Surrey's Greener Future

Greener Futures Climate Change Progress Report 2022 - 2033

November 2023

Contents

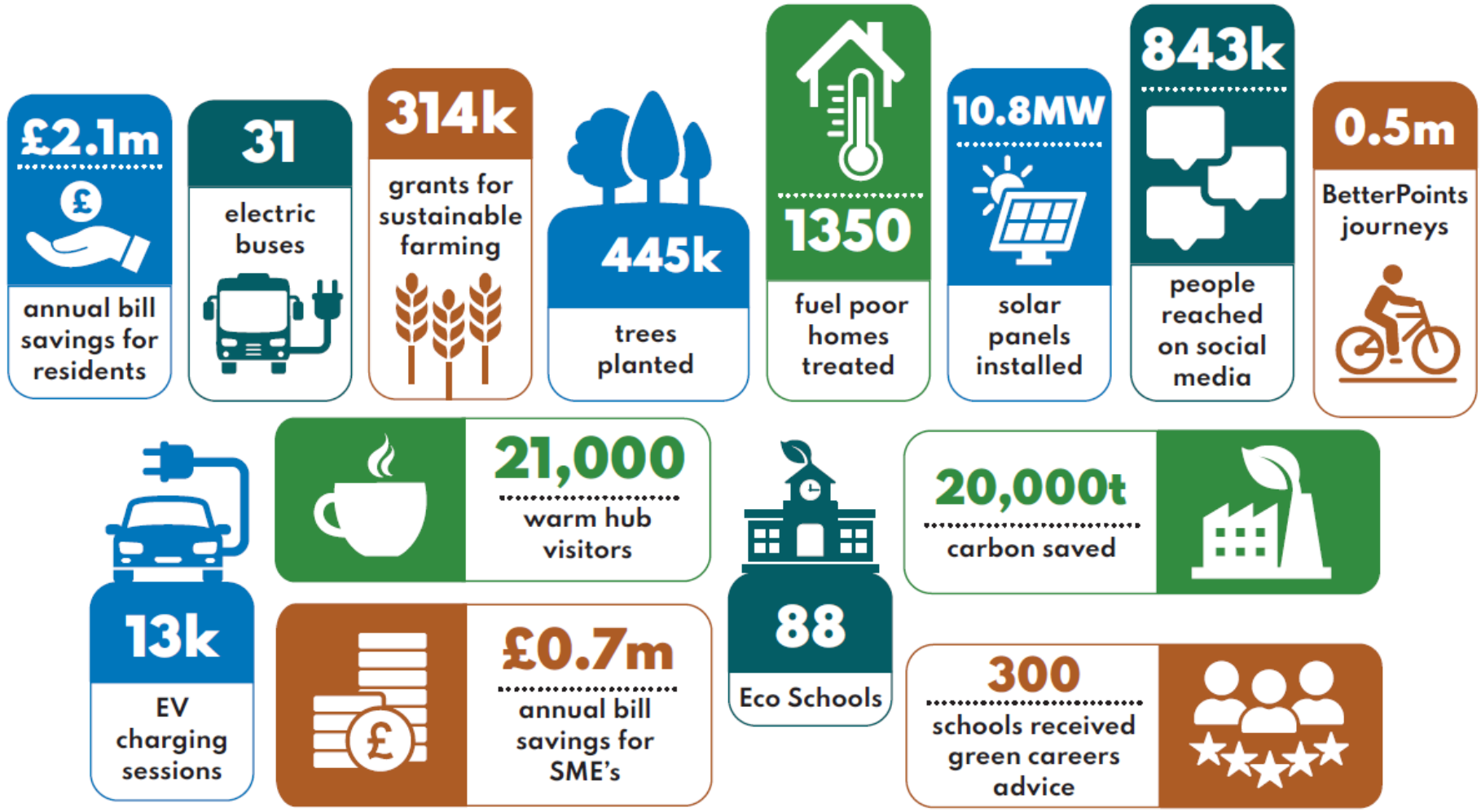
Executive Summary

This document reports how Surrey's Local Authorities[1] have been taking action to tackle climate change and where Surrey is on the journey to meet our 2050 net zero carbon emissions target.

The Greener Futures Climate Change Delivery Plan 2021 – 2025 (the Delivery Plan) has significantly increased climate action to overcome the barriers that residents and business face in reducing carbon emissions. Areas of success include grant funding, Warm Welcome services[2], energy advice and funding for fuel poor households and small businesses, community engagement on active travel and green careers, decarbonising public transport, engagement with schools, community projects to support biodiversity and increase health & wellbeing, and actions to reduce Local Authority organisational emissions. Many actions have focused on supporting those most vulnerable to the impacts of climate change.

[1] Including Surrey County Council and 11 Borough and District Councils in Surrey.
[2] Formerly known as warm hubs

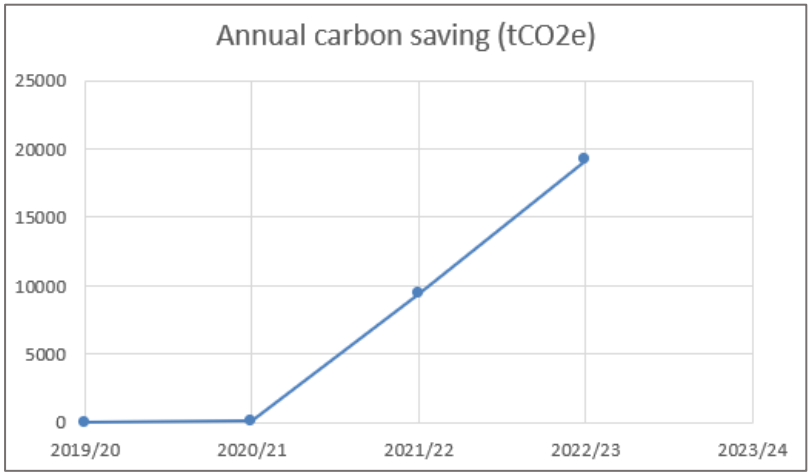
Figure 1: Summary of project successes up to March 2023

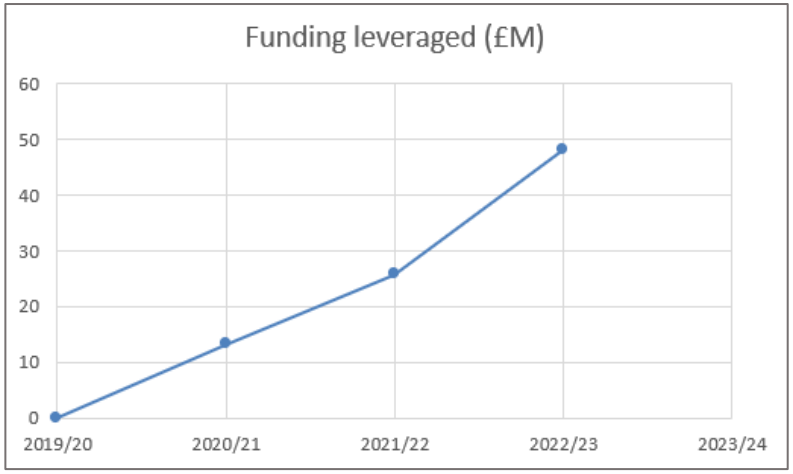


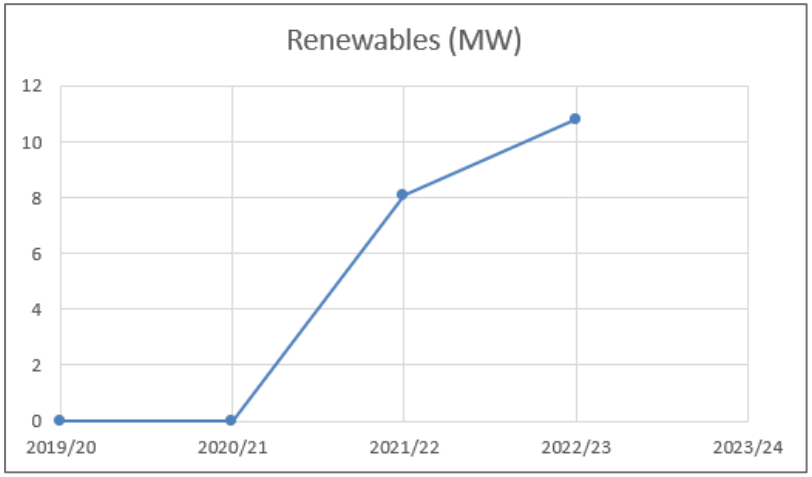
Projects across the whole Delivery Plan have delivered tangible benefits to March 2023 which, when collated, have had a significant impact compared to the first year, and are expected to rise next year as new projects come on stream. These include nearly 20,000 tonnes of carbon saved, £48 million of grants and private sector funding leveraged, and 10MW of additional renewable energy supply installed. An increase in meaningful engagement[3] has provided the tools and empowerment for residents and businesses to move towards sustainable lifestyles and take the lead in forging sustainable economic growth.

[3] Meaningful engagements is the summary of measurable action taken as a result of engagement supporting the Delivery Plan, for example, the uptake of grants, or those in receipt of support that is likely to have resulted in a change.

Figure 2: Summary of benefits from Delivery Plan projects







However, when that good progress is compared to the scale of the challenge, it is clear how much more needs to be done. Whilst Local Authorities are mainly progressing well with their organisational emission targets, the 2050 net zero target is at a high risk of going off track next year. In addition, 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 Surrey's residents, economy, and natural environment.

Figure 3: Progress against Surrey's net-zero targets

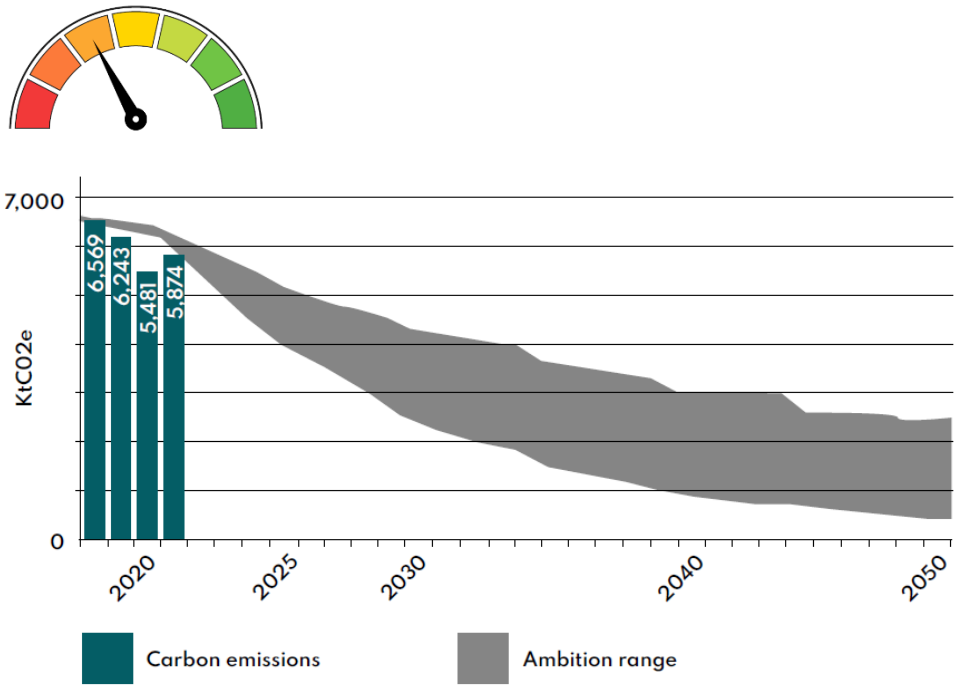
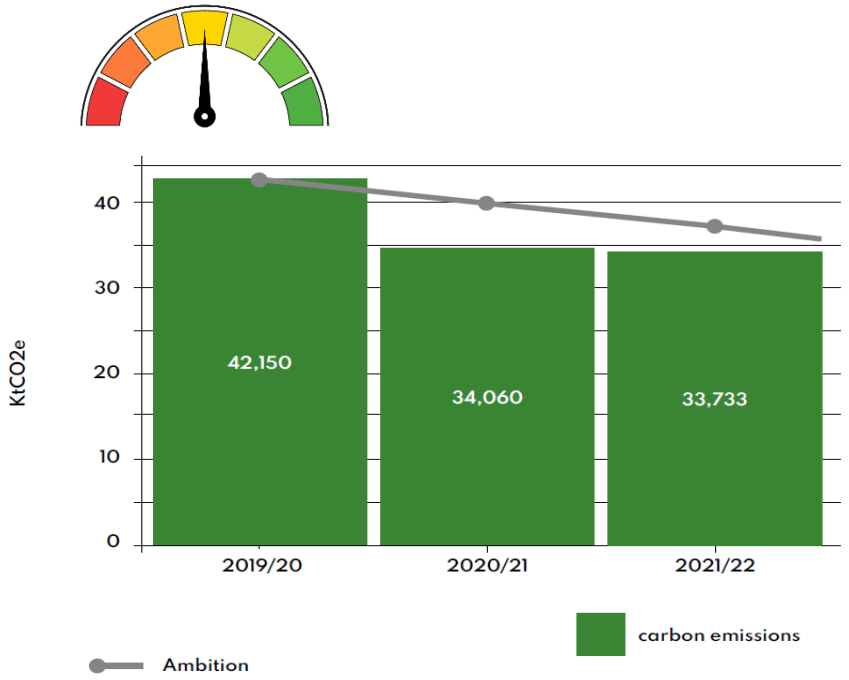


Figure 4: Local Authorities more ambitious targets



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. There are 74 actions set out in the Delivery plan and although many of the projects are being delivered in line with expectations, some require barriers to be overcome in order to increase their impact. All nine sections of this report show a significant shortfall in what needs to be done across Surrey to meet the pace and scale of the challenge. 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. Throughout this report, indicators have been used to help us understand the impact that Local Authority projects are having against the scale of the challenge.

Figure 5: Summary of progress and action for the key indicator projects in section 4

Action area	What needs to happen by 2025	Likely LA impact by 2025	Progress to March 2023	Action to increase impact
Fuel poor households	7,830 households in need	2,444 households supported	1,380 households supported	Lobby for more grant funding, influence landlords and social housing and explore new funding mechanisms.
Household energy	335MW Additional renewable energy	25MW Solar PV installed	6.3MW Solar PV installed	Developing a One Stop Shop and loan scheme to make retrofit easier for households and support green skills.
Active travel	TBC km[4] new cycle and walkways	104km new cycle and walkways	13km new cycle and walkways	Improve active travel campaigns by linking to key delivery schemes and continue to design active travel infrastructure.
Public Transport	79 Low carbon buses	105 Low carbon buses	31 Low carbon buses	Expand Digital Demand Responsive Transport (DDRT) services[5], consider priority bus routes and options to reduce fares.
Business	25,300 low carbon businesses	Not yet known[6]	870 Businesses received support	More grants, loans and training for small businesses, action on green skills and influence larger business to innovate and lead.
Community engagement	128k low carbon lifestyles	Not possible to estimate	70k actions taken by residents	Increase and improve community engagement and support projects with funding, training, and information.
Planning and place	2,500* public EV chargepoints	1,700 EV chargepoints delivered	134 EV chargepoints delivered	Continue to roll out infrastructure needed for low carbon transition, put new standards in place and lobby.
Trees and land management	600k additional trees	600k additional trees	445k additional trees	Expand action to support biodiversity decline and carbon absorption through forest management.
Local Authority 2030 targets	40% carbon reduction	40% carbon reduction	20% carbon reduction	Surrey's Local Authorities will continue to deliver carbon management plans where feasible

[4] Subject to completion of stage 1 Local Cycling and Walking Infrastructure Plans

[5] Surrey Connect: on demand bus service https://www.surreycc.gov.uk/roads-and-transport/buses-and-other-transport/community-transport/surrey-connect

[6] Subject to developing plans to provide financial support, advice and training for businesses.

Surrey's twelve Local Authorities will be focusing on the following key areas in the coming year to ensure that resources are being used to the best effect, where carbon emissions reduction is most challenging, wider benefits can be maximised and where Local Authorities can make a strong impact.

- Local Authorities will 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 fuel poor or vulnerable residents, extending the reach of our energy bill information campaign, and focusing on Warm Welcome services in 50 key neighbourhoods.
- Access to low carbon transport services and the creation of great public places empowers Surrey citizens to make the behaviour changes 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 placemaking and creating safe environments around schools. This will be complemented by an increase in engagement, community projects and volunteering.
- Local Authorities have a role to play in supporting Surrey's businesses to take advantage of the substantial market opportunity the green economy brings, to decarbonise their operations, 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.
- The capability to deliver solar PV on households and schools will be scaled up, and community-led energy advice will be linked to a new core retrofit service working with established installers in Surrey. These actions will help reduce the barriers to retrofit for households by helping them navigate retrofit options, provide links to suitable services, and reduce the high up-front costs of measures.
- 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 Authorities will continue to decarbonise their own organisations and use their influence more widely to lobby for faster change to be facilitated by national policy and funding.

1. Introduction

It has been two years since the publication of the Greener Futures Climate Change Delivery Plan 2021-2025[i] which set out to save between 1.2 and 2.4 million tonnes of carbon dioxide by 2025, in line with Surrey's Climate Change Strategy[ii]. Local Authorities seek to play a key role in supporting net zero carbon emissions across Surrey by 2050 and have more stretching targets for their organisational emissions, but action is also needed from residents, businesses and national government.

This is the second progress report[iii] to be published since Surrey County Council declared a Climate Emergency in 2019. It sets out the achievements we have made in supporting residents and businesses to reduce their emissions and which areas we are looking to focus on next year.

2. Approach to assessment

2.1 Are we on track to meet our net-zero targets?

In sections 3.1 and 3.5, the extent to which carbon emission reductions are likely to be in line with our 2050 net zero target is visually represented by a gauge, see image to the right.

2.2 How impactful are the projects?

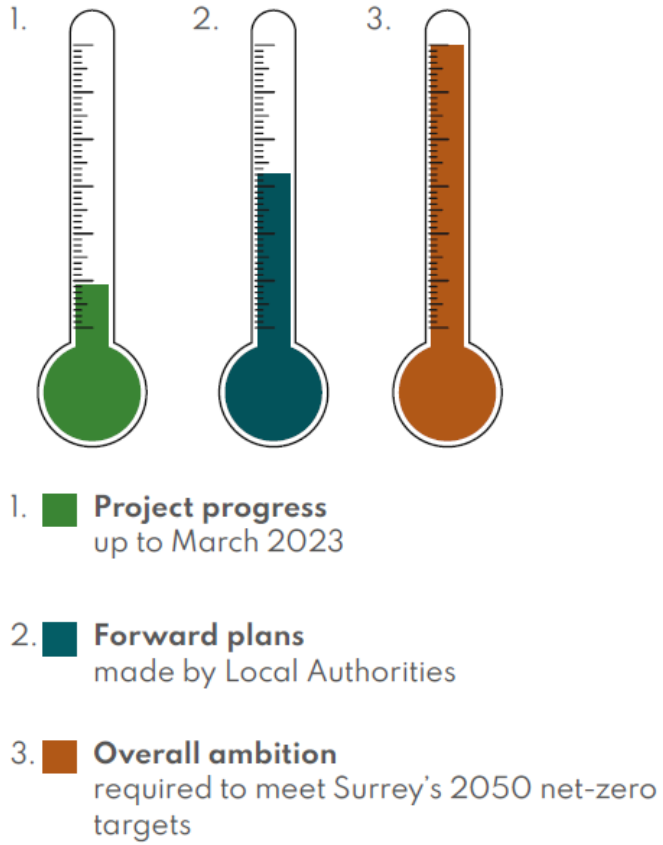
In section 4, each project is given an impact rating which shows the contribution to meeting the 2050 net zero target. Due to the many factors at play, this is more a matter of judgement than of measurement. Factors include the potential breadth and scale of the projects being undertaken and planned within each area, the level of influence Local Authorities have and the extent to which other actors - such as national government, those with access to funding or a greater degree of control over emissions - have a role to play. A more detailed explanation of the rating will be set out in the "impact" paragraphs within each section.

Figure 6: Table showing impact ratings for section 4

Section impact rating	Key factors that inform rating
Impact: Green	Local Authority 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	Local Authority 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.

One key project in each section has been chosen to illustrate how projects are progressing against the scale of the challenge. In many cases, Local Authorities 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.

Figure 7 Table showing impact ratings for section 4



2.3 How are Local Authority projects progressing?

A red-amber-green (RAG) status is associated with every individual project that Surrey Local Authorities committed to in the Greener Futures Climate Change Delivery Plan 2021-2025 compared to expectations set out in March 2022. A full list of project progress is found in Annex A.

Figure 8: Table showing impact ratings of projects set out in Annex A

Project impact rating	Key factors that inform rating
Green	On schedule
Amber	Off schedule but possible to get back on track
Red	Off track and not possible to get back on track without significant additional resource

3. Climate change in Surrey

3.1 How climate change has already impacted Surrey's residents and economy

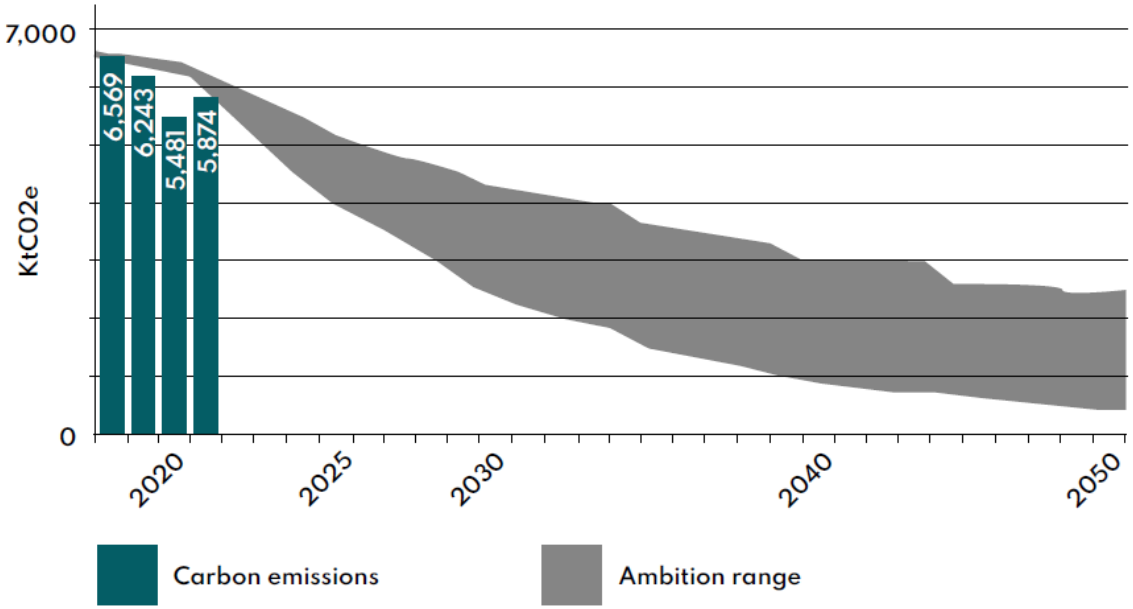
The Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6)[iv] describes the climate impacts we are seeing as "an atlas of human suffering and a damning indictment of failed climate leadership"; and that adverse climate impacts are already more far-reaching and extreme than anticipated. Overshooting on the target of 1.5 degrees centigrade of global temperature rise, even temporarily, will lead to severe, irreversible impacts, species extinction and loss of human lives from heat stress; and hard limits on adaptation are already being reached in some places. It further states that carbon emissions must peak immediately and before 2025 at the latest. Even if we do meet our targets globally, transformative adaptation is needed to meet our ability to withstand the climate impacts in a 1.5 °C warmer world. The IPCC emphasises the importance of ensuring that adaptation measures drive systemic change, cut across sectors and are distributed equitably across at-risk regions. The World Economic Forum's Global Risk Report of 2023[v], highlights two of the highest risks over the next 10 years as failure to mitigate climate change; and failure of climate change adaptation.

In England, and specifically in Surrey, we have already faced severe climate impacts to date. In 2022 we faced our hottest summer with the most severe heatwaves (reaching over 40 °C for the first time ever), along with record-breaking wildfire seasons, as well as contending with regular flood events. In 2023 we have faced the hottest June ever on record, followed by the wettest July, and the longest heatwave over 30 °C ever recorded for the month of September. On top of specific record-breaking climate events, we are seeing changing weather patterns in the county that are already impacting the council's service delivery and infrastructure (such as damage to road surfaces and pothole creation). To respond to the multiple cross-cutting risks presented, climate change impacts have been elevated as a Corporate Risk for Surrey County Council, and as per the Delivery Plan, the Surrey Climate Change Adaptation and Resilience Strategy, known as "Surrey Adapt"[vi], has been developed to coordinate our response to climate impacts and risks, in a 1.5 °C, 2 °C and 4 °C warmer world.

3.2 Surrey's 2050 net zero target

On track with high risk of going off track next year: In 2021 Surrey emitted 5.9M[7]tonnes of carbon emissions. Only an 11% decrease in emissions has been achieved since 2019, whereas a 17% decrease was required to stay on track. Since 2020 carbon emissions have increased by 7% but should have reduced by around 6% to stay on track.

Figure 9: Changes in Surrey's carbon emissions (KtCO2e)



The grey area on the graph in figure 9 represents the range of possible trajectories to meet net zero by 2050[vii], the most ambitious (the bottom of the curve) is broadly in line with national legislation[viii] and within a 1.5°C global temperature rise scenario[ix]. National datasets[x] have been used to measure Surrey's emissions. The latest available data[8] is from 2021; the year that the Greener Futures Climate Change Delivery Plan 2021-2025 was published. The increase in emissions compared to 2020 is likely to reflect the lifting of covid restrictions.

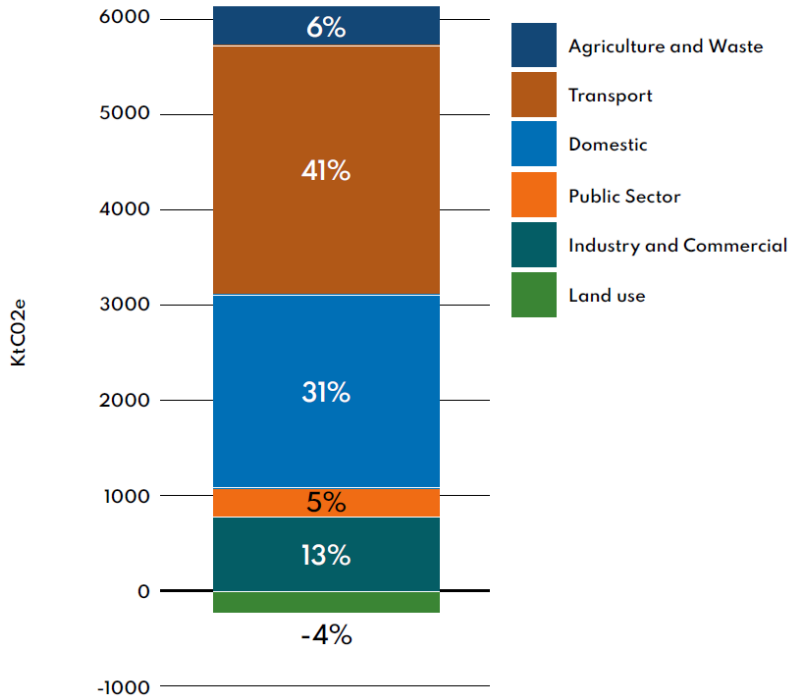
[7] These are known as scope 1 and 2 emissions as defined by national reporting guidelines https://ghgprotocol.org/corporate-standard

[8] National emissions data is published once per year, two years after the time period.

3.3 Surrey's emissions split by sector

The bar chart in figure 10 shows the different contributions of each sector to Surrey's carbon emissions in 2021. The greatest challenges lie in decarbonising the transport sector and the energy used by households and businesses. As a proportion of the Surrey's emissions, the transport sector is becoming increasingly prominent, representing 38% emissions in 2019, 40% in 2020 and 41% in 2021. Although Local Authority emissions are reducing, wider public sector emissions are also becoming more prominent within Surrey's total emissions. Wider public sector includes institutional buildings linked to education and public health, which appear to be stalling in their efforts to decarbonise.

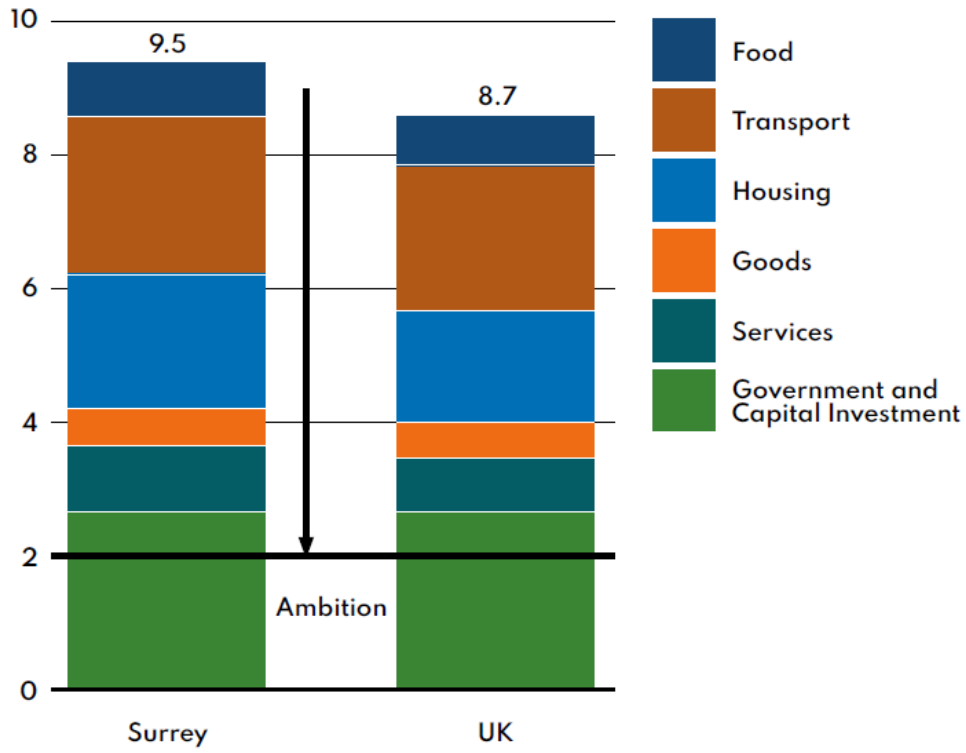
Figure 10: Surrey's carbon emissions by sector in 2021 (ktCO2e)



3.4 Surrey's wider impact

At 9.5 tonnes per year, the average emissions per Surrey resident is higher than the UK average[xi]. To achieve sufficient emissions reduction, residents need to produce less than 2 tonnes of carbon per year by 2050.

Figure 11: Carbon emissions of an average Surrey resident in 2021 compared to the average UK resident (tCO2e)



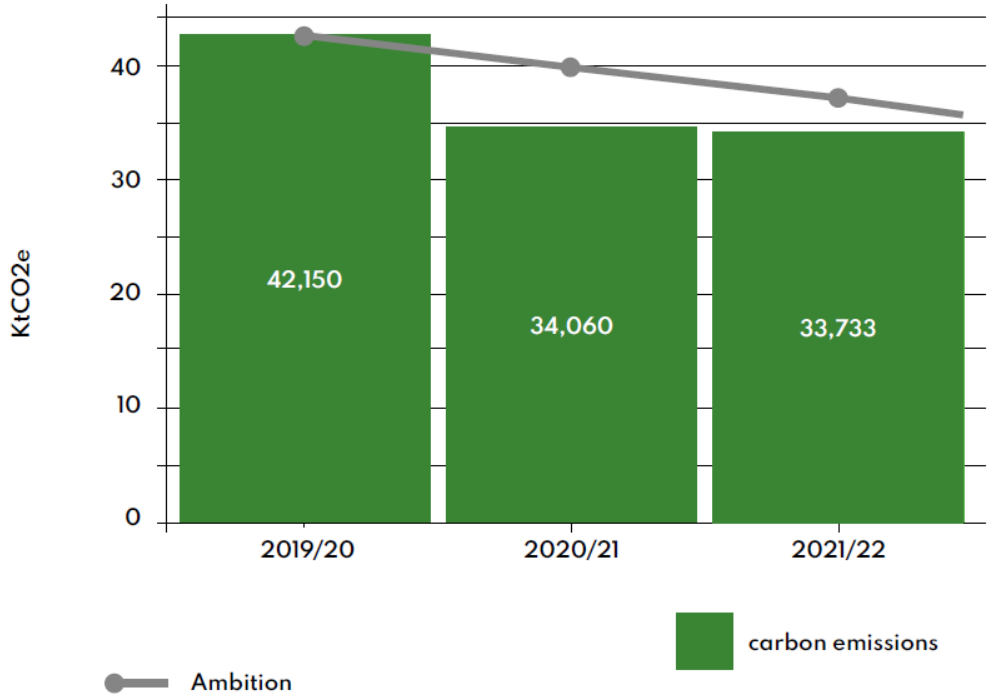
Emissions arising from the food, goods and services that residents purchase are not included in the scope of the 2050 net zero target but are likely to be 2-3 times greater than those that are included in the scope. They continue to be an important part of actions that residents, businesses and other organisations can take through purchasing low-carbon products and services, eliminating waste, eating a high-plant diet and traveling sustainability outside of Surrey.

The consequences of climate change, such as higher temperatures and more extreme weather conditions, can impact residents' health and wellbeing, and biodiversity, in multiple ways. For example, higher temperatures make air pollutants more concentrated, having an amplified effect on human and environmental health.

3.5 Local authority carbon emissions

On track with risk: In 2021-2022, Surrey's twelve Local Authorities emitted 34 kilotonnes of carbon[9]. Since the 2019-2020 baseline, Local Authority carbon emissions have fallen by 20%, exceeding the 13% reduction that was required. However, the rate of emissions reduction has slowed with emissions only falling by 1% between 2020-2021 and 2021-2022**.**

Figure 12: Changes in Local Authority carbon emissions (ktCO2e)



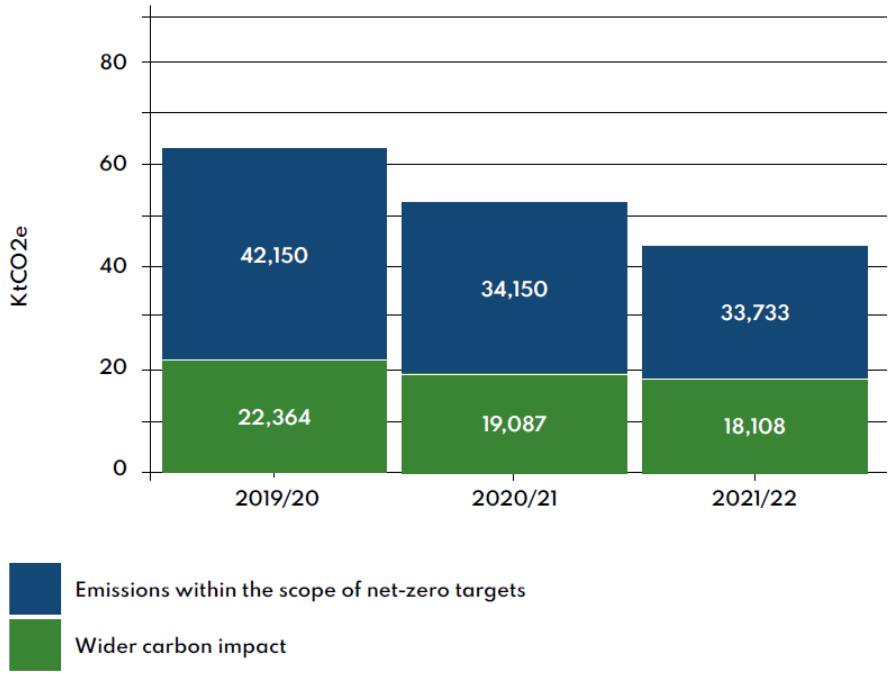
Since 2019-2020, all twelve Local Authorities have reduced their organisational carbon emissions, and ten out of twelve councils have made significant reductions of between 14-34%. In six cases, emissions have increased in 2021-2022 compared to the previous year due to the predicted bounce-back from the impacts of Covid. More detail on Surrey County Council's net zero programme is set out in a separate report[xii].

[9] These are known as scope 1 and 2 emissions as defined by national reporting guidelines https://ghgprotocol.org/corporate-standard

3.6 Local Authority indirect carbon emissions

Seven out of twelve Local Authorities have committed to measuring their indirect carbon impact[10] (scope 3 emissions), but the data collection is at an early stage with three already measuring emissions from business travel and leased buildings[11]. As a result, in future years the estimates of Local Authorities indirect carbon impacts are likely to be much higher as more data is collected.

Figure 13: Local authority carbon emissions including indirect emissions (ktCO2e).



[10] These are known as scope 3 emissions as defined by national reporting guidelines https://ghgprotocol.org/corporate-standard

[11] Surrey County Council's high-level estimate of emissions from procured services have been excluded but are discussed in the Surrey County Council net zero 2030 progress report.

4. Progress of action towards Surrey's 2050 target

This section summarises progress against actions that Local Authorities have committed to, with partners, as part of the Greener Futures Climate Change Delivery Plan 2021-2025. These actions lead, enable and inspire residents and businesses by making it easier and more affordable for Surrey's citizens to live sustainable lifestyles and feel empowered to act on climate change.

Whilst the Delivery Plan seeks ambitious action in all areas, it acknowledges that Local Authorities directly control less than 1% of Surrey's carbon emissions, and therefore the delivery of Surrey's net zero 2050 target is dependent on many wider factors including accelerated action from Surrey's residents, businesses and public sector, and critical funding and policy change from national government.

4.1 Fuel poor and vulnerable households - progress

2,059t	**£33M**	**£0.5M**	**130**
Annual carbon saved	Funding leveraged	Annual bill savings	Warm hubs

Progress: Excellent progress has been made to win and distribute government's Sustainable Warmth grants delivered through Action Surrey[xiii]. Surrey is the highest performing Local Authority in the South-East; receiving and delivering the majority of available grant funding (see case study below). On average, energy bill savings for off-gas households that benefited from the grants were £812 per year.

101 Warm Welcome services (formerly warm hubs) and an energy bill information campaign, including a free energy advice tool, supported residents impacted by the rise in energy costs. This involved bringing together 300 volunteers, providing 2,600 instances of energy advice and distributing 3,500 fuel vouchers, over 4,700 meals and around 4,700 items to improve warmth and energy efficiency.

Case Study: Sustainable Warmth

A resident of Reigate & Banstead received external wall park-home insulation and the EPC of the property increased 2 bands from G to E. This is expected to save 1.7 tonnes carbon, 6467 kW of energy, and £274 on energy bills annually.

The resident said: "The process of applying was simple to understand and the application forms relatively easy to complete. The work carried out to the exterior of my home caused minimal disruption. All in all, I am very pleased to have been a part of the scheme and to have had the work carried out. Thank you for including me in the programme."

4.2 Fuel poor and vulnerable households – impact and next steps

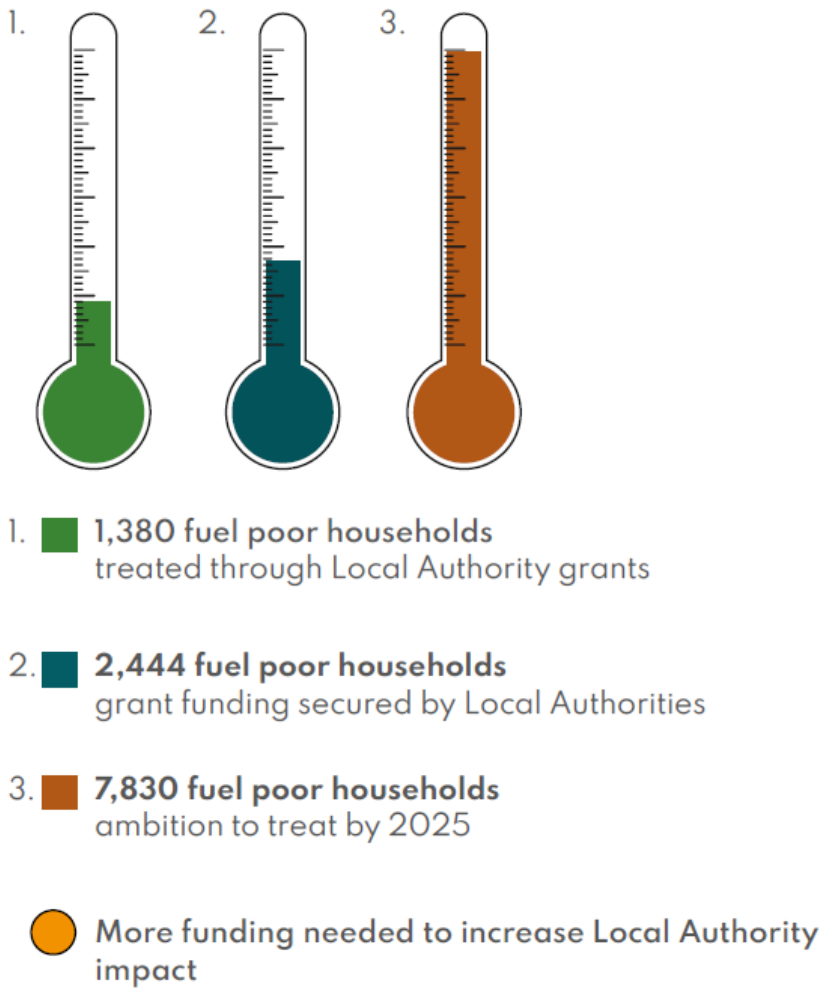
Impact: Despite progress there is scope for the energy efficiency grants to improve their impact by maximising carbon and bill savings. Roughly double the amount of grant funding is needed from government to match the pace and scale of fuel-poor household decarbonisation required by the Delivery Plan. Some of this will be delivered through the decarbonisation of Local Authority-owned social housing and through household decarbonisation schemes funded by energy company obligations (ECO)[xiv].

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.

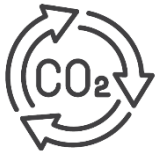
Next steps: Delivery of all available grant funding will continue, and further options to maximise funding via ECO and carbon trading will be explored.

Warm Welcome services and energy bill information campaigns will run again during subsequent winter periods.

Lobbying efforts will seek further funding for this area, and options to further support social housing decarbonisation, tenants and landlords will be explored.



4.3 Households - progress



1,165t

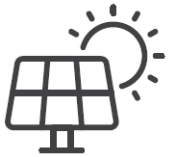
Annual carbon saved

£11.8M

Funding leveraged

£1.6M

Annual bill savings



15.8k

Solar panels

Progress: So far, the primary focus to support households to decarbonise has been on solar PV schemes where householders who invest in solar PV get a return through reduced energy bills and selling excess electricity produced. Phase 1 of Surrey Solar Together, which offers residents solar PV panels and batteries at reduced price resulting from the bulk-purchase nature of the programme, was successfully delivered. 1,186 households purchased solar panels which saved residents £1.6M per year in energy bills. Following a delay to resolve contractual issues, phase 2 of Surrey Solar Together has been launched and is on track to almost double the solar installed from the first phase.

Projects to help households with the high up-front costs of low carbon heating or energy efficiency measures are not yet in delivery, but Local Authorities are working with communities to trial approaches that inform households of retrofit needs through the use of thermal imaging.

Case Study: Community Thermal Imaging Project

Trained community volunteers offer free home energy surveys and use thermal imaging as a way to explain where residents can improve their properties, and signpost them to available support. Participants have said:

"Many thanks for the report. There is lots of useful information and good suggestions. We live in a very old, listed house so options are more limited than for some others, but plenty that we can do."

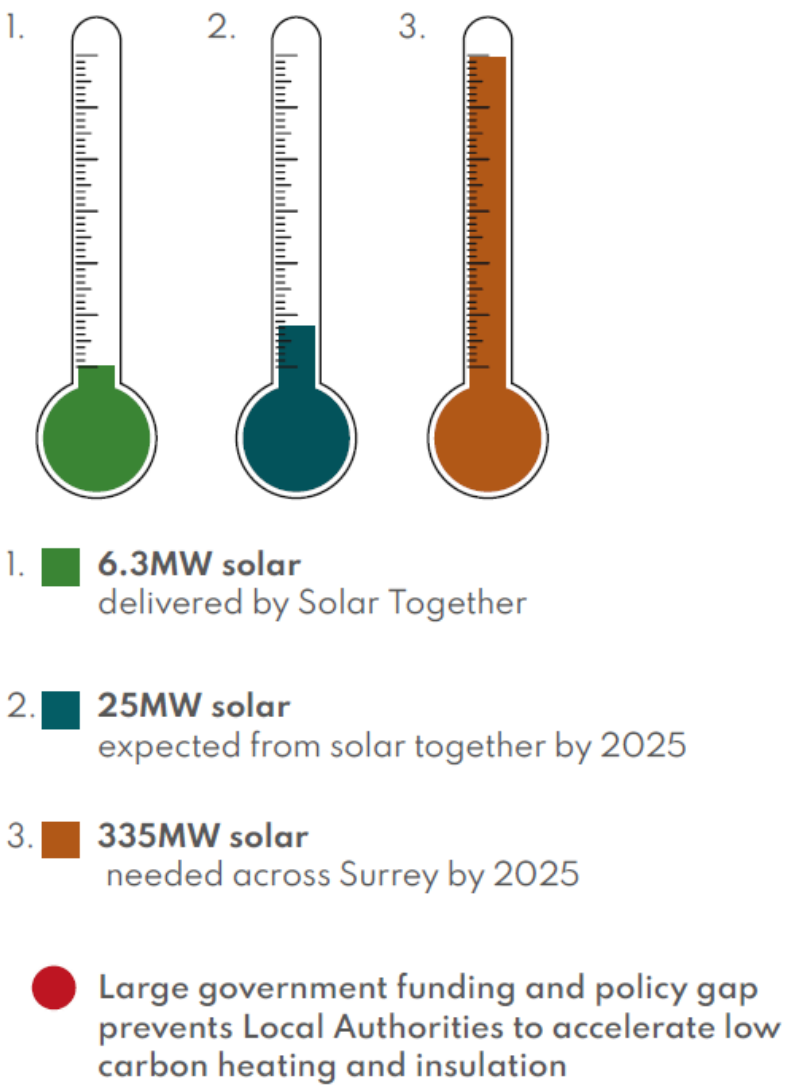
"Thank you so much for your time and the report. I will share it also with my landlord. After reviewing it with my partner and hearing from the landlord, I'll share back any feedback."

4.4 Households – impacts and next steps

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.

Increasing renewable energy is important, but it is not possible to achieve net zero without a move away from fossil-fuel 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 Local Authorities (LAs) to play a much more active role.

Next step: A number of additional projects are in development including a One Stop Shop for home decarbonisation, which has won a £0.7M grant through the Government's Local Energy Advice Demonstrator scheme. It seeks to provide retrofit advice for 6,000 households, leading to 320 households improving the energy efficiency of their property and saving over 1 kilotonne of carbon in the pilot phase. The project includes setting up a One Stop Shop hub which will seek to become financially sustainable in 3-4 years, and may include a pilot loan scheme to help 30 households with upfront costs. In addition, further phases of Solar Together, or a similar scheme, will be delivered to maximise household solar PV.



4.5 Active and sustainable travel - progress

150t	£3.3M	1,558	15,350
Annual carbon saved	Funding leveraged	Residents engaged	Pupils trained

Progress: Active travel engagement with a key focus on behaviour change has taken place through the provision of cycle and walking training and the introduction of 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 app. Increased investment in maintaining and improving the condition of the highway has contributed to safer journeys by active travel, resulting in cleaner air and improved health through physical activity.

Concept design and early engagement work has commenced on Local Cycling & Walking Implementation Plans (LCWIPs), feasibility designs for 40 cycling & walking schemes and 7 Local Streets have commenced for further engagement and funding bids. 19 school road safety schemes are in design with 2 completed. Local authorities have supported 115 schools to develop sustainable travel plans (see case study) and undertake Bikeability and Feet First cycling and walking training for 15,000 primary school children.

Case study: School Active Travel Plans

Horley Infant School is one of two schools in Surrey to receive a platinum Modeshift Stars award. As 1 in 4 cars each morning travel to/from schools, initiatives in schools to reduce air pollution, improve safety and reduce carbon emissions are essential.

Horley Infant School says: "We encouraged pupils to travel by foot or bike by providing Bikeability sessions, or at least walk the last 10 minutes to school, as this would mean fewer cars outside the school gates. Our incentive and enthusiasm for greener, cleaner and safer travel for all at Horley Infant School (and the wider community) has gone from strength to strength and has led us to appreciate the important collective causes and has ignited a new interest in sustainable travel."

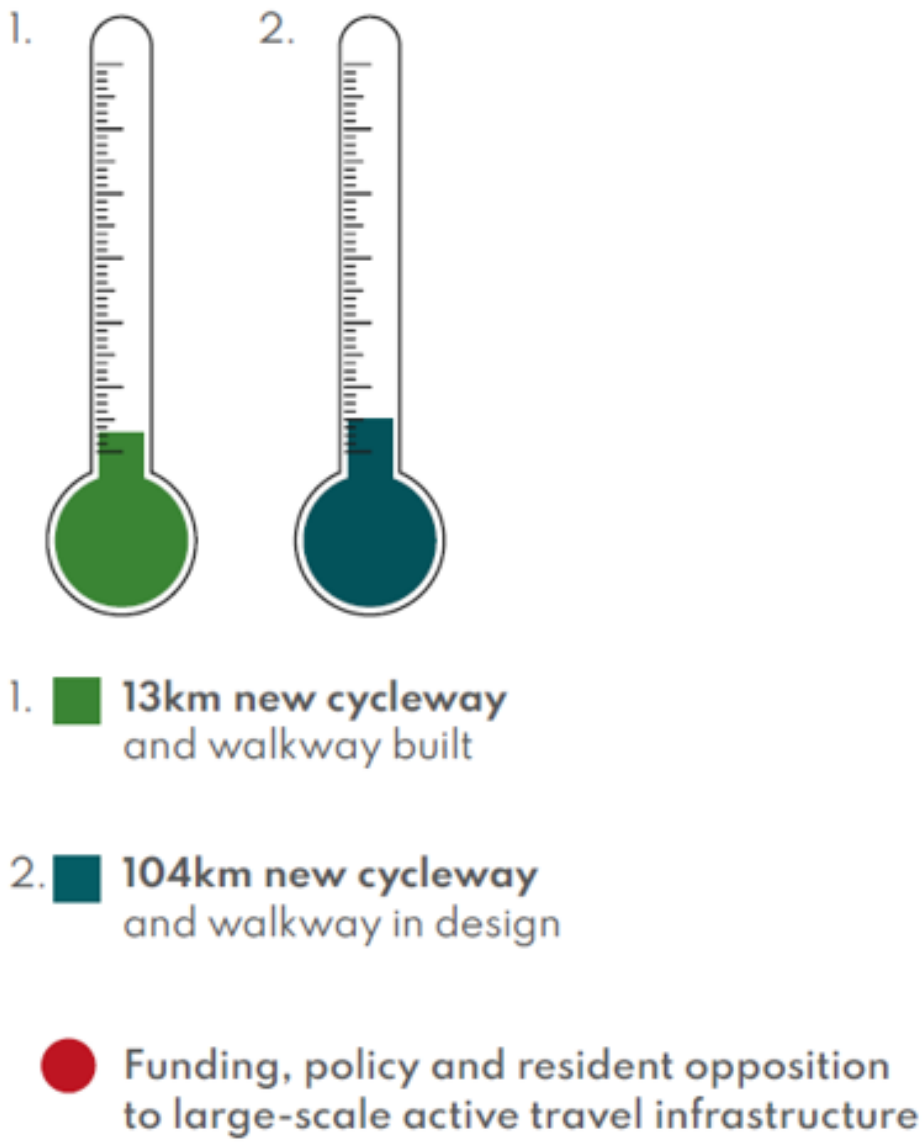
4.6 Active travel – impacts and next steps

Impact: High car ownership rates led to over 14 billion kilometres of car travel on Surrey's roads. A comprehensive, connected network of active travel infrastructure alongside measures to reduce private vehicle use are essential to create the shift towards active travel needed to meet the 2050 net zero target. Active travel infrastructure can only be delivered by Local Authorities, but high levels of opposition from residents and a change in government focus and funding means that delivery is extremely challenging.

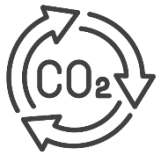
Significant levels of further investment from Government will be required to support local sustainable places where active travel measures become first choice for short journeys.

Next steps: 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.



4.7 Public transport – progress



569t

Annual carbon saved

£16.4M

Funding leveraged

18.7M

Passenger journeys

3,000

Surrey LINK users

Progress: £49m has been invested in a programme to improve and decarbonise the bus service in Surrey. Despite challenges with the supply chain, 16 hydrogen buses (see case study) and 36 hybrid buses are currently in operation as well as 15 electric community transport minibuses. In addition, real time passenger information has increased and more bus priority measures have been delivered.

Following a successful trial in Mole Valley, five new digital demand responsive transport (DDRT) services started on 4 September, forming part of the expanding Surrey Connect network in Cranleigh, Farnham, Longcross, Tandridge and West Guildford. The Surrey 'Link' card went live in July, enabling all young people aged 20 and under to travel on buses for half the adult fare. The Link card is issued for free, with 3,000 young people already signed up.

Case study: Public transport - Zero Emission Hydrogen buses in East Surrey

Councillor Matthew Furniss, Cabinet Member for Transport, Infrastructure and Growth said, "*I am delighted that Surrey County Council and Metrobus continue to work together to help deliver our ambition to become a net zero county by 2050, to improve public transport and to encourage more people to use buses in Surrey*."

Surrey County Council has invested £16.4m to roll out 34 of 54 hydrogen fuel cell buses across the county – creating one of Britain's largest hydrogen bus fleets and offering our residents cleaner, greener bus travel.

4.8 Public transport - impacts and next steps

Impact: The Bus Improvement Plan and associated frameworks are in place to allow for a complete decarbonisation of the bus fleet by 2050, with significant investment required from the Council due to lack of funding from the Department for Transport.

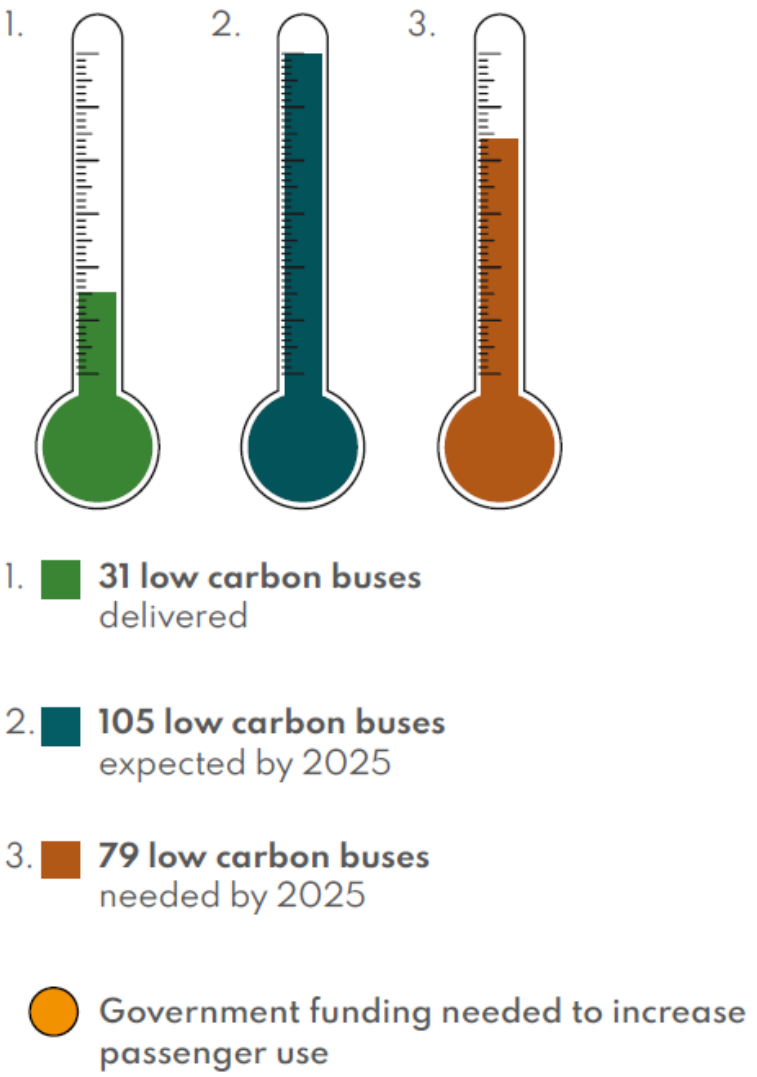
Passenger volumes have not returned to pre-covid levels and need to dramatically increase to enable a significant reduction in car journeys.

Next step: As outlined above, bus fleet decarbonisation will continue.

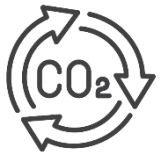
There is an opportunity to develop local supplies of low carbon hydrogen fuel to serve the new bus fleet and other heavy road vehicles that are hard to electrify.

DDRT services will expand using electric minibuses.

More priority bus routes will be put in place and, using the new funding, options to enhance bus services with the greatest potential for patronage growth and / or commerciality are being assessed for implementation.



4.9 Businesses - progress



1,088t

Annual carbon saved

£5.5M

Funding leveraged

£0.6M

Bill savings

1.2MW

Renewables

Progress: Low Carbon Across the South East (LoCASE) was an European Union funded scheme targeted at small and medium enterprises (SMEs) offering grants for decarbonisation measures. The project was delivered in Surrey from 2021 to 2023. The Surrey LoCASE scheme exceeded its target, enabling 217 business to receive grants, helping them to reduce carbon emissions and save money on energy bills. LoCASE also provided 783 business with environmental advice and provided training to 68 businesses through the 'Net Zero 360' course (see case study).

The challenge to meet the green skills gap has been incorporated into the Surrey Skills Improvement Plan and actions to raise awareness of green job opportunities has begun with a green careers video circulated to 800 schools nationally. A heat pump installer training pilot enabled 17 gas boiler installers to gain in-demand low carbon skills. 280 businesses are engaged in the Sustainable Business Network with 70 taking action.

Case study: OCB Construction

Installed a solar PV system on it's premises and upgraded company van to electric.

OCB supply and install solar PV systems in South London and the home counties.

The vehicle upgrade and solar array reduced both costs and environmental impact.

5.43 CO2e saved annually, £2,640 annual cost saving.

4.10 Businesses – impact and next steps

Impact: Moving to a green economy presents a huge business opportunity; green jobs are predicted to grow in Surrey by 8% by 2030 and the housing retrofit market alone is estimated to have a market opportunity of £10 billion to 2050.

Local Authorities have a role to play but many of the 65,000 businesses in the county would not need or seek Council support, as the provision of low carbon goods and services becomes standard.

Next step: Work will continue to form a strategic approach to enable the growth of a sustainable economy in Surrey, alongside ensuring that appropriate training opportunities are available to ready the workforce.

Key opportunities include embedding green/sustainability advice into business support services following the transfer of Local Enterprise Partnership functions to the council, the development of low carbon industrial clusters and stimulation of innovation.

Further funding schemes and training to support SMEs are in development including a decarbonisation loan programme, EV van and EV taxi grant programmes, and the Rural England Prosperity Fund grant programme.

4.11 Communities – progress

No estimate

Annual carbon saved

£0

Funding leveraged

842k

Social media hits

88

Green Flag schools

Progress: The Delivery Plan actions have resulted in at least 70,000 behaviour-change events across Surrey's residents, businesses and community groups this year, due in part to an improved approach to communications and engagement which reached around 843k people. Information campaigns include Rethinking waste[xv], Planet Woking[xvi], an active travel special edition in Surrey Matters, tree planting guidance, energy bills support, and many more.

Around 232 schools were engaged with over 47 events, which led to 58 active travel plans developed, 88 EcoSchools[xvii] with green flag status, and 63 sign ups to "Let's-go-zero"[xviii]. Many community engagement projects are underway including: Community Energy Pathways[xix], a Green Social Prescribing pilot[xx], climate action plans targeted at parish councils, Urban Biodiversity Opportunity Areas[xxi], Your Fund Surrey small grants[xxii] (see case study) and volunteer retrofit surveys[xxiii]. These promote energy reduction, wellbeing through nature, biodiversity, deliver small grants and support decarbonisation.

Case Study: Elmbridge Eco Hub

"The SCC awarded us a grant of £500 to help us develop an area of our community garden. We turned this area from monoculture grass into a sustainable gravel garden, populated with draught tolerant, pollinator friendly plants… The area is now used as part of our educational tours to illustrate how gardens in the UK will look in years to come if we do nothing to mitigate the effects of climate change. Although beautiful, and wildlife friendly, it is very different from a typical garden seen in the UK today. The benefits of course are that the plants rarely if ever need watering, but the green lawns and commons we are used to now will become a rare sight."

"The community garden was a finalist in this year's **annual community awards** and is being judged for **Britain in Blooms "It's your Neighbourhood" awards** this coming autumn. The garden was also a finalist in this year's **Surrey Wildlife Trust community award.**"

4.12 Communities – impact & next steps

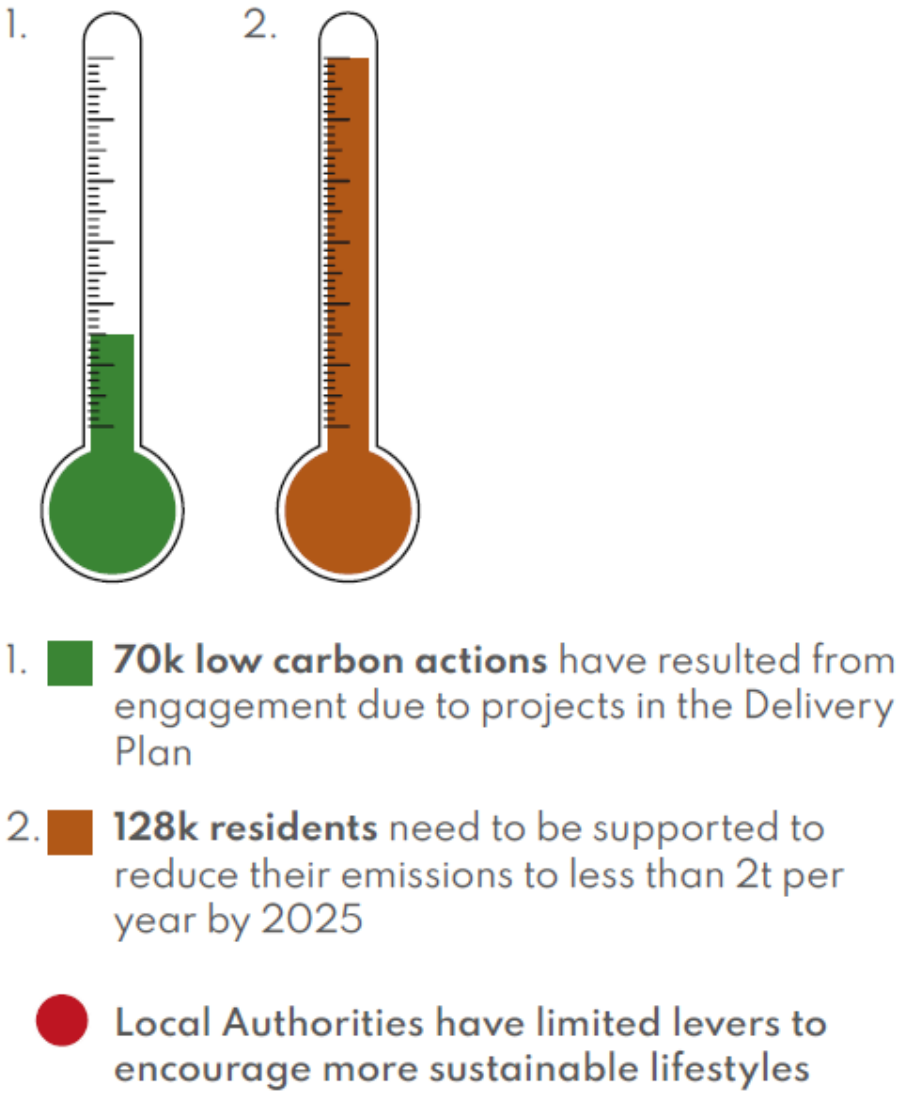
Impact: Residents can influence around a third of all carbon emissions by living sustainable lifestyles though their choices of energy, food, travel and shopping[xxiv]. It is not possible for Local Authorities to impact all 1.2M residents, and many other organisations are better placed to influence.

Nevertheless, there is scope for Local Authorities to improve their approach to engagement through prioritisation and targeting of areas where Local Authorities have the greatest impact and continuing to develop a more community-focused approach with shared messaging, including funding opportunities.

Next steps: A joint communication plan will be developed amongst Borough and District Councils and anchor community organisations to ensure that residents and businesses gain knowledge and take opportunities to live more sustainable lifestyles.

Work with schools will continue but will expand to include a programme of energy workshops to deliver alongside solar schemes.

Community and volunteer projects will continue and will be informed by the needs of residents including a second phase of the Community Energy Pathways programme.



4.13 Planning, placemaking and infrastructure – progress

133t

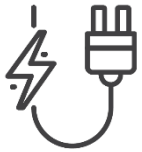
Annual carbon saved

£0.5M

Funding leveraged

0

Compatible plans



12,714

Charging sessions

Progress: The Surrey Climate Change Adaptation and Resilience Strategy[xxv], "Surrey Adapt", was presented to cabinet in October 2023. An action plan is being developed with an initial focus on Surrey County Council Directorates and Local Authorities assessing the climate change risks to key service delivery areas.

Local Authorities are working towards low carbon standards in Local Plans, supported by a net zero guide and accompanying evidence base. Many of the Borough and District Councils have already produced sustainable planning documentation. The Healthy Streets Design Guide has been published to inform future planning decisions (see case study). Furthermore, plans that ensure major infrastructure is compatible with net zero targets is in development.

Following successful pilot phases that installed 134 EV chargepoints, a provider has been appointed to accelerate the number of publicly available EV chargepoints across the county to enable more residents to shift towards electric vehicles.

Case Study: Infrastructure – Healthy Streets Design Guide

"In October 2022, SCC Cabinet endorsed the Healthy Streets for Surrey Guide and agreed to its adoption as County Council policy for the design of streets in all new developments in the county. The six core street design principles include green streets that enrich Surrey's biodiversity, enhance the environment and improve air quality… In 2022-2023, DLUHC Pathfinder funding enabled production of an SCC website to provide developers and other professions with a reference point for Surrey's design code, while also supporting those without background knowledge."

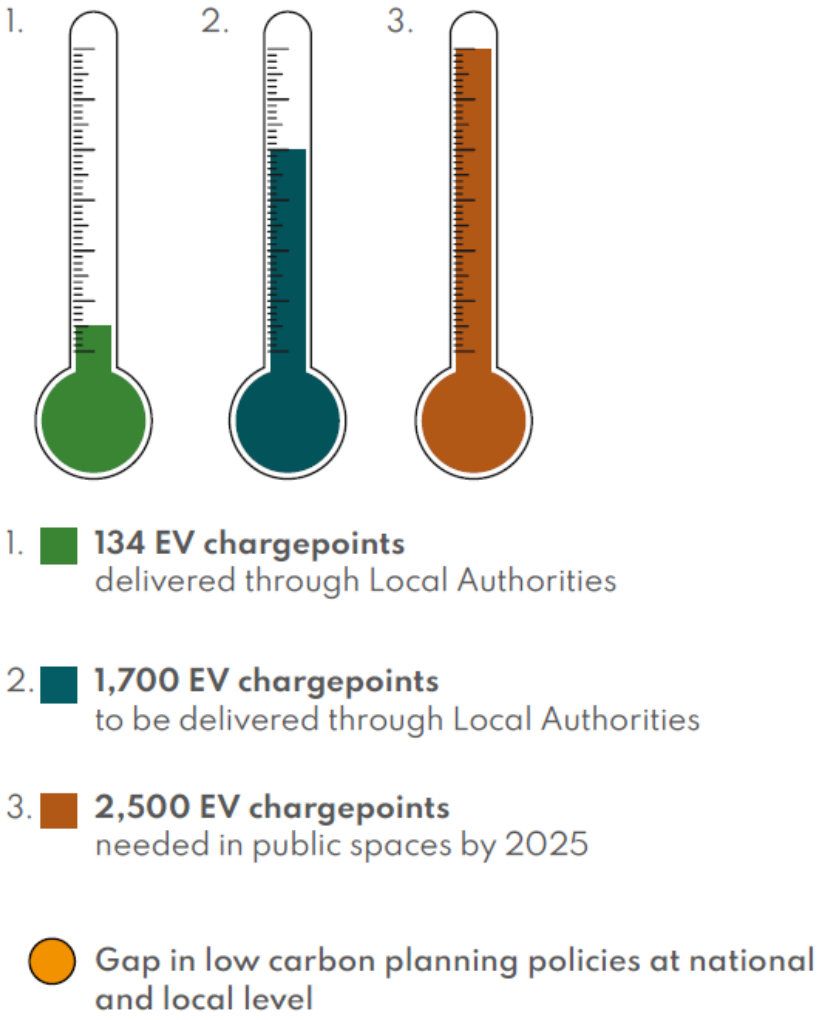
4.14 Planning, placemaking and infrastructure – impact & next steps

Impact: Local Authorities have key responsibilities to deliver infrastructure and placemaking. Anything built today must be future-proofed for a low carbon future to protect residents from extreme weather conditions, prevent harm to Surrey's economy and reduce future retrofit and disaster management costs. 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[12xxvi].

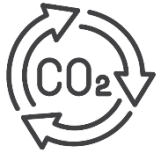
Next steps: An adaptation and resilience action plan will be developed and implemented to build resilience into Local Authority service provision and beyond. The evidence base and costs of low carbon building standards will continue to be explored and implemented in planning and infrastructure settings.

The maximum number and fair roll out of EV charge points will be delivered through the Connected Kerb contract.



[12] Figures are subject to change following the completion of the EV Chargepoint network plan.

4.15 Trees and land management – progress



No estimate

Annual carbon saved

£1.1m

Funding leveraged

0ha

Managed woodland

0ha

Biodiversity net gain

Progress: The Land Management Framework and Local Nature Recovery Strategy (LNRS) are being developed to improve biodiversity, help reduce impacts of flooding, droughts and heat on the natural environment, and to absorb carbon. The Council is preparing to become the statutory authority for nature recovery under the requirements of the Environment Act 2022.

Tree planting is on track to meet the council's target for 1.2M new trees by 2030, with plans to start a local tree nursery. Five Local Authority sites have been identified as suitable for Biodiversity Net Gain (BNG) and a register is being set up to support the biodiversity credits market in preparation for the new requirement for developments to deliver 10% BNG as a minimum. The Farming in Protected Landscapes (FIPL) grant programme has delivered £0.1M funding last year and Local Authority farms are working towards improved management.

Case study: Tree planting at the High Ashurst Estate

As part of SCC's ambition to plant 1.2m trees by 2030, the council is preserving a Victorian-era orchard at the High Ashurst Estate, an outdoor education centre managed by Surrey Outdoor Learning and Development (SOLD).

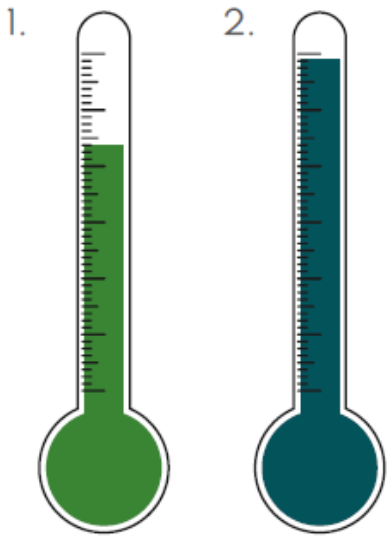
The project both preserves our garden heritage and offers a learning opportunity for young people and people with disabilities. The planting and aftercare have been a major success, with flourishing trees that are likely to show fruit for 2024. The scheme was designed to maximise the use of space around an apple shaped footpath, creating a wellbeing space for all visitors to enjoy.

4.16 Trees and land management – impact & next steps

Impact: The tree planting programme remains strong and has many benefits to our environment, wildlife and the communities who are making it possible.

Local Authorities, as well as other partners, landowners and developers, need to put in place a wide range of additional action to prevent further biodiversity loss, increase the carbon absorption from land and use our natural resources 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.



1. **444,507 trees** planted

2. **600,000 trees** expected to be planted in line with target

More action needed from big land owners to change the way land is managed

4.17 Local authority carbon reduction - progress

8,417t
Annual carbon saved

£8.4M
Funding leveraged

3,575
Staff trained in climate change

2.5MW
Renewables

Progress: Eight Local Authorities have retrofit and fleet decarbonisation programmes which are around 7% complete. 94 low carbon vehicles are in operation with 34 suitable EV charging sites. Four Local Authorities have sustainable procurement policies and five have travel plans in place. 25% of Local Authority staff have had some climate change awareness training with 193 certified as Carbon Literate. The number of Local Authority staff able to deliver training has doubled to eight since last year. All councils continue to undertake communications and four are actively lobbying Government on the environment agenda.

Woking Borough Council Case Study

Woking Borough Council has begun a pilot of an energy monitoring software system called Energi Raven, produced by local company SAV Systems. The product is designed to help identify potential energy, carbon, and financial savings on a building-by-building basis. The pilot will monitor eight council owned buildings: Civic Offices, Export House, Woking Leisure Centre, Pool in the Park, Hoe Valley Community Building, Sportsbox, Wolsey Place Shopping Centre and Hale End Court. The online dashboard displays live consumption for gas, water and electricity and can provide monthly and year on year comparisons. Alarms can be set to proactively manage spikes in consumption. The six-month trial will conclude towards the end of 2023.

Elmbridge Borough Council Case Study

In early June 2023, Elmbridge Borough Council installed a solar panel car port in the Civic Centre pay and display car park. The car port comprises 63 solar panels on a lightweight V-frame spanning across the parking bays with minimum impact on the surrounding area.

The electricity generated by the solar panels is fed directly back into the electrical services at the Civic Centre. The annual electricity generation by the solar panels is anticipated to be 22,224 kWh, which is around 4% of the annual electrical energy used at the Civic Centre, equating to an annual electricity cost savings of £6,000.

Guildford Borough Council Case Study

In February 2023, Guildford Borough Council adopted a new Climate Change Action Plan. Building on the actions already taken, the plan reinforces their commitment to reach net zero emissions by 2030 and it lays out the framework for how to achieve it.

The plan outlines goals to reduce the Council's own carbon emissions, which account for 1% of all borough emissions. This is alongside targets for improving air quality, preserving wildlife habitat and restoring biodiversity. The plan also recognises the council's role in supporting and enabling community action on climate change across the borough.

Mole Valley District Council Case Study

Mole Valley District Council has taken steps to become a Carbon-Literate organisation through the delivery of Carbon Literacy Training. The first Carbon Literacy Training course was completed at the end of July and a second course is due to train 15 staff members including three members of the Senior Leadership Team. Following the training, the council is planning to apply to become a Bronze Carbon Literate Organisation.

Tandridge District Council Case Study

Tandridge District Council's net zero carbon homes building programme is due to be completed by April 2024 on sites in Auckland Road and Windmill Close. This includes a fabric first approach, Air Source Heat Pumps, Solar PV, and triple glazing. Tandridge are working with a specialist energy consultant at the design and planning stage of new schemes, so houses are built to accommodate the equipment and orienting roofs to maximise efficiency of renewables.

Tandridge are committed to delivering our new housing schemes with biodiversity net gain which includes 1-4-1 tree replacement, planting native hedgerows and green roofs where appropriate.

Spelthorne Borough Council Case Study

Spelthorne Borough Council recently worked with the Open University and Talking Tree to secure funding from the Local Government Association's Net Zero Innovation Programme. This funding was used to run workshops with the community to design community led actions on climate change. The workshops were documented by 6 young people from the Youth Hub who were trained in digital documenting and editing for the project.

The projects were ranked, and 2 projects were chosen to be taken forward by the group – community food growing and rewilding areas of the borough. Another Incredible Edible group has since been set up and an area of land transformed into a community food garden, encouraging residents to learn about seasonal food and reducing food miles.

Surrey Heath Borough Council Case Study

Surrey Heath Borough Council is currently due to have 46 new electric vehicle chargers installed in 7 sites by the end of October. This project began in August and will bring the total number of council owned chargers to 50. This installation importantly makes owning and charging an electric vehicle in Surrey Heath more accessible; and with the phasing out of petrol and diesel vehicles these charging points will become increasingly useful in the local community. The project is being funded fully by a private firm and £151k of government funding from the Office of Zero Emission Vehicles.

Image: Freepik.com

Waverley Borough Council Case Study

Retrofitting of affordable homes at Ockford Ridge is commencing in Godalming and will deliver much-needed zero carbon in operation, social and affordable housing for existing and new tenants. Waverley Borough Council appointed Southeast based developer Thakeham to build more social and affordable homes with a focus on sustainability and minimising energy costs.

Reigate & Banstead Borough Council Case Study

Reigate & Banstead Borough Council have been delivering Social Housing Decarbonisation Fund Wave 1 with Raven Housing Trust and Accent Housing. Housing retrofit measures include solar PV, low carbon heating, insulation, doors, windows and ventilation.

This £4m work is retrofitting 78 properties across the Reigate & Banstead borough and Surrey Heath borough areas.

Epsom & Ewell Borough Council Case Study

Epsom & Ewell Borough Council has installed its first rapid and ultra rapid electric vehicle charging points in Council owned car parks. At Depot Road Car Park an ultra-rapid dual charge point was installed in early 2023 and has seen over 200 successful charges in its first two months. At the Town Hall Car Park a rapid charge point has also recently gone live.

These add to the 10 fast charge points installed across 3 Council owned car parks last year. The new charge points will further support drivers to make the switch to electric vehicles and forms part of the council's aspirations to provide more sustainable transport options in the borough.

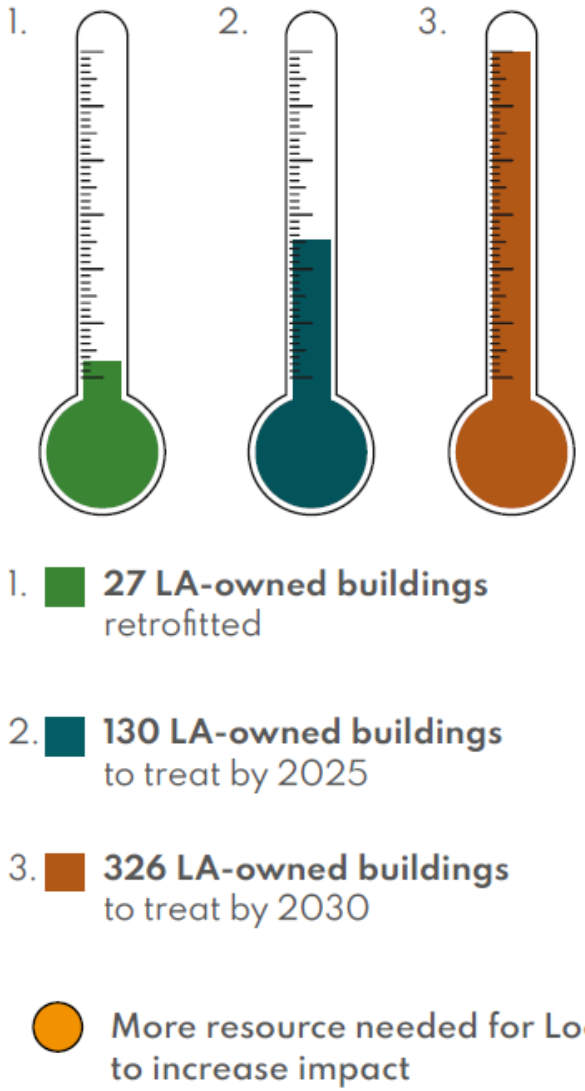
Runnymede Borough Council Case Study

Runnymede Borough Council's and Surrey Heath Borough Council's Meals at Home service began transitioning to an electric fleet in May 2023. There are now 7 new EV vehicles added to the fleet for the 2 Boroughs and supporting infrastructure has also been approved. Although the onboard ovens will remain diesel-powered due to there being no alternative options currently available, the change to electric vehicles should decrease emissions by at least 7.7 tonnes per year across the partnership's fleet. This change will also help secure the sustainability of this invaluable service going forward. Every day the Meals at Home service delivers nutritiously balanced, ready to eat hot dishes to over 200 residents, as part of the Community Services Partnership with Surrey Heath Borough Council.

4.18 Local authority carbon reduction – impact & next steps

Impact: Most of Surrey's Local Authorities have produced Climate Action Plans which contain the actions needed to become net-zero organisations, whilst also seeking to reduce their climate impact more widely by supporting their residents and businesses to accelerate their emission reduction. Although Local Authorities continue to be committed to the climate change agenda, they also face unprecedented financial pressures that may hamper the speed and scale of delivery. Further work is needed to fully embed climate change into all service areas.

Next steps: Local Authorities will continue to deliver their action plans where feasible and work together to share knowledge and resources to best effect. This work will be overseen by the Greener Futures Partnership Steering Group, with senior representatives from each of the 12 Local Authorities.



End

Annex A – Full list of active projects and progress

CC Action Number	Project	Description	Progress/ risk April 2022- March 2023	Status
	Fuel poor and vulnerable households			
1	Sustainable Warmth	Delivering grant funding for fuel poor households	**In delivery** – Strong delivery of HUG scheme continues.	Green
1	Energy bill campaign	Social media campaign and supporting energy tool to help people understand how to reduce their bills	**In delivery** – Energy bill campaign completed. Tool available online and in all libraries. Will run again this year.	Green
1	Warm hubs / Warm Welcome	Community hosted warm spaces, meals and energy advice in local venues	**In delivery** – 100 warm hubs last year – strategic approach this year focusing on key locations.	Green
2	Social housing	Support their decarbonisation and bid for the social housing decarbonisation fund	**In development** –Further funding is now available and subject to availability of match funding from B&Ds.	Red
3	Landlord engagement	Highlighting minimum energy efficiency standard for landlords	**In development** – Stalled due to GDPR issues officers are seeking Legal advice	Amber
4	Landlord loans	To support the upgrading of rented accommodation and reduce bills for tenants.	**Not started** – dependent on results of the SME loan scheme pilot.	Red
	Households			
6, 9	One Stop Shop scheme	Linking volunteer action, a One-Stop Shop retrofit delivery engine and loan scheme to support residents to put low carbon measures in homes to reduce bills.	**In development** -Successful Local Energy Advice Demonstrator funding bid and seeking to launch in Autumn	Green
7	Solar Together	A collective buying scheme to help residents purchase solar panels.	**In delivery** -Round 1 complete. Round 2 launched with installations due to be completed by March 2024	Green
	ACTIVE TRAVEL			
12	Mobility hubs and services	Real time information app to facilitate public transport use.	**Not started** – no action expected before March 2026	Red
13, 61	Digital demand response transport	A pilot in Mole Valley to trial more flexible public transport options.	**In delivery** – pilot successful and expansion to 5 further areas has taken place since September 2023	Green

14, 19	Road vehicle demand management	Consideration of options such as emission-based charging	**Not started** – no action expected before March 2026	Red
16	Active travel engagement	An engagement campaign and promotion of rewards app to encourage active travel.	**In delivery** – Campaign and delivery of BetterPoints app successfully delivered. Further campaign activity planned.	Green
24,44	School travel plans	Support for schools undertaking Modeshift Stars travel plans.	**In delivery** – 115 schools being actively supported to produce sustainable travel plans.	Green
24,44	School cycle training	Cycle safety training level 1 (year 4) and level 2 (year 6)	**In delivery** – 6,250 pupils trained at level 2. Aim of increasing numbers to 75% of all year 6 pupils (9750)	Green
24,44	School walking training	Foot first walking training to build confidence when walking to school.	**In delivery** -4,500 pupils trained. Aim of increasing numbers to 75% of all year 6 pupils (9750)	Green
17, 56	Liveable Neighbourhoods	Improving places to enable residents to enjoy their local area and access local services.	**In development** – Local area planning in all boroughs is complete and have identified 250 potential zones, with 7 in design. Opposition by some residents and reduced funding is reducing the number and scale of schemes moving forward.	Red
17, 56	Road safety outside school schemes (including school streets)	Reducing traffic to support safety and healthy lifestyles.	**In progress** – but could form part of Liveable Neighbourhoods	Red
59	Active travel infrastructure	Putting in new and/ or improved cycling and walkways to aid active travel.	**In development** – plans for active travel infrastructure are being put in place.	Green
	PUBLIC TRANSPORT			
13, 61	Ultra-low emission (ULEV) buses	Replacement of diesel buses with low carbon alternatives	**In delivery** -Vehicle replacement programme has commenced.	Green
13, 61	Ultra-low emission (ULEV) mini-buses	Electrification of community transport vehicles	**In delivery** - Vehicle replacement programme has commenced.	Green
15	Promotion of low emission vehicles and car clubs	To reduce journeys with petrol and diesel vehicles.	**Not started** – no action expected before March 2026	Red
18	Reduce freight	Such as the development of delivery hubs and last mile cargo bike services.	**Not started** – no action expected before March 2026	Red
	BUSINESS			
10, 30	Small business grants	Low Carbon Across the South East (LoCASE) delivers grant funding for energy efficiency measures and business support to small businesses.	**In delivery** – exceeded targets to delivery grant scheme.	Green

10	Small business loans	A pilot to replace LoCASE by providing loans for energy efficiency measures and sustainable business support to small businesses.	**In development** – Business case has been approved. Launch date in early 2024	Green
10	Sustainable business course	Net 360 business course – teaching small businesses to measure emissions and put in place carbon management plans.	**In delivery** – ended in June 2023 and new course being developed.	Green
20	EV Taxi Grant	Grant funding to incentivise the replacement of diesel taxis with electric alternatives.	**In development** – Launch in Autumn to March 2025.	Green
10	EV Van Grant	Grants funding to support the purchase of electric vans using the A3.	**In delivery** – Started in July 23 and will expand to business in Autumn	Green
30, 34	Rural Prosperity Grants	Delivering grants to support the sustainable development and entrepreneurship of rural businesses.	**In development** –Looking to launch in Autumn	Green
31	Business innovation	Bringing together industry and academia to solve major climate change challenges.	**In development** - On track, first event scheduled for Feb 2024	Green
31	Industrial decarbonisation support	Support the creation of industrial clusters to develop joint strategic decarbonisation projects and obtain funding	**In delivery –** On track, planning workshops with high emission industries in Surrey in September 2023	Green
32	Business engagement	Influencing top performing Surrey business leaders and supporting the CREST sustainability awards.	**In delivery** – Restructuring SME support to drive more practical decarbonisation action.	Amber
33	Green Skills	Delivery of the skills improvement plan and realising an expansion of green skilled workforce in key areas.	**In delivery** – On track and looking to scale up support to improve access and courses to fit futures green economy.	Green
	COMMUNITIES			
5, 8, 21, 54	Strategic engagement	Changing our approach to engagement to support community empowerment and increasing reach.	**In delivery** – a Greener Futures Engagement strategy is in place. Regular comms through growing networks and more resources has enabled greater community engagement. Web hub and social media channels not yet available.	Amber
22, 23	Urban Biodiversity	Improving urban biodiversity opportunity areas which allows for more wildlife.	**In delivery** – Working group formed and strong momentum across no. of organisations for next 2 planting seasons	Green
22, 23	Home retrofit	Volunteers providing free advice to households focused on poor areas	**In delivery** – Significantly delayed due to ensuring safe access of assessors into resident's homes, and how to claim back any lost training money.	Amber
22, 23	Parish action plans	Supporting parishes to put in place and deliver climate action plans	**In development** – Pilot launched with 10 early adopter parishes, but speed of uptake is slow.	Green

24, 44, 45	Schools decarbonisation	Engagement to encourage schools to take action on climate change though the Eco schools programme and let's go zero.	**In delivery** - On track and likely to succeed expectations for Ecoschools, Let's go zero and Modeshift stars.	Green
24	Solar PPA programme for public buildings	A scheme to install solar panels public buildings like schools, academies, NHS, Surrey Police, and D&Bs buildings	**In development** – Successful polit underway and currently assessing potential for scale up, risks and opportunities, and exploring interest from public bodies in Surrey	Green
25	Community energy	Providing communities with the skills and support needed to develop community energy projects	**In delivery** – The start of the second phase of this programme has been delayed but it is expected to start in Autumn 2023	Amber
26	Community grants	Small grants provision, capacity building and a community toolkit to increase funding for sustainability projects.	**In delivery** – Ongoing work to support community groups with funding through large & small YFS pots. GF work completed in March. Members received pack in August	Green
27	Volunteering	Strategic development of volunteering to increase participation and outcomes.	**In delivery** – Qualitative and quantitative research to inform barriers and opportunities completed. First step volunteering programme has been delivered.	Green
27	Green Social Prescribing	A pilot to support residents mental and physical wellbeing through access to greenspace and nature	**In delivery** – Test and learn phase has been delivered and will inform next steps.	Green
28	Encouraging reuse	Put in place two reuse and repair cafes	**In development** –At an early stage of development	Amber
	PLACES			
53, 62	Infrastructure	Provide clear carbon and sustainability targets at the design stage	**In development** – technical standards are in development.	Amber
55	Placemaking	Implement a pipeline of placemaking projects	**In development** - SCC Placemaking function established and a £35 million capital pipeline planned to 2027 - 2028	Green
57, 58	Planning	Planning guidance to strengthen local plans.	**In development** -Healthy streets design guide launched, and low carbon buildings guide in development	Green
60	Public EV charging infrastructure	Increase the number of publicly available EV charge points to support an increase in electric vehicles.	**In delivery** -Connected Kerb appointed to put at least 300 publicly available charge points per year.	Green
63	Energy planning	Develop Local Area Energy Plans (LEAPs)	**In development** – We have access to the UKPN's and SSEN's LEAP tools and are analysing how these can be harnessed to develop our own LEAPs	Amber

64	Waste	Increase efficiencies and reduce emissions from waste services	**In delivery** – New waste services contract will measure carbon impacts and work to reduce emissions	Green
65	Flooding	Implement local flood risk management strategy and action plan.	**In delivery** -flood action plan being implemented	Green
66	Adaptation and resilience	Develop a climate change adaptation and resilience plan.	**In development** – Adaptation and resilience strategy due to be considered by Cabinet	Green
21, 29, 69	Lobbying	Influencing the wider policy and funding landscape for a greener future in Surrey	**In delivery** – some lobbying has taken place but more is needed.	Amber
	LAND MANAGEMENT			
67	Land management Surrey-wide	Develop a land management framework for Surrey	**In development** – framework being developed	Amber
67, 72	Nature recovery	Develop and deliver the Local Nature Recovery Strategy	**In development** – preparation to become the statutory authority for nature recovery and biodiversity net gain.	Green
68	Local Authority land management	A land management policy for Local Authority land.	**In development** – policy drafted and is being implemented	Green
70	Woodland management	Bring 3,300ha woodland back into management	**In development** – 3 countryside stewardship management agreements in place with and 20 plans being reviewed.	Red
71	Tree planting	Work with communities to plant 1.2 million trees by 2030	**In delivery** – 1.2M trees on track to be delivered by 2030	Green
72	Biodiversity	Use Local Authority land to increase biodiversity and support facilitate the set up of the biodiversity credit market.	**In development** – 5 Local Authority site4s have been identified as potential for biodiversity net-gain.	Amber
72	Biodiversity investment	Develop the investment vehicles to fund carbon sequestration and biodiversity.	**In development –** progress hampered by staff shortage.	Red
73	Farming	deliver the Farming in Protected Landscapes grant.	**In Delivery –** grants continue to be delivered	Green
74	Local Authority-owned farms	Manage Local Authority owned farmland in line with the principles of the land management framework	**In development –** Land use policy being drafted	Green
	LOCAL AUTHOITY EMISSION TARGETS			
36	Streetlighting	LED replacement programme	**In delivery** -near completion	Green
37	Estate retrofit	Put insultation, low carbon heating into Local Authority buildings	**In delivery** – 7 local authorities have retrofit programmes in place	RAG not assigned

38	New buildings	Develop a low carbon design standard for all buildings	**In development** – low carbon building standards in development	RAG not assigned
39, 51	Local Authority fleet	Install suitable active travel facilities, EV charging and fleet replacement with low carbon alternatives	**In delivery** -8 local authority have EV and fleet decarbonisation programmes in place with 34 chargepoints installed and 51 low carbon vehicles.	RAG not assigned
41	Local Authority renewables	Delivery of ground-mounted renewable projects	**In development** – A few large-scale solar projects are being considered but grid constraints are a barrier.	RAG not assigned
42	Carbon offset projects	Trailing a range of potential carbon offset projects.	**In development** – most Local Authorities have not yet considered carbon offset projects.	RAG not assigned
43	Leased buildings	Consider options to influence the introduction of carbon targets or support to decarbonise buildings owned by Local Authorities but leased to others.	**Not started** – a few local authorities have considered how to tackle emissions from leased buildings and schools.	RAG not assigned
46, 47, 48	Sustainable procurement	Assess carbon impact of contracts, put in place and implement a sustainable procurement policy.	**In delivery** – 6 Local Authorities have a sustainable procurement policy in place	RAG not assigned
49	Responsible investment	Ensuring Local Authorities have responsible and sustainable investments and pension pots.	**In delivery** – Pension funds have sustainability policies in place.	RAG not assigned
50	Staff travel	Put in place sustainable staff travel plans, policies and incentive schemes.	**In development** – 5 local authorities have a sustainable staff travel policy in place.	RAG not assigned
52	Staff behaviour	Engage and empower staff to reduce emissions in their workplaces and more widely.	**In delivery** -10 out of 11 councils have climate awareness training and 4 have a green champions scheme.	RAG not assigned
52	Support for other public sector organisations	Share knowledge and expertise to support the police and NHS to achieve ambitious net-zero targets.	**In delivery** – Collaboration with Surrey Police, NHS and schools.	RAG not assigned

End

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[xiii] Action Surrey, 2023; https://www.actionsurrey.org/

[xiv] Green Deal and Energy Company Obligation (ECO) Statistics, October 2023, https://www.gov.uk/government/collections/green-deal-and-energy-company-obligation-eco-statistics

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[xvi] Planet Woking, Woking Borough Council, October 2023; www.planetwoking.co.ukWoking Works Go Green support and advice to help your business target net carbon zero,

[xvii] Ecoschools, October 2023; https://www.eco-schools.org.uk/

[xviii] Ashden, October 2023; https://ashden.org/schools-campaign/

[xix] Community Energy South, October 2023; https://communityenergysouth.org/pathways/#:~:text=The%20Community%20Energy%20Pathways%20programme%20helps%20local%20people%20to%20set,resulting%20in%20lower%20energy%20bills.

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