



London Borough
of Hounslow

CLIMATE EMERGENCY ACTION PLAN

2020 - 2030

CONTENTS PAGE

1.0	Background	3
2.0	The scale of the challenge – Council direct emissions	7
3.0	Wider borough emissions	14
4.0	Co-benefits	19
5.0	Resilience and adaptation	20
6.0	Our approach to carbon offsetting	20
7.0	The role of national government	21
8.0	The governance arrangements for delivering the plan	23
9.0	Communicating the plan	24
10.0	Sustainability	24
11.0	Financing the plan	25
12.0	Risk management	26
13.0	Equalities, human rights and community cohesion	27
	Appendix A – Council direct emissions action plan	28
	Appendix B – Wider borough emissions action plan	39
	Appendix C – Terms of reference: Climate and clean air Community Reference Group	49

1.0 BACKGROUND

In May 2019, the UK Parliament declared an “environment and climate emergency”. Cities and local governments have been equally vocal, with globally more than 1,000 jurisdictions in 20 countries having passed climate emergency motions by October 2019. Together, they represent over 250 million citizens. In London, 26 Boroughs have declared climate emergencies. At Borough Council on 18th June 2019, Hounslow declared a climate emergency with approval given to the following motion:

"The impacts of climate breakdown are already causing serious damage around the world. A 'Special Report on Global Warming of 1.5 °C', published by the Intergovernmental Panel on Climate Change in October 2018, (a) describes the enormous harm that a 2 °C average rise in global temperatures is likely to cause compared with a 1.5 °C rise, and (b) confirms that limiting Global Warming to 1.5 °C may still be possible with ambitious action from national and sub-national authorities, civil society and the private sector.

We believe that all governments (national, regional and local) have a duty to act and that strong policies to cut emissions also have associated health, wellbeing and economic benefits.

We therefore join with other local authorities, the Mayor of London and the UK Parliament in declaring a 'Climate Emergency' that requires urgent action.

Furthermore, we commit to reviewing the existing arrangements in place to reduce the Council's carbon footprint and will identify measures towards a goal of making the Council's activities carbon neutral and ultimately zero- carbon within the shortest achievable timeframe. To enable this, we call upon the government to make available the appropriate powers and funding to local and regional government as well as pursuing policies to de-carbonise the national grid and support the production of renewable energy."

Regional Response

In light of the climate emergency declarations now passed by almost all London boroughs, the London Councils Transport and Environment Committee (TEC) and the London Environment Directors' Network (LEDNet) have developed a joint statement for London. This statement crystallises agreement around TEC and LEDNet's ambition and approach to the climate emergency, and the key programmes that boroughs will need to deliver together to meet the ambitious carbon reduction targets. This declaration also recognises the important role of residents and businesses in delivering local climate action in London, and the role of national government in supporting local delivery.

Seven pan-London programmes are proposed to address major sources of current and future carbon emissions, as well as supporting important co-benefits around inequality, health and green economic development. These are:

- Retrofit London: Retrofit all domestic and non-domestic buildings to an average level of EPC B. Programme timescale: 2020 –2030.
- Low-carbon development: Secure low carbon buildings and infrastructure via borough planning. Programme timescale: 2020 –2022.

- Halve petrol and diesel road journeys: Halve road journeys made by petrol and diesel via combined measures that can restrict polluting journeys and incentivise sustainable and active travel options. Programme timescale: 2020 – 2030.
- Renewable power for London: Secure 100% renewable energy for London's public sector now and in the future. Programme timescale: 2020 - 2030.
- Reduce consumption emissions: Reduce consumption emissions by two thirds, focusing on food, clothing, electronics and aviation. Programme timescale: 2020 – 2030.
- Build the green economy: Develop London's low carbon sector and green our broader economy. Programme timescale: 2020 – 2030.
- Create a resilient and green London: Map climate change vulnerabilities and adaptation opportunities within the borough, including flood risk and overheating analysis and Avoid loss of green spaces and expand the network of open green spaces. Programme timescale: 2020 – 2030.

Coronavirus Pandemic and the Green Recovery

In March 2020, central government implemented a nationwide lockdown as a result of the Coronavirus Pandemic. This resulted in a temporary shutdown of the economy, schools, non-essential shops, amenities and the population were instructed to stay at home to prevent the spread of the virus. As well as its well-publicised public health impacts, the Coronavirus pandemic has significantly affected all parts of the local economy and the Office of Budget Responsibility have indicated the potential for a fall in GDP of 35%. The impact of which is starting to show, with a 27.4% increase in the number of residents in the borough receiving Universal Credit between February and April 2020 and over 42,000 residents furloughed – one of the highest across London.

However, some positive outcomes from the last few months have emerged, particularly in respect to a reduction in our impact on the environment. Research indicates that the Coronavirus pandemic has resulted in an estimated global drop in carbon emissions of 8 per cent¹. As a result of the government's lockdown, across London, there has been a significant decrease in public transport use, a decrease in car use, and an increase in active travel. Polling funded by LEDNet shows that 25 per cent of Londoners are walking and running 'a lot more', and more than 35 percent think they will continue to do post lockdown. These changes have led to a significant reduction in air pollution and carbon emissions such that London roadside locations have seen a fall in daily average NO₂ of around 40 percent² and readings from the BT Tower in central London have shown a 58 per cent decrease in carbon dioxide emissions during the lockdown³. On a local level, according to data collected from the borough's monitoring sites, air pollution levels are down by an average of 20 percent against 2019 measures and we are seeing an increase in species diversity across in our nature conservation sites.

The council has a twin aim to rebuild our local economy without sacrificing some of these environmental improvements. As a consequence, the implementation of the Climate Emergency Action Plan has become even more important as we emerge from the lockdown arrangement. To this end, the Council is developing the Green Recovery Innovation

¹ <https://www.carbonbrief.org/iea-coronavirus-impact-on-co2-emissions-six-times-larger-than-financial-crisis>

² <https://www.london.gov.uk/press-releases/mayoral/dramatic-improvements-in-air-quality>

³ <https://www.timeout.com/london/news/bt-tower-records-58-percent-reduction-in-carbon-emissions-during-london-lockdown-052120>

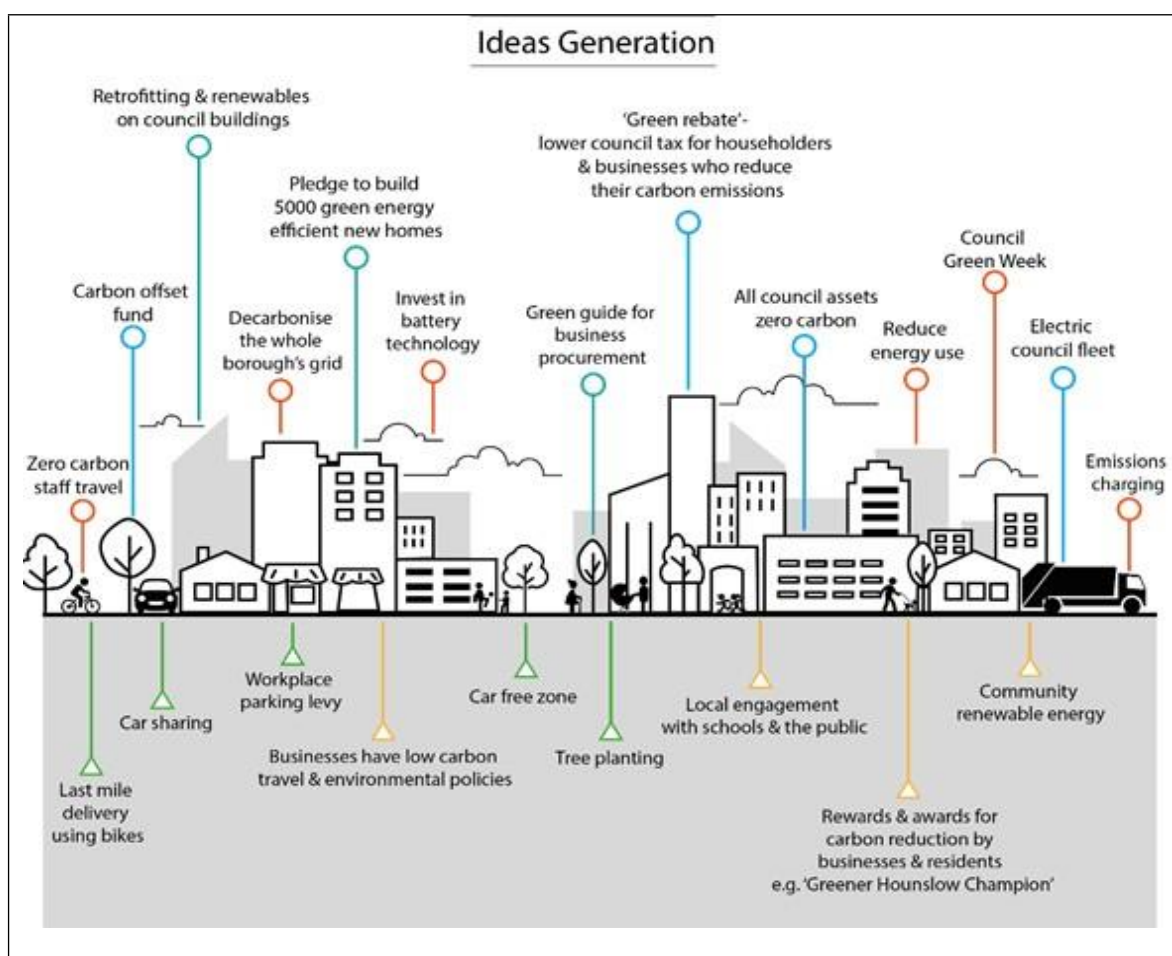
Programme which will encapsulate the Climate Emergency Action Plan and the wider Greener Hounslow Framework and seek to lock in some of the wider environmental benefits recorded in recent months. These plans will ultimately feed into the organisation's emerging wider economic recovery plan.

The Local Response

Following the Borough Council declaration in June, the Council appointed an experienced consultancy, Eunomia Research and Consultancy Ltd, to assist in reviewing our current work in reducing emissions and to support the development of our local response to the declaration of a climate emergency in the light of regional (notably the work by LEDNet), national and international best practice. As part of that process engagement activities were undertaken with staff, councillors and the community to help understand local priorities and opportunities.

This has led to the generation of a large number of ideas for action (see a summary provided in Figure 1 below) that have then been incorporated into seven key programmes for reducing council direct carbon emissions and a further six programmes to reduce borough wide emissions.

Figure 1: Summary of ideas generated by staff, councillors and the community following engagement and participation events.



In developing these initiatives, we have undertaken a full review of emissions that are attributed to: a) the Council's direct operations and assets; and b) the wider emissions emitted across the borough. This is summarised further in the technical report provided as Appendix C. Whilst

the focus of the declaration was on ensuring the Council's own direct emissions were reduced to net zero by 2030, it is recognised that the Council is directly responsible for only a very small proportion of the emissions generated in the borough and that we have some influence over indirect emissions - and an important community leadership responsibility in working to reduce all emissions as quickly as practicable.

This Action Plan sets out our response to the declaration, and is structured around the following sections:

- Section two – Council's direct emissions
- Section three - Borough wide emissions
- Section four – Co-Benefits
- Section five - Resilience and adaptation
- Section six – Our approach to carbon offsetting
- Section seven – The role of national government
- Section eight – The governance arrangements for delivering the plan.
- Section nine – Communicating the plan
- Section ten – Sustainability
- Section eleven - Financing the plan

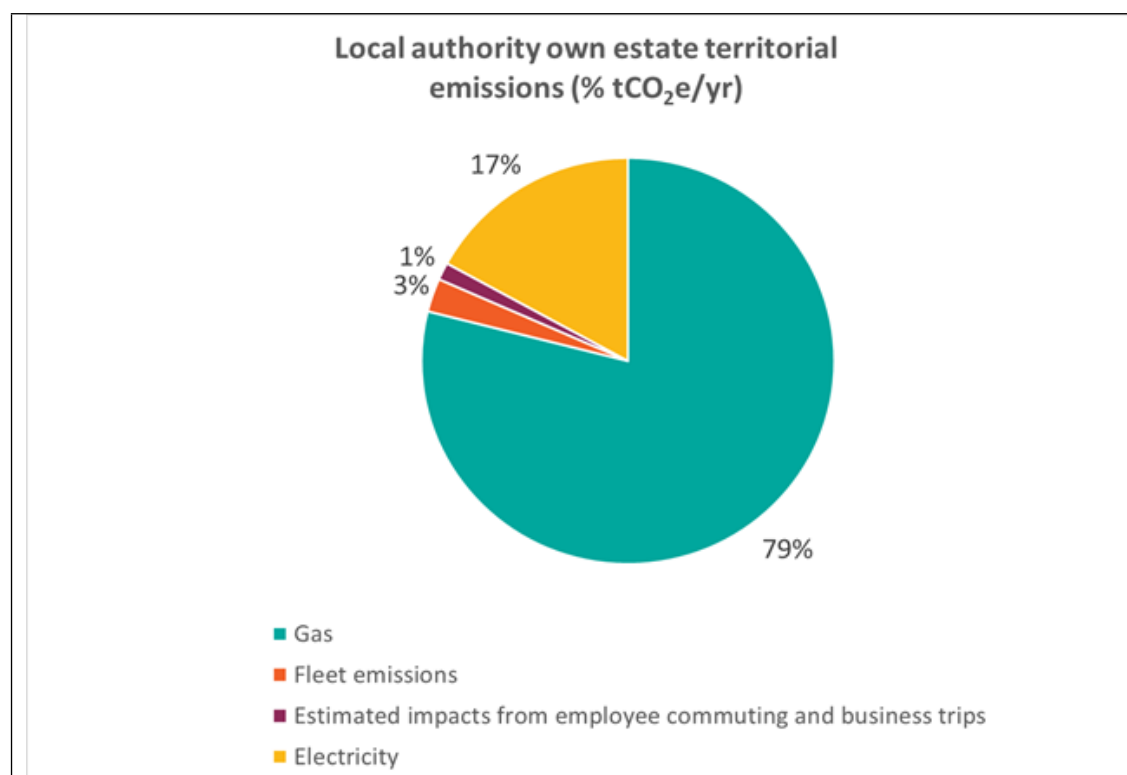
2.0 THE SCALE OF THE CHALLENGE: COUNCIL DIRECT EMISSIONS

Baseline

For the purposes of defining and monitoring our progress towards the target set out in the motion, Council direct emissions have been defined as those in which the Council has a direct significant influence over. These include emissions relating to heating and lighting our premises (including Council housing stock, offices and local authority schools); street lighting on the highway, emissions arising from the activities of direct subcontractors such as those undertaking highways maintenance or waste collection; and some estimation of wider emissions relating to Council staff travel.

An analysis of baseline data sets out our current emission profile and this is provided in Figure 2 below.

Figure 2: Council direct emissions baseline.



Estimated Carbon Direct Emissions by Source	Emissions tCO2e/yr
Fleet	1,300
Employee travel	678
Authority gas	4,085
Authority electric	2,107
Social housing gas	34,492
Social housing electric	6,211
Total (tCO2e)	48,873

Figure 2 illustrates that by far the largest area of our direct emissions (approximately 79%) comes from the use of gas, primarily for the purposes of heating space and, to a lesser extent heating water and for use in cooking.

Approximately 17% of that gas use relates to the Council's corporate estate⁴, 18% is used by schools⁵ and around 64% is associated with Council owned housing. Electricity use, making up around 17% of total direct emissions is apportioned more evenly with just over a third on corporate estate (including use on street lighting) and housing and just under a third on schools (35 schools procure energy through us, a mix of primary and special schools).

Action to achieve net zero emissions must therefore be focussed primarily at improving the energy efficiency of our estate and moving towards the use of low carbon energy sources for heating. This poses a challenge in a scenario where a variety of technologies exist to decarbonise electricity production but far fewer are available to achieve the same for gas.

The Committee on Climate Change has identified the following options to decarbonise heating requirements:

- Heat pumps (air source or ground source). These can be expensive to install and likely to be more expensive to run than a gas-based alternative for tenants but are an increasingly proven technology solution.
- For smaller and well insulated properties, the newest generation electric storage heaters may offer a possible solution.
- Greening the gas network – using more biogas in the grid or supplementing natural gas for hydrogen produced using renewable energy.
- Combinations of the above technology (e.g. most heating needs provided by heat pumps with a gas back up for peak demand) are also explored.

Whilst currently hot water and cooking accounts for significantly less gas consumption, as insulation improves (and so energy use on space heating reduces) this proportion will increase. In particular, the trend for people wanting 'instant' hot water without the space requirement of a water tank has led to increasing uptake of gas combi boilers. At the current time, no other technology appears to provide the combination of performance and space efficiency that gas delivers in respect to the provision of hot water.

Options for low carbon electricity

From a carbon perspective, a potential shift to electricity could deliver significant carbon savings. At the current time electricity forms a much smaller proportion of our energy consumption but a much larger proportion of our expenditure on energy (around 60% of total cost).

Notwithstanding this, action to reduce emissions from electricity usage can be taken at pace and a commitment to do this is provided in the plan. This includes moving towards the procurement of 100% renewable energy as soon as practicable as well as the exploration of local generation of electricity through a ramping up of the roll out of Solar PV installation across the council's estate and potential on open space (e.g. through development of solar farms).

⁴ This excludes leased properties.

⁵ Note that not all schools procure their energy via the Councils corporate energy contract. At present only 48 schools (all primary, no secondaries) out of 80 procure via the Council.

Transport emissions

Direct emissions from the Council's fleet (e.g. vehicles used on grounds and highway maintenance, waste collection etc.) currently form a small part of our total direct emissions, at around 3%. However, given the relatively rapid decarbonisation of electricity supply in the UK, emissions from transport as a percentage will quickly rise unless action is taken to move away from the use of fossil fuels. The most readily available alternative to petrol and diesel is currently electricity, however this may not necessarily be suitable for the larger fleet vehicles such as those involved in waste collection.

Emissions arising from council staff commuting are estimated at c1% of the council's direct emissions - however this is based on data collected when the Council was based at the old civic centre. The move to Hounslow House is expected to have a significant impact on such emissions partly as a result of the loss of the large staff car parking facility but also through the wider roll out and adoption of flexible working options and encouraging the behavioural change across the organisation to reduce the council direct emissions particularly as we emerge from the lockdown imposed as a result of the Coronavirus pandemic. Further data is to be gathered shortly.

Our Response

In response to our baseline, we have developed seven programmes which when implemented, will enable the council to achieve the net zero target by 2030. These are:

1. Energy efficiency
2. Renewable energy
3. Electrify vehicle fleet
4. Reducing employee transport
5. Waste management
6. Culture change and governance
7. Sustainable investment and funding

These programmes are now summarised further in Table 1 below and in more detail in Appendix A.

Table 1: Direct Council Emissions – High Level Action Plan

Programme title and description	Carbon savings (1-10 savings) (1-10 confidence)	Co-benefits	Cost (£ - ££££)	Timescale	Risks
1. Energy efficiency. Improving the energy efficiency of the corporate estate and social housing stock by developing and implementing improvements to the building fabric of all properties in the corporate portfolio in order to reduce their reliance on gas boilers. This will be followed by the installation of energy efficiency measures.	10/10 10/10	<ul style="list-style-type: none"> - Energy security. - Energy efficiency delivers reduced energy bills and so tackles fuel poverty. - Increased awareness and understanding of climate change action and adaptation. - Opportunity to build low carbon skills and jobs. - Enabling low carbon heating. 	££££	Medium to long term	<ul style="list-style-type: none"> - The disruption and potential cost could turn residents against the work and climate action. - Electric heating needs to reduce in cost to ensure that it does not leave bill payers worse off.
2. Renewable energy. The Council will look to procure 100% renewable electricity in 2020. The Council's estate contains thousands of rooftops, alongside some green open space that provides opportunities for a significant quantum of solar generation. Projects are being scoped out at present to identify the potential to develop solar farms to generate energy to power homes, schools, corporate buildings. The balance of our renewable energy requirements can be purchased via green energy tariffs or through contracts with renewable generators.	7/10 10/10	<ul style="list-style-type: none"> - Economic benefits from the sale of renewable energy - Energy security for homes. - Community engagement - Opportunity to build low carbon skills and employment 	££££ however, the payback period has reduced significantly.	Medium to long term	<ul style="list-style-type: none"> - Complex - Need to secure resident buy-in - Competing opportunities for use of open space
3. Electrify vehicle fleet. Develop and implement a rapid electrification programme for suitable vehicles and/or a move towards hydrogen or biofuels for larger vehicles where electricity may not yet be viable.	10/10 10/10	<ul style="list-style-type: none"> - improves air quality. - reduces road noise - cost savings in the long term - health benefits for employees 	££-£££	Short term	<ul style="list-style-type: none"> - Cost of procuring vehicles and they may not be available. - High maintenance cost - Uncertainty around future of the Council's depot sites
4. Reducing employee transport. Develop interventions to support the use of walking, cycling, public transport and low emission vehicles by employees.	7/10 5/10	<ul style="list-style-type: none"> - improves air quality in the Borough - reduces noise - public health benefits 	£-££ Cost associated with active travel infrastructure could be high.	Short term	<ul style="list-style-type: none"> - Risk to Council reputation if not delivered - Opportunities to influence employees of schools limited

Programme title and description	Carbon savings (1-10 savings) (1-10 confidence)	Co-benefits	Cost (£ - ££££)	Timescale	Risks
5. Waste management. Whilst the emissions associated with waste management often occur outside of Hounslow, they are a direct response to consumption patterns in the Borough and the Council's approach to waste collection and treatment. Increasing recycling rates and reducing waste is therefore an area directly in the Council's control and would deliver significant savings in emissions, albeit this would not necessarily appear in a summary of our direct emissions (other than in respect to transport emissions associated with collection).	5/10 4/10	- raises awareness and reduces cost of waste management	££	Short – medium term	- low risk - scheme maybe ineffective
6. Culture change and governance. The authority will launch a Council wide behaviour change campaign around sustainable behaviours necessary to deliver 'net zero'. We will review governance to ensure that all decisions consider their impact on the net zero pledge and that actions necessary to achieve that can be taken at an appropriate pace.	3/10 8/10	- Energy security. - Reduced energy bills - Increased awareness and understanding of climate change action and adaptation. - Opportunity to build low carbon skills and jobs. - enforcing behavioural and cultural change	£-££	Short - medium	- difficult to measure - reputational risk if not successful
7. Sustainable investment and Funding. The Council will review its investments to help support the tackling of the climate emergency. As well as lobbying national government for more resources the Council will also explore local action to secure investment for actions set out in this plan.	5/10 5/10	- Opportunity to build low carbon skills and employment - Opportunity to engage wider community in local initiatives - Opportunity to explore how to deliver the plan in line with equality considerations.	£ (potentially revenue generating)	Short - medium	- legislative barriers - investment must deliver a return to cover Council's financial commitments -reputational risk if not successful - resistance from residents to increased taxes/fees and charges to support this agenda.

Key:

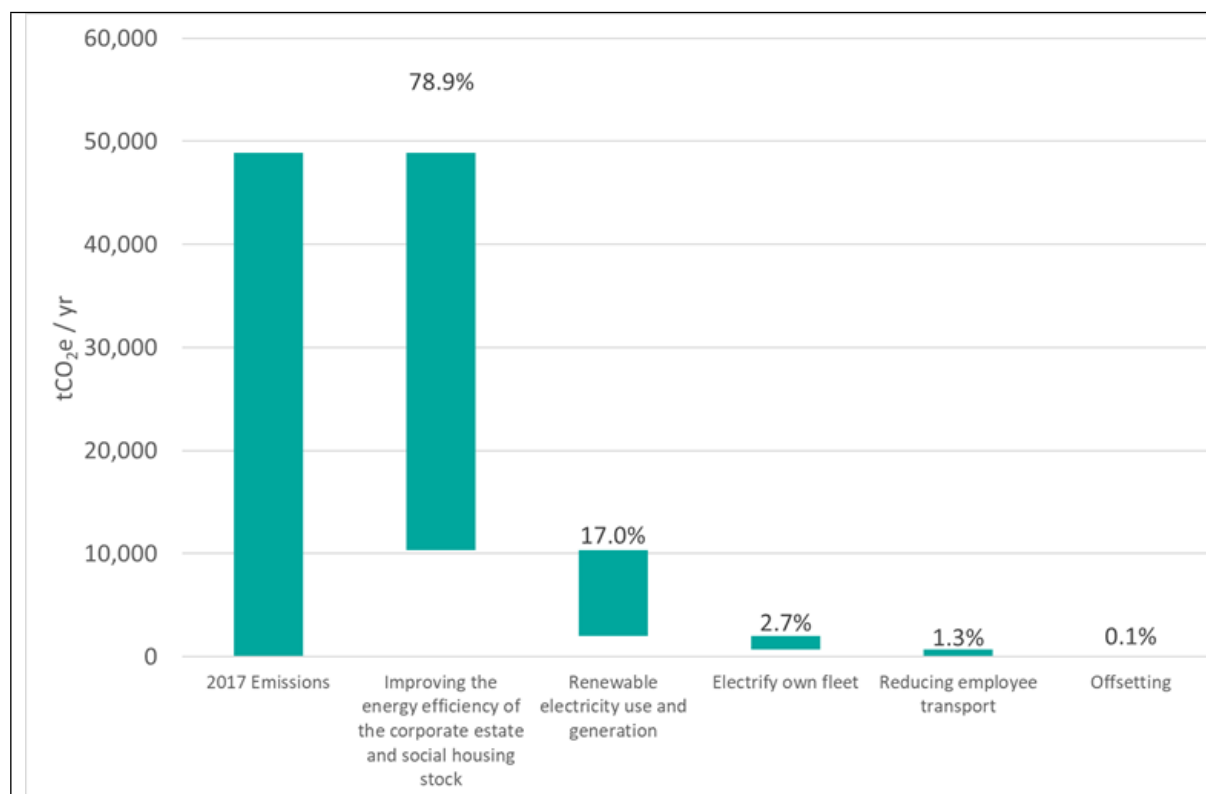
- Carbon savings have been ranked on a:
 - o scale of 1 (lowest) – 10 (highest) and these are based on our assumptions considered to date.
 - o scale of confidence with 1 (least confidence) – 10 (highest confidence) based on previous experience of delivering similar initiatives.
- Cost has been ranked on a:
 - o scale of £ (up to £100k), ££ (£100 - 250k) and £££ (£250k – 1m), ££££ (above £1m); each programme would contain projects that would be accompanied by a business case before it is approved by Cabinet and or the Lead Member.
- Timescale is split into three phases, these are: Year of action in 2020; Year two – five (short term 2021/22 – 2024/25); and Year six – ten (medium to long term 2025/26 – 2029/30).

The same criterion applies for the programmes proposed in Table 3 below in section six

Impact of Interventions

Taking into consideration the wider decarbonisation of the national grid, five of the seven programmes proposed above will deliver a significant proportion of the emissions reduction required to deliver on the objective to achieve net zero by 2030. This is illustrated in Figure 3 below.

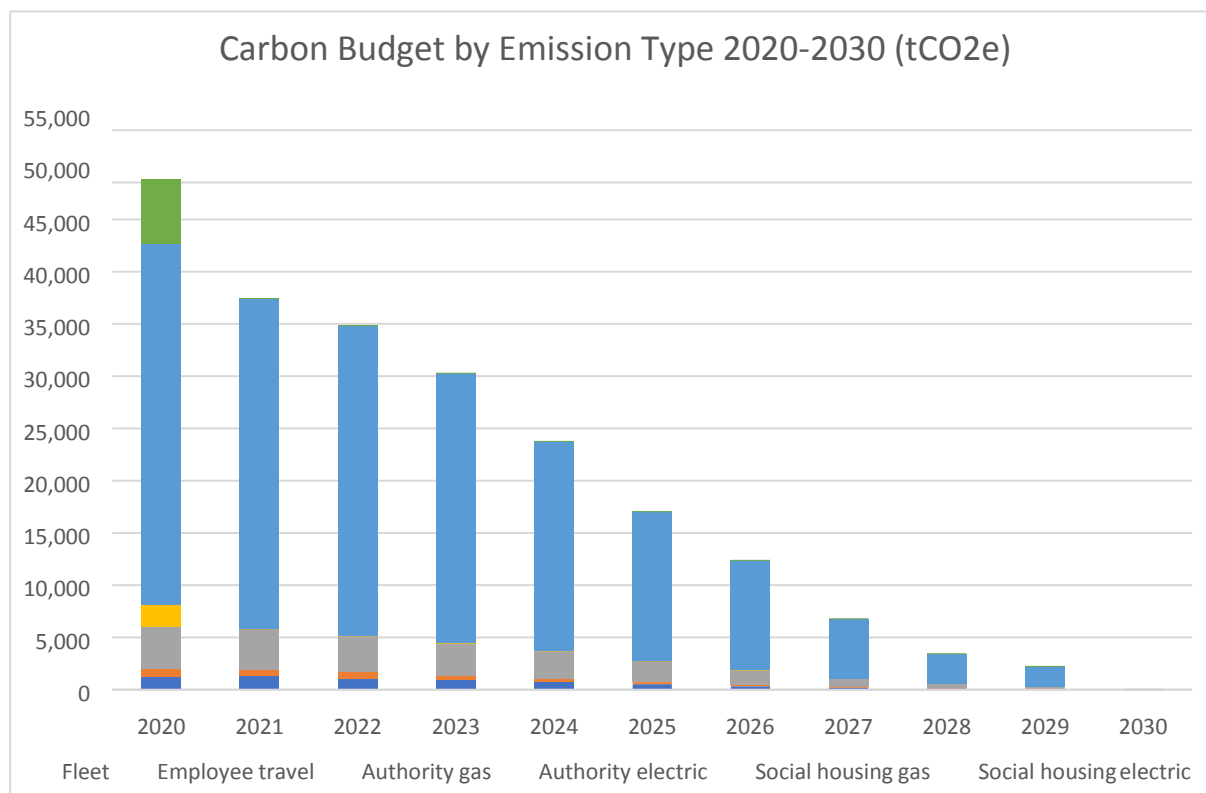
Figure 3: Contribution to net zero Council emissions by intervention.*



**This assumes full funding for decarbonisation of council housing stock is forthcoming from national government. In the event this isn't made available then additional offsetting provisions may need to be made to achieve net-zero by 2030.*

The council has produced a high-level carbon budget covering the next ten years illustrating the potential pathway to net zero by emission type. This is set out in Figure 4 below.

Figure 4: Potential pathway to net zero council direct emissions by 2030 (inclusive of transition to 100% renewable energy procurement in 2020/21)*



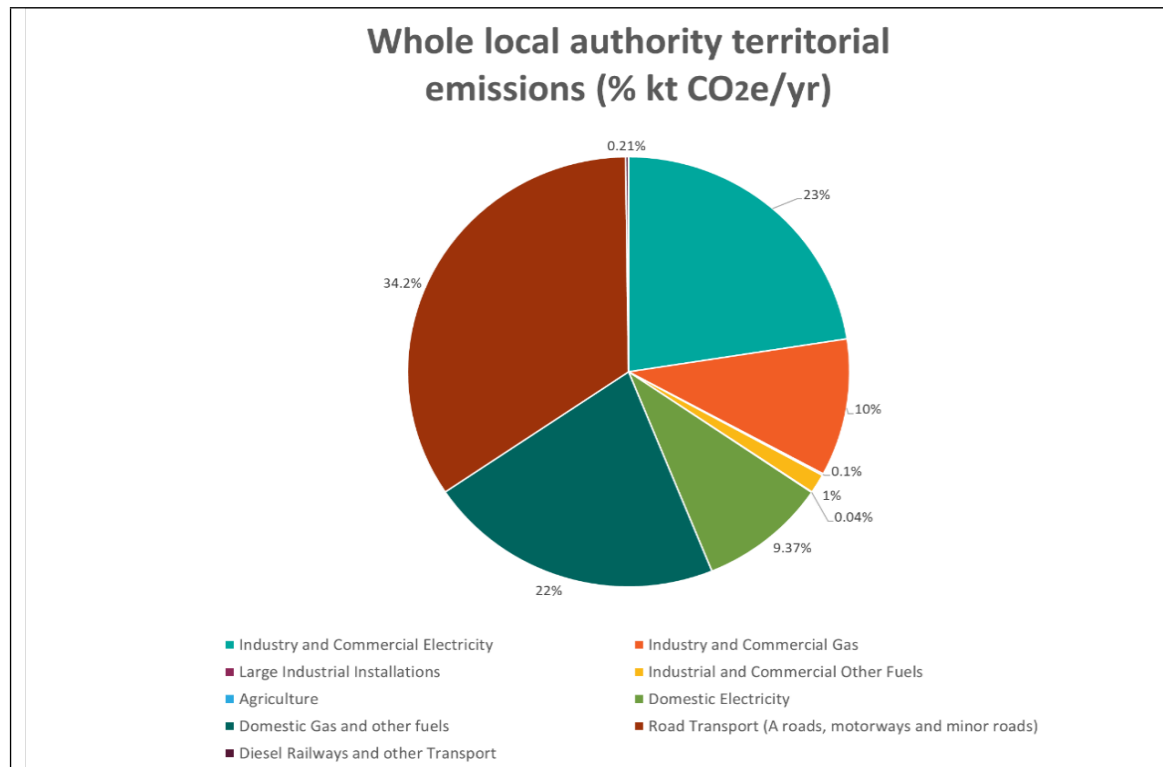
**This assumes full funding for decarbonisation of council housing stock is forthcoming from national government. In the event this isn't made available then additional offsetting provisions may need to be made to achieve net-zero by 2030.*

3.0 WIDER BOROUGH EMISSIONS

Baseline

Direct Council emissions, calculated from the bottom up based on actual use of resources by council departments and assets, may only account for c5% of emissions attributable to activities taking place in the borough. Wider borough emissions, calculated top down by national government⁶ and apportioned to individual local authorities, are an order of magnitude larger however the council has far less influence over these emissions. These are summarised in more detail in Figure 5 below.

Figure 5: Wider borough emissions



Wider borough emissions	Emissions kt CO ₂ e / yr *
Industry and Commercial Electricity	234.0
Industry and Commercial Gas	107.1
Large Industrial Installations	1.3
Industrial and Commercial Other Fuels	15.0
Agriculture	0.42
Domestic Electricity	97.3
Domestic Gas	220.4
Domestic 'Other Fuels'	5.1
Transport Total (Road Transport (A roads), Road Transport (Motorways), Road Transport (Minor roads), Diesel Railways, Transport Other)	357
TOTAL (kt CO₂e)	1,036

*For ease of reading these numbers are provided in kilo tonnes. Council direct emissions are expressed in tonnes.
1,046kt=1,046,000tonnes.

⁶ BEIS - <https://www.gov.uk/government/collections/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics>

As shown in Figure 5, emissions from across the wider borough are more equally shared with transport, commercial and domestic all accounting for around a third of emissions. Hounslow is one of London's most diverse and productive Boroughs. The GLA estimated the 2017 population across the borough at 274,000 people. This is an approximate increase of 15,000 people from the 2012 census data. According to GLA census data, Hounslow has a population density of 49 persons per hectare, lower than the Inner London Borough average of 100 persons per hectare, but higher than the Outer London Borough average of 42 persons per hectare and on average Hounslow residents currently emit around 3.84 tonnes of CO₂/yr. This indicates that with a growing population and pressure from external growth, any development within the Borough, over the next 10 years will need to be carefully planned for and supported by comprehensive infrastructure growth which mitigates climate change and increases the borough's resilience to climatic events right from the outset.

Wider Borough Emissions – high level action plan

Whilst the focus in this first iteration of a Climate Emergency Action Plan is on tackling the Council's own direct emissions in line with the focus provided by the motion, the Council is committed in providing a community leadership role and accepts that it has a key role to play in leading and advocating the community's response to the climate emergency.

The Council's most direct sphere of influence over wider emissions relates to those associated with new commercial and residential development (through planning policy) and in respect to the promotion of sustainable transport. With additional resource it may also be possible to take more of an interventionist role into private commercial and residential sectors. It is clear that the Council must also exploit all available spheres of influence to facilitate positive action in reducing emissions relating to lifestyle choices. Such work will form part of a wider communications and behaviour change work package around galvanising popular support and action in tackling the climate emergency.

Our approach to tackling wider emissions is set out in Table 2 below.

Table 2: Tackling Wider Borough Emissions - High Level Action Plan

Programme title and description	Carbon savings (1-10 savings) (1-10 confidence)	Co-benefits	Cost (£ - ££££)	Timescale	Risks
1. Retrofit Hounslow and deliver zero carbon housing. Utilising the planning system to support the delivery of zero carbon new development as quickly as practicable. Develop initiatives and incentives for private house owners and commercial landlords to improve the energy performance of their premises.	5/10 3/10	<ul style="list-style-type: none"> - improves health of residents - reduces the carbon emissions across the Borough - lowers fuel poverty - Energy security. - Reduced energy bills. - Increased awareness and understanding of climate change action and adaptation. - Opportunity to build low carbon skills and jobs. -Enabling low carbon heating. 	££-£££	Medium to long term	<ul style="list-style-type: none"> - uptake of schemes could be low - risk to Council reputation - new developments could become unviable as cost of implementing energy measures may increase.
2. Sustainable travel promotion (supporting greater uptake of active travel and public transport modes)	10/10 7/10 Depends on type of quality of infrastructure in place that will provide residents with the confidence to increase use of sustainable modes of transport	<ul style="list-style-type: none"> - improves air quality in the Borough - reduces noise - public health benefits increase active travel 	£-££ Cost associated with active travel infrastructure could be high.	Short to medium	<ul style="list-style-type: none"> - risk to Council reputation if not delivered
3. A transition to Electric Mobility for vehicular trips	7/10 5/10 Depends on residents purchasing EV	<ul style="list-style-type: none"> - improves air quality. - reduces road noise 	££ - £££	Short to medium	<ul style="list-style-type: none"> - cost of procuring vehicles. - maintenance cost of vehicles

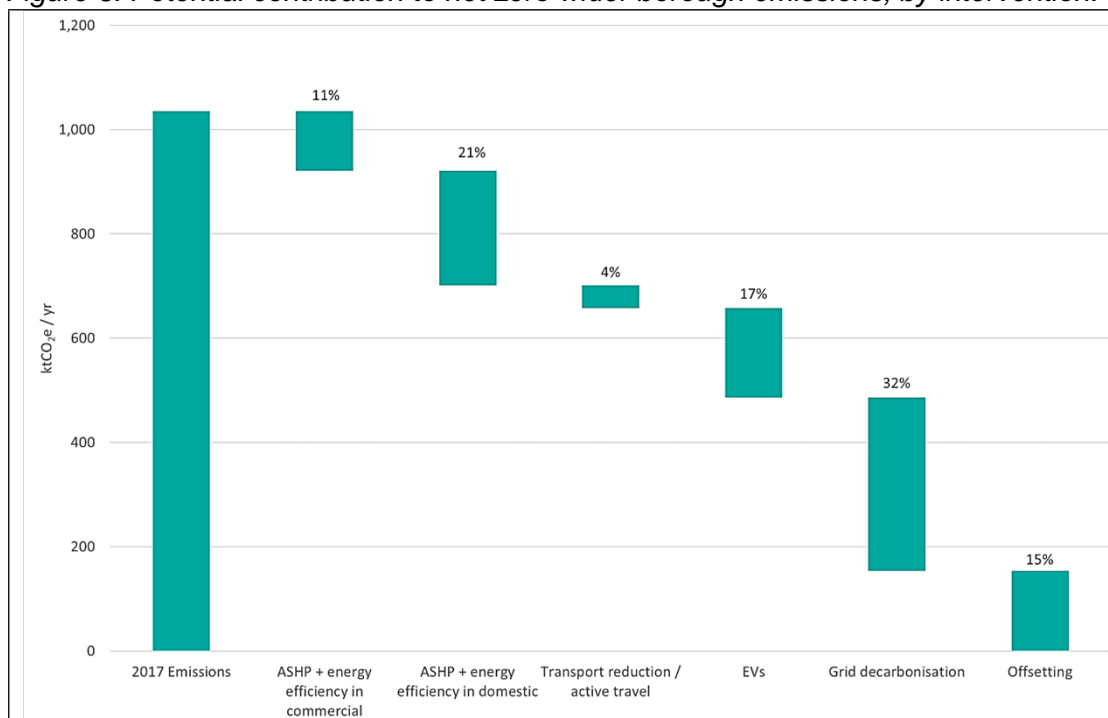
Programme title and description	Carbon savings (1-10 savings) (1-10 confidence)	Co-benefits	Cost (£ - ££££)	Timescale	Risks
4. A greener and more resilient Hounslow. Develop and implement the Greening the Borough action plan, Biodiversity Action Plan and adapting the Borough to climate change.	6/10 6/10	<ul style="list-style-type: none"> - improves health of residents - reduces the carbon emissions across the Borough - Increased awareness and understanding of climate change action and adaptation. 	££-£££	Medium to long term	<ul style="list-style-type: none"> - reputational risk - difficult to measure reduction in emissions
5. Develop net zero lifestyles. Particular focus on dietary choice; energy efficient appliances; energy procurement, clothing and textiles and; aviation.	3/10 3/10	<ul style="list-style-type: none"> - improves health of residents - reduces the carbon emissions across the Borough - lowers fuel poverty - Improves energy security. - Reduced energy bills. - Increased awareness and understanding of climate emergency. - Opportunity to build low carbon skills and jobs. - Few negative impacts from a sustainable lifestyle 	£-££	Short – medium	<ul style="list-style-type: none"> - difficult to measure - uncertain take up and long-term maintenance of low-carbon behaviour
6. Stimulate a Local green economy. The Borough should be an attractive place for green investment and employment opportunities for our residents in the environmental sector.	3/10 4/10	<ul style="list-style-type: none"> - Businesses savings from more efficient operations Awareness: Public awareness of environment impacts of consumption and waste - health and wellbeing from number of jobs generated and employment opportunities provided to residents 	£-££	Short – medium	<ul style="list-style-type: none"> - businesses do not engage with the schemes that are developed or take on board guidance which is distributed - employment opportunities are not realised - reputational risk

These six programmes and associated actions are discussed in more detail in Appendix B.

Impact of Interventions

Figure 6 below illustrates how this action plan could deliver on the objective to reduce wider carbon emissions from the borough substantially over time.

Figure 6: Potential contribution to net zero wider borough emissions, by intervention.



ASHP = Air Source Heat Pump or similar technology for low carbon heat

Consumption emissions

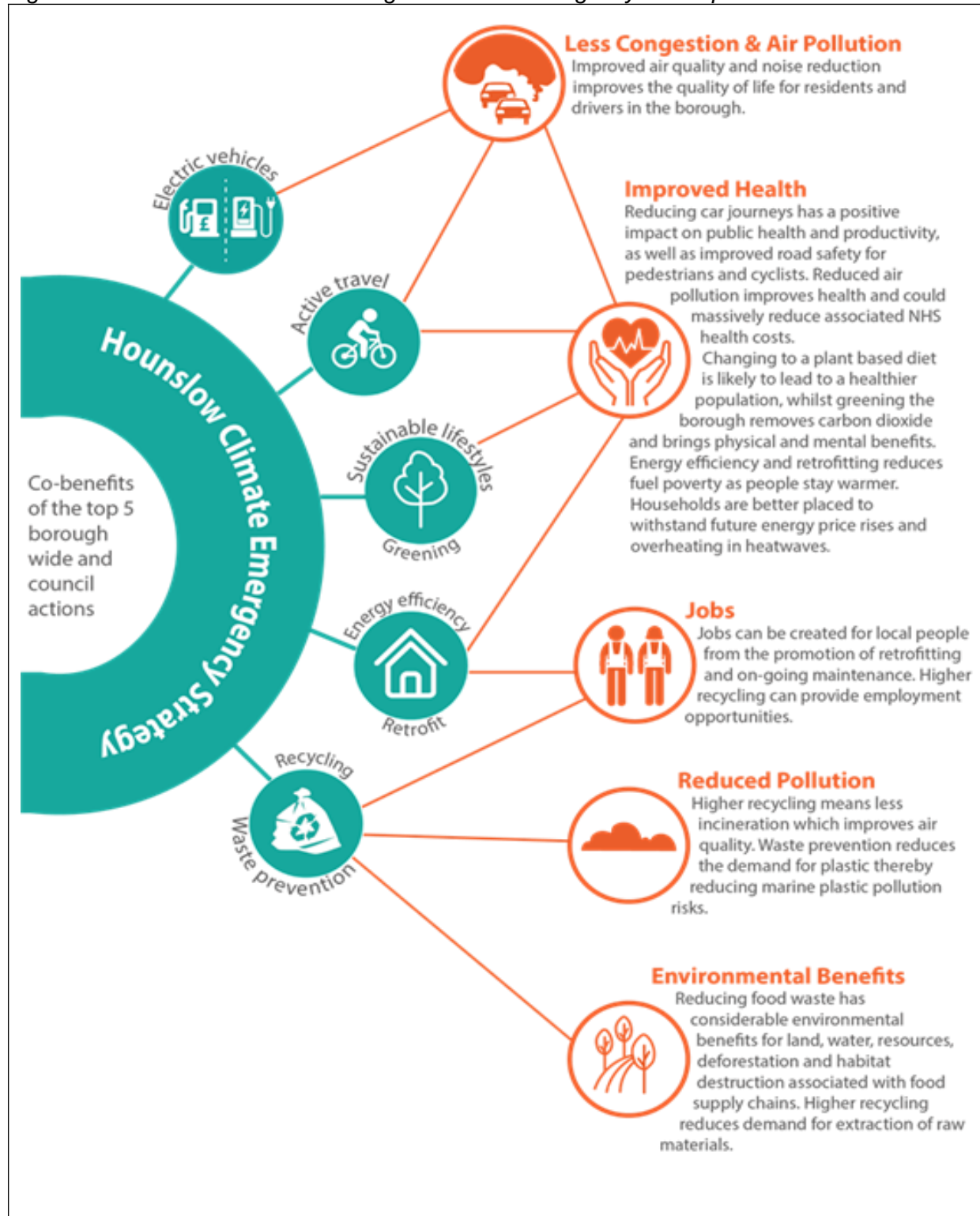
Consumption-based emission approaches provide a more complete picture of progress on emissions reduction in that they include a consideration of carbon emissions produced outside of the authority (e.g. emissions associated with food production or manufacture of products consumed in Hounslow).

There is little information available with which to calculate a complete consumption-based inventory for council's own estate. However, overall consumption-based inventory data does exist for the wider borough. This data indicates that consumption-based impacts for the wider borough are 1,490 kilo tonnes CO₂e, with these impacts being based on the emissions associated with the production of items such as food and other household products. A number of other institutions including Bristol City Council and Leeds University are currently developing consumption-based emissions data. Therefore, this is an area which can be updated future iterations of the plan.

4.0 CO-BENEFITS

Action on reducing emissions often has other benefits not related to tackling the climate emergency. Figure 7 below describes the co-benefits of delivering the top five council and borough wide programmes.

Figure 7: The co-benefits of delivering the climate emergency action plan.



5.0 RESILIENCE AND ADAPTATION

In the last decade, rising temperatures across the UK have led to an increase in warmer summers and wetter winters. In the last five years, extreme heat has affected the maintenance of the borough's roads causing potholes. It has also led to stress being placed on local hospitals and GP surgeries as increased heat waves and cold snaps have added to health problems in the community. During the winter months, increased surface water from flooding has placed significant stress on Hounslow's drainage networks. Whilst the climate emergency action plan will enable the council to mitigate the impacts of climate change, the Council and its partners will also need to work together to make sure that the borough is resilient to the effects of climate change but also adaptable to the long-term chronic stresses and acute shocks on services and infrastructure for which we will need to develop a better understanding.

Therefore, the Council will carry out an assessment of the risks that climatic events pose on the Borough and its residents, and the opportunities available to prepare and respond. This will result in the development and implementation of the most practical and cost-effective actions that will enable the borough to adapt to the impacts from climate change.

6.0 OUR APPROACH TO OFFSETTING

It is implicit in the goal of net zero that there will be some emissions that cannot be physically mitigated within the borough – the net component requires that these emissions will be mitigated by other means. Offsetting captures two ways in which these residual emissions can be tackled:

- Emission mitigation projects: projects which reduce emissions by switching fuel sources or improving energy efficiency; and
- Emission sequestration projects: projects which physically remove greenhouse gas emissions from the atmosphere.

Done correctly, and with the right levels of oversight, both these forms of offsetting can help cut emissions. Based on current international rules, the projects funded by offsetting have been almost entirely international (mainly focused in Africa and Asia).

The way in which offsetting will be integrated into net zero targets within the UK in the future is uncertain. Based on statements from the Government's Committee on Climate Change, there is likely to be more emphasis on national based offsetting in the future.

Currently, the UK's carbon offset market is relatively under-developed, with only a small number of established offset standards, covering a limited range of emission reduction activities, for instance the Woodland Carbon Code and Peatland Carbon Code.

The offset projects, and associated accreditation standards that may be most appropriate for Hounslow in the future, may not therefore be those currently in existence. As a consequence, the Council intends to prioritise action on internal reductions in the short- and mid-term, and further investigate UK offsetting options when internal reductions become more challenging and the market has had an opportunity to develop further. An update on this will be provided to cabinet as part of the proposed annual report in summer 2021/22.

7.0 THE ROLE OF NATIONAL GOVERNMENT

The Council will work closely with other London boroughs, London Councils and the GLA to lobby Government for required resources to support the implementation of projects required to decarbonise, such as refurbishment of residential and commercial buildings, active and public transport and electrification of vehicles.

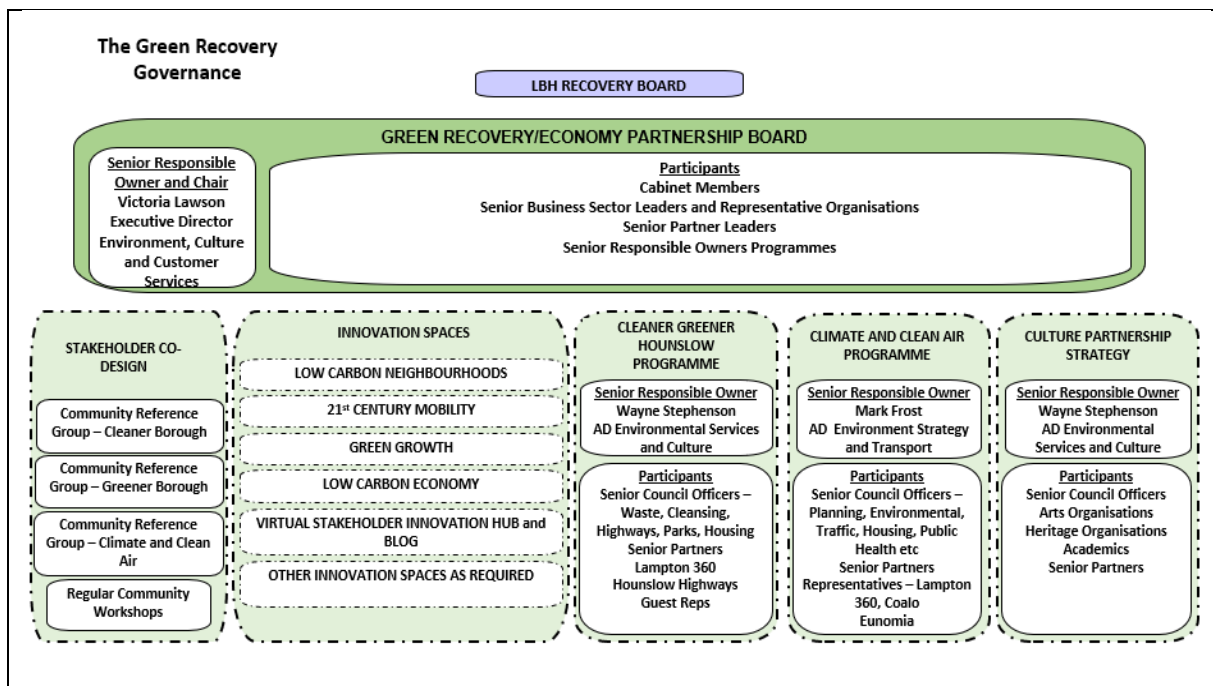
Aside from additional funding to support this agenda, the Council may also require new powers for instance in relation to waste management and planning. This will involve the Council lobbying national government:

- Waste
 - For the implementation of the waste hierarchy to reduce non-recyclable waste.
 - For more regulations requiring businesses to reduce, repair and reuse before recycling by issuing guidance and or legislation that will allow businesses to reduce their waste.
 - To re-instate the powers to enforce householders to follow the recycling system properly, this was abandoned in 2015.
- Zero carbon
 - To require zero carbon building standards for all new builds. If this is not achieved in the build, carbon offsets would be required.
 - To reinstate a programme similar to Warm Front and Feed in Tariffs, which incentivised retrofitting and Solar PV generation in private tenant buildings.
 - Address the energy performance of properties by setting a realistic target to ensure that all homes have an energy performance rating of B (on the A to G scale) by 2035 and a requirement for new homes to be constructed to a zero-carbon standard by 2020. This can only be achieved through tightening and improving of building regulations and quality controls at a national level or regional level if possible. Again, further analysis is required about whether tighter regulation will impact upon the delivery of housing targets.
 - For a national strategy that sets out a timeframe for achieving net zero carbon. It should include a strategy on zero carbon electricity generation for the UK and outline plans to replace natural gas with hydrogen through the national gas mains. This is critical to establishing optimum plans for replacement of gas boilers; and improve the quality of insulation in building standards.
- Skills and employment
 - For additional grants to use the opportunity to redirect to skills for carrying out the necessary retrofits and increasing employment opportunities in green industries.
- Transport
 - For further action to support a shift to sustainable transport modes, notably increased discounts for electric vehicles and e-bikes, but also greater emphasis on demand restraint such as through the introduction of national road user charging.
 - To keep TfL fares low; making sure public transport runs efficiently and ban in the worst polluting cars from the congestion zone.

8.0 GOVERNANCE

The Climate Emergency Action Plan forms part of a wider Greener Recovery Governance (figure 8 below) which has been developed using the framework set out in the Greener Borough Strategy⁷. The Greener Recovery Governance structure reflects the work the council is now having to prioritise to address the effects of the COVID19 pandemic on the borough. It is clear that the framework is complex and characterised by the cross cutting and far reaching nature of the priorities set out in the Greener Borough Strategy.

Figure 8 – Greener Borough Strategy Governance (incorporating Climate Emergency Action Plan)⁸



The Framework has three key sub-programmes focusing upon Cleaner Greener Hounslow Programme, Climate and Clean Air Programme and the Culture Partnership Strategy. The unifying nature of the Greener Borough Framework Programme ensures these three themes remain complementary to each other whilst recognising that the significant challenges of each also demands that the themes are considered on their own merit. The Climate and Clean Air Programme encapsulates the Climate Emergency Action Plan and the Air Quality Action Plan.

A key part of this process has been the establishment of three Community Reference Groups. These groups will work with the officer led boards to co-create and prioritise actions, as well as assist in increasing transparency and public understanding around the Council's opportunities and constraints for action. It will also be necessary to assist the Council in galvanising the required wider civic support necessary to deliver the ambitious changes required to respond to the declaration of an emergency. This process has already been established in respect to the Air Quality Action Plan through the associated Steering Group which includes a range of community representatives. The remit for this group will be widened to encompass monitoring and implementation of the Climate Emergency Action Plan and its

⁷ The Greener Borough Strategy [file:///lbh-ctxpf-01/folderredir\\$ajit.bansal/Downloads/greener_borough_framework_jan20%20\(2\).pdf](file:///lbh-ctxpf-01/folderredir$ajit.bansal/Downloads/greener_borough_framework_jan20%20(2).pdf)

⁸ Please note that the governance structure of the Greener Borough Framework has been updated following the Coronavirus Pandemic as the workstreams reflect the Green Economic/ Partnership Recovery that will be taken forward as part of the wider framework.

membership reviewed accordingly – hereon it is called the Climate and Clean Air Community Reference Group (CRG). Furthermore, opportunities to better engage businesses and faith groups in this process will also be taken. The Climate and Clean Air Community Reference Group and the officer led group will meet quarterly and where required Task and Finish Groups will be set up focusing on the development and implementation of key actions. Both groups will be coordinated by the Environmental Strategy Team. The Terms of Reference for the group are set out in Appendix C.

We will also continue to engage with our communities by hosting regular workshops to develop ideas for delivery and for encouraging their active participation in managing solutions.

We will also be establishing Innovation Spaces which will be projects commissioned by the Council to address the issues that will need to be prioritised as the council moves on from the COVID19 pandemic. This will be developed in partnership with the Community Reference Groups.

Appendix A and B of the plan sets out a series of actions that have been grouped into programmes. The actions will be delivered over ten years but have been split into three phases. These are:

- Year of action in 2020;
- Year two – five (short term 2021/22 – 2024/25); and
- Year six – ten (medium to long term 2025/26 – 2029/30).

Figure 8 above shows how the required action across the Council to achieve the objectives set out in the Greener Borough Strategy will be coordinated, tracked and reported back to elected members and Cabinet. Reporting back to Cabinet will take the form of an annual report setting out:

- Estimated carbon emissions emitted that year
- A review of delivery of the actions as set out in the plan during that year including a summary from individual portfolio holders
- A more detailed look to action in the year ahead.

The first annual report is estimated for summer 2021.

As well as keeping the plan under regular review, the anticipation is the full plan will require renewal after year 5 to ensure that the Council is on track to achieve the net zero target.

9.0 COMMUNICATING THE PLAN

As part of the action plan, the council will be developing a communications and behavioural change campaign as well as an engagement programme. The key aspects of the campaign will be to:

- Raise awareness of the Climate Emergency,
- Promote the Climate Emergency Action Plan,
- Provide updates on the progress being made on developing and implementing the actions set out in the plan; and
- Ultimately provide residents, businesses and visitors with the right information that will enable them to make the right choices for them that will allow them to reduce their own carbon footprint. For example, we will endeavour to sign post them to any grants that will be or are available, inform them about the energy efficient products that are available, provide them with information on healthy eating and waste reduction and so forth.

The campaign and engagement programme will be developed in partnership with the Climate and Clean Air Community Reference Group and will be launched during the Year of Action 2020.

10.0 SUSTAINABILITY IMPACT APPRAISAL

Reducing our contribution to the climate emergency is a key sustainability consideration. The Climate Emergency Action Plan, forming part of a wider Greener Borough Strategy, will form the key mechanism via which the Council will look to reduce direct emissions attributable to our own operations, and to influence wider emissions generated within the borough.

It is clear that tackling the climate emergency and reducing the Council's direct emissions to net zero in ten years will require a radical review of how the Council operates, invests and prioritises resources with a singular focus on reducing consumption and moving towards low carbon energy use. Whilst many projects to achieve this goal will be infrastructural in nature, equally important will be a cultural change piece amongst Council decision makers and, supported by the Council, throughout the wider community.

As noted in the motion set out at the beginning of section 1 above, majority scientific opinion is that urgent action on reducing emissions is required if the world is to avoid significant harm as a result of rising temperatures. Whilst it is certain that there will be cost implications from action there will also be savings achieved. In the longer run, and at a national/global level it is considered that the costs of inaction will exceed action.

11.0. FINANCING THE PLAN

The Climate Emergency Action Plan sets out a range of actions to reduce Council direct emissions to net zero across the next ten years.

The Council already has a strong track record in reducing emissions and it should be noted that there are already significant resources in place in respect to improving sustainable transport, supporting renewable energy, improving energy efficiency of Council housing stock and reducing waste and increasing recycling. These include:

- HRA funded investments which are used to improve existing homes so that they use less energy, cut carbon emissions and cut costs. Between 19/20 to 21/22, the Council will be investing £40.5 million across various projects that will improve the energy efficiency of the social housing stock. This can be broken down as follows:
 - £11m 'Energy Improvement Projects' (i.e. external wall insulation, loft insulation, etc);
 - £7.5m 'Heating' (i.e. upgrades to domestic heating in properties);
 - £5.5m 'District Heating' (i.e. upgrading communal / district heating systems);
 - £2.5m 'Window & Door Renewal' (i.e. upgrading to more energy efficient systems);
 - £10m 'Kitchen & bathroom programme' (i.e. incorporating energy saving appliances, fixtures and fittings);
 - £4m 'Roofing' (i.e. conforming to building regulation requirements for insulation).
- Where possible, the Council adopts a 'whole-house' approach to works (where multiple measures are undertaken at once). However, where measures are delivered in isolation, the Council tries to ensure these measures are integrated into the building system to deliver the best results for energy efficiency.
- To enable the Council to deliver the two RE:FIT programmes for the schools and corporate estate, to date approximately £3.4million has been secured from Salix Finance and capital funding. This includes £1.3m from the Heathrow Consequential Improvement Fund to install energy efficiency measures. An additional £350,000 is anticipated from capital funding for EPCs and required upgrades.
- To date, TfL funding of £2.36m has been used to deliver sustainable transport promotion. Additional awards for Electric Vehicle Charging, Cycling, wider public realm improvements c£2-3m/year (bid dependent) are anticipated.
- The council has committed just over £2.2million from 2017/18 CIL, S106 and the Leaders Green Fund on community led sustainability projects which include improvements to green spaces, tree planting, schools, transport infrastructure etc. A further £78,000 has been allocated to community led sustainability projects in 2019/20.

Whilst this investment will help deliver carbon savings, achieving the goal of net zero by 2030 will require significant additional resources to deliver. Eunomia consultants have undertaken a high-level assessment and have calculated that the cost of achieving net zero council direct emissions alone could exceed £0.3bn, let alone action on wider borough emissions. The majority of this cost is associated with the work required to retrofit council housing stock to reduce domestic heating energy usage. From a finance perspective this represents a particular challenge as a consequence of a phenomena known as the 'split incentive' - where council tenants wholly accrue the benefits of improved energy efficiency measures through lower personal energy bills achieved as a consequence of investment made by the council. This

means that constructing a business case around future savings to the council as a consequence of such investment is challenging. By contrast, investments in electric vehicles, solar power and waste and recycling improvements could, in the longer term, potentially prove cost neutral or even save the council money. However, these transformational projects will still require upfront investment that can be difficult to secure in the current financial climate.

As noted in Appendix A the Council is to explore a wide range of local funding options to help support implementation of the plan, as well as to secure wider civic engagement in addressing the climate emergency. These could include:

- Voluntary local council tax supplement for climate emergency actions
- Use of regulatory charges, such as those relating to parking for example, to incentivise low carbon choices, with any income raised ring fenced for development of sustainable choices.
- Crowdsourcing payments to support local projects, and supporting local businesses looking to offset emissions to invest locally where possible.

In the longer term the council will work with the borough treasurers committee of London Councils to explore a wide range of possible funding and financing mechanisms to unlock the required investment necessary to respond to the climate emergency. Progress on this will be reported through the annual report.

12.0 RISK MANAGEMENT

As noted in the original approved motion set out in 3.1, majority scientific consensus is that wider risk of inaction on tackling emissions is considered to be high.

This action plan seeks to put forward a credible pathway towards achieving net zero Council direct emissions, alongside a substantial reduction in wider emissions over which we may have some influence.

Of the areas where action is required it is clear that reducing emissions from our existing gas use is key. Unfortunately, there is no current consensus on the most optimal route to decarbonising the gas network, or in shifting space and water heating onto low carbon alternatives. Opportunities presented in this plan, particularly around combination of best practice energy efficiency measures alongside wider exploitation of heat pump technology, are considered credible - however it is clear that further real-world implementation is required before their true effectiveness can be ascertained. This is a national (or even global) challenge however and the Council will work closely with other authorities and national government to ensure optimal technological solutions, when identified are delivered at pace.

Risks associated with the projects included in the action plan will be considered at the individual project level using the Council's normal processes.

13.0 EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

The Council has to give due regard to its Equalities Duties, in particular with respect to general duties arising from section 149 of the Equality Act 2010. Having due regard to the need to advance equality involves, in particular, the need to remove or minimize disadvantages suffered by equalities groups.

The Council has considered the relevance of the proposal to the provisions of the Equality Act 2010, in particular for those with the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation and the Human Rights Act 1998. The assessment concluded that Equalities Duties are not engaged by this proposal at the current level of development. The proposal is also compatible with Human Rights Articles and as the report does not have any significant bearing on the substantive equality duty it is not considered necessary to undertake an Equality Analysis.

The Council will however be mindful of any responses made through the proposed consultation on the action plan from those with protected characteristics and these will be reported as part of the determination of final approval. It is also noted that that individual projects set out in the action plan will likely require further discrete approvals in due course, which may need to include a separate assessment on any equality impacts.

APPENDIX A – COUNCIL DIRECT EMISSIONS ACTION PLAN

In order to deliver a reduction in council direct emissions, seven programmes have been identified. Each programme contains a number of actions that will be developed and implemented in order to achieve the net zero target by 2030. The actions will be delivered over ten years but have been split into three phases. These are:

- Year of action in 2020;
- Year two – five (short term 2021/22 – 2024/25); and
- Year six – ten (medium to long term 2025/26 – 2029/30).

Next to each action below we have indicated: where the Council has Direct Influence (**DI**), where delivery is reliant on national and regional policy and legislation (**P**) and funding from external sources such as national government (**F**).

Programme one – Energy Efficiency

This programme will involve improving the energy efficiency of the corporate estate and social housing stock. Around 50% of the Council's direct emissions are a result of the corporate estate and social housing stock being predominately heated using gas boilers. If the Council is to achieve the net zero target, it is imperative that improvements to the building fabric such as installing cladding are implemented to all the properties that are part of the corporate portfolio. Only then, will the Council be in a position to consider and install low carbon heating technology such as heat pumps. This will not only improve the way in which buildings are heated but reduce our direct emissions. Opportunities to source biogas or possibly hydrogen as an alternative to natural gas should also be explored.

At present, the Council has a committed work programme for delivering energy efficiency improvements to the social housing stock, key corporate buildings and schools. The scope and ambition for these programmes will be reviewed in 2020 to ensure they are compliant with the net zero target. This will be reported to the programme board in Q4 2020/21.

Year of action 2020/21, the Council will:

- In its role as a developer, explore how exemplar energy efficiency solutions for new builds can be delivered, in line with PassivHaus principles. The borough is currently exploring how two possible Council housing development sites can be developed to the PassivHaus standard. **(DI)**
- Work to support schools and educational facilities to declare a climate emergency and develop associated action plans. **(DI)**
- Review the GLA CROHM (Carbon Reduction Options for Housing Managers) assessment and identify opportunities to decarbonise the social housing stock. The Housing Asset Management Strategy will incorporate these opportunities and will be published in 2020/21. **(DI)**
- Update the District Heat Network Study (2012), investigating the opportunities feasible across the borough focusing on the key hot spot areas such as Feltham Town Centre, Hounslow West, the Great West Corridor to begin with, with the peripheral areas requiring alternative solutions. To be completed in 2021. This study will add to the evidence base for the Local Plan Review. **(DI) (F)**
- Explore an application to the Heat Network Development Unit for consultancy support in developing district heating schemes. Bid for funding under the Heat Network Investment Project (if renewed by government) to support action. **(F)**
- Explore possibility of the Council setting up an Energy Services Company. **(DI)**

- Undertake an assessment for how to improve energy efficiency across our commercial estate beyond that required by the Minimum Energy Efficiency Standard (MEES) regulations which came into force in April 2018. These stipulate that all properties should have a minimum Energy Performance Certificate rating of E. The Council will utilise the findings to develop and adopt a new Corporate Energy Action Plan 2020 – 2025. The Plan will set out in detail the Council's approach to reducing corporate energy use which in return will reduce the carbon emissions. **(DI) (P) (F)**
 - Through the RE:FIT programme we will look to retrofit corporate buildings with energy conservation measures to save an average of 25- 30 per cent of their annual energy costs. **(DI) (F)**
 - Continue to roll out the GLA Schools RE:FIT programme of energy efficiency upgrades across 70 schools in Hounslow. By targeting all 70 schools throughout the period of the plan, Hounslow can save 3,320 tonnes per annum which equates to an 18% reduction across the total borough wide carbon footprint. Over the course of the RE:FIT programme, approximately £900,000 financial savings per annum will be achieved across all schools. **(DI) (F)**

Year two – five (short term 2021/22 – 2024/25), the Council will:

- Complete all building and upgrade programmes to the highest standards of thermal efficiency as identified in the Housing Strategy 2019-24. **(DI)**
- Work with all Hounslow schools to ensure that they have declared a climate emergency and published an action plan. **(DI)**
- Implement the corporate Energy Action Plan which will include completing the installation of smart metering in all operational corporate assets. For corporate buildings, the use of a robust energy management system provides the means of monitoring the energy profile of Council operated buildings. Accurate monitoring will allow the Council to measure the performance of its operational assets, develop a clear picture of energy consumption and make informed decisions regarding the best actions to be taken to mitigate the effects of climate change and in turn reduce the associated operational costs. **(DI)**
- Complete the roll out of the Energy Performance Certificates Programme for properties where we are the corporate landlord and implement the required enhanced energy efficiency upgrades to achieve minimum C rating. **(DI)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Ensure all Council developments follow the PassivHaus Standard, are carbon neutral and comply with relevant planning policy. **(DI) (P) (F)**
- All Hounslow schools are carbon neutral by 2030. **(DI) (F)**
- Review the corporate Energy Action Plan and assess progress achieved to date. **(DI)**

Programme Two - Renewable Energy

Solar Photovoltaic panels generate electricity from sunlight that can be used across the grid to power housing, streetlights, cars, businesses and more. Even though many are not appropriately oriented, the Council estate contains thousands of rooftops, providing a large surface upon which Solar PV can be installed. For every 5MW installed, the Council can potentially power 1,515 homes for a year and save 2,150 tonnes of carbon dioxide. Opportunities also exist to move our procurement of energy from the grid to 100% renewable over time.

Year of action 2020/21, the Council will:

- Procure up 100% renewable electricity by October 2020 to power the corporate estate, social housing stock and those schools which purchase energy through the Council. This may be purchased via a REGO backed supplier green tariff or through a Power Purchase Agreement, which provides a direct link to a renewable generator. **(DI)**
- Complete the business case for seeking further large-scale investment in rooftop and ground mounted solar PV by end 2020/21. This to include a review of options around how best to pass on the energy generated (Power Purchasing Agreement, Sleeving, Private Wire etc.). At present, the Council is investigating two potential sites for building a Solar farm. These are:
 - Land on the corner of Eastern Perimeter Road. This site is owned by the Council but is located in the London Borough of Hillingdon. This site is not located near a substation so any energy generated would need to be private wired direct to a nearby building or business for use (as the nearest substation is over 1km away). The closest development neighbouring the site is Heathrow Airport and if the project is feasible, the Council would look to enter into discussions with the airport operator to discuss the proposal. The project would cost approximately £1.95million to develop which would have a payback period of seven years. If the Council was to export 100percent of the energy generated at minimum rate of 8p/kWh, over a 20-year period, we could potentially accumulate £6.8 million of which the cumulated cash flow benefit over 20 years would be £4.8million. **(DI) (P) (F)**
 - Western International Market (WIM). Unlike the site proposed above, the land at WIM is located near a substation so there is significant potential to connect the proposed development to North Hyde substation. This means that any energy generated that is not used can be sold back to the national grid. If viable, the project would cost £6.5million to develop and will have a payback period of 7.5 years. If the Council was to export 100% of the energy generated at a minimum rate of 8p/kWh, over a 20-year period, we could potentially accumulate £21.5 million, of which the cumulated net cashflow benefit over 20 years would be £15 million. **(DI) (P) (F)**
- Both these proposals are being further investigated and a detailed business case will be developed to determine their viability. **(DI) (P) (F)**

Year two – five (short term 2021/22 – 2024/25), the Council will:

- Utilise 100% renewable electricity to power the corporate estate and social housing stock and complete a feasibility of a) sourcing renewable gas (i.e. biogas) and / or b) hydrogen's applicability into the current supply. **(DI)**
- If feasibility study is positive, begin procurement for installation of Solar PV. **(DI) (P) (F)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Be using 100% renewable electricity, with a significant proportion local generated and moving towards the full decarbonisation of the corporate estate including housing. **(DI) (P) (F)**

Programme Three – Electrifying vehicle fleet

Fuel use by the Council's fleet (including direct sub-contractors) is estimated at around 3% of direct Council emissions. However, as emissions from the wider estate fall in response to investment in energy efficiency and the decarbonisation of the grid, transport emissions are likely to make up a bigger proportion of our total unless prompt action is taken. At the current time much of the fleet still runs on diesel, even if a significant proportion of these vehicles do comply with the latest Euro VI rating. Opportunities to improve the efficiency of the fleet are therefore required to achieve net zero emissions. This could include a rapid electrification programme for suitable vehicles and/or a move towards hydrogen or bio-fuels for larger vehicles where electricity may not yet be viable. Further feasibility work will need to be undertaken on this in 2020 and reported to the programme board in Q4 2020/21.

Year of action 2020/21, the Council will:

- Roll out a zero-emission parking enforcement operation. **(DI)**
- Complete the feasibility study into the electrification of the Council's fleet of vehicles and those used by the primary contractors. For example, replace the waste team's vehicles with electric or hybrid and consider using alternative fuels (biofuels) to power the fleet. The study will endeavour to consider the lifecycle costs of the vehicles and their impact on the environment, options to phase out vehicles as part of the fleet replacement and converting the existing fleet. **(DI)**

Year two – five (short term 2021/22 – 2024/25), the Council will:

- Ensure that a minimum of 50% of the Council's vehicle fleet and those used by the primary contractors are zero emission (at the tailpipe) or hybrid. **(DI)**
- Trial the use of biofuels (as an alternative to petrol and diesel) to power the waste vehicle fleet. **(DI) (P)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Ensure that 100% of the Council's vehicle fleet will be electric or hybrid. **(DI)**

Programme Four - Reducing employee transport emissions

Emissions associated with Council employees' travel (commuting and business related) are estimated at around 1% of total direct Council emission, however this does not include emissions from school employees. For the same reasons as apply to the Council's direct fleet, it is considered that, without prompt action, this proportion is expected to rise as emissions from other sources fall more quickly. Whilst the Council has taken steps over many years to encourage staff to travel by sustainable modes, not least through the removal of a dedicated staff parking facility following the move to Hounslow House, many staff continue to commute by car to the main Council offices and also to other Council buildings, including schools. Many business journeys are also made by private car. Further work now needs to be undertaken to ascertain current travel behaviour by employees of the Council and develop further interventions to support the use of walking, cycling, public transport and low emission vehicles. Further feasibility work will need to be undertaken on this in 2020 and reported to the programme board in Q4 2020/21.

Year of action 2020/21, the Council will:

- Intensify sustainable transport promotion for Council staff as part of Council's travel plan. To commence this, a free e-bike loan scheme for all Council staff is to be launched in 2020 alongside a relaunch of the Council's pool bike scheme. **(DI)**
- Increase the proportion of electric pool cars to at least 50%. **(DI)**
- The Council will take action to restrict the use of operational permits by more polluting vehicles. **(DI)**
- Undertake further feasibility work into understanding emissions from school related travel. **(DI)**

Year two – five (short term 2021/22 – 2024/25), the Council will:

- All business activity to be completed by Council employees using sustainable travel, electric pool cars or low emission private vehicles. **(DI)**
- Implement measures to support more sustainable commuting to schools, including more electric vehicle charging points. **(DI)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Move towards zero emissions from Council and school staff commuting and business travel. **(DI)**

Programme Five - Waste management

For the purposes of this action plan, the council's direct emissions from waste are assumed to include those relating to its collection and disposal. These emissions will be a very small proportion of the total (noting that fleet emissions are already covered by action three above). However, the council's direct role in determining disposal options, and also its influencing role in respect to consumption and waste generation by residents and businesses means this will form an important area of action. (This will be particularly relevant in future years when the council can adequately calculate consumption emissions, see section five).

Interventions to reduce waste (and emissions) are being developed through the council's emerging Reduction and Recycling Plan (RRP to be adopted by the Council in Spring 2020) which has a separate governance process. In order to manage and reduce waste consumption, the council will aim to reduce waste produced and increase recycling from all properties over the next ten years. Highlights from this plan are included below, noting actions relating to fleet have been captured in programme three.

Year of action 2020/21, the council will:

- Adopt the Reduction & Recycling Plan. **(DI)**
- Implement the Hounslow House Waste Minimisation Plan and expand this across the wider Corporate commercial estate. **(DI)**
- Review the provision of waste management facilities for flats and identify initiatives that will result in a percentage reduction in residual waste. **(DI)**
- Implement initiatives to increase food waste capture. **(DI)**
- Work with Hounslow Highways to review the provision of street litter bins aiming for a reduction in waste (in tonnes) from 2018/19 baseline which is equivalent to saving 2,584 tonnes by 2030. **(DI)**
- Increase recycling rates across all borough schools by initially introducing WEEE collection points. **(DI)**

- Review the Spaceway Recycling facility in order to identify actions to be implemented in Years two – five. The review will:
 - explore the feasibility of increasing the diversion of waste to recycling e.g. hard plastics, WEEE, garden waste, wood, rubble, hard core etc.
 - analyse the total waste tonnage for the facility
 - scrutinise the throughput of all waste materials from the public and trade side
 - Review materials accepted and check end destinations with the aim of increasing recycling rate to 40% by end of 2020/21. **(DI)**
- Implement the new bulky waste collection policy by increasing operating days from 3 to 5 days per week as well as providing a landlord offer and development of an online bookingform. **(DI)**

Year two – five (short term 2021/22 – 2024/25), the council will:

- Implement the recommendations emerging from the waste management review of flats with a goal of achieving a 5% reduction in residual waste. **(DI)**
- Redesign and refresh the existing provision for Street recycling centres (Bring Sites) to reduce fly tipping in order to maximise recycling opportunities. **(DI)**
- Review the Reduction and Recycling Plan – this needs to take place every four years, with the next cycle expected to start in 2023. **(DI)**
- Undertake a review of all the options available to the council and its partners to offer a commercial waste collection service. **(DI)**

Year six – ten (medium to long term 2025/26 – 2029/30), the council will:

- Implement the updated Reduction and Recycling Plan. **(DI)**

Programme Six - Culture change and governance.

Addressing the climate emergency is a huge endeavour that will require all Council services and employees to contribute fully. Working towards a net zero organisational culture requires whole scale system change and all opportunities to embed low carbon thinking across the Council's activities will need to be taken.

Year of action 2020/21, the Council will:

- Initiate employee and visitor behavioural change as part of the #1Hounslow Programme across all corporate buildings. This will include a Green office week – promotion of 'net zero behaviour' across Council energy use, staff commuting, and waste generated in our buildings. **(DI)**
- As noted in programme one, the Council will work with schools to declare a climate emergency and develop their own action plans. **(DI)**
- The Council will work with schools to develop curriculum initiatives around climate emergency such as investigating possibilities for eco projects in schools, including developing green walls, food growing gardens, encouraging sustainable travel. This should be combined with other schemes being delivered in schools related to air quality, public health etc. **(DI)**
- Ensure net zero mindset is put forward as part of our core values and priorities. **(DI)**
- Corporately, ensure all functions consider the impact the delivery of services will have on meeting the net zero target. This will be achieved by including a 'climate emergency compliance' check in Council report template. **(DI)**
- Feed into review of Council's constitution to ensure decision making linked to responding to climate emergency can be taken at the pace required to adequately respond to the climate emergency. **(DI)**

- Develop a sustainable procurement guide for council departments and suppliers to use. This will include:
 - Full review of best practice in this field and the opportunities to adopt this into council policies and practices (completed Summer 2020)
 - Develop a training programme for all staff and procuring managers on sustainable procurement. **(DI)**
- Promote lower emission food stock through those catering services over which we have influence. **(DI)**
- Explore the opportunity to introduce a climate emergency pledge into staff Performance and Development Appraisals and add this area of our work to the agenda of inductions. **(DI)**

Year two – five (short term 2021/22 – 2024/25), the Council will:

- Undertake a review of what staff have done to contribute to achieving net zero as part of annual PDA process. **(DI)**
- Implement sustainable procurement guide and roll out procurement training programme to all staff. **(DI)**
- Work with suppliers to ensure that they are adopting the principles of ISO 14001, 9001 etc. to the best of their ability. **(DI)**
- Ensure all catering contracts offer a wide range of plant-based food options. **(DI)**
- Assist schools in implementing their own response to the climate emergency. **(DI)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Evidence that a net zero mind set is firmly embedded in Council's culture, and that of our schools, with a consequent measurable reduction in emissions evident. **(DI)**

Programme Seven - Sustainable investment and funding for action

The pension fund works closely with the London Collective Investment Vehicle (CIV) Board and leadership team to ensure that the CIV actively manages its ethical and social responsibilities towards sustainable investment. For the funds' non-CIV investments, further consideration will be given to enhancing our existing activity in this area as part of our planned Investment Strategy review in 2020 which will follow further works around our pension fund valuation. The Pension Fund is sighted on the Council's Climate Emergency agenda and recognises its role to play in this regard. However, there are statutory regulations relating to how the Local Government Pension Scheme assets have to be invested as the Pension Fund is not 'owned' by the administering authority and cannot be used as a delivery vehicle for policies of the administering authority. An administering authority (London Borough of Hounslow) should explain the extent to which the views of their local pension board and other interested parties, such as the other 70 employing bodies, whom they consider may have an interest will be taken into account when making an investment decision based on non-financial factors

In respect to funding, the Council has a strong track record in reducing emissions and it should be noted that there are already significant resources in place in respect to improving sustainable transport, supporting renewable energy, improving energy efficiency of Council housing stock and reducing waste and increasing recycling. In many cases further change can be achieved within current budget envelopes through using existing resource differently with a greater focus on environmental outcomes. In some cases, change will be achieved through policy innovation, or new ways of working that will not result in direct costs for the Council. However, it is clear that significant additional investment will be required to get to net zero emissions. As noted in section nine, the Council will join with other local authorities to lobby

national government for the necessary resources to take action on this agenda. Until such action is forthcoming, other opportunities to raise funding will be explored further in 2020, such as:

- Variations of prudential borrowing and institutional investment will be explored; however, it is noted such borrowing would require an income stream to allow it to be repaid so will not be suitable for all actions. For example, the Salix Energy Efficiency Loans Scheme gives public sector bodies the opportunity to apply for an interest free loan that will finance up to 100% of the costs of energy saving projects meeting the following key criteria:
 - The loan must be repaid back from energy savings within a five-year period (projects exceeding this will repay more per annum than the energy savings or can be part funded).
 - The cost of CO₂e must be less than £191 per tonne over the lifetime of the project.

In order to fund the existing RE:FIT programme to date, the Council has been utilising Salix Finance to deliver the project. Where it has not been possible to fund the installation of energy conservation measures via Salix Finance, the Council has utilised the Mayor's Energy Efficiency Fund (MEEF) and other potential sources of funding (e.g. CAPEX, lenders, etc.) are also considered.

- Innovations in energy retail (such as the Council selling energy from local renewable energy regeneration to a third party such as Heathrow) should be explored.
- Implementation of a Workplace Parking levy to fund sustainable transport and also disincentivise private car use.
- Additional charges for parking for more polluting vehicles to incentivise a shift towards lower emission vehicles, with income ring fenced towards facilitating sustainable transport and Electric Vehicles.
- Local corporate offsetting - The Council will engage large corporates based in the borough or those whose operations impact on the borough e.g. (airlines based at Heathrow Airport) to support the use of offsetting payments made under their corporate social responsibility (CSR) programmes locally. The Council will also explore the opportunity for corporate sponsorship of climate emergency projects and schemes.
- Climate Emergency Crowdfund - The Council will explore the feasibility of setting up a climate emergency crowdfunding platform for defined local climate emergency projects identified through ward Councillors following engagement with the local community. Opportunities to match fund income raised from local communities will also be explored. This would also look to encourage contributions from local residents in order to offset their own emissions.
- Explore options to secure funding from developers. Directly this may be achieved from a payment to the carbon offset fund, however the Council's preference will remain that new developments will achieve carbon neutrality from the outset which will limit payments to the fund. The use of Community Infrastructure Levy (CIL) to support low carbon energy infrastructure may also be explored.

Year of action 2020/21, the Council will:

- Engage with the Collective Investment Vehicle (CIV) to explore opportunities to increase sustainable investing. **(DI)**
- Complete revaluation of Council's pension fund and publish opportunities to increase non-CIV investment in causes that help tackle the climate emergency. **(DI)**
- Explore opportunities to develop alternative sources of funding for climate emergency action plan. **(DI) (F)**
- Ensure that development and implementation of the post COVID19 economic recovery plan incorporates the workstreams contained Greener Borough Strategy and framework. **(DI)**
- Work with other boroughs and local authorities to secure additional investment from national government for this agenda. **(DI)**

Year two – five (short term 2021/22 – 2024/25), the Council will:

- Implement the most effective local funding strategies. **(DI)**
- Review current levels of funding secured from central government against the requirement to achieve net zero and determine whether further lobbying is required. **(DI) (F)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Ensure all Council investments are helping to tackle the climate emergency. **(DI)**
- Work proactively to secure sufficient funding to achieve the net zero target. **(DI) (F)**

These actions are summarised in Table A.1 below.

Table A.1: summary of actions for reducing council direct emissions

Hounslow Climate Emergency Action Plan – Council Direct Emissions			
	Year of action 2020/21	Year two – five (short term 2021/22 – 2024/25)	Year six – ten (medium to long term 2025/26 -2029/30)
Energy Efficiency	Continue roll out of GLA schools RE:FIT programme targeting all 70 schools.		
	Support schools in declaring a climate emergency	Hounslow Schools declared a climate emergency by 2020	All Hounslow Schools are carbon neutral by 2030
	Develop and adopt corporate Energy Action Plan	Implement corporate Energy Action Plan	Review corporate EAP and assess progress achieved to date
	Review the GLA CROHM Assessment; identify opportunities to decarbonise social housing stock.	Complete roll out of EPC programme and ECM upgrades	All council developments are carbon neutral
	Retrofit corporate buildings with energy conservation measures	Complete all social housing building upgrade programme by 2024	
	Pilot <u>Pasivhaus</u> design in new council social housing		
	Complete review of the District Heat Network Study		
	Explore options for setting up an <u>ESCo</u>		
Renewable energy	Complete business case for investing in solar PV	Procure and install the first solar farm	Council generates own energy powering the corporate estate
	Implement schools large scale Solar PV PPA programme		
	Procure 100% renewable electricity by 2020 and complete feasibility of sourcing renewable gas	Utilise 100% renewable electricity and complete feasibility of a) sourcing renewable gas and / or b) hydrogens applicability into the current supply	All corporate estate and social housing stock powered using renewable energy (electricity and gas).
Electrifying vehicle fleet	Complete feasibility study on electrification of councils vehicle fleet	Trial the use of sustainable bio fuels in the waste vehicle fleet	100% of the councils fleet is electric or hybrid
	Trial the use of electric vehicles in delivering council	50% of the council fleet is electric or hybrid	
Reducing employee transport	Restrict the use operational permits by more polluting vehicles	All council employees are commuting to their place of work using sustainable modes of transport	
	Intensify sustainable transport promotion for all council employees		
	Increase number of electric pool cars for employee business use	All business activity to be completed by employees using electric pool cars	
	Complete feasibility to understand the emissions from school travel	All school employees are commuting to their place of work using sustainable modes of transport	

Hounslow Climate Emergency Action Plan – Council Direct Emissions			
	Year of action 2020/21	Year two – five (short term 2021/22 – 2024/25)	Year six – ten (medium to long term 2025/26 -2029/30)
Waste management	Adopt the Waste Reduction and Recycling Plan	Implement Waste Reduction and Recycling PI	
	Implement Hounslow House Waste Minimisation Plan	Implement Waste Minimisation Plan across all corporate buildings	
	Review the provision of waste management facilities for flats	Achieve a 5 per cent reduction in residual waste from flats	
	Implement initiatives to increase food waste capture	Refresh and redesign the provision for street bring sites	
	Review provision of street litter bins		
	Increase recycling rates in schools		
		Implement new bulky waste collection policy	
	Review options for a commercial waste collection n service		
Culture change and governance	Initiate employee and visitor behavioural change by incorporating the climate emergency within the #1Hounslow programme	Undertake review of staff action taken to achieve net zero target	
	Councils constitution to incorporate the climate emergency		
	Corporate functions to consider the impact of their services on the CEAP		
	Adopt a sustainable procurement guide	Implement a sustainable procurement guide which will include: Training for all staff and procuring managers on sustainable procurement and Instigation of a 'climate emergency declaration' for all suppliers setting out a commitment for those that do business with the council to take action on emissions.	
	Reduce emissions associated with wider investments i.e. pension fund		
	Promote lower emission foodstock	Ensure all catering contracts offer plant based food options	
Sustainable investment and funding	Engage with the Collective Investment Vehicle to explore opportunities to increase sustainable investing.		
	Complete revaluation of councils pension fund		
	Develop alternative sources of funding for CEAP	Implement the most cost effective local funding strategies	Ensure council investments address the climate emergency
	Work with partners to secure additional investment from national government	Review current levels of funding secured from central government against the requirement to achieve net zero	Work proactively to secure sufficient funding to achieve the net zero target
	Develop and implement a post COVID19 Economic Recovery Plan ; ensure it addresses Climate and Clean Air Programme		

APPENDIX B – BOROUGH WIDE EMISSIONS ACTION PLAN

In order to influence a reduction in the wider borough emissions, six programmes have been identified that are described below. Each programme contains a number of actions that will be developed and implemented in order to achieve the net zero target by 2030. The actions will be delivered over ten years but have been split into three phases. These are:

- Year of action in 2020;
- Year two – five (short term 2021/22 – 2024/25); and
- Year six – ten (medium to long term 2025/26 – 2029/30).

Next to each action below we have indicated: where the Council has Direct Influence **(DI)**, where delivery is reliant on national and regional policy and legislation **(P)** and funding from external sources such as national government **(F)**.

Programme one – Retrofit Hounslow and zero carbon new housing

Retrofitting properties to reduce energy consumption provides significant emissions savings which in turn frees up the huge potential of low carbon heating options such as air source heat pumps (ASHPs). With the Council's focus on addressing its own estate the focus in respect to private residential and commercial building stock to start with is likely to be through the planning process to support the delivery of the lowest possible emission new development. In the medium term, and with additional resources from central government, the Council may be able to explore ways to incentivise private house owners and commercial landlords to improve the energy performance of their premises, however the priority for such resource the Council has is likely to sit with improving its own stock in the first instance. The Council will however look to continue the 'Better Homes, Better Health' programme which targets lower income and vulnerable residents in private accommodation with bespoke advice with how they can reduce energy bills. For 2020, this will be expanded to include advice on sustainable transport options.

Year of action 2020/21, the Council will:

- Expand the Better homes, better health programme, targeting 1000 properties annually until 2030. Programme expanded to cover provision of sustainable transport advice. **(DI) (F)**
- Increase the carbon offsetting cost for new developments to £95/tonne of carbon so that it is in line with the new draft London Plan. **(DI) (P)**
- Explore setting up systems for monitoring of performance of renewables delivered as part of new developments – this could be set up through the S106 process that links all of the renewable sources to a monitoring platform that measures performance. **(DI)**
- In all new developments, the Council (Planning) will review the compliance with stated building designs and standards. **(DI)**
- Explore opportunities to support behaviour change through seed funding community energy efficiency projects. **(DI) (F)**

Year two – five (short term 2021/22 – 2024/25), the Council will:

- Continue with the implementation of Better Homes, Better Health programme. **(DI) (F)**
- Adopt the Hounslow Climate Change Supplementary Planning Document which outline how schemes can meet our Sustainability agenda focusing on Sustainable Travel, Renewable Energy, Water Management, Retrofitting, Carbon Reduction, Urban Greening etc. **(DI) (P)**

- Full review of Local Plan including strategic policies relating to environmental quality and green/blue infrastructure provision in order to help shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience, encourage the reuse of existing resources, and support renewable and low carbon energy and associated infrastructure (as per NPPF para 148). This will include undertaking a zero-carbon assessment of the Local Plan which will review the existing climate change mitigation and adaptation policies and understand how they can be updated and implemented across the borough. This will also consider the policies put forward by the Mayor of London in the London Plan and consider how Hounslow can deliver the Mayor's vision for a zero-carbon city. **(DI)**
- Assist with the implementation of Smart Meter devices. Hounslow is actively interested in the roll out of smart metering to help residents reduce their utility costs and contribute to the reduction of the boroughs carbon footprint as well as their own. In the first instance, the Council is keen to partner with energy suppliers or delivery agencies to:
 - Engage with and support borough residents particularly those in vulnerable circumstances or with pre-payment metering by promoting the take up of smart meters so that they are able to control their energy use and identifying best value tariffs; and
 - Develop a borough wide plan for deployment of smart meters in all residential properties. **(DI) (P) (F)**
- Update relevant policy to ensure that from 2025 at the latest, no new homes can be connected to the gas grid. All new homes should be heated using low-carbon energy sources and have ultra-high levels of energy efficiency alongside appropriate ventilation. **(DI) (P) (F)**
- Promote an increase in housing quality, in accordance with Objective 2 of the *Hounslow Housing Strategy 2014-2018*. Advise and work with landlords to overcome barriers to investment in energy efficiency in rented properties. Educate on benefits and potential long-term cost savings associated. **(DI)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Continue with the implementation of Better Homes, Better Health programme. **(DI) (F)**
- Review carbon offsetting cost and where required update SPD. **(DI)**
- Continue to facilitate community energy projects and providing energy workshops/ training for community groups and businesses. **(DI) (F)**
- All new homes to be heated using low-carbon energy sources. **(DI) (F) (P)**

Programme two - Sustainable Travel Promotion

Transport is responsible for around a third of all emissions emanating from the borough and this proportion has grown in recent years as other sectors have been quicker and more effective at decarbonising. As set out in the Council's approved transport strategy (the Local Implementation Plan for Transport 2018-2041 known as the 'LIP') the Council particularly wants to grow the proportion of trips that are walked or cycled up from 56% today to 71% by 2041, however we will do everything in our power to achieve this target before 2030. Analysis by TfL suggests around one third of all car trips made are under 2km and two thirds are under 5km⁹. These distances could be easily walked or cycled if appropriate conditions were provided so it is clear the opportunity to shift away from motorised transport is potentially large. The LIP sets out a range of actions to help achieve this including promotion of active travel

⁹ Table 2: https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf

through behaviour change interventions such as 'Beat the Street' or cycle training in schools, alongside improved infrastructure for walking and cycling including the delivery of the Hounslow Priority Cycle Network (inclusive of Cycleway 9). The LIP is subject to its own monitoring and governance however further reporting of the highest priority actions to the Climate Emergency Programme Board will be undertaken.

Year of action 2020/21, the Council will:

- Work with TfL to commence implementation of Cycleway 9, alongside the first tranche of routes that will form part of the Hounslow Priority Cycle Network. **(DI) (P) (F)**
- Continue to offer free cycle training for children and adults. **(DI) (F)**
- Complete feasibility for a low-cost cycle hire scheme boroughwide. **(DI) (F)**
- Deliver the 'Beat the Street' promotion again in 2020. **(DI) (F)**
- Complete roll out of Legible London pedestrian wayfinding across all our town centres. **(DI)**
- Work with TfL to enhance bus services serving growth areas, starting with the Great west corridor. **(F)**
- Commence detailed design on Brentford to Southall Rail link, support West London Alliance and TfL on delivery of the West London Orbital scheme. **(F) (P)**
- Maintain Hounslow Council's opposition¹⁰ to expansion whilst working with Heathrow Airport Limited to ensure that the best possible outcome for residents is achieved whether or not a third runway is approved. In respect to the climate emergency this will particularly focus on enhancements in the airport's surface access proposals to support sustainable travel such as new cycle routes serving the airport, improved rail access from the south and enhanced bus services/ reduced costs as well as securing mitigation in relation to noise; poor air quality and; loss or degradation of green space and biodiversity. Since the airport is not within the Borough boundary, the airport operators' emissions are not considered within the wider Borough emissions baseline calculated by BEIS. Whilst the Council can work with Heathrow to encourage them to reduce their carbon footprint, it unfortunately does not have any power to enforce a net zero reduction. **(DI) (P)**
- To reduce the amount of unnecessary idling in the borough through the targeted enforcement activity of the anti-idling Traffic Management Order. **(DI)**
- Implement the Chiswick Liveable Neighbourhood scheme and if successful the Feltham Liveable Neighbourhood scheme. **(DI) (P) (F)**
- Investigate whether 15minute cities concept can be rolled out across Hounslow. **(DI)**
- Implement School Streets treatments around selected schools. **(DI) (F)**
- Increases charges for parking on public land to potentially help to fund green transport projects. **(DI)**
- Develop and implement consistent Borough wide road management policies (speed limits, enforcement, closures to through traffic, bike hangars etc.) which would assist in reducing the management overhead of multiple local schemes. **(DI)**

¹⁰ Hounslow Council has a long-held position that Heathrow Airport should be '*Better, Not Bigger*'. Whilst the Council has been opposed to a bigger Heathrow, whether through additional flights, the addition of a third runway or a relaxation on runway operations and night flights, we nevertheless want a better and successful Heathrow. The Council continues to campaign for the very best noise protection and pollution control measures for our residents' homes, schools and other community buildings. The Council believes that the benefits of living in proximity to Heathrow need to be greater for the whole community, not just those who catch flights or whose jobs are directly or indirectly linked to the airport. We recognise the significant local and national benefits Heathrow Airport brings in terms of the economy and employment. For this reason, we are working to build better working relationships with the airport operator and key stakeholders across the sub region in order to maximise the benefits the airport brings to the borough - as well as ensuring we secure the best possible mitigation and the compensation package which addresses, as far as possible, the negative impacts of airport operations on the local area.

Year two – five (short term 2021/22 – 2024/25), the Council will:

- Complete implementation of Cycleway 9 to Hounslow. Progress early phases of the rest of the Hounslow Priority Cycle network. **(DI) (F)**
- Implement low cost cycle hire provision borough wide. **(DI) (F)**
- Continued roll out of schemes to promote walking and cycling, including free cycle training. **(DI) (F)**
- Commence construction of Brentford to Southall rail link. **(F) (P)**
- Support approval of West London Orbital scheme and a new Southern Rail Access to Heathrow airport. **(DI) (F) (P)**
- Enhanced bus services delivered to Great West Corridor and in Heathrow opportunity area. **(DI) (F) (P)**
- Implement step-free access at all rail stations on the Hounslow Loop. **(DI) (F) (P)**
- Continued roll out of schemes to promote walking and cycling, including free cycle training and promotion of the STARS scheme for schools. **(DI) (F) (P)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Progress extension of Cycleway 9 to Heathrow and to Feltham. **(DI) (F) (P)**
- Ensure the implementation of the rest of the Hounslow priority cycle network. **(DI) (F) (P)**
- Brentford to Southall Rail link operational 2026, West London Orbital and Southern Rail Access to Heathrow operational by 2030. **(DI) (F) (P)**
- Continued roll out of schemes to promote walking and cycling, including free cycle training. **(DI) (F) (P)**
- Support the continued rollout of Low Emission Bus Zones in all town centres. **(DI) (F)**
- To use contract renewals to ensure car clubs adopt zero emission vehicles as quickly as possible. **(DI) (F)**

Programme three – A Transition to electric mobility

Whilst it is clear that many trips can be undertaken by non-motorised modes, it is also the case that many vehicle trips will continue to be made across the borough. Ensuring these are undertaken by the most efficient vehicles is therefore key if transport related emissions are to be reduced. The Council has two key roles here – firstly as a provider of electric vehicle charging facilities and secondly in respect to using its regulatory powers to incentivise and promote low emission vehicles wherever possible.

Year of action 2020/21, the Council will:

- ‘Supercharge’ the EV charging point delivery programme. Double the number of resident only lamp column and public Source London Electric Vehicle Charging Points from c200 in April 2020 to c400 by April 2021. As an interim measure, pilot allowing residents to trail cables across the footway as long as they are protected by a suitable trip deterrent. This will help reduce barriers to residents purchasing electric vehicles. **(DI) (F)**
- Review sessional (‘pay and display’), resident and business parking permits prices to introduce a price differential between zero, low and higher emission vehicles for all pay & display bays both on street and off street in order to help incentivise a shift towards lower emission vehicles in year two. **(DI)**
- Progress Workplace Parking Levy. Following 3 September 2019 cabinet approval, progress the proposal for a workplace parking levy in the Great West Corridor opportunity area in Brentford to full business case stage and statutory consultation, ahead of a potential implementation date in summer 2021 (year two). **(DI)**

- Complete feasibility for delivering workplace parking levy in the eastern extent of the Great west Corridor opportunity area. **(DI)**
- Complete a feasibility study of introducing a low emission delivery provider (either by cycle or zero emission vehicle) ahead of a pilot scheme in 2021. **(DI)**
- Offer free parking on Christmas eve for low emission vehicles only. **(DI)**

Year two – five (short term 2021/22 – 2024/25), the Council will:

- Ensure all Council car parks have EV charging (fast or rapid) available. Ensure all new developments with car parking deliver EV charging in line with London Plan standards. **(DI) (P)**
- Subject to the review and consultation, implement changes to parking fees and charges. **(DI)**
- If positive business case is achieved and subject to further consultation, introduce a workplace parking levy (WPL) in the Great West Corridor Opportunity Area. **(DI)**
- Review cables trailing across the footway. **(DI) (P)**
- Implement pilot low emission delivery scheme. **(DI)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Review electric vehicle charging infrastructure to ensure it is fit for purpose in facilitating a zero-emission vehicle fleet. **(DI)**
- Review parking charges to ensure they have been effective in reducing emissions from the vehicle fleet. **(DI)**

Programme four – A greener and more resilient Hounslow

The natural environment has a key role to play in mitigating, and also addressing the predicted impacts of climate change. The Council is committed to improving and enhancing the green and blue infrastructure across the borough and has been working over many years with partners such as Greenspace 360, London Wildlife Trust and local community groups to this end. In 2020 the Council will develop and approve Biodiversity and Greening the Borough action plans. The Council is exploring a substantial urban greening programme which will include a significant quantum of tree planting in parks, open spaces and highway. It is evident that increasing the density and quality of green infrastructure in the borough can help towards offsetting residual emissions whilst delivering a very wide range of co-benefits. Drawing on previous project work, Eunomia has calculated carbon sequestration on the basis that, over 40 years, one tree will sequester around one tonne of carbon dioxide. Therefore, if the tree cover in Hounslow were to increase by c20,000 trees approximately 20,000 tonnes of CO₂ will be sequestered. This is equivalent to our current annual emissions from fleet and employee transport over 10 years.

Year of action 2020/21, the Council will:

- Develop and approve the Biodiversity and Greening the Borough Action Plans which will set out our aspirations for increasing the amount of green infrastructure in the borough, including significantly increasing tree cover and accelerating the implementation of sustainable urban drainage schemes (SUDS) on the highway. **(DI)**
- Undertake an assessment of the risks that climatic events pose on the Borough and its residents, and the opportunities available to prepare and respond. This will result in the development and implementation of the most practical and cost-effective actions that will enable the borough to adapt to the impacts from climate change. **(DI)**

Year two – five (short term 2021/22 – 2024/25), the council will:

- Implement Biodiversity and Greening the borough action plans. **(DI) (F)**
- Implement the recommendations from the climatic events risk assessment. **(DI) (F)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Review and renew Biodiversity and Greening the borough action plans. **(DI) (P) (F)**

Programme five – Develop net zero lifestyles

Whilst it is difficult to calculate accurately it is clear that lifestyle choices are responsible for a significant proportion of borough wide emissions. Hounslow residents currently emit around 3.84 tonnes of CO₂/yr which is around 12% higher than the London average so if a reduction in emissions to the London average could be achieved this could deliver a saving of 127,000 tonnes of CO₂ per year.

The impact of small changes can be significant. For example, some calculations suggest that a high meat diet (c2.61 tonnes of CO₂e/yr) may be linked to almost twice as much carbon emissions as a purely vegetarian diet (1.38 tonnes of CO₂e/yr). The Carbon Trust recommends that switching to a vegetarian diet could save a significant amount of carbon, potentially equivalent to a trip of up to 5,000 miles in an average petrol car. Even removing meat from your diet for just two days would deliver carbon savings equivalent to a 1,250 mile journey in an average petrol car.

The Energy Saving Trust describe that one of the many ways individuals can reduce their energy consumption is by purchasing energy saving appliances and turning them off instead of leaving them on standby. All appliances are given an energy rating which is based on the size and purpose of the product. Therefore, any two differently sized appliances with the same energy rating will use different amounts of electricity. For instance, an A rated 180-litre fridge freezer could potentially cost £43 a year to run, whereas a larger 525-litre fridge freezer with a better A+ rating could cost £57 a year to run.

Research conducted by Oxfam and WRAP on fast fashion highlighted that over consumption of cheap clothing has led to an increase in waste which is leaving a negative impact on the environment. The report highlighted that purchasing one new white 100% cotton shirt weighing approximately 220g produces the same amount of carbon emissions as driving a car for 35 miles.

Emissions from transport choice often form a significant proportion of residents' total emissions. Even switching just shorter car trips to sustainable transport or electric vehicles would help reduce emissions substantially. For those commuting 5km each way daily in an average petrol car, switching to cycling would deliver around half a tonne saving, or a reduction of around 13% of the average Hounslow resident's annual emissions.

Aviation can be responsible for significant amounts of CO₂ emissions – taking a one-way first-class flight from Heathrow to New York would emit broadly the same amount of emissions as a typical Hounslow resident would use in a year (3.8 tonnes). Even an economy class flight to Rome is responsible for around 12.5% of the average Hounslow residents' total annual emissions (c480kg).

If all residents were to adopt a low emission lifestyle the impact on carbon emissions would therefore be substantial. The Council has few direct levers to support such changes however it will look to play an advocacy role and in particular to promote best practice and celebrate those going the extra mile to reduce their emissions.

Year of action 2020/21, the Council will:

- Hold a celebration event in 2020 to recognise individuals, businesses, schools and community groups that are going the extra mile to respond to the climate emergency by exemplifying a net zero lifestyle. This will also look to particularly highlight the role that simple actions can have on emissions at the borough level. **(DI)**
- Support 'car free' community led initiatives. Continuing support for community car free day events in September 2020, with a particular focus on 'play streets'. **(DI)**
- Highlight the public health angle of action through the distribution of practical information for residents on reducing emissions and adapting to climate change. Link it to the benefits of increasing physical activity for residents as part of a move away from car use through the Hounslow Travel Active campaign. Provide specific advice for vulnerable groups. **(DI)**
- Promote for residents and businesses to register for "Climate Change Pledges" enabling them to reduce emissions from home and work, reduce private transport, adapt the home, and assist adaptation as a consumer. Develop information packs for residents and businesses to receive information, advice and support as part of this. **(DI)**
- Implement a programme of textile swap shops across the borough - promote reuse which will involve setting up a Repair your Clothing Network Group. **(DI)**
- Promote food waste reduction tips and target small grocery stores to stop selling carrier bags. **(DI)**
- Promote the establishment of community adaptation networks, climate groups, voluntary groups, resident's associations, faith groups, etc. Increase involvement in environmental projects (e.g. park regeneration, green roofs, water body maintenance, adapting gardens, etc.). Working with community groups to promote climate emergency actions. **(DI)**
- On a regional or sub regional level, explore options for commissioning a study to understand what lessons can be learned to help us persuade a significant number of residents to develop a net zero lifestyle and understand what actions can be delivered with neighbouring boroughs. **(DI)**
- Examples of individual's experiences could be publicised in Hounslow Matters. **(DI)**

Year two – five (short term 2021/22 – 2024/25), the Council will:

- Encourage community kitchen garden schemes and indoor markets for the sale of local goods. Promote the growth of local produce on disused lands, such as the community project piloted at Harlech Gardens. **(DI)**
- Community network established in every ward. **(DI)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Review the action plan. **(DI)**

Programme Six – Stimulate a local green economy

Hounslow has been one of London's strongest performing economies in recent years, with employment growth of 12% between 2008 and 2013 as well as business base growth of over 20% between 2009 and 2014. Whilst these represent the highest growth rates seen in west London, the growth will also have expected impact on the boroughs carbon footprint. Therefore, consideration and mitigation of potential impacts of climate change on businesses should be of high priority for both business owners, and the maintenance of economic growth across the Borough. If implemented effectively, businesses can potentially reduce energy costs, and

prevent/minimise future climate change related economic impact and implement new ways of working e.g. procuring sustainably.

The Mayor of London's Economic Development Strategy has highlighted that the low carbon and environmental goods and services sector is an area which has significant growth potential that will support the transition to a low carbon economy when supported by strategic interventions.

The borough should also be viewed as an attractive place for green investment and employment opportunities for our residents in the environmental sector. The importance of the green economy and promoting such investment and employment opportunities cannot be underestimated, especially with Britain's renewable energy market alone estimated to be worth over 24 billion pounds by 2020. Through the procurement process, the council currently encourages contractors to use local resources and utilise the local supply chain when undertaking energy improvement and retrofits to the social housing stock.

Year of action 2020/21, the Council will:

- Complete review of the councils S106 developers training and development obligations and where feasible explore the inclusion of apprenticeship opportunities related to the environmental sector. **(DI)**
- Work with existing businesses and developers to provide co-working space, for SMEs in the Great West Corridor and the West of Hounslow and support the provision of shared office space for VCSE sector groups. **(DI) (F)**
- Action Plan should be shared with the Hounslow Chamber of Commerce and the Brentford Chamber of Commerce to identify areas where there can be joined up working. **(DI)**
- Explore what potential there is for shared renewable energy generation across the borough with businesses such as Heathrow Airport Limited. **(DI) (F)**
- Investigate opportunities to develop low carbon skills, education, training and employment opportunities by ensuring that any growth in renewable energy retrofitting sector delivers new skills and job opportunities for local people. **(DI)**
- Undertake assessment of which areas, sectors and/or businesses can contribute/benefit most in relation to climate change initiatives (e.g. energy efficiency, transport implications, impact potential, etc.). Provide follow-up actions as appropriate (education, assistance, etc.). Interact with SMEs to identify a strong business case to highlight the benefits of adopting efficiency measures (cost savings, etc.) **(DI)**
- Assess need for climate change related input into the Hounslow Economic Business Forum and provide input as necessary. **(DI)**
- Work with and support partners such as the Chambers of Commerce and West London Business in green energy initiatives and in encouraging members towards carbon reduction. **(DI)**
- An annual Hounslow Trade Fair where businesses and community groups can share ideas and experience of going carbon free. **(DI)**
- Ensure that its procurement process for energy/carbon retrofit works to the social housing stock will (in either tender specifications or considered in the evaluation criteria) require Contractors to positively impact the Local Green Economy or use local sources which may have a beneficial effect on the environment. **(DI)**

For example:

- Are there local contractors / sub-contractors who can do the work or provide the services required?
- Are the goods / materials required available from a local source in order to assist the economy.

- In the case of large build / refurbishing contracts, what percentage of local labour or resources would be employed.
- Do they have an apprenticeship scheme, and can they recruit this locally – i.e. to assist with local issues such as long term unemployed.
- Can the resident liaison officer or support staff resource be recruited locally (and be given the necessary training)?

Year two – five (short term 2021/22 – 2024/25), the council will:

- Develop guidance and provide advice for businesses to implement both carbon reduction and energy conservation measures. **(DI) (P) (F)**
- Work with businesses such as Heathrow to develop and provide specific training programmes to develop local people with the skills to become Environmental Engineers, Geoscientists, Energy Auditors etc. that will address low carbon and environmental challenges across the borough. This will be achieved by delivering a programme of environmental and sustainability education in Hounslow primary and secondary schools, colleges and universities with a focus on carbon reduction. **(DI)**
- Work with our strategic partners to encourage them to adopt the revised policies / procedures first (i.e. the Hounslow Sustainable Procurement Plan). We will create a league table of compliance / commitment which identifies those who are ahead of the game and can support other Hounslow suppliers when looking at pushing out the adoption of policies to smaller suppliers (Operational / Transactional). Our strategic partners can lead by example, support investment opportunities and supporting the councils aims/objectives in sustainable procurement etc. We will also explore options for a 'green accreditation scheme' for businesses in Hounslow. **(DI)**

Year six – ten (medium to long term 2025/26 – 2029/30), the Council will:

- Review the guidance and offer provided to local businesses and identify improvements to ensure business continuity. **(DI)**

These programmes and associated actions are summarised below in table B.1

Table B.1– Summary of actions to reduce borough wide emissions.

Hounslow Climate Emergency Action Plan – Boroughwide Emissions			
	Year of action 2020/21	Year two – five (short term 2021/22 – 2024/25)	Year six – ten (medium to long term 2025/26 -2029/30)
Retrofit Hounslow and deliver zero carbon housing	Roll out Better Homes and Better Health Programme targeting minimum 1000 households annually over ten years. Programme to also cover personalised travelling planning.		
	Increase the carbon offsetting cost for new builds and identify scope for monitoring renewable in all new developments – incorporate findings in the emerging Climate Change SPD	Adopt, implement and enforce the Hounslow Climate Change SPD. Document to be monitored annually in the AMR. Review Local Plan.	Review carbon offsetting cost and update SPD.
	Facilitate community energy projects and energy workshops/training for community groups and businesses		
	Work with landlords to overcome barriers to invest in energy efficiency in rented properties	Adopt policy to reduce the future provision of gas as a fuel for heating and assist with the roll out of smart meter devices	All new homes to be heated using low-carbon energy sources.
	Review the feasibility of upgrading to low carbon energy sources across domestic and commercial	By 2025, no new homes to be connected to the gas grid – target adopted in Local Plan or Climate Change SPD.	
	Undertake a zero carbon assessment as part of the Local Plan Review evidence base.		
Sustainable travel promotion	Review sessional parking fees.	Introduce a price differential between zero, low and higher emission vehicles for all pay & display bays both on street and off street in order to help incentivise a shift towards lower emission vehicles	
	Complete feasibility of introducing a low emission delivery provider	Pilot low carbon emission delivery project	Roll out borough wide low carbon emission scheme
	Commence implementation of Cycleway 9 along with first tranche of routes related to cycle priority network		Hounslow Priority Cycle Network implemented
	Progress workplace parking levy business case for GWC in Brentford	Implement workplace parking levy in GWC in Brentford	Roll out workplace parking levy across the borough
	Continue to oppose airport expansion: Heathrow should be better, not bigger.		
	Deliver the Chiswick Liveable Neighbourhoods Scheme		
	Pilot school street treatments around borough schools		
A transition to electric mobility	Supercharge the EV charging point programme: install c400 EV charging points by April 2021.	All council car parks have EV charging by 2025. All new developments with car parking deliver EV charging in line with London Plan standards	Review EV Charging Infrastructure
	Review resident and business parking fees	Introduce a price differential for resident and business parking permits (CPZ)	Review parking charges
	Progress Workplace Parking Levy		
	Feasibility on introducing low emission delivery provider	Pilot low emission delivery scheme	

Hounslow Climate Emergency Action Plan – Borough wide Emissions			
	Year of action 2020/21	Year two – five (short term 2021/22 – 2024/25)	Year six – ten (medium to long term 2025/26 -2029/30)
A greener and more resilient Hounslow	<div>Develop and approve Biodiversity and Greening the Borough Action Plans</div> <div>Complete an assessment of the risks that climatic events pose on Hounslow and its communities</div>	<div>Implement action plans</div> <div>Implement the most practical and cost-effective actions that will enable the borough to adapt to the impacts from climate change.</div>	<div>Review and renew Biodiversity and Greening the Borough Action Plans.</div>
Develop net zero lifestyles	<div>Develop and begin implementation of awareness raising programme (launched in summer 2020) focusing on meeting the net zero carbon target by promoting behavioural change and a move towards sustainable behaviours. This will include the projects listed within the table and the following:<ul style="list-style-type: none">Distributing practical information for residents on reducing their carbon footprintFree cycle training for adults and childrenEncouraging community kitchen garden schemesResidents and businesses register their own climate change pledgesWorking with sub regional partners to better understand how jointly we can work together to persuade communities to develop a net zero lifestyle.</div> <div>Promote the establishment of community adaptation networks</div> <div>Community network established in every ward in the borough</div> <div>Council host a celebration event to recognise green achievements (takes place annually)</div>		
Stimulate the local green economy	<div>Review of the councils S106 developers training and development obligations</div>	<div>Develop and provide training programmes for local people to provide them with skills and education to work in the environmental sector.</div> <div>Provide SMEs and VCSE sector groups with co sharing work spaces to reduce building emissions and businesses carbon footprint</div> <div>Complete assessment of different business sectors that will benefit from climate change initiatives</div> <div>Develop guidance for businesses to implement carbon reduction and install energy conservation measures.</div> <div>Review guidance and offer provided to local businesses to ensure business continuity.</div> <div>Utilise the procurement process to require contractors to positively impact the local green economy</div> <div>Suppliers to adopt Hounslow's procurement policies and create a league table of green businesses in Hounslow .</div> <div>Host annual trade fair where businesses and community groups share best practice and experience of going carbon free</div>	

APPENDIX C:

Terms of Reference: Community Reference Group – Climate and Clean Air

January 2020

1.0 BACKGROUND

Delivering a cleaner and greener Borough is an important strategic priority for the council. The overarching context for delivering this priority is outlined within the Corporate Plan 2019 - 2024 which outlines our commitment to ensure residents and visitors see a clean and attractive borough, where Hounslow is a destination people want to visit, is an appealing place to spend time in and a borough people are happy to call home.

The corporate pledges and the Corporate Plan identify the importance of delivering a high-quality environment for our residents. The Cleaner Greener Hounslow Programme will drive the formation of a new strategy which will address the climate emergency and improve the boroughs air quality. This will be informed by engagement with our staff, residents, community groups, businesses as well as our strategic partners.

2.0 VISION

Our vision is to create a cleaner and greener borough by working together to build civic pride in Hounslow, ultimately driven by community requirements and engagement in the challenge. The community are at the heart of co-design and the decision-making process.

3.0 SCOPE AND REMIT

The community are at the heart of the Cleaner Greener Hounslow Programme and a large number have expressed a strong desire to be involved in working with the Council to improve the borough's air quality and reducing the Council's and the wider borough carbon footprint. This will in part, be achieved by implementing the Hounslow Air Quality Action Plan (adopted in October 2018) and the draft Climate Emergency Action Plan as well as other environmental plans, policies and projects that form part of the Cleaner, Greener Hounslow Programme.

Hounslow Air Quality Action Plan

This Air Quality Action Plan (AQAP) outlines the action the Council will take to improve air quality across the borough between 2018 and 2023. The Hounslow AQAP:

- aims to report on the current status of air pollution in Hounslow and compliance with the limit values; and
- outlines the actions that will be delivered to reduce concentrations of pollution, and exposure to pollution in the Borough which ultimately will improve the health and quality of life of residents and visitors to the Borough.

The AQAP has been developed in recognition of the legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and associated regulations and to meet the requirements of the London Local Air Quality Management statutory process. See link for Hounslow AQAP:

https://www.hounslow.gov.uk/downloads/file/1836/air_quality_action_plan_-_2018

Hounslow Climate Emergency Action Plan

In June 2019, Borough Council declared a climate emergency. This committed the Council to develop a Climate Emergency Action Plan, setting out how the Council will work towards becoming carbon neutral, and ultimately zero carbon, as soon as possible. Working in partnership with independent consultants Eunomia Consulting and using the ideas generated at the public event we hosted in October 2019: 'Addressing the Climate Emergency', we have now produced the first draft Climate Emergency Action Plan which:

- Outlines the Council's and the wider borough carbon footprint;
- A target to achieve net zero direct carbon emissions from Council activities by 2030, alongside a significant reduction in borough wide emissions focussing on those areas we have most influence
- Best practice and knowledge sharing from other Local Authorities and organisations;
- Actions that can be delivered over a ten-year period that will enable the Council to achieve the proposed target as well as influence a reduction in wider borough emissions.
- The co-benefits of delivering multiple actions and role national government needs to play;
- The funding opportunities and the governance arrangements for delivering the plan.

In developing these initiatives, we have undertaken a full review of emissions that are attributed to: a) the Council's direct operations and assets; and b) the wider emissions emitted across the borough. Whilst the focus of the declaration was on ensuring the Council's own carbon footprint is reduced to net zero by 2030, it is recognised that the Council is directly responsible for only a very small proportion of the emissions generated in the borough and that we have some influence over indirect emissions - and an important community leadership responsibility in working to reduce all emissions as quickly as practicable. See link for CEAP:

<https://democraticservices.hounslow.gov.uk/documents/s157646/CEX%20440%20Cabinet%20Report%20CEAP.pdf>

The remit of the Climate and Clean Air CRG will be to encompass the monitoring and implementation of the CEAP and AQAP. The CRG will work with the internal Council officer led Board to co-create and prioritise actions, as well as assist in increasing transparency and public understanding around the Council's opportunities and constraints for action. The group will assist the Council in galvanising the required wider civic support necessary to deliver the ambitious changes required to respond to the declaration of an emergency.

4.0 ROLE OF EACH MEMBER OF THE CLIMATE AND CLEAN AIR CRG

Members of the Climate and Clean Air CRG will:

- represent their community/organisation and take the lead on progressing the work within their community/organisation. This will involve feeding back information discussed at meetings and being an advocate for addressing the climate emergency and the improving the borough's air quality.
- support the Council's commitment to achieve net zero carbon by 2030.
- improve the environmental performance of the Council and the wider borough by working as a group and with partners to develop and implement the actions outlined within both plans.

- take into account the regulatory and leadership roles the Council plays in delivering this work forward outside of the Council within the community, leading by example and promoting excellence in sustainable development.
- examine, propose and promote practical ways to reduce carbon emissions including the uptake of research findings and other information; and ensure all individual changes at a local level will add to the bigger picture of slowing down climate change and improving air quality.
- seek engagement with partner organisations, the business and voluntary sector to learn from experiences and share information.
- promote and encourage behaviour change by individuals and organisations across all sectors of the community to help combat climate change and improve the borough's air quality.
- Co-create and prioritise actions
- Increase transparency and public understanding around opportunities and constraints for action
- Galvanise wider civic support and foster community buy-in
- Be ambitious for the whole borough
- Embed a collaborative approach to problem solving
- Be receptive to new ideas, initiatives, innovation and learning from elsewhere
- Actively participate in meetings and share information with the wider community
- Look positively at proposals and proactively engage in co-design
- Commit to positively promote, support and encourage boroughwide action
- Be respectful, inclusive and embrace diversity
- Agree the Terms of Reference.

5.0 MEMBERSHIP AND ATTENDANCE

The CRG will meet twice yearly (in March and September) and will be supported by the internal Council officer led group which will meet quarterly. Both groups will be coordinated by the Environmental Strategy Team. Meeting paperwork will be issued five working days in advance. Notes of the meeting will be processed within two weeks.

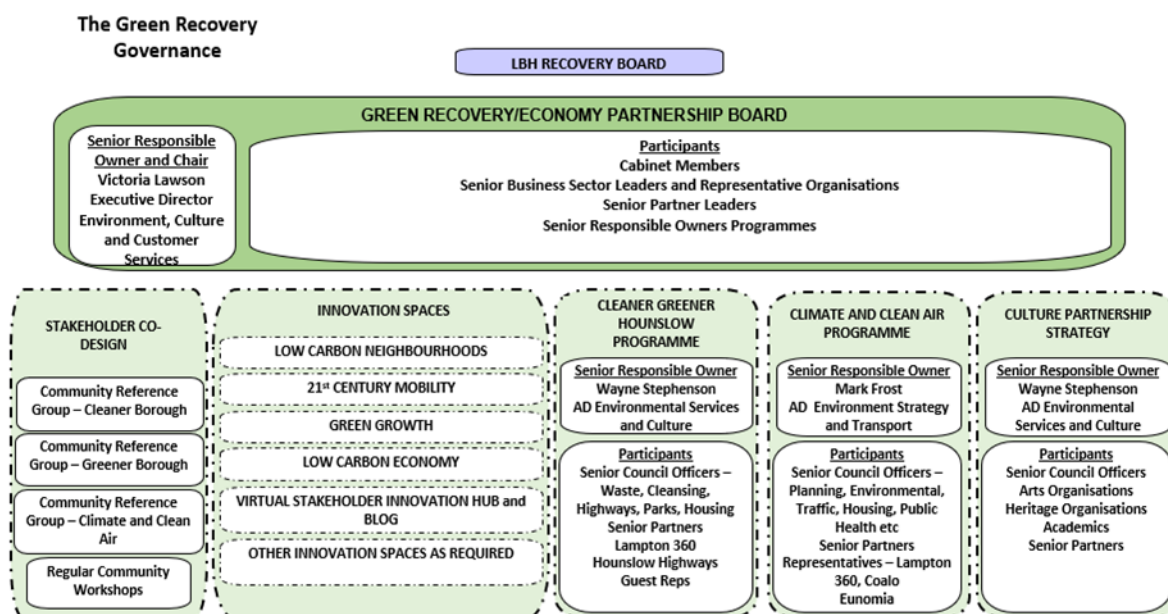
Membership of the Climate Emergency and Clean Air CRG will consist of the following:

- Chair: Portfolio Holder for Climate Emergency and Air Quality.
The role of the chair will be:
 - To provide independent leadership of the CRG and champion the climate emergency and air quality
 - To chair meetings of the CRG
 - To ensure development and completion of the CRG deliverables and objectives
 - To champion the work of the CRG
- London Borough of Hounslow (Assistant Director for Transport and Environmental Strategy, Programme Manager)
- Strategic partners (tbc)
- Businesses representative
- Schools representative
- 10 community representatives to be recruited every two years.

Membership will be reviewed every two years to provide all members of the community with the opportunity to participate and engage with the Group and this area of work.

6.0 GOVERNANCE AND ACCOUNTABILITY

The diagram below shows how the required action across the council to achieve objectives will be coordinated, tracked and reported back to elected members.



The Executive Director for Environment, Culture and Customer Services will own the programme. The programme board includes senior leaders from across the Hounslow Public Realm Services family. The Programme Board will initially agree what success looks like, monitor the progress against outcomes, track progress of the projects and assign new tasks and projects accordingly. Reporting back to Cabinet will take the form of an annual report setting out:

- Estimated carbon emissions emitted that year
- A review of delivery of the actions as set out in both plans during that year including a summary from portfolio holders.
- A more detailed look to action in the year ahead.

The first annual report is estimated for summer 2021.

7.0 FIRST MEETING

The first meeting is scheduled for Thursday 27th February 2020, with the following programme of meetings along with these draft terms of reference to be agreed by the Group.

Meeting date	Theme
February 2020	Borough Fleet Management
September 2020	Business engagement
March 2021	Planning policy/Development Management
September 2021	Energy
March 2022	Transport
September 2022	Procurement/ Housing
March 2023	

-ENDS-