



**Surrey's
Greener
Future**

**2030 AND 2050
CLIMATE CHANGE ASSESSMENT
DRAFT FINDINGS**

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**Surrey's
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**EXECUTIVE SUMMARY 2050 AND 2030
PROGRESS REPORTS**

Climate Change Delivery Plan

Key Achievements



The Climate Change Delivery Plan and an **increase in engagement** has significantly **increased climate action** and helped residents and businesses to move towards sustainable lifestyles and take the lead in forging sustainable economic growth. **Community action** has helped to support biodiversity and **increase wellbeing and health, focused on those most vulnerable** to the impacts of climate change. Some successes are highlighted here since we declared a climate emergency up to March 2023 :

- 1350 fuel poor households were treated, £0.4M annual bill savings and 2kt carbon savings per year.
- 21,000 people benefited from warm welcome services (warm hubs) with 300 volunteers providing 2,600 energy advice, 3,500 fuel vouchers, 4,700 meals and 4,700 items to improve warmth and energy efficiency.
- 1,165 households installed 15,800 solar panels through solar together saving residents £1.6M and leveraging 7.9M of private funding and 1kt carbon savings per year.
- 0.5M sustainable journeys logged on the betterpoints travel app saving 150t carbon.
- 444k trees planted and on track toward 1.2M tree target.
- 217 businesses received financial support with £0.6M annual bill savings and £5.4M private investment saving 1kt carbon.
- 88 schools received green flag status, the highest uptake in the country. 15,000 pupils gained confidence with cycling and walking training
- 800 schools received green careers advice for school leavers.
- Council 2030 target is on track with 1kt saving from estate rationalisation, 6kt from carbon reduction measures, £5M funding leveraged and £2.5M of annual bill savings.



Surrey County Council 2030 net zero target



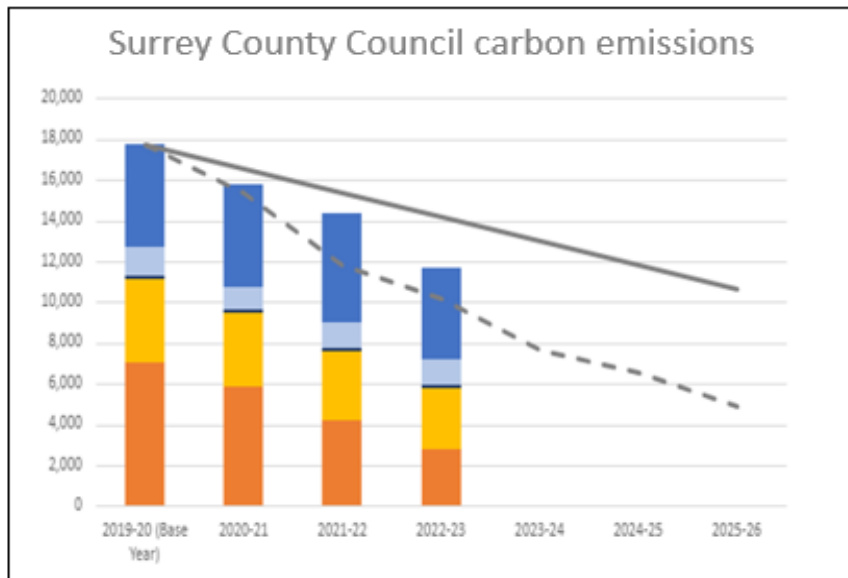
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Surrey County Council's 2030 net-zero target

Surrey County Council is **on track to meet net-zero targets**, with risk of going off track in future if some projects do not scale up as anticipated or if capital funding for measures is not made available. Scale up has the potential to deliver substantial further carbon and financial benefits and a shortfall in the delivery targets will result in increased costs from offsetting.

Surrey County Council



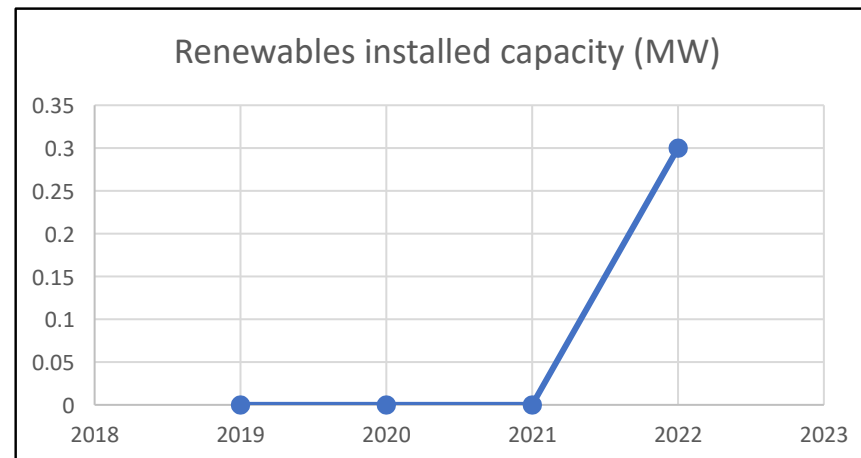
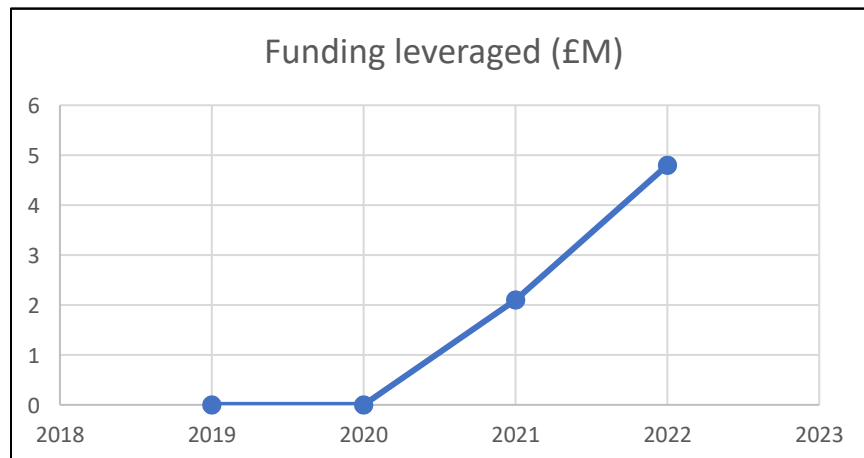
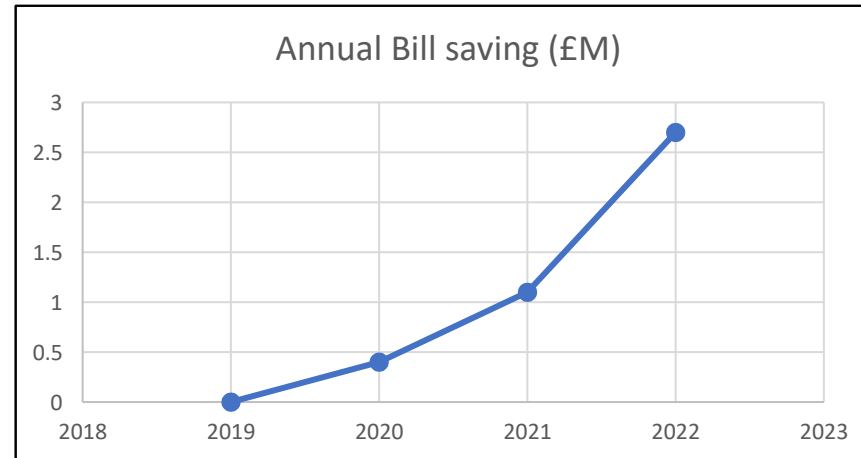
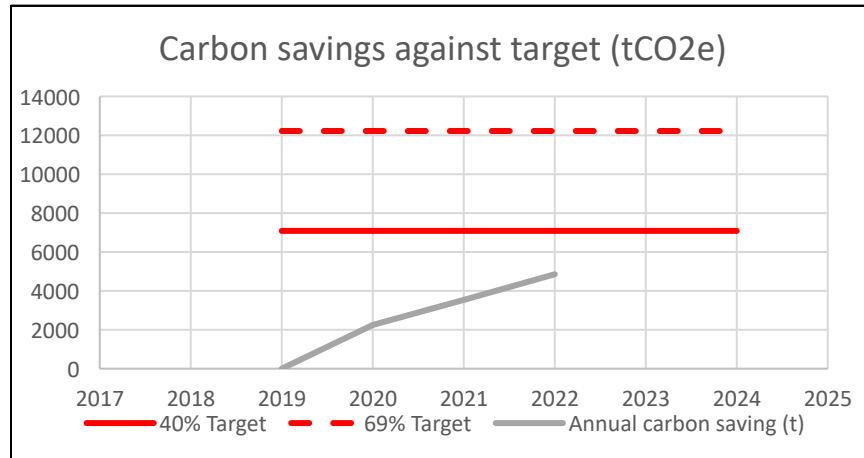
- Premises Heating
- Fleet
- Fugitive
- Premises Electricity
- Street (and other) lighting
- 69% reduction by 2025
- 40% reduction by 2025

Tackling climate change continues to be essential to play our part in tackling global warming, to show leadership and to reduce the risk of a huge drain on Council funds to manage future extreme weather events such as floods, wildfires and spells of extreme hot weather.



Summary of benefits – 2030 target

Surrey County Council's has **reduced carbon by 1kt through estate rationalisation and 6kt from carbon reduction measures**. It has also delivered **£2.5M of annual bill savings, nearly £5M of additional funding and 0.3MW of solar power**.



Surrey County Council 2030 net-zero target

Progress and actions to increase impact

Key successes have included: (1) The **streetlighting LED** replacement programme; (2) the **retrofit of buildings** with PV, low carbon heating and insulation (3) the implementation of a **sustainable procurement** policy (4) the **carbon literacy** pilot.

Action area	What needs to happen by 2030	Likely LA impact by 2030	Progress to March 2023	Action to increase impact
Streetlighting	89,000 LED streetlights	89,000 LED streetlights	86,500 LED streetlights	Progress against our 2030 net-zero targets is on track, but some projects are still at an early stage and require scale up. Because the LED replacement programme is near completion, there is a limit to the extent that further energy efficiencies from streetlighting will reduce carbon emissions. In order to make significant further reductions, a large-scale solar array or a 100% renewable PPA would be needed.
Council buildings and renewables	TBC Buildings are within the target	25* Building with plans to be retrofitted	5 Buildings retrofitted	Carbon reduction is being bedded into the new building management contract and will continue to be aligned with the developing asset management strategy. Low carbon standards will be put in place where possible and feasible. Opportunities to unlock some large-scale renewables are being explored alongside increasing solar on every potential feasible roof and car park and considering the purchase of a solar farm. Fast-tracking solar will be a focus going forward to increase bill savings
Fleet and Active travel	527 Low carbon vehicles	TBC**	24 Low carbon vehicles	A focus on staff travel and fleet will ensure that we can implement a sustainable travel plan and provide low carbon travel options such as e-bikes, EV vehicles and EV chargepoints. This is a crucial area to keep under review in light of proposals to make changes to agile working policy.

*Subject the development of the asset management strategy and approval of the 2030 investment plan

** Subject to the development of the fleet decarbonisation policies and programme

Surrey County Council's wider carbon impact

Progress and actions to increase impact

Action area	What needs to happen by 2030	Scale of plans to 2030	Progress to March 2023	Action to increase impact
Schools and leased buildings	TBC	30 Schools in pipeline for SCC solar schemes	0 School with SCC solar	Fast-tracking solar will be a focus going forward to increase bill savings and (if on schools and leased buildings) income. These help pay for low carbon heating and energy efficiency which is essential to reduce carbon emissions to the extent that is anticipated in our carbon target, as these measures tend to be more expensive, particularly as public sector decarbonisation (PSDS) grant funding opportunities reduce.
Procurements	£900M Procurement spend	£750M contracts above threshold	TBC*	The sustainable policy will continue to be implemented to all new applicable contracts, alongside a method to more accurately capture the carbon impacts of projects through a supply-chain carbon tool.
Staff	10,127 Staff	TBC**	3,357 Staff taken carbon awareness training	In order to ensure that the Council staff and service provision continues to decarbonise, we are looking at the potential to support staff to reduce emissions in their homes and lives using mechanisms such as salary sacrifice. Options are being considered to expand carbon literacy for senior staff and cabinet members, specialist training and basic carbon awareness training for all staff. Actions to make green champions scheme more effective will be considered, and future business plans and the financial decision-making processes will be reviewed to ensure that greener futures is at the heart of everything we do.

*It is currently very difficult to extrapolate the value of contracts from which the sustainable procurement policy has been applied.

** Subject to decision to make carbon awareness training mandatory



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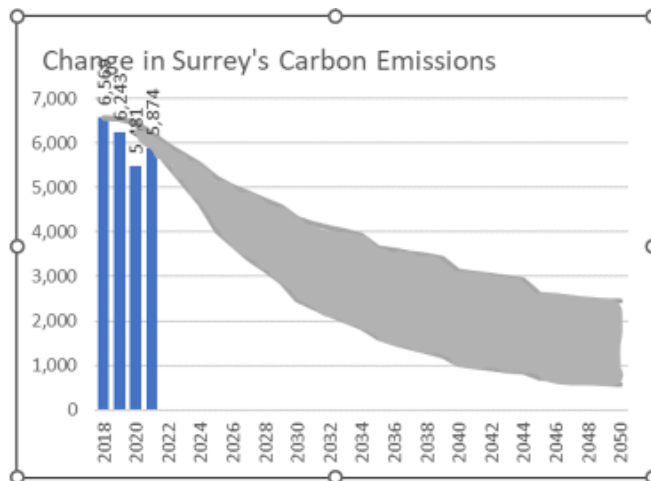
Surrey 2050 net zero target

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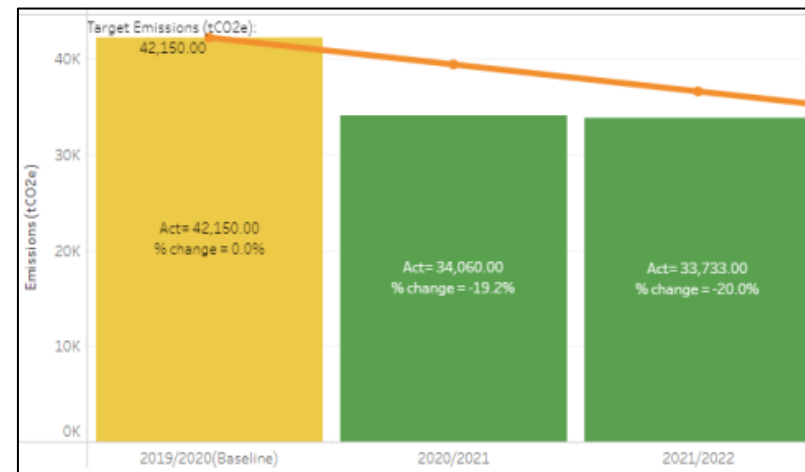
Surrey net zero 2050 Target

Whilst **Local Authority** organisational emissions are **broadly on track**, and there has been some significant partnership achievements, the **2050 target is still at high risk of going off track next year due to the scale and pace of action needed and a lack of sufficient resource and policy which is often outside of local authority control**. The evidence continues to strongly point to the fact that Climate Change is already having an impact in Surrey and that globally, we may already have reached the danger-zone of an average temperature rise of 1.5°C. As such, **reducing emissions and putting in place prevention measures are critical to reduce impacts** on residents, Surrey's economy and nature.

County

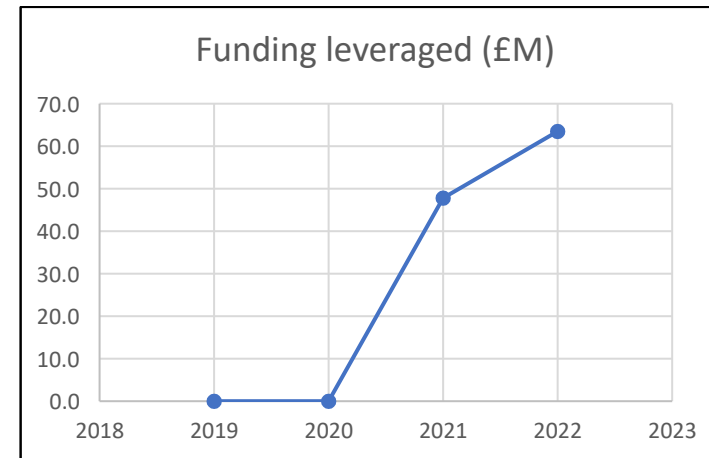
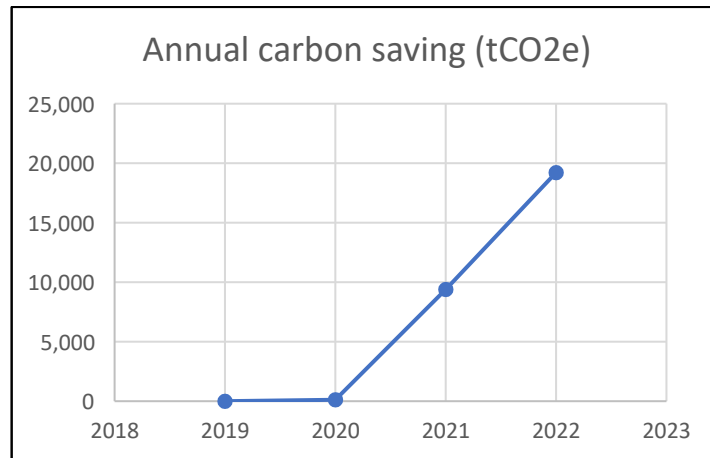


Local Authorities

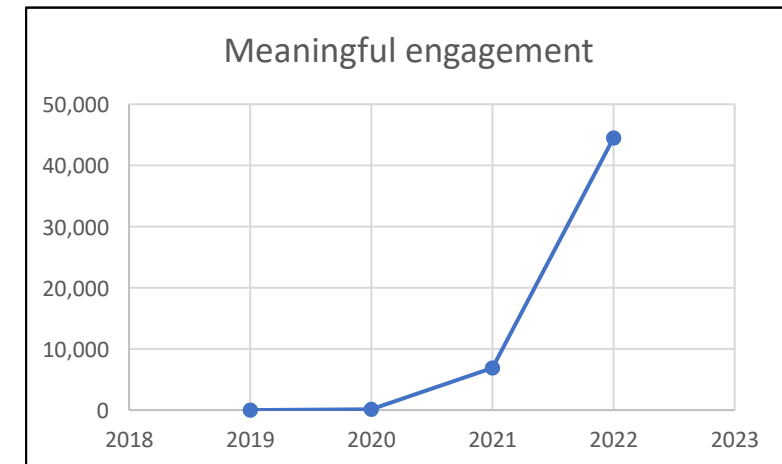
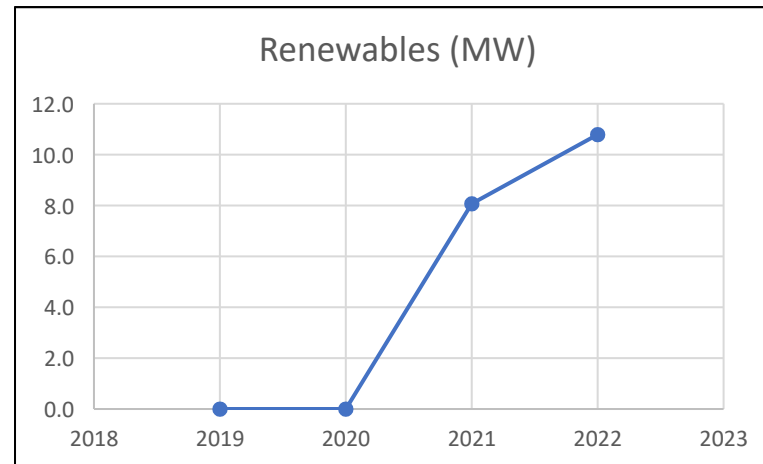
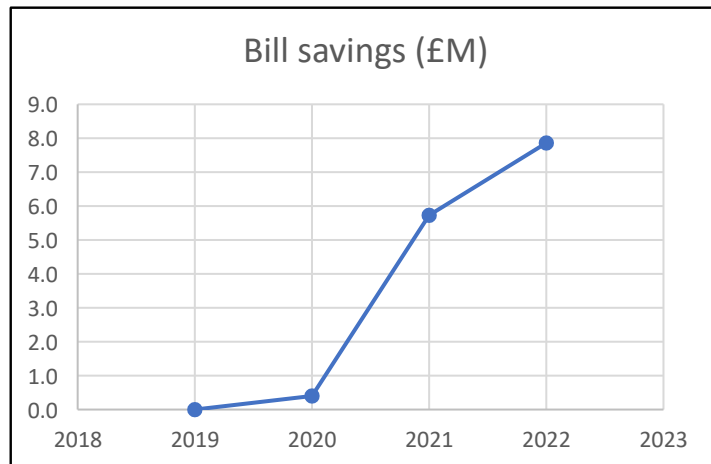


Summary of benefits – 2050 target

Projects have delivered tangible benefits that when collated, have had a **significant impact compared to the first year, and are expected to rise next year** as new projects come on stream. These include **20kt of carbon saved, £63M of grant and private sector funding leveraged, £8M of bill savings, 10MW solar PV** and engagement that has resulted in tangible action by residents, businesses, communities or LA staff.



Benefits may improve as data continues to be collected



Surrey County Council 2050 net-zero target

Progress and actions to increase impact (1)

There has been significant progress since 2019, however, when progress is mapped against the scale of the challenge, **it is clear how much more needs to be done**. Through the delivery plan, Local Authorities are seeking to play a key role, but are **limited by the resources and powers available** for them to act. This challenge must be met by all of Surrey, supported by sufficient funds and strong national policies to allow us to move away from fossil fuels to a more sustainable future.

Action area	What needs to happen by 2025	Likely LA impact by 2025	Progress to March 2023	Action to increase impact
Fuel Poor homes	7,830 Fuel poor homes to treat	2,444 Households with grant funding	1,380 Households with grant funding	Local Authorities will be seeking further opportunities to build on strong progress to support fuel poor households and those impacted by high energy and living costs. This will be done by continuing to deliver grants, better connecting into services that support our poor or vulnerable residents, extending the reach of our energy bill information campaign, and focusing on warm welcome services in 50 key neighbourhoods. We will also lobby for more grant funding, and explore alternative funding options and influence landlords and social housing.
Household energy	335MW Additional renewables	25MW PV installed	6.3MW PV installed	Our plans include an expanded capability to deliver solar on households and schools and develop community-led energy advice linked to core retrofit service with established installers in Surrey. These actions will help households navigate retrofit options, provide links to suitable services and help reduce the high up-front costs that serve as a barrier to faster delivery. A One Stop Shop and potential loan scheme is being piloted to make retrofit easier for households and support green skills.

Surrey County Council 2050 net-zero target

Progress and actions to increase impact (2)

Action area	What needs to happen by 2025	Likely LA impact by 2025	Progress to March 2023	Action to increase impact
Active travel	TBC* New cycle and walkways	104km New cycle and walkways	76km added New cycle and walkways	Access to low carbon transport services and creating great public places empowers Surrey citizens to make local sustainable life choices needed to reduce emissions. The plan is to scale up the delivery of cycle routes and EV charging where feasible and supported, with a more sustainable and resident-led approach to creating places and safe environments around schools. This will be complemented by an increase in engagement, community projects and volunteering.
Public Transport	79 Low carbon buses	101 buses	24 buses	Creating an exemplar public transport service through the continued implementation of the bus improvement service. This includes continuing to decarbonise the bus fleet, expand DDRT services, consider priority bus routes and consider options to reduce fares.
Business	25,300 businesses that need to decarbonise	TBC**	TBC**	Local Authorities have a role to play in supporting Surrey's businesses to take advantage of the substantial market opportunity the green economy brings, decarbonise, and adapt to the growth in skilled green jobs needed. This will be done through new funding programmes, improved engagement, training and advice, and encouraging innovation. This includes more grants and training for taxis, vans and rural businesses, action on green skills and influence larger business to innovate and take a leading role and the development of an SME decarbonisation loan scheme.

*subject to completion of stage 1 Local Cycling and Walking plans

** data being reviewed

Surrey County Council 2050 net-zero target

Progress and actions to increase impact (3)

Action area	What needs to happen by 2025	Likely LA impact by 2025	Progress to March 2023	Action to increase impact
Community engagement	128k residents with low carbon lifestyles	Not possible to estimate	45k actions taken by residents	Local Authorities will continue to develop and implement an improved and more joined up engagement approach through a joint climate comms plan, the expansion of key networks, the development of a web hub and the implementation of and support for community-led projects through funding, training, information and through networks. Work with schools, community and volunteers will continue and be informed by the needs of residents, including the piloting of a solar power purchase agreement supported by pupil workshops.
Planning, place and infrastructure	2,500 Public EV chargepoints	1,000 EV chargepoints delivered by LAs	134 EV chargepoints delivered by LAs	Low carbon standards will continue to be put in place for buildings and infrastructure, and lobbying will seek to improve national planning policies as they reform. A focus on place is being developed including work on key towns and prioritising places for community benefit. A maximum number and fair roll out of EV charge points will be delivered through the Connected Kerb contract. Area energy plans will developed including investigation of key het network opportunities. Investigations of the potential for Local Authority land to create more biodiversity and renewable energy are being considered alongside plans to develop carbon offset opportunities.
Trees and land management	600k additional trees	600k Additional trees	445k Additional trees	The delivery of key strategies and policies to improve land management and increase biodiversity, and the continuation of our 1.2M tree target will slow the decline of species loss and help to reduce the impact of floods and extreme hot weather.
Local Authority 2030 targets	40% carbon reduction	40% carbon reduction	20% carbon reduction	Local Authorities will continue to decarbonise their own organisations and use their influence more widely to lobby for faster change facilitated by national policy and funding.



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ANNEX 1
APPROACH TO CLIMATE CHANGE
ASSESSMENT

Context

This presentation summarises the climate change progress assessment due to go to Cabinet in November 2023. **THE DATA, RED/AMBER/GREEN RATINGS AND OVERALL FINDINGS IN THE REPORT ARE STILL IN DRAFT AND ARE SUBJECT TO CHANGE. KEY GAPD AND UNCERTAINTIES ARE SHOWN IN PINK**

As a reminder, here are the key milestones to date in the production of the plan and progress updates:

2019 – declared a climate emergency- 2050 and 2030 net zero targets set.

2020 – Surrey Climate Change Strategy

2021 – Climate Change Delivery Plan 2021-2025

2022 – Climate Change Progress Reports 2021/22

2023 – Climate Change Progress Reports 2022/23

This is the second assessment of progress against the *Greener Futures Climate Change Delivery Plan 2021-2025*. Two reports will be produced for Cabinet in November 2023:

Report 1: **Greener Futures Climate Change Progress Report 2022-23**

Report 2: **Surrey County Council's 2030 net-zero progress 2022-23**



Approach to assessment (1)

The reports seek to answer the following questions:

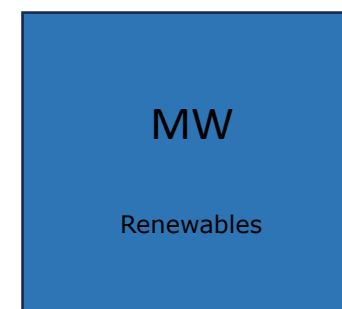
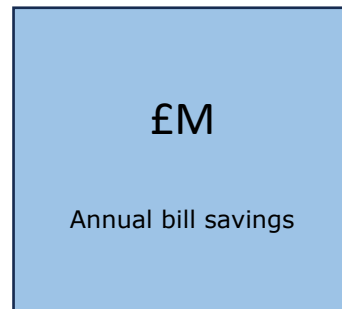
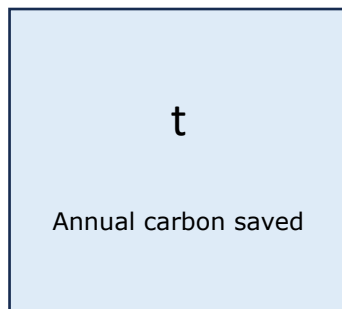
Are we on track to meet net-zero targets?

The scales show the extent to which carbon emission reductions are likely to be in line with our ambitions to meet net-zero targets.



How are projects progressing?

Within each main section, the blue boxes summarise the main benefits measured from projects in delivery up to March 2023. **The final report will contain more detail about the progress of each project in the annex.**



Approach to assessment (2)

How impactful are the Local Authority projects?

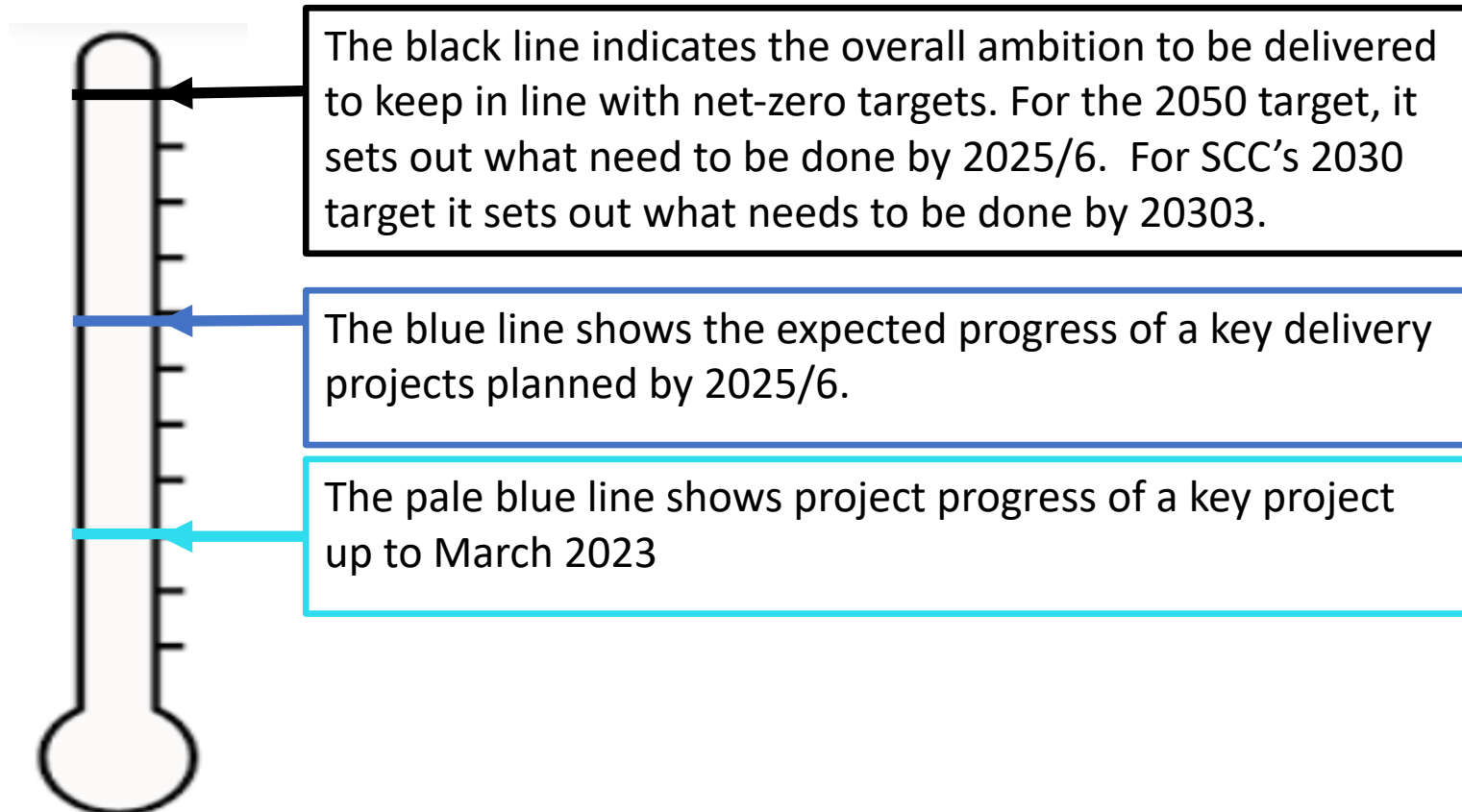
Each section has an impact rating showing its contribution to meeting net-zero targets. **Due to the many factors at play, this is more a matter of judgement than of measurement.** Factors include the potential breadth and scale of the projects being undertaken and planned within each section, the level of influence LAs have and the extent to which other actors (national government, those with access to funding etc) have a role to play. A more detailed explanation of the rating will be set out in the “impact” paragraphs within each section.

IMPACT RATING	KEY FACTORS THAT INFORM RATING
Impact: Green	LA projects are progressing at the pace and scale needed to fully play their part, or providing intervention that is above and beyond what is expected of a Local Authority.
Impact: Amber	LA projects are progressing well, but some barriers may mean that their full potential impact or the full scope of Local Authority intervention may not be realised.
Impact: Red	Local Authority projects that are necessary to achieve net-zero targets are not progressing at the pace or scale needed due to major barriers such funding prioritised elsewhere, or external factors that are beyond the control of the Council including changes needed to national policy or funding levels.

Approach to assessment (3)

Project indicators?

One key project in each section has been chosen to illustrate how projects are progressing against the scale of the whole challenge. In many cases, LAs are not expected to meet the full scale of the challenge and a significant proportion of the gap is expected to be met by others.





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ANNEX 2

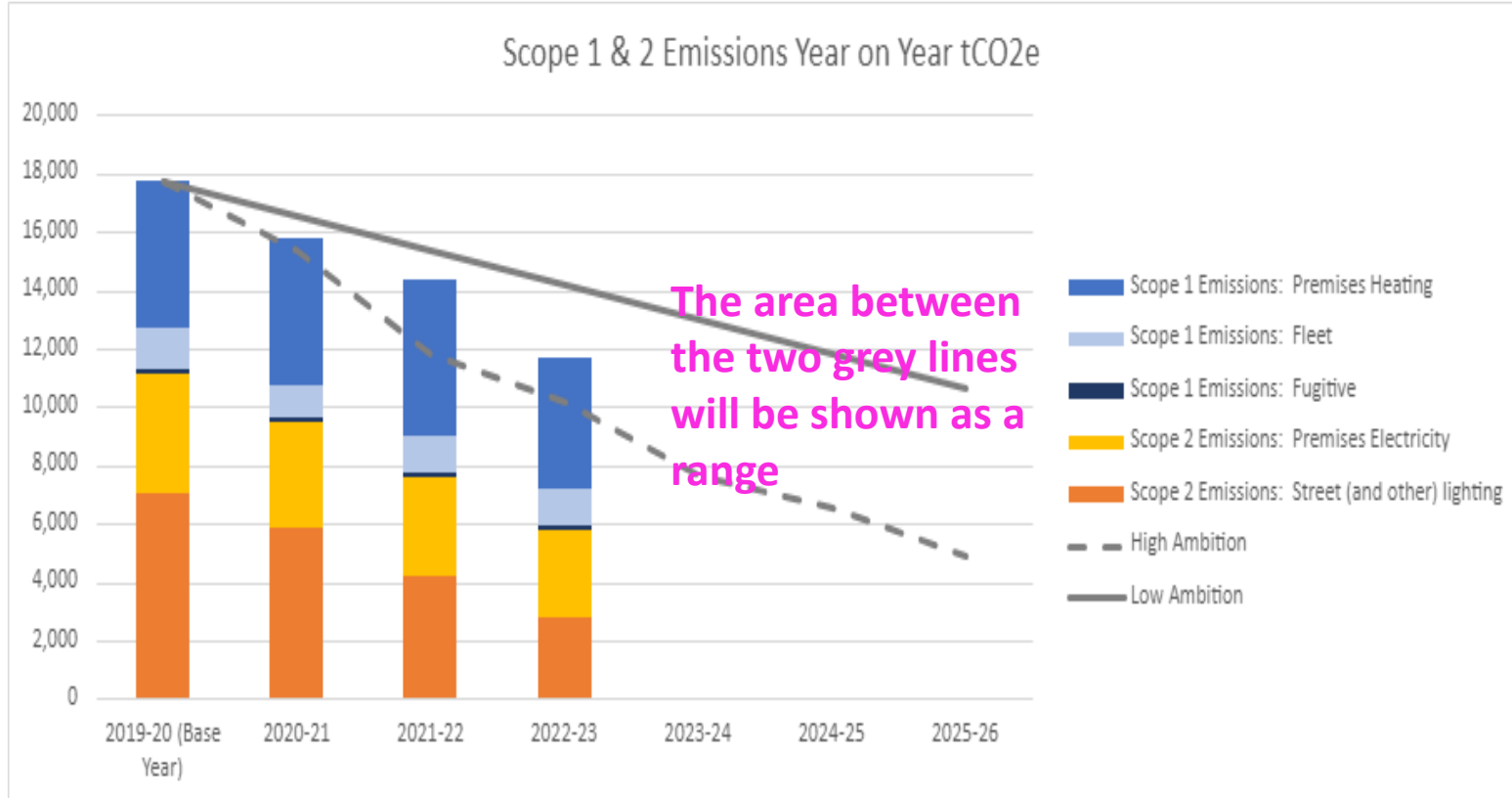
SCC's 2030 NET-ZERO PROGRESS REPORT

Surrey County Council's 2030 target



On track with risk: In 2022/3 the Council emitted 11,712 tonnes Carbon.

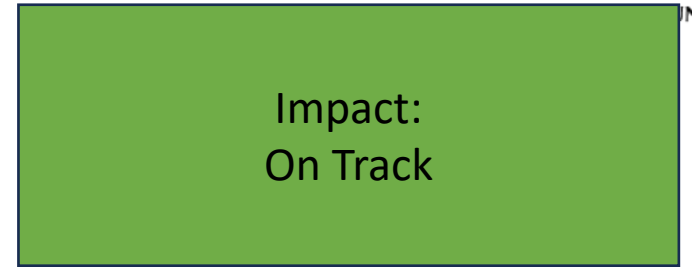
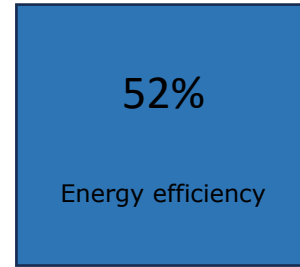
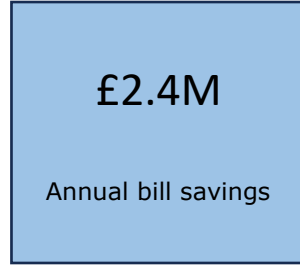
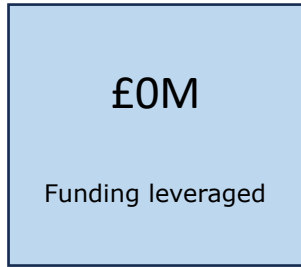
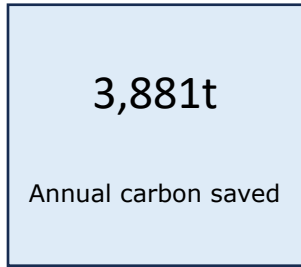
Over the last 4 years, a 34% decrease has been achieved since 2019/20. Last year an 18% reduction was achieved. These reductions are broadly in keeping with meeting the Council's 2030 net-zero targets.



The grey area on the graph represents a range of possible trajectories to meet net-zero. The most ambitious is a 69% decrease in line with what is technically feasible, and the lower ambition is 40% set out in the Climate Change Delivery Plan.

Emission reductions are compared to a baseline year. When assets are added and removed, the baseline needs to be adjusted. The baseline has reduced by over 1,000 tonnes of carbon through building rationalisation and improved data capture.

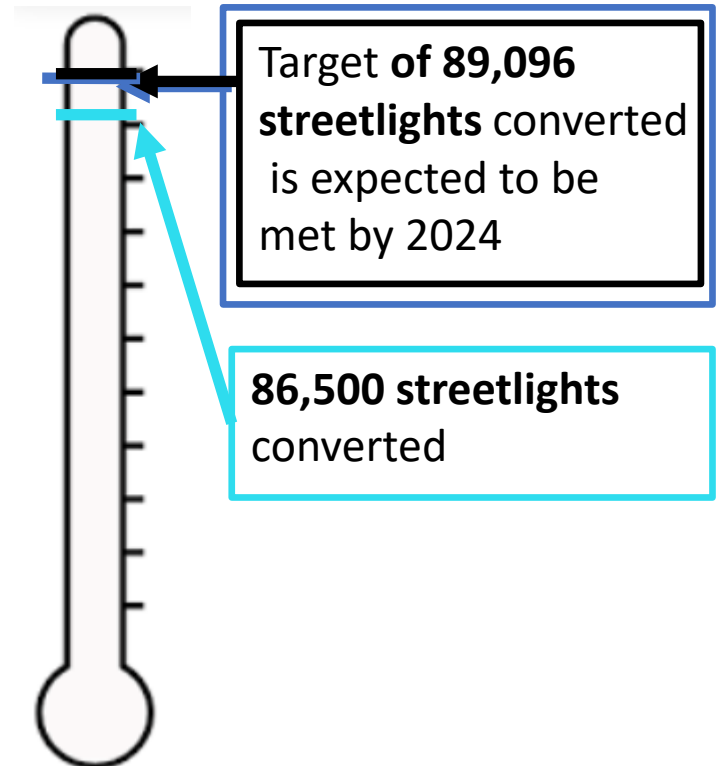
Streetlighting



Progress: The LED replacement programme is on track and is expected to complete next year. It has delivered a lasting beneficial impact that has helped the Council to be resilient against recent energy price rises. As a result, bill savings in 2022-23 were over £1M more than the previous year and further major bill savings are expected next year. Our electricity supply is 100% renewable.

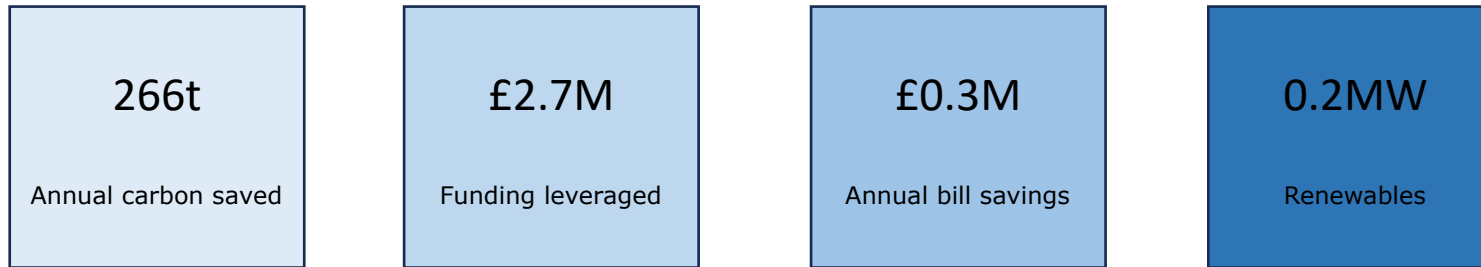
Impact: A 64% reduction in emissions for streetlighting has been achieved with an expected reduction of 72% by the end of a programme.

Next step: Beyond the LED replacement programme, no further changes to the assets can be taken to decarbonise streetlighting further. However, there is still scope to improve efficiencies or develop a dedicated clean electricity supply. A smart network has already been installed on all streetlamps to enable system improvements and street monitoring.



(Not to scale)

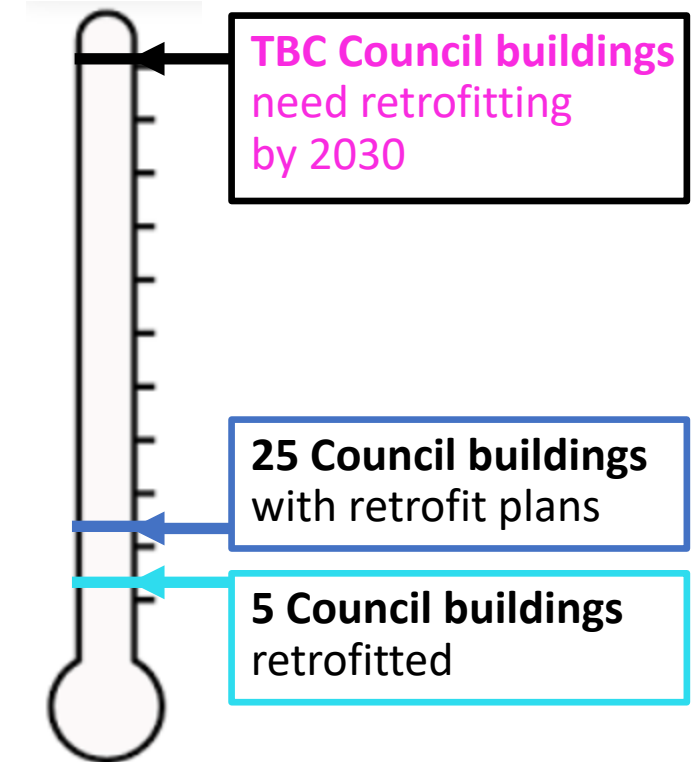
Council buildings and renewables



Progress: Council building retrofit is in progress delivering energy efficiency, solar PV and low carbon heating, with delivery challenges as the Council's Asset Strategy is still in development. 6 buildings trailing low carbon standards for new builds are set to save 67t carbon and £98k of additional energy bills. 6 potential large-scale renewables sites have been identified but grid constraints affecting the whole of the UK are a major barrier.

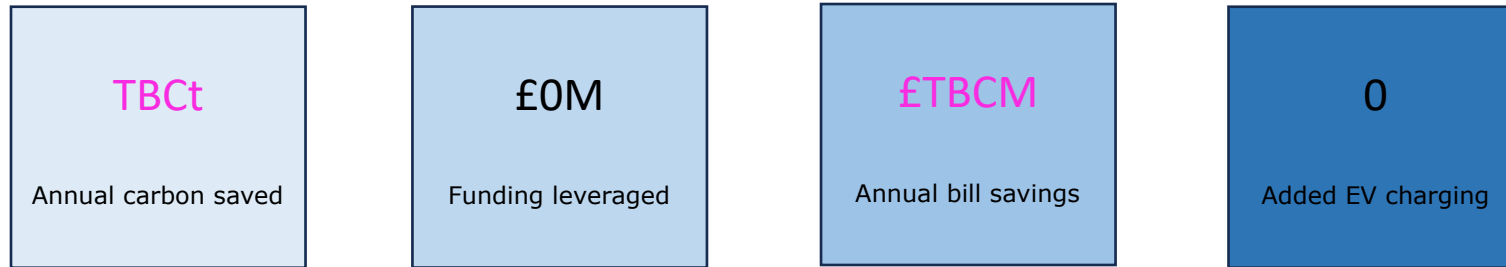
Impact: Plans to cover the full scope of Council buildings and new builds is in place but delivery challenges remain. The amount of large-scale solar that was originally anticipated may not be realised before 2030 due to grid capacity.

Next step: Carbon reduction is being bedded into the new building management contract. The retrofit programme will continue and align with the Asset Strategy. Low carbon standards will be put in place where possible and feasible. Opportunities to unlock some large-scale renewables are being explored alongside options to increase rooftop solar and potential purchase of a solar farm.



(Not to scale)

Fleet and active travel

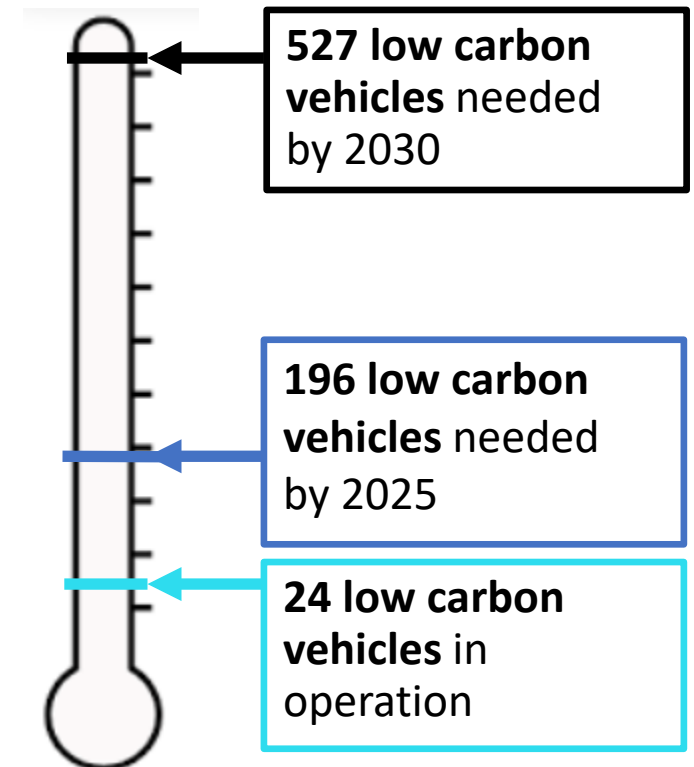


Sustainable transport policies needed

Progress: A small number of the Council's fleet are low carbon. Although some key sites have EV charging, progress of fleet decarbonisation has largely stalled until the implementation of fleet management software and the development of policies that guide how vehicles are bought, managed and EV charging delivered. Active travel facilities and a bus has been put in place at Woodhatch, but no further active travel, public transport or EV charging are being actively developed.

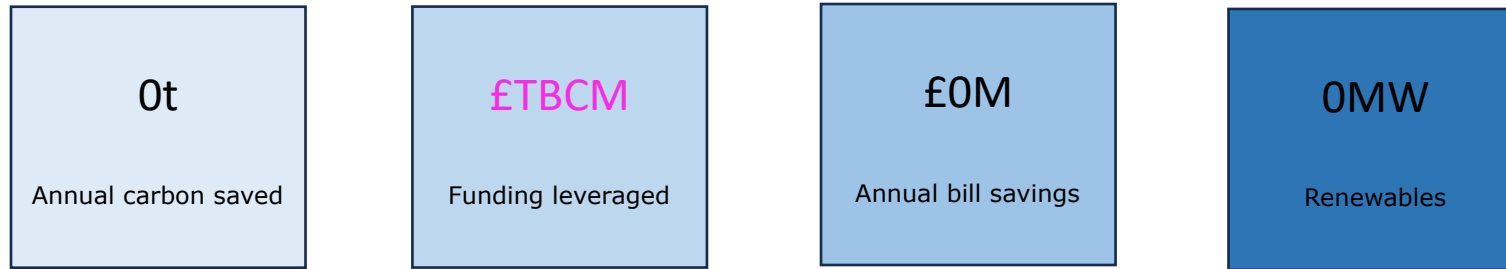
Impact: The key foundations needed for rapid fleet decarbonisation are not yet in place. No plans to improve cycling facilities at key offices have been made.

Next step: Implementation of the fleet management and policies are being prioritised, without which further progress on infrastructure and fleet decarbonisation cannot be made.



(Not to scale)

Schools and leased buildings

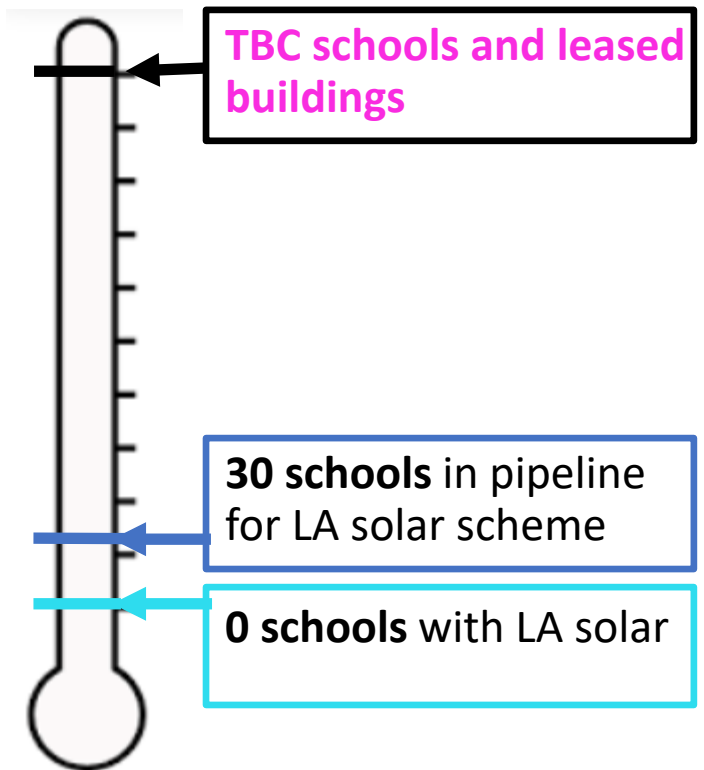


Progress dependent on successful pilot

Progress: A solar rooftop Power Purchase Agreement (PPA) contract has been developed in order for the Council to install and supply electricity to buildings that the Council own but are managed by others, such as schools and leased buildings. This is being piloted on 10 schools who also receive low carbon heating, insulation and pupil workshops. No further action has been taken as yet to support the reduction of carbon emissions in leased buildings.

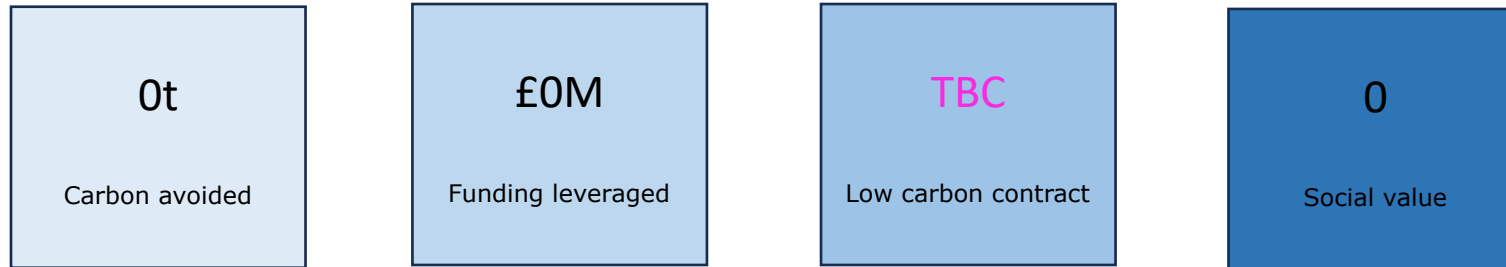
Impact: There is potential to expand the above PPA scheme to further schools and leased buildings. Scale up is important in the absence of securing large-scale solar projects. Measures other than solar alongside more proactive engagement will need to be considered to further support schools and leased buildings.

Next step: The findings of the solar rooftop PPA pilot will be reviewed and workshops will be undertaken with schools to understand demand and investment opportunity to help determine whether the scheme should be expanded to a wider set of schools and leased buildings.



(Not to scale)

Procurements

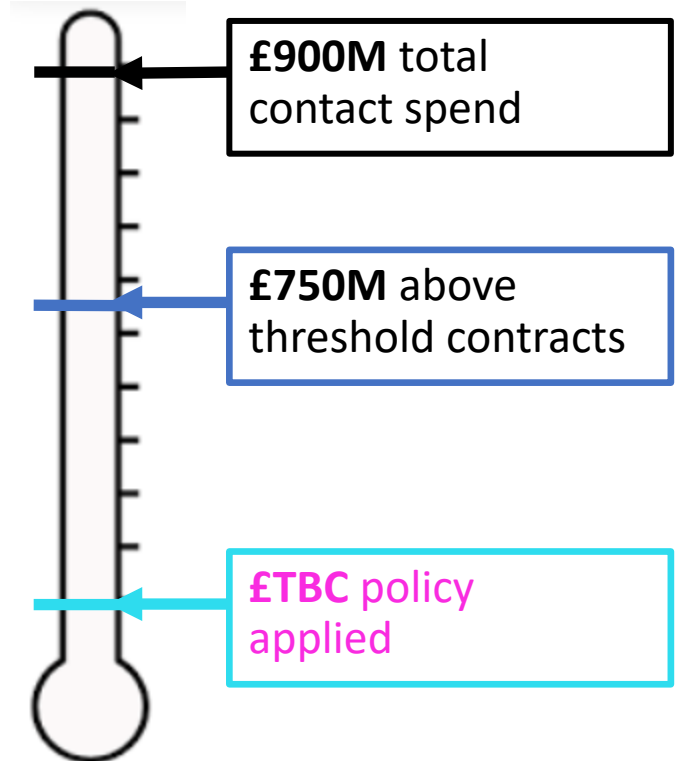


Progress dependent on market conditions

Progress: A sustainable procurement policy is in place across Surrey, Brighton and Hove and East Sussex and was nominated for the Local Government Chronicle sustainability Future Places award. Work with contract managers and suppliers is ongoing to successfully implement the policy. A method of more accurately measuring the carbon impact from the three recent procurements has shown that the current high-level estimates are extremely inaccurate. A supply chain carbon tool is being procured to more accurately measure the carbon emissions within our supply chain by gathering data directly from suppliers.

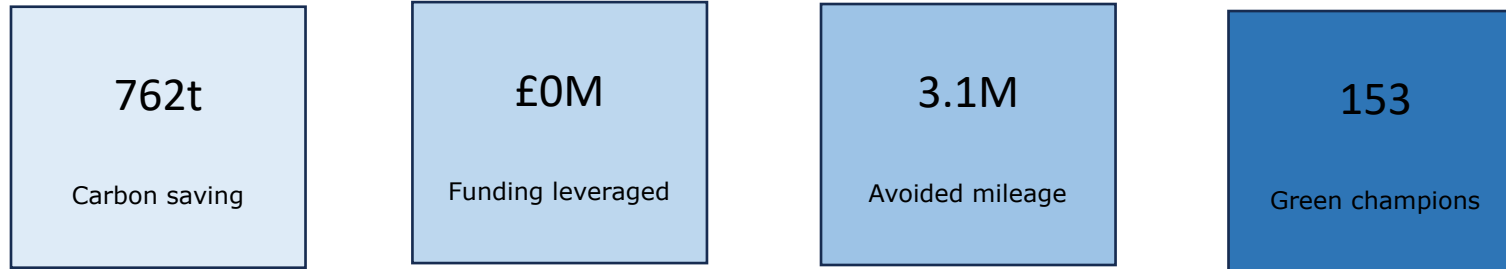
Impact: The policy will apply to all new contracts above the threshold so will have a significant influence but not cover all contracts.

Next step: Continue to implement policy and improve carbon measurement.



(Not to scale)

Staff

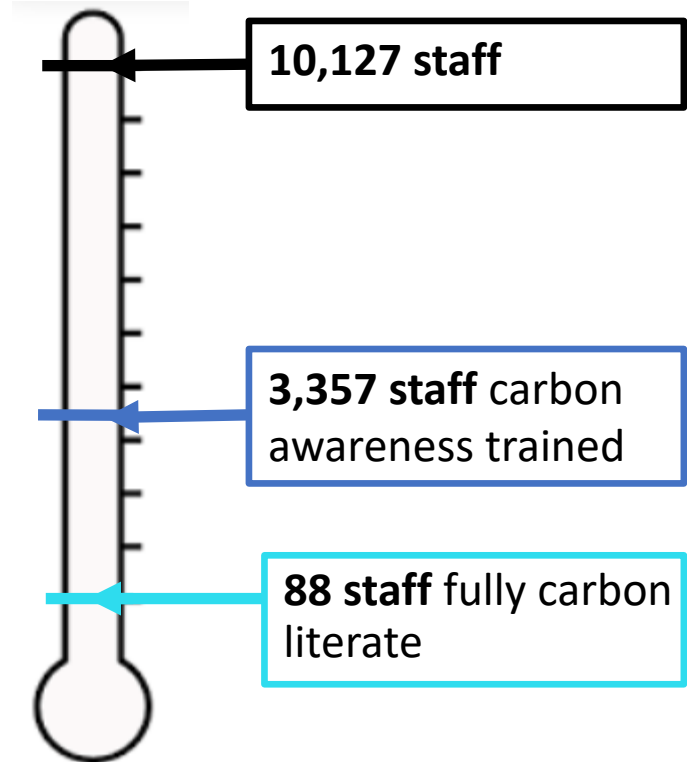


More staff engagement and action needed

Progress: Although there has been some progress in installing sustainable transport infrastructure at SCC hub locations, delays in implementing the staff travel plan have hampered efforts to support sustainable staff travel. Business travel has steadily increased since covid. There is little evidence to suggest that the green champions scheme has driven significant behaviour change across the Council as yet. More successful has been the roll out of carbon literacy training with all of the senior leadership and many Directors trained with evidence of impact in some areas.

Impact: Further action is needed to ensure that all service delivery and behaviour by staff is consistent with delivery our carbon targets.

Next step: The staff travel plan will be updated. Carbon literacy training will continue. Actions to make green champions scheme more effective will be considered, and future business plans and the financial decision-making processes will be reviewed to ensure that greener futures is at the heart of everything we do.



(Not to scale)



**Surrey's
Greener
Future**

ANNEX 3
SURREY 2050 NET-ZERO
PROGRESS REPORT

Surrey's climate



The Latest IPCC report (AR6) describes that adverse climate impacts are already more far-reaching and extreme than anticipated; as we have already experienced in Surrey. Overshooting on the 1.5 degrees C target, even temporarily will lead to severe, irreversible impacts, species extinction and loss of human lives from heat stress. These are already impacting service delivery and infrastructure (such as climate extremes impacting on road surfaces and pothole creation).

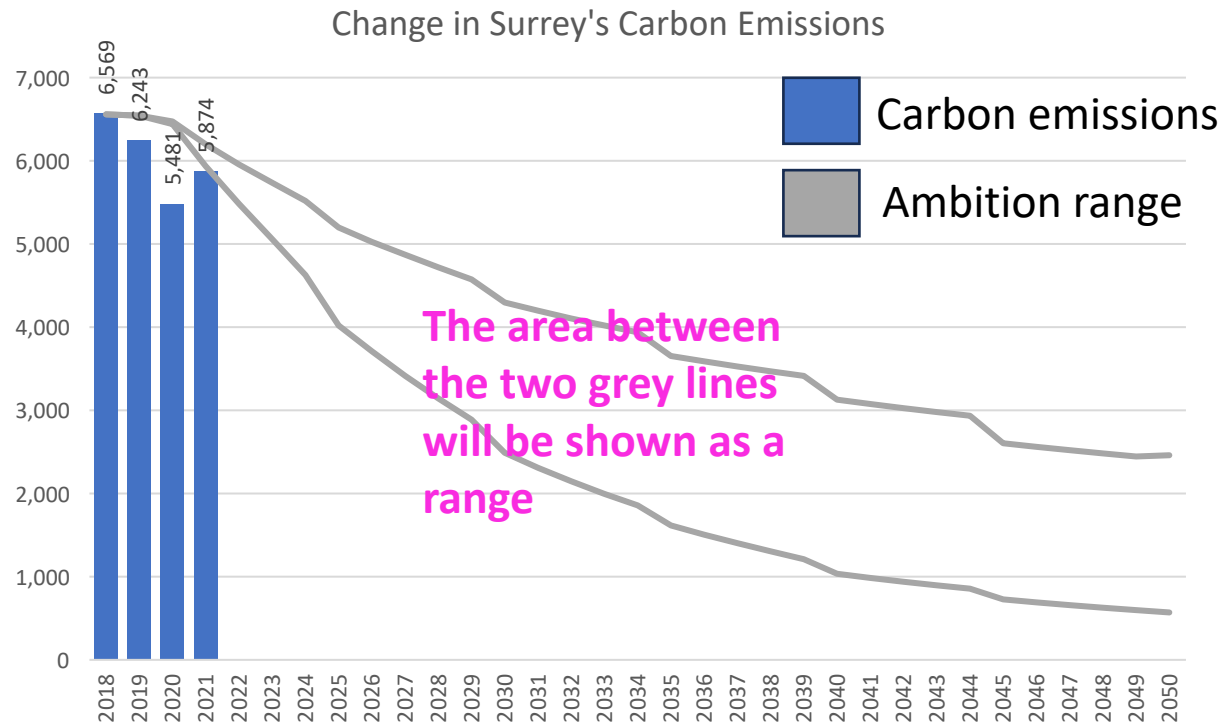
Even if we do meet our targets, transformative adaptation is needed. Alongside the Climate Change Delivery Plan, a Climate Change Adaptation and Resilience Strategy, known as “Surrey Adapt”, has been developed to coordinate our response to climate impacts and risks, in a 1.5C, 2C and 4C warmer world.



Surrey's 2050 target



On track with a high risk of going off track next year. In 2021 Surrey emitted 5.9M tonnes carbon. Over the last 4 years, only a 11% decrease has been achieved since 2019, whereas a 17% decrease would be expected to stay on track. Since last year carbon emission have increased 7% but should have reduced by around 6% to stay on track.

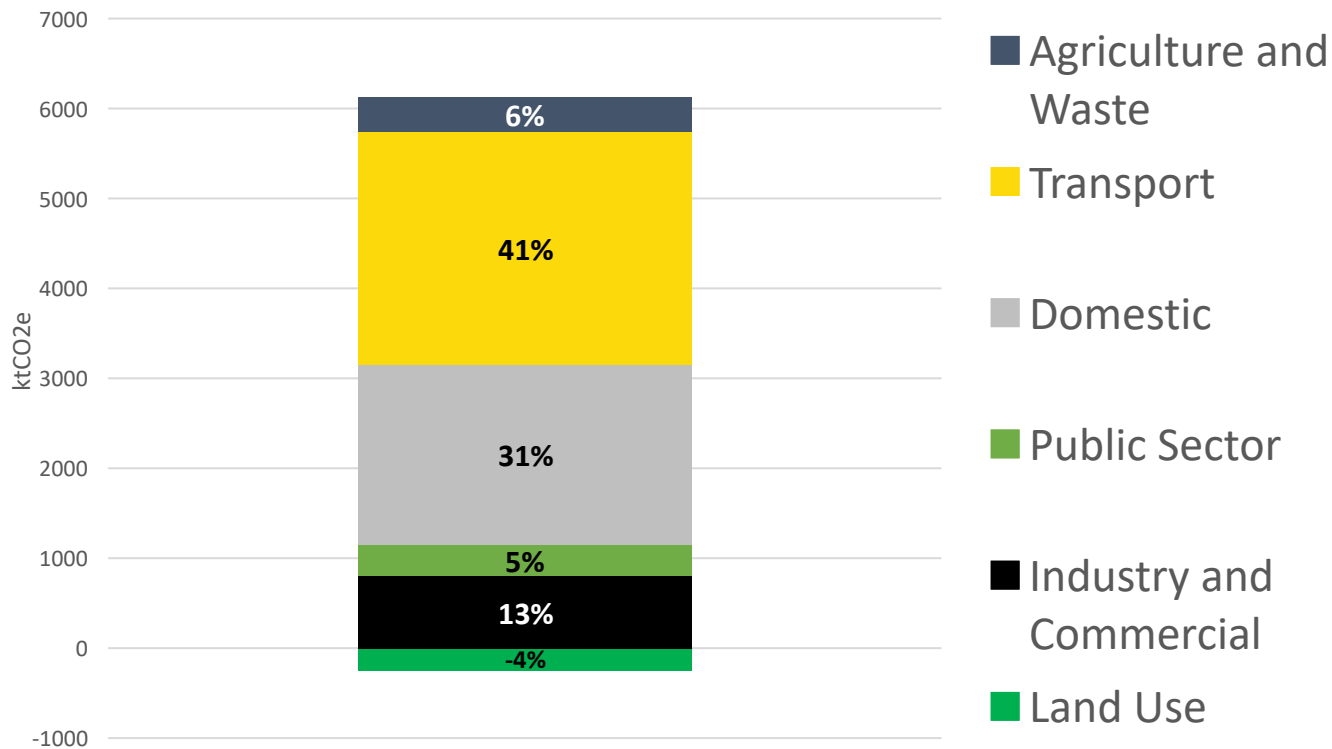


The grey area on the graph represents a range of possible trajectories to meet net-zero, the **most ambitious is broadly in line with national legislation and reductions in line with staying within a 1.5 degree scenario**. National datasets have been used to measure emissions. The time lag in the data is from 2021; the year that the Greener Futures Climate Change Delivery Plan was published. The increase in emissions compared to the previous year is likely to reflect the lifting of covid restrictions.

2050 target emissions split by sector

As a proportion of the whole target, emissions from transport are becoming more prominent, representing 38% emissions in 2019, 40% in 2020 and 41% in 2021. This means that **transport is more of a challenge to decarbonise compared to other sectors** and should therefore be a key focus of decarbonisation efforts.

Surrey Carbon Emissions by Sector in 2021

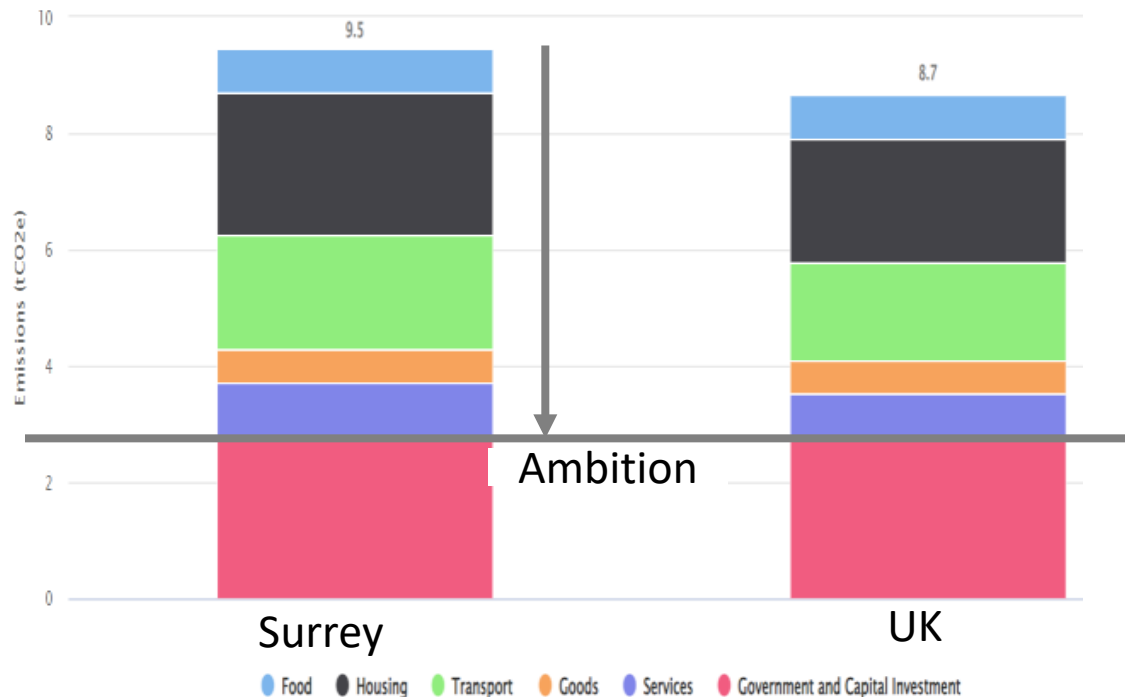


Although Local Authority emissions are reducing, wider public sector emissions, including institutional buildings linked to education and public health appear to be stalling in their efforts to decarbonise.



Carbon impacts that go beyond net-zero targets

Emissions arising from the food we eat and things we buy are not included in the net-zero target but are likely to be 2-3 times greater. They continue to be an important part of actions that residents and businesses can take through sustainable purchasing, eliminating waste, eating a high-plant diet and taking low carbon travel outside of Surrey. Achieving this delivers significant wider benefits including health, wellbeing and reduced bills.



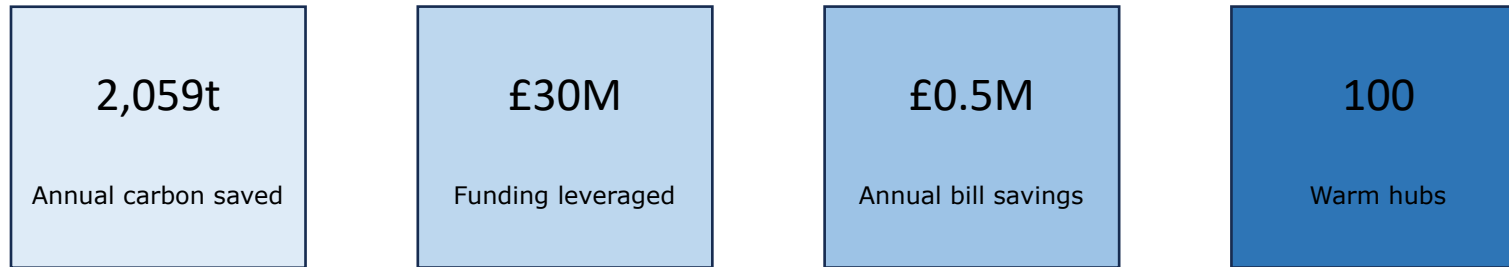
Since 2019, average emissions per Surrey resident has dropped from around 12t to 9.5t of carbon per year. But Surrey still has an above average carbon footprint. To achieve sufficient emission reduction, residents' need to produce less than 2 tonnes of carbon emissions per year.





PROGRESS OF ACTION TOWARDS SURREYS 2050 TARGET

Fuel poor and vulnerable households

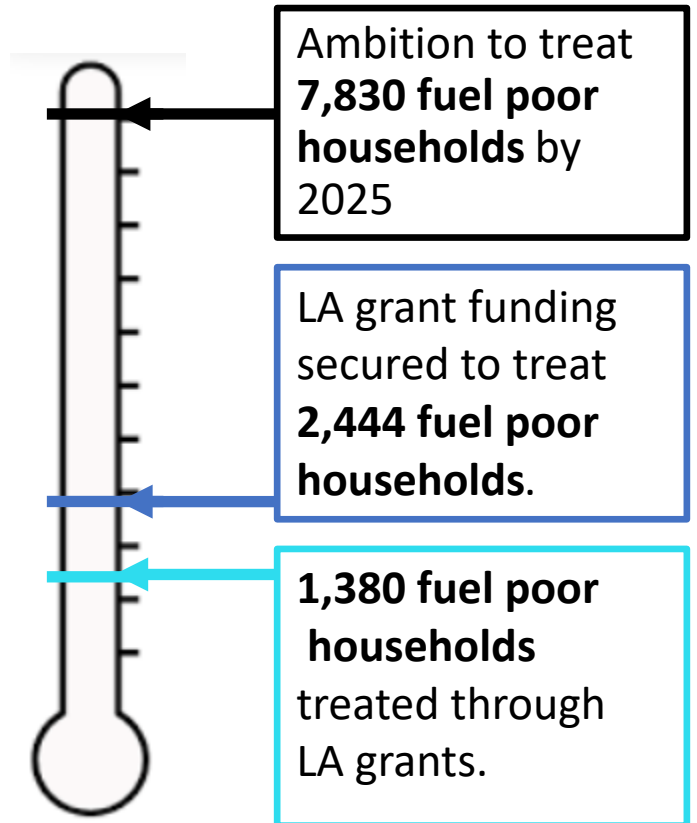


More funding needed to increase LA impact

Progress: Excellent progress has been made to deliver sustainable warmth grants, where Surrey is the highest performing LA in the South-East; receiving and delivering the majority of available grant funding. In response to the energy bill rises, 100 warm hubs supported many residents, alongside a successful energy bill information campaign.

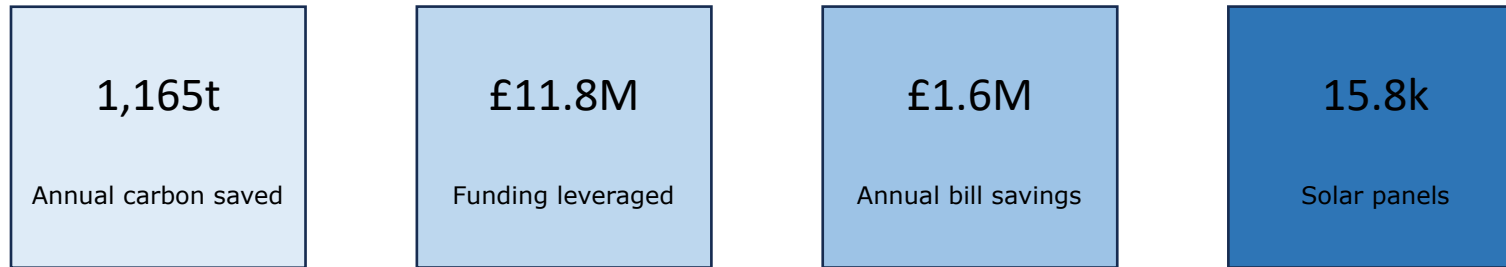
Impact: Despite progress there is scope for the LA grants to improve their impact by maximising carbon and bill savings. Roughly double the amount of grant funding is needed from government to reach net-zero. A further gap in funding is support for households that are not classed as fuel poor but are impacted by the rise in energy costs.

Next step: Delivery of all available grant funding will continue, and further options to maximise funding via ECO and carbon trading will be explored. Warm welcome services (formerly warm hubs) and energy bill will run again. Lobbying will seek further funding and in the meantime, options to further support social housing decarbonisation, tenants and landlords will be explored.



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Household energy (able to pay)

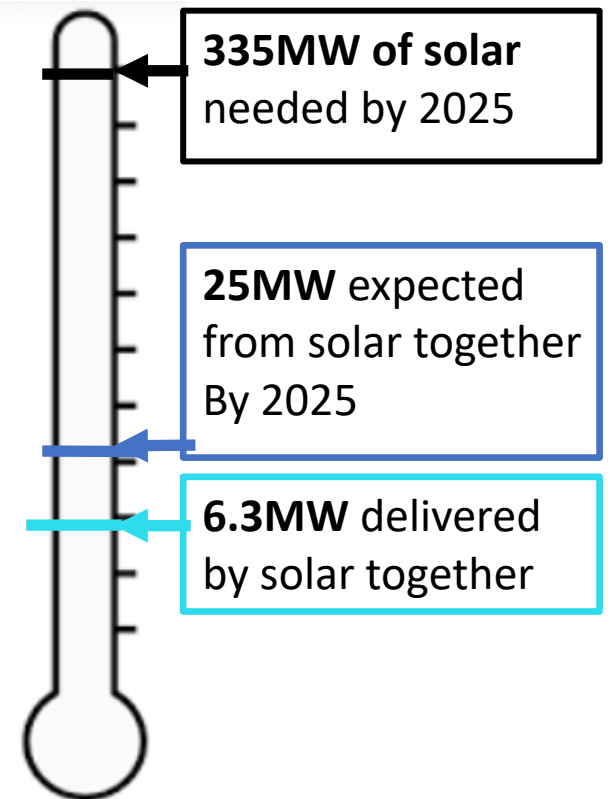


Large government funding and policy gap prevents LAs to accelerate low carbon heating and insulation

Progress: Our primary focus has been to look at solar where the first phase of Solar Together exceeded expectations, delivering a high proportion of total Surrey installations. The second round is on track to almost double the installed solar compared of the first round.

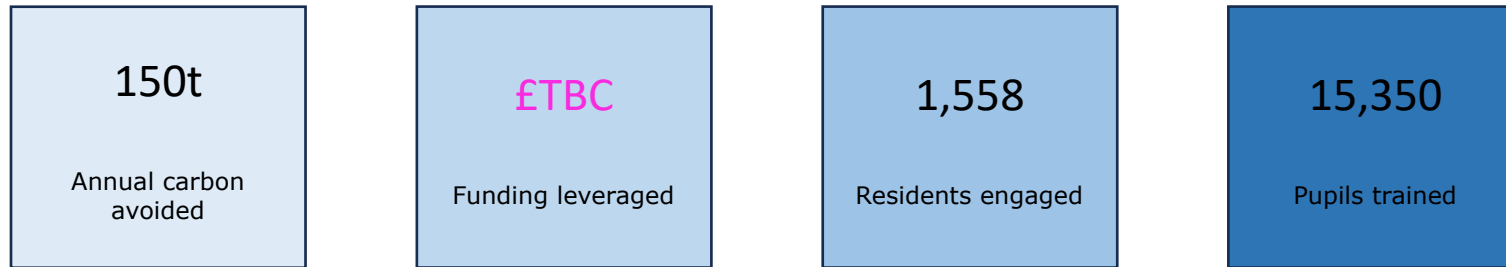
Impact: Solar Together has had a major impact, but there is still a gap where the wider market needs to move much faster to enable a tripling of renewable energy that is needed each year, requiring further action from Government and network operators. Additional renewables are important, but it is not possible to achieve net zero without a move away from gas heating towards low carbon alternatives such as heat pumps in new and existing homes. Here the challenge is much greater and suitable funding and policies are needed for LAs to play a much greater role.

Next step: Solar together or a similar scheme will continue. A number of further projects are in development, including the One Stop Shop for home decarbonisation advice and services. This seeks to provide retrofit advice for 6,000 households, treat 320 households and save over 1kt of carbon in the pilot phase.



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Active travel

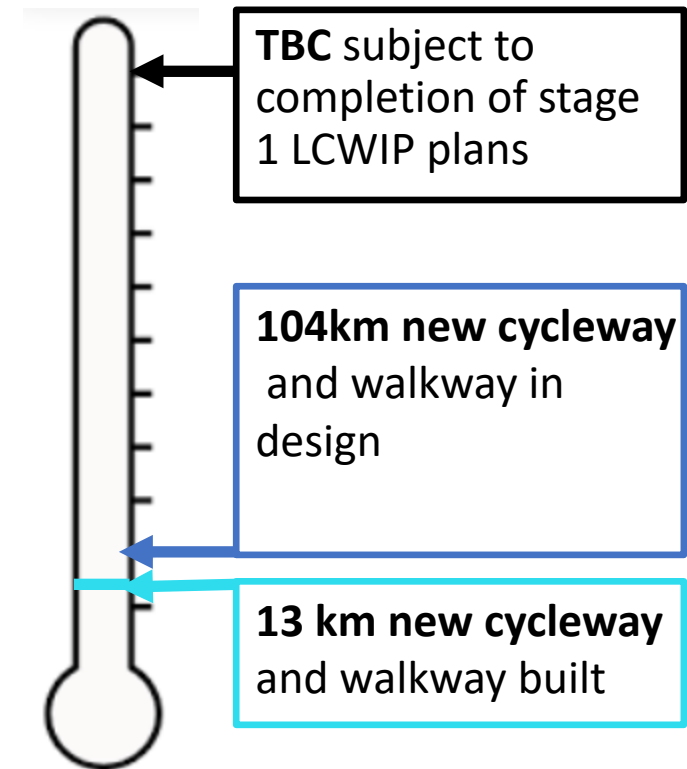


Funding, policy and resident opposition to large-scale active travel infrastructure

Progress: Active travel engagement has focused on behaviour change through cycle and walking training, and the 'betterpoints' app, where 0.5M active travel journeys were logged and with 70% of users saying they are more likely to walk or cycle as a result of the programme. 40 cycle and walking, 7 liveable neighbourhood and 19 school road safety scheme are in design with two completed. A wider set of actions approved through the Local Transport Plan have not started such as vehicle demand management measures.

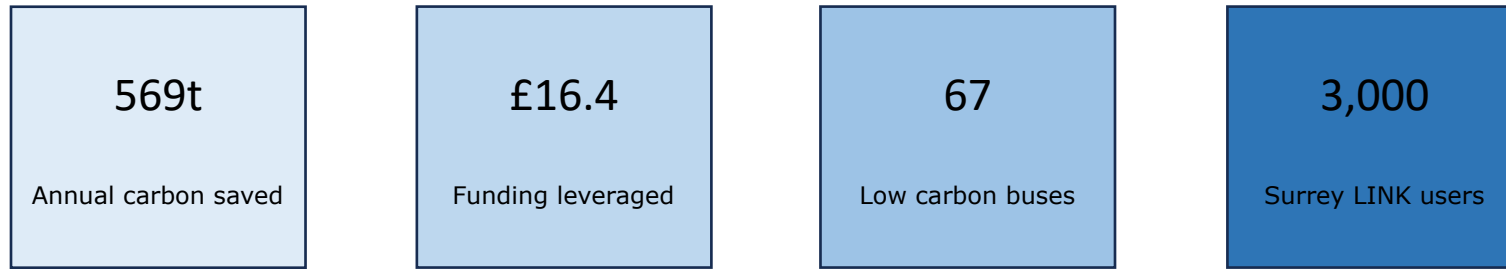
Impact: A comprehensive and linked active travel infrastructure alongside measures to reduce private vehicle use are essential to create the shift towards active travel needed to meet net-zero targets. Active travel infrastructure can only be delivered by Local Authorities but high levels of opposition from residents, a change in government focus and funding means that delivering is extremely challenging.

Next step: Active travel campaigns will be improved by linking to key delivery schemes to promote their acceptability and uptake. More Active travel schemes will be designed and approved ready for implementation.



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Public transport

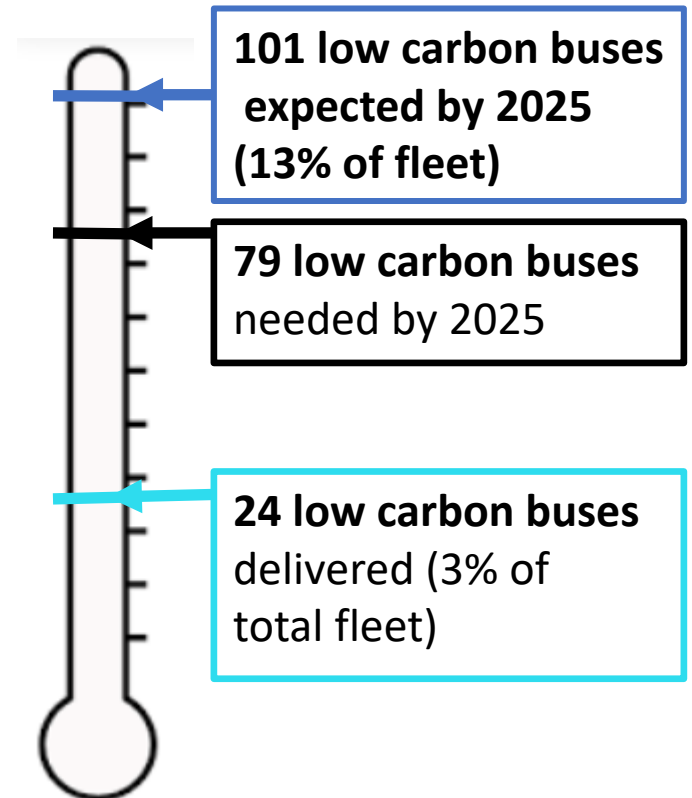


Government funding needed to increase passenger use

Progress: Delivery of the low carbon bus fleet has begun despite some delay in supply. Digital demand response transport (DDRT) has been successfully trailed in Mole Valley. A scheme to reduce fares for young residents (LINK) has launched. Priority bus routes are being designed and the development of an App to enable passengers to see live bus information has not yet begun.

Impact: A complete decarbonisation of the bus fleet is possible by 2050, thanks to significant investment from the Council and bus operators. Despite a number of initiatives to increase journeys there is scope to do more; passenger volumes have not returned to pre-covid levels and need to dramatically increase to enable a significant reduction in car journeys.

Next step: Bus fleet decarbonisation will continue and explore local hydrogen supply options. DDRT services will expand using electric minibuses, starting from September 2023. More priority bus routes will be put in place and, using new funding, options maximise patronage or commerciality are being assessed for implementation.



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Businesses

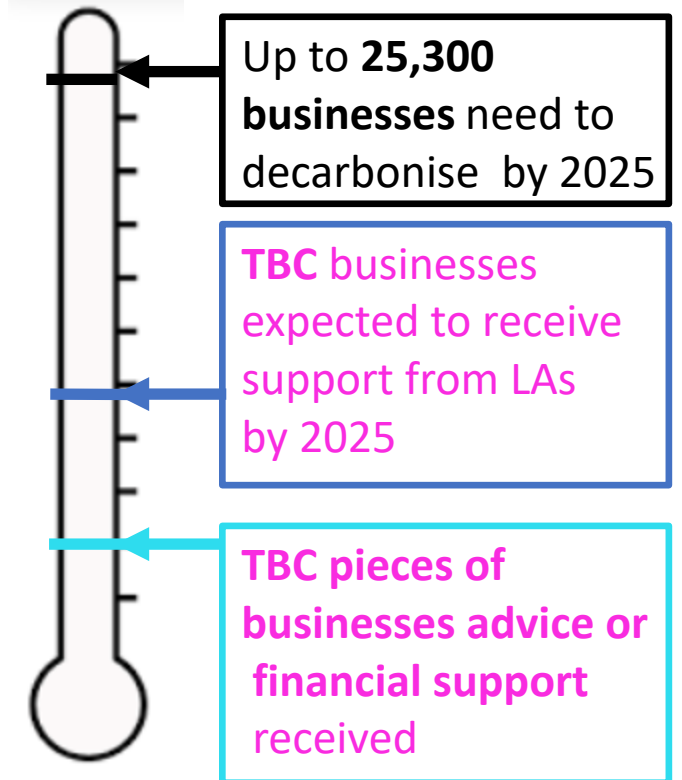


More leadership and investment from private sector and Government needed.

Progress: LoCASE has supported businesses to decarbonise since September 2021, delivering 217 grants to March 2023 and was the highest performer in the South-East. The 'Net Zero 360' course was delivered to help businesses assess and reduce emissions. The Surrey Skills Improvement Plan includes green skills and a Green careers video has been circulated to 800 schools.

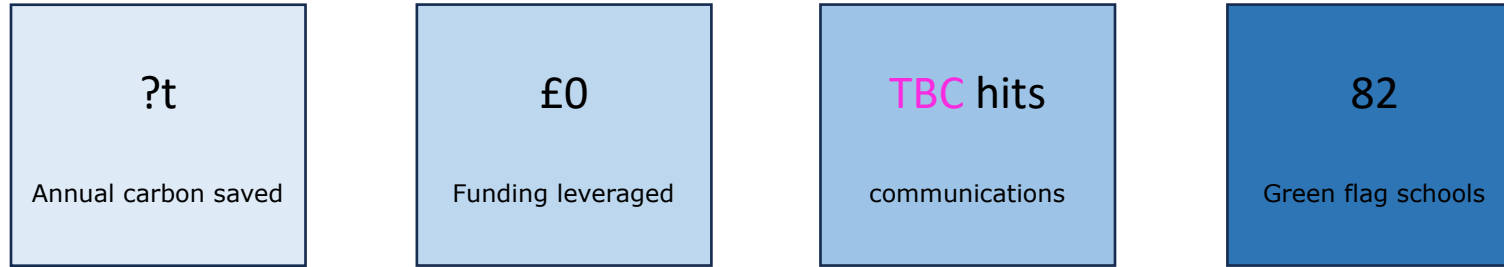
Impact: LAs have a role to play, but many of the 65k businesses would not need Council support as the provision of low carbon goods and services become standard. However, further action is needed to help SMEs where there is a financial and knowledge gap. LA business services can be used to create an environment where Surrey can take advantage of the substantial "green" commercial opportunities, predicted to grow by 8% by 2030.

Next step: New grant and loan schemes are in development to replace LoCASE and provide financial support, including the SME decarbonisation loan programme. Consideration is needed of how wider low-carbon business support, an increase in green skilled workers, low carbon industrial clusters and innovation can be stimulated.



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Community engagement

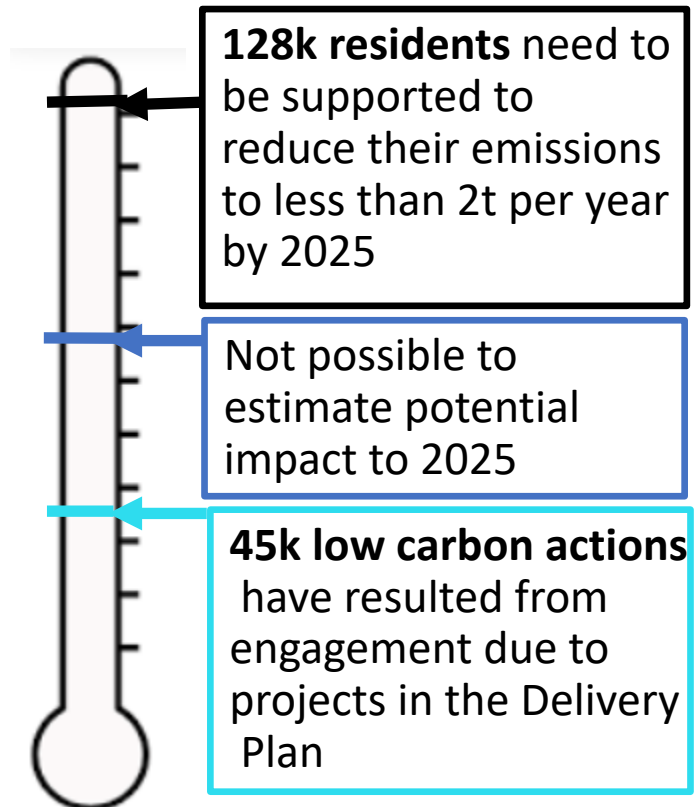


Local Authorities have limited levers to encourage more sustainable lifestyles

Progress: The Delivery Plan actions have resulting in at least 45,000 behaviour-change events across Surrey residents, businesses and community groups this year, due in part to an improved approach to communications and engagement. Community projects are underway which promote wellbeing through nature, biodiversity, deliver small grants and support decarbonisation in homes. A first step volunteer programme has been delivered.

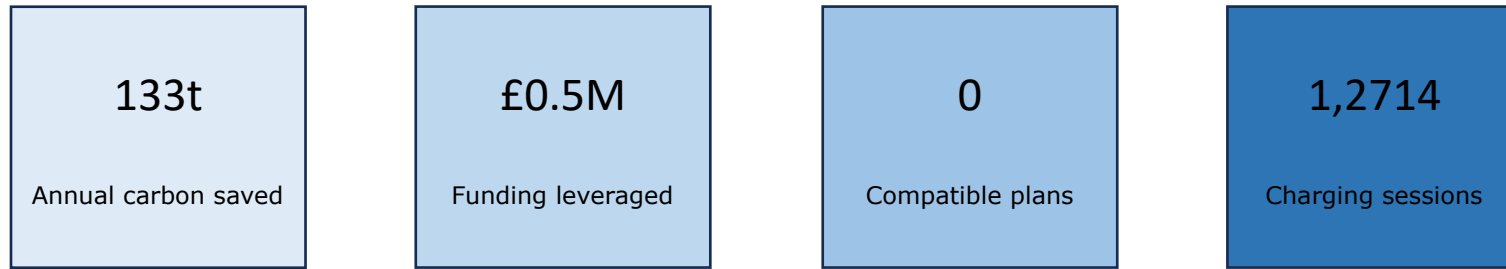
Impact: Residents can impact 1/3 of carbon emissions by living sustainable lifestyles. It is not possible for LAs to impact all 1.2M residents, and many other organisations are better placed to influence. Nevertheless, there is scope for LAs to improve through greater prioritisation and community-focused approach.

Next step: A joint communication plan will be developed amongst boroughs, districts and anchor community organisations, alongside the development of a web hub. Work with schools, community and volunteers will continue and be informed by the needs of residents.



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Planning, place and infrastructure

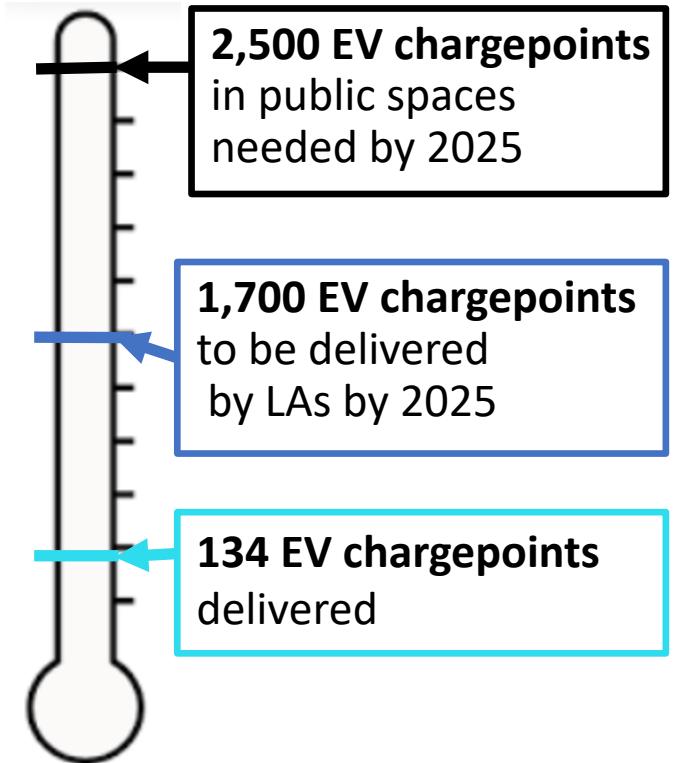


Gap in low carbon planning policies at national and local level

Progress: A climate change adaptation and resilience strategy is in place. Local Authorities are working towards low carbon standards in Local Plans, and the Healthy Streets Design Guide has been published. Plans that ensure major infrastructure is compatible with net-zero targets is in development. A provider has been appointed to accelerate the number of publicly available EV charge points.

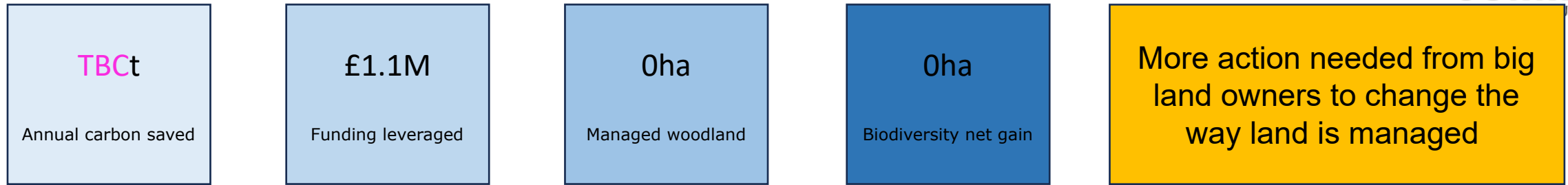
Impact: LAs have a key responsibilities to deliver infrastructure and placemaking. Anything that is built today must be future-proofed for a low carbon future. To achieve this, there is an opportunity to ensure that resilience and low carbon standards are implemented in full. The roll-out of EV charging by Local Authorities is important, with the gap requiring more changepoints to be installed by businesses on private land.

Next step: Low carbon standards will continue to be put in place for buildings and infrastructure, and lobbying will seek to improve national planning policies as they reform. A maximum number and fair roll out of EV charge points will be delivered through the Connected Kerb contract.



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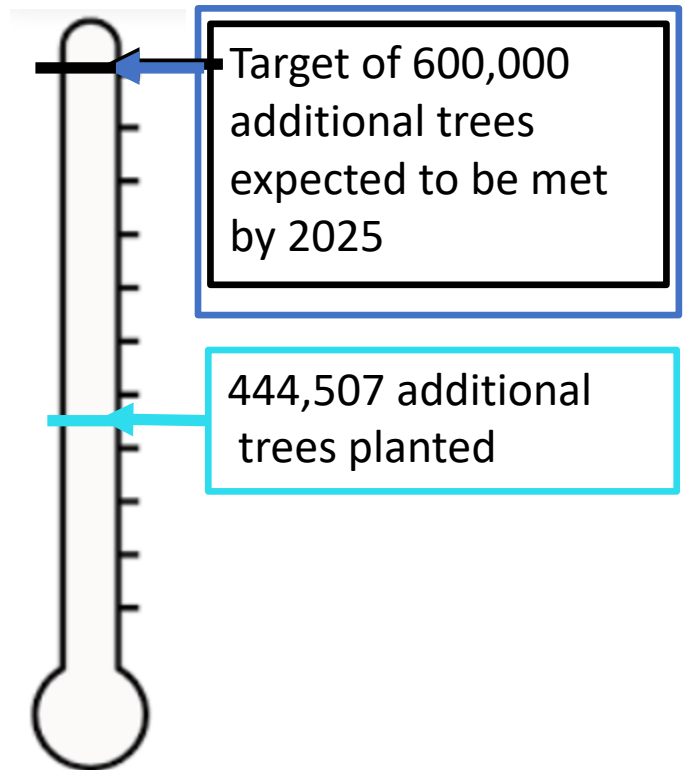
Tree planting and land management



Progress: The Land Management Framework and Local Nature Recovery Strategy policies are being developed. 6 out of the 20 woodland management plans been reviewed. Tree planting is on track. 5 Local Authority sites have been identified as suitable for biodiversity net gain and a register is being set up to support the market for biodiversity credits. Farming in protected landscapes continues to deliver grant funding to improve sustainable farming.

Impact: Tree planting remains strong but LA, as well as other partners, need to put in place a wide range of additional action to prevent further biodiversity loss, increase the carbon absorption from land and use to effectively mitigate extreme heating and flooding.

Next step: More work needs to be done with partner organisations and through the Planning System to ensure that new biodiversity and carbon sequestration requirements are embedded into infrastructure and land change schemes (such as the River Thames Scheme). Consultants will support in the development and trading of BNG and carbon units and ecosystem services.



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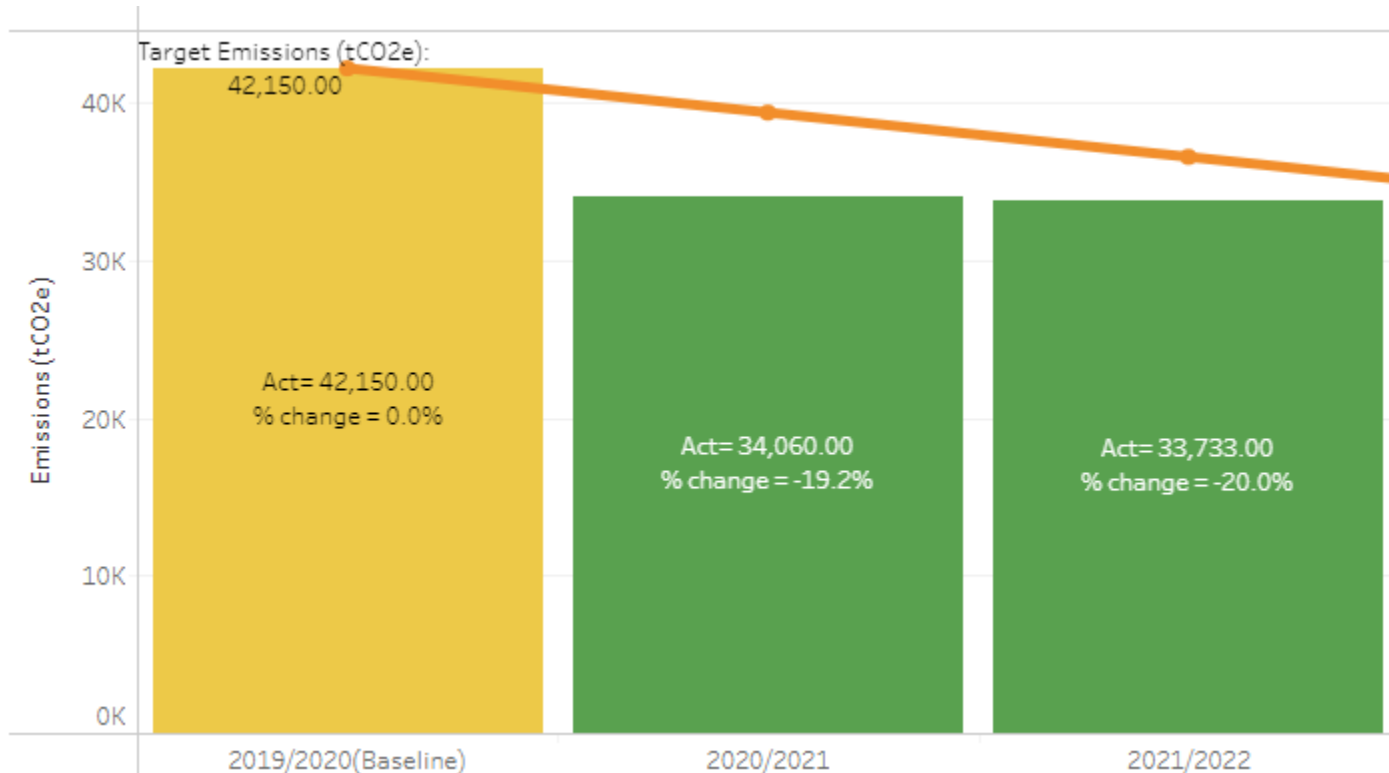
LOCAL AUTHORITY 2030 TARGETS

Progress against 2030 targets



On track with risk.

In 2021/2 Surrey's 12 Local Authorities emitted 34kt carbon. In the first three years, carbon emissions have fallen by 20% whereas a 13% emission reduction is needed. But emissions compared to last year have only fallen by 1%.



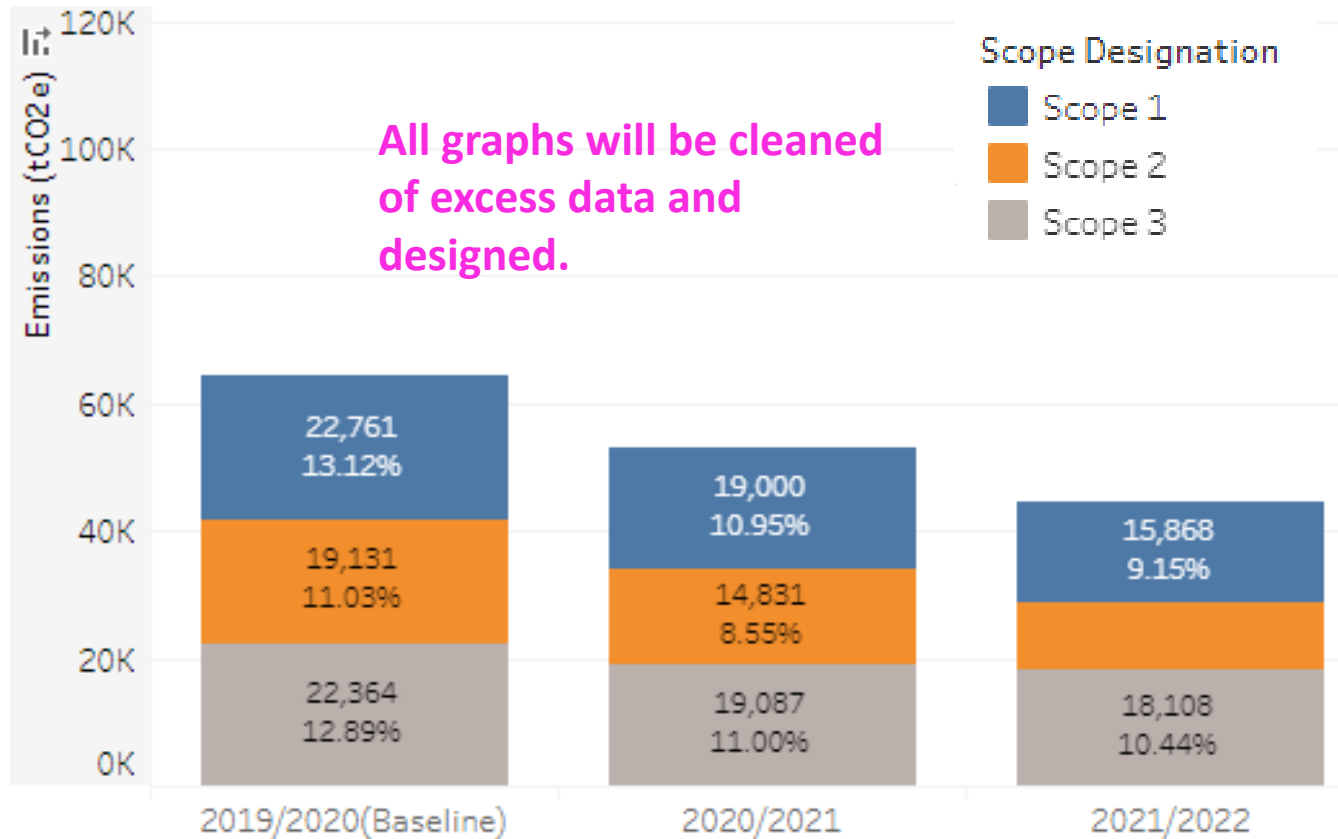
Since 2019/20, carbon emission reduction has occurred in all Local Authorities, and 10 out of 12 Local Authorities have made significant reductions of between 14 and 34%.

But in 6 Local Authorities, emissions had increased compared to the previous year.



Local authorities wider carbon impact

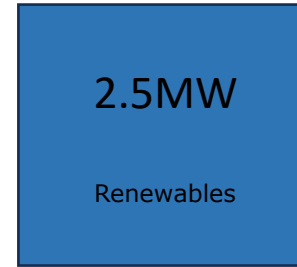
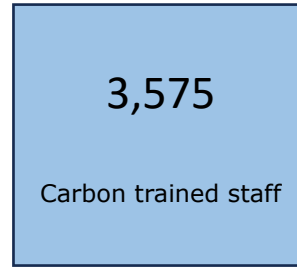
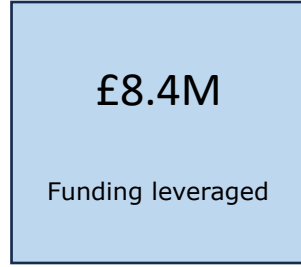
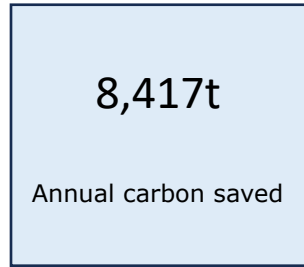
Local Authorities are also responsible for managing carbon emissions that sit outside the scope of the net-zero target but arise from procured services undertaken on behalf of residents, actions by Council staff and emissions from buildings and vehicles that are leased. Data collection is at an early stage but when fully understood, these emissions are likely to far exceed those within the scope of the net-zero target.



6 out of 12 Local Authorities have committed to measure their wider carbon impact (scope 3), but actual data collection is at an early stage with three already measuring emissions from business travel and leased buildings. In future years estimates of Local Authorities' wider carbon impacts are likely to increase as more data is collected.



Local Authority action (Across all Surrey LAs)

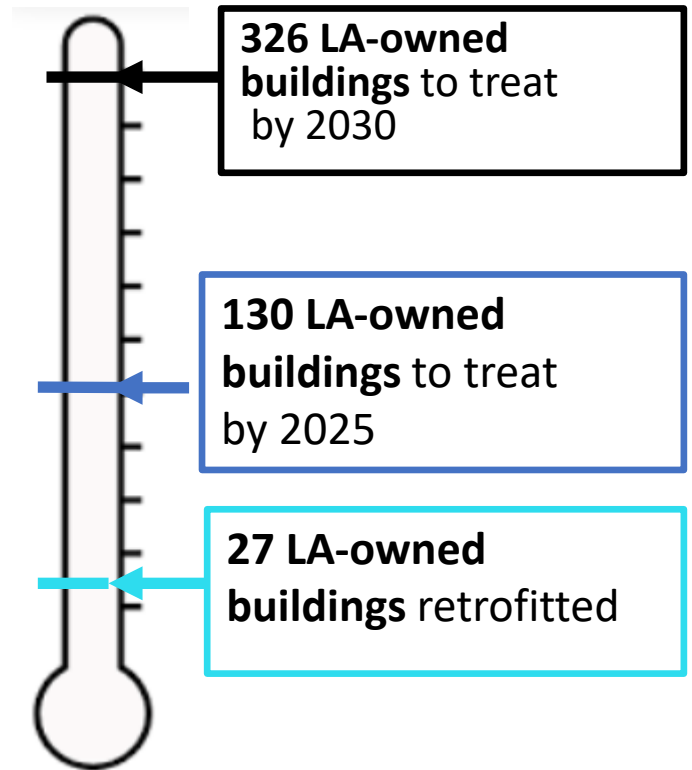


More resource needed for Local Authorities to increase impact

Progress: 8 Authorities have retrofit and fleet decarbonisation programmes which are around 7% complete. 94 low carbon vehicles are in operation. 4 Local Authorities have sustainable procurement policies and 5 have travel plans in place. 25% of Local Authority staff have had some carbon awareness training with 193 certified as carbon literate. All continue to undertake communications and 4 are actively lobbying.

Impact: Most Climate Action Plans contain the actions needed to become net-zero organisations and across their LAs. Although they continue to be committed to the climate change agenda, LAs face unprecedented financial pressures that may hamper the speed and scale of delivery.

Next step: Local Authorities will continue to deliver their actions plans where feasible and work together to share knowledge and resources to best effect.





SURREY
COUNTY COUNCIL

Surrey's Greener Future

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