reforms may have an impact on proposals and is being included in the Greener Futures lobby strategy.
Climate Adaptation and Resilience Plan		Early consultation has helped to scope the plan and identify a range of key actions, with a view to completion of the plan by March 2023.	Following the publication of the strategy and actions, the main challenge will be the rapid scale up of action and the co-ordination to mitigate climate change risks including adaptation. Officers are considering how best to resource.

Grow back greener – natural capital

These sections set out progress against key actions committed to in the climate change delivery plan. **This Data on emission savings, bill savings and other benefits are being collected.**

Project	Progress March 2022	Summary	Risks, issues and mitigation
Land management framework		Preparation has begun to develop the Local Nature Recovery Strategy and local priorities map.	The timescales to deliver the Local Nature Recovery Strategies (LNRS) will be very tight and Government has not yet released the strategic guidance. Officers are developing a steering group with key partners to influence decisions
Woodland management		Four Countryside Stewardship Management Agreements are in place and work is ongoing to establish woodland management plans.	This work will need to be scaled up to cover all Surrey County Council (SCC) owned woodland plans to achieve the maximum benefits
Tree planting		Work to facilitate the planting of 600,000 trees and hedgerow plants is on track.	Although the programme is on track, barriers to planting on Local Authority land remain significant and could put the 1.2m new tree target by 2030 at risk. To mitigate officers are using GIS to map where woodlands can be planted to achieve wider environmental benefits such as flood mitigation.
Natural Capital Investment Strategy		A specification is being developed to identify opportunities to restore and enhance biodiversity on Surrey County Council Land.	Risk that the Council will not achieve the financial and biodiversity benefits which could come from the Biodiversity Net Gain requirement for developers. The Council is hiring a Natural Environment Strategic Lead to develop a robust approach, working closely with the Borough and Districts (B&D).
Farming in Protected Landscapes		£200,000 of grants have been awarded through the Farming in protected landscape theme, and is on track to deliver the full grant allocation of around £278,000 by the end of the financial year	Further grant funding has been issued by Government to continue the scheme however it is unclear for how long this funding will be available. We will continue to work with farmers and landowners to support and bring in financial mechanisms as and when required.



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PART 2

PUBLIC SECTOR ORGANISATIONAL EMISSIONS

DATA SUMMARY SHOWING PROGRESS AGAINST TARGETS

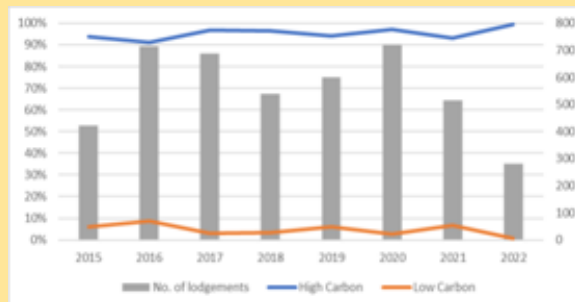
Public sector emissions

This is the headline section which indicates the extent to which SCC are on track to meet our 2030 net-zero target. This data is currently being collated.

Public sector buildings Emissions

Graph showing public sector
emissions or energy use

Public sector buildings Heating



Key points – public sector emissions target

Public sector buildings including; public health, police, fire, academia and government, are likely to show a significant reduction in emissions due to covid, with a potential for emissions to bounce back as the occupation of buildings returns to pre-covid levels.

Electric Power Data (EPC) data shows that almost all public sector buildings of a significant size have high carbon heating such as gas or heating oil, making financial support for the decarbonisation of public sector buildings, such as schools, particularly important.

The data should also reveal whether the public sector, following the setting of more stretching net zero targets, is decarbonising faster than other sectors.

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Local Authority emissions

This is the headline section which indicates the combined emission data for all boroughs, districts and Surrey County Council. This data is currently being collated.

Local Authority emissions

Graph showing public sector emissions or energy use

On track

Surrey's Local Authorities collectively have achieved a 22 per cent reduction in emissions in 2020/21 and are therefore broadly on track to achieve a 40 per cent emission reduction by 2025. Progress is significantly different between Boroughs and Districts.

Key points – Local Authority emissions target

6 out of 12 of Surrey's Local Authorities per cent; exceeding the 10 per cent emission reduction per year. Emissions from two Local Authorities did not achieve a 10 per cent emission reduction and three have not provided emission data covering the period 2020/21.

Covid is likely to partially account for the significant reduction in emissions.

The predicted reduction in carbon intensity of the electricity grid by National Government, used in our net-zero pathway modelling, appears to be faster than in real life. This means that modelled pathways for electricity use and street lighting may be too optimistic.

In most cases, it is too early to assess the impact of the local authorities retrofit and fleet decarbonisation programmes which started to be delivered in 2021/22.

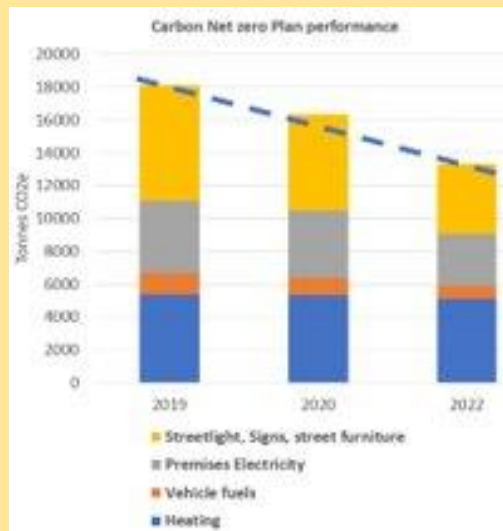
No Local Authority have fully reported on indirect emissions, so it is not yet possible to measure emissions from procured services, commuting, schools and leased buildings on local authority-owned land.

Surrey's
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Surrey County Council's emissions

This is the headline section which indicates the extent to which SCC are on track to meet our 2030 net-zero target.

Surrey County Council 2030 target



On track

Overall emissions have reduced by 27 per cent which leaves us broadly on track within a 10 per cent confidence limit.

Key points – overall emissions target

Surrey County Council has an additional year of data (2021/2022) which partly explains why Surrey appears to have made deeper emission reductions compared to the combined local authority data.

All key points from the combined local authority data also apply to Surrey County Council, including the indirect emissions.

Streetlighting achieved a 40 per cent emission reduction due to the streetlight LED replacement programme.

Emissions from SCC vehicle fleet reduced by 43 per cent, largely due to the reduction in business travel through covid lockdown.

It is too early to measure the impact of key estate and fleet decarbonisation programmes which started to be delivered in 2021/22.



**Surrey's
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PART 2

PUBLIC SECTOR ORGANISATIONAL EMISSIONS

PROGRESS OF LOCAL AUTHORITY ACTIONS

One net zero public estate – Local Authorities

These sections set out progress of all Local Authorities combined in relation to their organisational carbon reduction plans. **Data on emission savings, bill savings and other benefits are being collected.**

Project	Progress March 2022	Summary	Risks, issues and mitigation
Political commitment		All Local Authorities have demonstrated commitment to tackling climate change. Most have set targets, published action plans with dedicated resource to stimulate climate action.	Internal resource progress action plans remains challenging. Steps to pool knowledge collaboration of actions between Local Authorities is already occurring, but there is scope to further increasing the efficiency and effectiveness.
Retrofit and fleet decarbonisation		Most Local Authorities have programmes to decarbonise buildings that they own and operate.	Available grant funding is not sufficient to achieve retrofit on the scale needed to decarbonise all Local Authority buildings. SCC will support B&Ds to develop internal business cases for measures with strong return on investment.
Renewables		Opportunities mapping on Local Authority Land have identified many potential sites to install large scale solar photovoltaic (PV) and other renewables projects.	Training has been undertaken to improve the capacity of Local Authorities to build successful solar projects with a significant return on investment.
Staff travel		Most Local Authorities have policies that encourage active travel, such as the cycle to work scheme.	Most staff travel plans require further development to achieve a significant step-change in reforming Local Authority business travel and commuting. SCC Travel Planning officer support will be able to assist
Procurement		Some Local Authorities have sustainable procurement policies in place.	A collaborative effort has resulted in a draft procurement policy that could be adopted by Local Authorities to take a consistent approach and delivery high standard of sustainable procurement
Green Champions		Local Authorities undertake a range of activities to encourage staff to be sustainable and roll out carbon literacy training	The impact of action is hard to measure and there is further scope to collaborate to roll out carbon literacy to all local authority staff and members.
Support other public sector organisations		Local Authorities dedicate staff time and expertise to support the decarbonisation of other public sector bodies such as police and NHS.	Resources may prevent more in-depth support however there are opportunities to work more innovatively with academia through work placements and contracts for engagement such as the Local Transport Plan 4 (LTP4) consultation with University of Creative Arts

One net zero public estate – Surrey CC

These sections set out progress of Surrey County Council in relation to their organisational carbon reduction plans. **Data on emission savings, bill savings and other benefits are being collected.**

Project	Progress March 2022	Summary	Risks, issue and mitigation
Streetlight LED replacement		Light emitting diode (LED) programme is on track saving 44 tonnes of carbon in 2021/2022 and achieved a cumulative bill saving of around £1 million.	Close working with the suppliers of key components is reducing the risk to the supply of essential electronic components due to covid and increased costs.
Retrofit programme		£4.3 million of grant funding awarded and 5 buildings and 2 solar car ports completed, 15 buildings are in progress, including 5 schools. The Council will bid for measures in 30 buildings in next phase.	Grant funding is time restricted. Officers are ensuring the facilities Management outsourcing contract can reduce future timescales by removing need to procure managing agents and installers.
Renewables		77 potential sites are being reviewed to install around 30 megawatts (MW) large-scale solar PV to start construction in next financial year.	Once sites are selected, development may be stalled by planning, the grid connection of the supply or increased costs of essential materials or skills. Initial feasibility work is being conducted to reduce risks.
New build design standards		New build policy is being developed with a view to finalise and implement the policy in the next financial year.	The additional up-front cost of sustainability requirements combined with increased cost of materials may have a knock on impact on the number of projects that can be taken forward.
Fleet replacement		To date, 3 sites (Woodhatch, Merrow, Quadrant Court) have EV charging and 6 per cent of the vehicle fleet are low emission.	Some vehicles such as fire engines are unlikely to be decarbonised by 2030, due to their age and lack of suitable low carbon alternatives on the market however hydrogen options are being explored.
Staff travel		A staff travel strategy has been developed but not yet implemented due to delay in the recruitment of a travel planning officer.	Two new staff posts have been created to start implementing new staff travel policies.
Procurement		A draft sustainable procurement policy is ready to roll out in Surrey, Brighton and Hove and East Sussex County Councils.	In some cases, procurements which have higher environmental standards may result in increased costs, officers are working with consultants to develop mitigation strategies to potential price increases.
Green Champions		Since the launch in April, the Green Champions Network has been well attended and officers are developing a carbon literacy training programme	Despite a significant groundswell, the ability of staff to reduce carbon emissions may be impacted by competing work priorities or a lack of time to take actions. Senior support for the scheme will help to ensure



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PART 3

BUILDING SUSTAINED ACTION TO TACKLE CLIMATE CHANGE

Managing risks

This section describes how the key programme risks are mitigated through governance, a developing finance strategy, engagement, lobbying and innovation. **Finance information is currently being collated.**

Key points

The main programme-level risks have not significantly changed from the .

The complexity and scale of delivery is managed through strong, but still developing governance arrangements.

This section will evaluate the extent to which local authority finances have been mobilised to support the Climate Change Delivery Plan, how much additional funding has been leveraged, what savings and income has been generated and how the finance strategy is being developed to put the Climate Change Delivery Plan on a longer term and more stable financial footing.

The 10 Greener Futures engagement priorities have started to generate impactful engagement around important actions included in the delivery plan. These have been amended to support residents in response to the rising cost of living.

This section will highlight the number of innovative or pilot projects contained within the plan.

Climate Change Programme Amendments

This section suggests amendments to the climate change programme that will improve its effectiveness going forward. **These recommendations may change through discussion at internal board meetings.**

The scope and ambition of the plan is still sound, but minor changes are needed to align the plan to current projects and analysis (to be delegated to appropriate Members and Officers)

- ***There is further scope to collaborate more closely with Boroughs and Districts to improve efficiency and effectiveness of delivery.*** This can be done by sharing expertise and resource for key delivery projects that are common to all local authorities. Examples include procurement policy, shared engagement tools and the continuation of business focussed decarbonisation support schemes through the Shared Prosperity Fund. The County Deal provides an opportunity to clarify the role of SCC in supporting Climate Action across Surrey.
- ***Engagement and lobbying continue to be a key priority,*** which we are seeking to expand to next financial year. Lobby priorities include recognising and supporting the key role Local Government plays in meeting the targets alongside funding which enables sustained, long-term action, planning reform including prevention of further fossil fuel exploration in Surrey, and lobbying against the scrapping of “green taxes” on energy bills. Our engagement activity will ensure that communities and residents are central to, and embedded within, our approach.
- The cost of living crisis has meant that many more households are struggling to afford the energy required to heat and power their homes. We will work with partners to ***continue to expand our offer and our reach to better support residents to save energy and to access more affordable, low carbon energy.*** Our work to try to eliminate fuel poverty will see residents gaining access to warm hubs and personalised debt advice.
- The increase in energy prices is resulting in energy efficiency and renewable energy becoming a more attractive investment, which is an opportunity to further decouple the energy system from fossil fuels. ***Priority will be given to developing new projects such as rent-a-roof PV schemes*** on schools and commercial buildings that reduce the up-front costs; a key barrier to greater deployment. Income generated from commercial rent a roof schemes will be used to fund further decarbonisation measures in the county.

Climate Change Programme Amendments 2

This section suggests amendments to the climate change programme that will improve its effectiveness going forward. **These recommendations may change through discussion at internal board meetings.**

- **Further work is needed to fully align infrastructure and spatial plans** and make it possible to incorporate solutions to lower emissions and mitigate flooding, overheating, biodiversity loss and water use early into the design phase.
- Priority will be given to **supporting schemes which are demonstrating significant reductions in carbon emissions, including Sustainable Warmth, LoCASE and Solar Together.**
- A number of **pilot projects, if successful will be scaled up to support delivery**, including the roll out of EV charging points and landlord engagement to reduce emissions and bills for occupants.
- A financial strategy is being developed to lessen the huge funding gap that prevents local authority projects from fully aligning with what needs to happen to meet net-zero targets. This includes the **development of new funding mechanisms to leverage private sector and community investment** and projects that generate revenue that can be reinvested in climate projects, starting with an PV offer for schools. Temporary resource to create a step-change in climate action will need to be more fully embedded into business as usual for all local authority staff members to support the delivery of all actions.



**Surrey's
Greener
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