Illustration to be redeveloped to be representative of the changes within the plan

Carbon Neutral Plan 2021– 2030

ROYAL borough of GREENWICH

1 Introduction

Foreword

The threat to our climate is real and it is now indisputable that the changes to our environment are now rapid, accelerating and a threat to how we live.

That is why we declared a climate emergency in 2019 and agreed to set an ambitious target to reach net zero carbon emissions 20 years ahead of the national target.

We set this ambitious target because the risks associated with climate change are real and serious.

With miles of riverfront, the risk of floods is particularly real for us in Royal Greenwich. But droughts, heatwaves and other extreme weather conditions will also have a massive impact on the health and wellbeing of our residents.

We also set an ambitious target because we've already been making progress over the past four years as part of our Greener Greenwich strategy.

As a Council, we're proud that we're already:

- building low carbon homes
- creating safer routes for walking and cycling
- creating controlled parking zones to discourage car use
- installing electric vehicle charging points
- planting thousands of extra trees
- procuring 100% green electricity
- setting up a partnership of businesses and local organisations to help reduce emissions across the borough.

But we know we need to do a lot more.

About a third of emissions in the borough come from transport, but despite the work of councils, Transport for London (TfL) and successive Mayors of London to enable more people to walk and cycle, the number of miles driven on London's roads is still going up. Between 2009 and 2019, the number of miles driven on roads in the Royal Borough of Greenwich increased by one hundred and thirty million. This is just one example of the scale of the challenge ahead if we're going to deal with the biggest ever threat to our health, wellbeing and prosperity.

In 2020 the immediate threat to our health and wellbeing has been COVID-19. It has kept us apart, challenging the very things that make us human. But it has also forced us to put our best minds forward to tackle the biggest challenges imaginable. We've had to mobilise and innovate at an astonishing speed. From office staff being redeployed to collect bins to an army of volunteers coming together to support people shielding at home, 2020 has shown us that when it comes to the things that truly matter, no one can do it alone.

We've come together to protect our most vulnerable residents and keep our services running throughout the pandemic and will need to channel this energy to tackle the even bigger threat of the climate emergency.

COVID-19 has morphed from a health issue to one of equality and social justice, as our elderly, vulnerable and poorer residents have been disproportionally affected. If we take action to lower our emissions, the same residents will benefit from warmer homes, cleaner air and lower energy bills.

We will be consulting on this draft plan in the coming months, so please do read it, have your say and help us develop the final plan which we hope to agree and approve in Spring 2021. This is without a doubt the challenge of our lifetimes and will require all of us to work.

Together and make the changes we all need to survive.

Cllr Danny Thorpe, Leader of the Council

Cllr Sizwe James, Cabinet Member for Environment, Sustainability and Transport

Executive Summary

The Greenwich Carbon Neutral Plan 2021-2030 is our strategic plan for responding to the Climate Emergency.

The challenge:

Climate change is already having an affect all over the globe - it is time to take decisive action. As the temperature continues to rise, these impacts will only get worse. More extreme weather and rising sea levels will lead to growing risks to fresh water supplies, food security, economic prosperity and biodiversity. In Royal Greenwich, there are particular risks to our infrastructure and the health of our residents.

The Carbon Neutral Plan sets us on the path to become carbon neutral by 2030, in line with the scientific target necessary to limit global temperature rise to 1.50C. It requires concerted action at all levels: individuals, communities, organisations, national government and international organisations.

This Plan builds on the Evidence Base presented to Council earlier in 2020. It sets out the actions we will take in the next three years. This allows us to make rapid progress in these early years, whilst learning about the opportunities for the next period and keeping options open to take account of developments in the national and international response.

Putting the Plan into action:

Our ability to fulfil our ambitions will depend on: changes to national policy; further funding being available to drive forward investments; and the collaboration of the people and organisations of Royal Greenwich.

The choices we each make will decide if we succeed in averting dangerous climate change. How we travel, how we use energy at home, what we buy and the waste we create all play a big part. The Council will work to make changing what we do more attractive, by improving infrastructure and helping people understand the options. However, individuals need to take part too if we are going to avoid a global Climate Change catastrophe.

We need you to help shape this Plan. By having your say you can help to build a coalition of individuals and organisations, to work together to set us on the path to becoming carbon neutral.

The Plan:

The Carbon Neutral Plan sets out what we need to do to reach carbon neutral by 2030 under seven key themes.

Buildings

Existing buildings, homes and businesses, are the single biggest source of emissions in Royal Greenwich. We need to constantly improve the energy efficiency and resilience of buildings. Building the skills and jobs required to do this will also strengthen our local economy.

New development

New buildings will be a big part of the future Royal Greenwich. New development and the infrastructure that supports it must reduce their emissions and support carbon neutra

Transport

is the second biggest source of emissions in Royal Greenwich, after buildings. We need to make walking cycling and public transport the first choice and support the roll-out of ultra-low emission vehicles.

Energy

how our energy is generated, distributed, and used. We need to source more from clean renewable sources and help build businesses that create local renewable energy cap

Circular Economy

we need to buy less, throw less away, reuse more and recycle more to reduce the carbon arising from our waste.

Natural Environment

our green spaces need to be protected and enhanced to make Royal Greenwich more resilient to climate change and support carbon neutral living.

Empowering wider change

making reaching carbon neutral part of everything we do, including by encouraging and enabling others to play their part.

2 Where we are now

2.1 Climate Change, greenhouse gas emissions and going "carbon neutral"

Why do greenhouse gas emissions matter?

The emission of greenhouse gases such as carbon dioxide, methane and nitrous oxide, occurs due to a broad range of human activities including the burning of fossil fuels (for transport, heating, electricity generation, industrial processes etc.), agriculture, and land use. These greenhouse gases trap heat and make the planet warmer, causing climate change.

Human activities are estimated to have caused approximately 1.0°C of global warming above pre-industrial levels so far, and in order to limit this warming to 1.5°C, global carbon neutrality must be reached by around 2050[1 & 2].

Box 1 explains what would happen if we do not limit global warming to 1.5°C. This will require more developed countries to reduce their emissions faster than less developed ones, and there is a role to play for local authorities in aiding the UK's transition.

What do we mean by "carbon neutral"?

Being "carbon neutral" means reducing emissions arising from Royal Greenwich as far possible, and to very low levels. As well as reducing the amount we emit, offsetting of the residual emissions is possible, by reducing emissions elsewhere. However, the potential for removing CO_2 from the atmosphere is likely to be limited and costly, and offsetting is not a sustainable strategy in the long term as emissions would need to be cut globally.

Box 1:

The impacts of climate change

Human activity has caused around 1°C of global warming above pre-industrial levels so far, and the warming is likely to reach 1.5°C between 2030 and 2052 at current rates.

This has already led to more frequent extreme weather events, rising sea levels and the loss of habitats. As the temperature continues to rise, these impacts will only worsen, with growing risks to fresh water supplies, food security, economic prosperity and biodiversity.

Every degree counts

The impacts and risks we face vary a lot depending on how much warming there is. For example:

- At 1.5°C of global warming, we can expect one summer per century in which there is no sea ice in the Arctic; but
- At 2°C global warming, it is likely to happen at least once per decade.

1 IPCC: Special Report: Global Warming Of 1.5 °C, Summary for Policymakers,

2 The probability that warming will stay below 1.5°C depends on the pathway taken to get to carbon neutral, since it is the cumulative emissions which define the effect on climate. The IPCC estimate that staying within a remaining budget of 580 GtCO2, or roughly 14 years of annual emissions starting from 2018 gives a 50% chance of limiting warming to 1.5°C.

2.2 Greenhouse gas emissions in Royal Greenwich

The largest sources of emissions in Royal Greenwich are the heat and electricity used in buildings, and the fuel used in road transport. The borough is estimated to have emitted 733 kilo-tonnes of CO_2 equivalents[3] in 2019[4] .

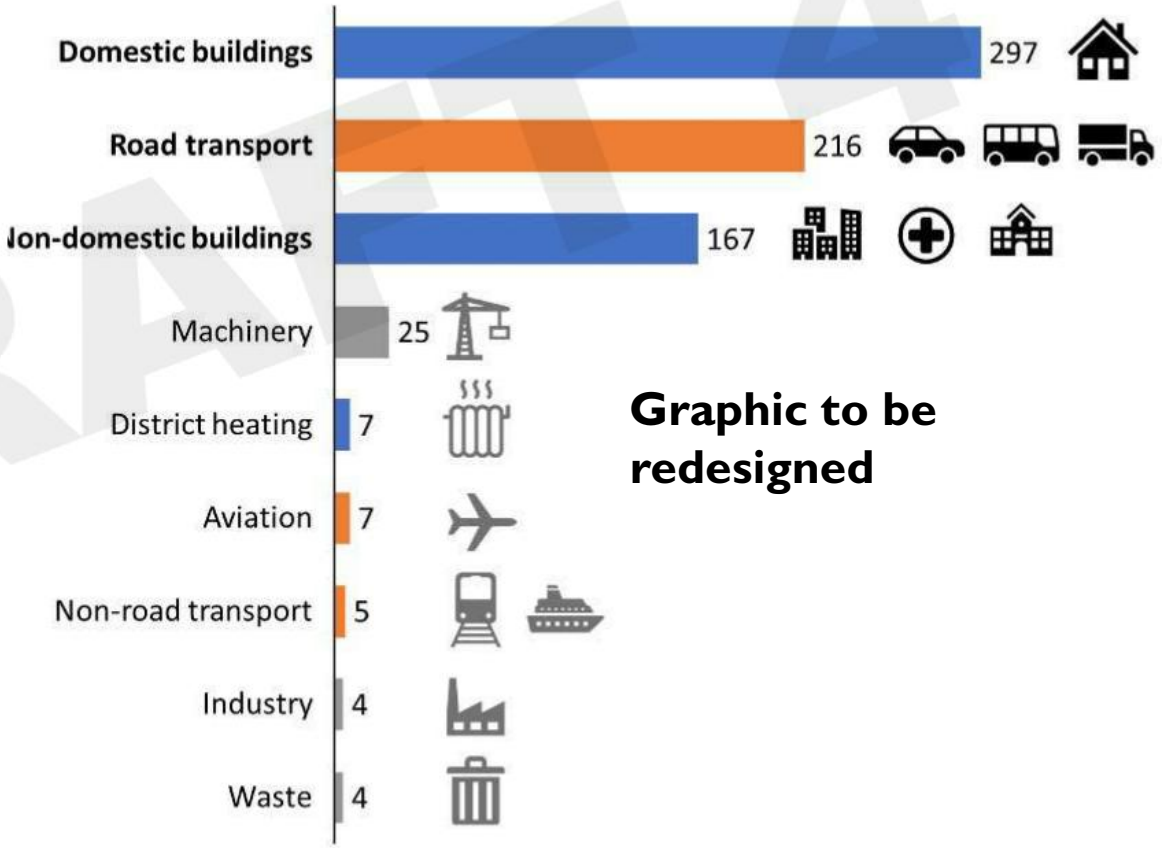
A "Baseline" scenario[5] shows that if we carried on with the policies in place today, our emissions would be expected to decrease by only 14% over the 10 years to 2030. Without additional large-scale action, natural gas boilers are likely to continue to provide 85% of building heating in Royal Greenwich in 2030, directly emitting carbon dioxide on-site. In the transport sector, despite the growing market share of electric vehicles, emissions in the borough are predicted to decrease by less than 10% between 2019 and 2030 if no significant additional action is taken.

Reducing emissions will require a combination of new technologies, changes to our behaviour and new infrastructure. Key changes likely to have a significant impact on the borough's emissions in the short term include:

- Increased energy efficiency in buildings by installing insulation, window glazing, etc.
- The replacement of gas boilers with electric heating (such as using heat pumps).
- Reduced car, van and Heavy Goods Vehicle use.
- The uptake of low emissions vehicles, including electric cars.

Figure 1: Sources of greenhouse gas emissions in Royal Greenwich in 2019

Emissions in kilotonnes of CO_2 equivalents per year



3 "CO2 equivalents" includes all greenhouse gases, rather than just CO2. Other gases emitted are measured in terms of their warming impact, scaled relative to CO2.

4 Unless otherwise stated, all stated emissions estimates are from modelling and analysis by Element Energy – see Development of the Greenwich Carbon Neutral Plan: The Evidence Base

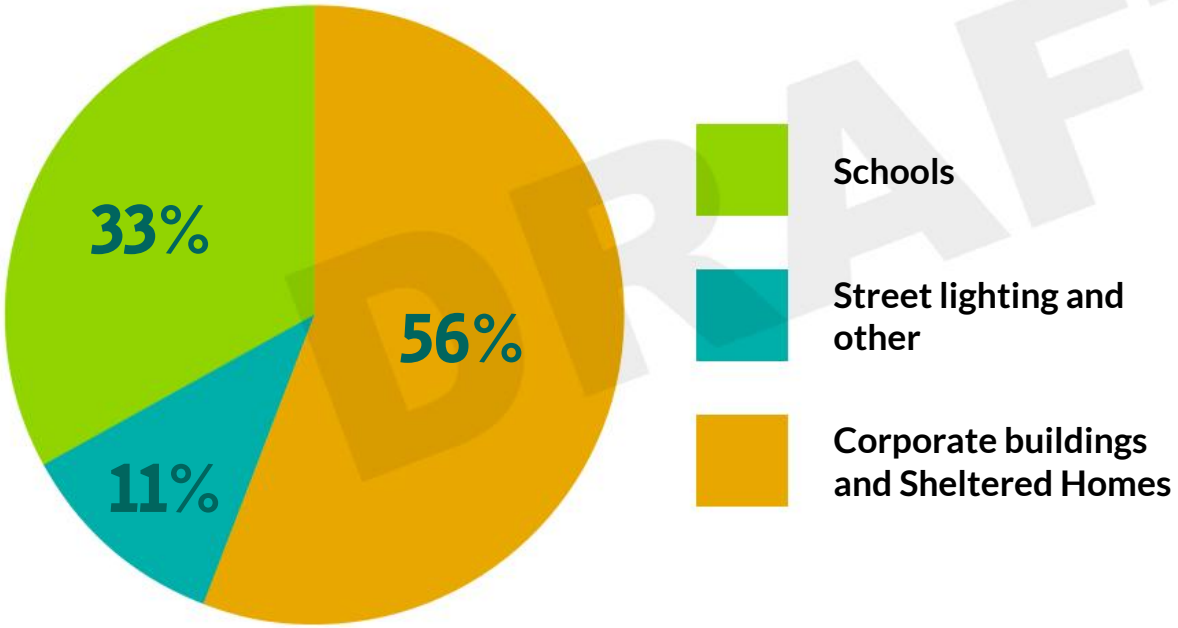
5 The "Baseline" scenario sees a reduction in the carbon intensity of the electricity grid and some energy efficiency improvements, but no widespread shift away from fossil fuels.

2.3 The Council's own greenhouse gas emissions

Emissions from council-owned buildings, excluding council housing, have fallen by around 28% between financial years 2016/17 and 2019/20, and are estimated at 27 kilo-tonnes CO_2e.

This is mostly because electricity production now produces less carbon per unit of electricity, due to the increased share of renewables and the replacement of coal fired power stations with gas fired power stations. Energy use per building has also fallen by a small amount.

Figure 2 The Council's buildings emissions in 2019



Emissions from heat and electricity used in homes owned by the council are not included in the above but are significantly larger than the council's operational footprint. In 2019, these emissions were 9% of the total borough's emissions (65 kilo-tonnes CO_2e). For this reason, actions to reduce emissions from council housing are an important part of the carbon neutral plan.

Box 2:

Measuring Emissions – Scopes 1, 2 and 3

The emissions directly arising in the borough, and those associated with generating the electricity used in the borough, are referred to as Scope 1 and Scope 2 emissions.

There are also Scope 3 emissions. These are emissions that occur elsewhere but are due to the activity of residents and organisations within the borough. For example, emissions occurring outside the borough from producing food and manufactured products that are consumed inside the borough. Flights taken by residents are another major source of these emissions.

While Scope 3 emissions are not counted in this modelling, they are of great importance, especially for London which has high levels of consumption and little industry. Actions we can all take to reduce them include:

- Eating less meat and dairy.
- Reducing how much we waste.
- Flying less often.

The modelling of scope 3 emissions for the Borough is complex as information is needed covering both consumption in Greenwich and production activity outside of Greenwich, often even outside the UK.

3 Developing the Carbon Neutral Plan

Developing the Carbon Neutral Plan

Since publishing the Greener Greenwich Strategy in 2016, we have made progress in cutting emissions and developing the ability to take bolder action.

In developing this Plan, we are building on our achievements since the Greener Greenwich Strategy came into place. These include delivering zero emissions Council Housing; piloting new technologies in Council Housing; and deploying increasing numbers of electric vehicle chargers. We are scaling up our ambition to develop new policies and projects and are continuing to deliver initiatives that contribute to carbon reduction in the Borough.

However, in addressing Climate Emergency we need to aim higher still. The development of the Carbon Neutral Plan has been informed by the following principles:

1. Urgency

- The costs of inaction on Climate Change are high, whilst action to reduce carbon emissions supports the Royal Borough's Corporate Objectives, including to improve health, safety, homes, air quality and prosperity for all. Inaction on climate change would undo progress towards any of these objectives.

2. Evidence based:

- All actions are effective in reducing emissions and stem from the analyses and projections in the Evidence Base report, that set out a prioritised list of actions.

3. Socially just and inclusive

- The Council will take steps to avoid any adverse impacts on vulnerable residents.

4. Leadership by example

- The Plan aims to balance reducing the Council's direct emissions and inspiring others to make the necessary changes. The Council's organisational capacity to address the emissions under its direct control will be built up.

5. Responsive to learning and feedback

- We will monitor success and learn from our actions.
- We will add new projects as new opportunities and funding arise.

6. Mobilising support and community action

- We will support others to act and incentivise behaviour change.

Box 3:

Public engagement

The Council does not have direct control over the majority of emissions sources in the borough and will need to work in partnership with stakeholders to explore opportunities to effect change.

In February 2020, the first Greenwich Partnership meeting focused on climate change took place at IKEA Greenwich, where we brought together our partners to discuss the challenge ahead.

The Greenwich Partnership meetings will continue in 2021 to build momentum to take decisive action

In March 2020, residents were consulted on the Priority actions stemming from the Evidence Base report. The 226 respondents were overwhelmingly in favour of the Carbon Neutral Plan.

- **73%** of respondents were in favour of receiving advice about how to reduce their Carbon Footprint
- **89%** of respondents thought that it is important for the Council to work with local business and other organisations to enable and encourage them to work in more sustainable ways

Developing the Carbon Neutral Plan

Governance

This section explains how decisions about how the Carbon Neutral Plan will be delivered.

- The Climate Change Task Force is a steering group set up to allow Cabinet Members to work together to oversee and coordinate work to reduce carbon emissions in accordance with Climate Emergency declaration.
- The Officer Board will continue to coordinate the delivery of the Plan across the Council.
- The Greenwich Climate Emergency Partnership has been set up to bring together organisations and community leaders to co-develop solutions, initiate projects, share expertise and resources.
- The Council will explore the potential for a volunteer network or community champions model as a way to help the Council measure its progress and identify new options.

How we prioritised actions

Royal Borough of Greenwich commissioned Element Energy to prepare an evidence base to support the development of this Carbon Neutral Plan. The Evidence Base modelling projected what likely future emissions would be without any action beyond the policies in place today (the 'Baseline' scenario). They then explored how far the borough could feasibly reduce emissions by 2030 under a radical 'Maximum ambition' scenario. Under this scenario, Greenwich could reduce its emissions by up to 87% depending on the emissions associated with electricity generation[6].

The pace of change required to meet a 2030 carbon neutral target is very rapid and goes beyond London-wide and national targets. There are significant policy-based, financial, technological and social challenges associated with the pursuit of a rapid transition to carbon neutral as a local authority and progress in Royal Greenwich will always be dependent on decisions made across the whole country.

As part of Element Energy's work, they drew up a 'long-list' of policy options available to drive change. The total required investment from both the public and private sectors to follow a scenario reaching close to carbon neutral by 2030 is estimated to be £1.6 billion over the 10 years to 2030.

Box 4:

How actions were prioritised

Policies were assessed based on:

- **Cost & resource** – requirements for the Council
- **Deliverability** – the level of Council control to deliver the policy aim
- **Risks** – risk of not achieving policy aim, risk to other Council objectives and risk to capital
- **Co-benefits** – across Health, Economic, and Equity benefits
- **CO2 impact** – semi-quantitative assessment of contribution to emissions reduction

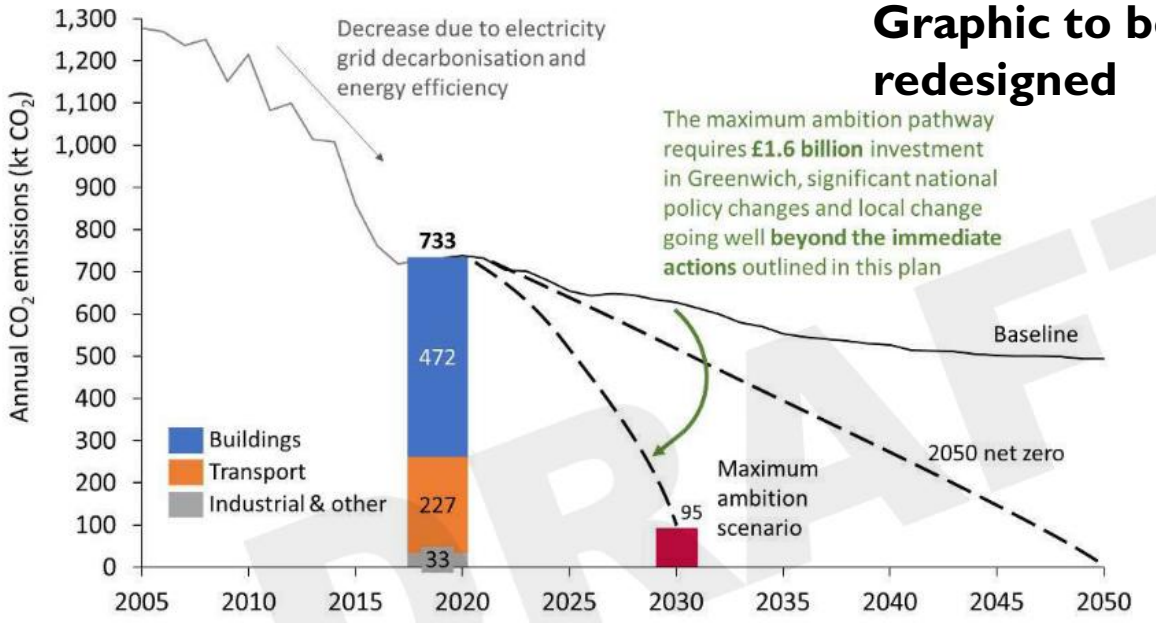
Prioritised actions include those that:

- Are relatively low cost
- Provide relatively large co-benefits
- Do not involve hard trade-offs with other policy objectives
- Aim to keep options open where possible

6 Several important changes that can be made in Greenwich to reduce emissions exchange the local burning of fossil fuels (such as petrol in car engines and natural gas in boilers) for the use of electricity. The reduction in emissions this achieves then depends on how that electricity is generated. The 87% reduction above refers to the extreme case in which our electricity grid operates without any emissions by 2030. If current policy targets for the electricity grid are followed instead, the maximum ambition scenario achieves a 73% reduction in emissions from Greenwich by 2030.

Developing the Carbon Neutral Plan

Figure 3 Baseline and projected CO_2 emissions in Greenwich



This includes spending on heating system conversions and energy efficiency improvement works on housing (approximately £350m for Council housing only) and other buildings (approximately £25m for public sector buildings), electric and low emissions vehicles along with vehicle charging points and wider transport infrastructure (significantly over £80m). Even with these large-scale changes, significant emissions would remain unless the national electricity grid fully decarbonised by 2030.

The Carbon Neutral Plan's actions do not go far enough to make Royal Greenwich carbon neutral by 2030. However, they offer valuable opportunities for Royal Borough to learn, while keeping options open where possible, so that the strategy can adapt in the future. The actions set out below cover first 3 years of implementation, will be reviewed and reported on annually, with potential additions, and will achieve progress towards the target.

Box 5:

The co-benefits of climate action

Actions taken to address the borough's contribution to climate change also deliver many other benefits to the borough, for example:

- Cutting emissions from transport requires moving away from combustion engine vehicles which are a major contributor to air pollution.
- Insulating and improving homes to make them more energy efficient reduces energy bills and makes homes warmer.
- Encouraging active travel by walking and cycling and decreasing car use in the borough has public health benefits.
- New investment into climate initiatives can create jobs and economic benefits.

4 Overview of actions

Overview of actions

Building on the Greener Greenwich strategy, the Greenwich Carbon Neutral Plan actions are grouped according to the sector of emissions into the following categories:

Buildings

Energy Supply

Natural Environment

New Development

Circular Economy

Empowering wider change

Transport

The 2030 ambitions are set out in Table 1, below. Our success in reaching the ambitions will depend on changes to national policy from the Government, further funding available to drive forward investments, and on the collaboration of the local community and businesses.

In the following sections, actions the council will take, along with our key asks from others, are listed under each of the seven sectors in Table 1. These will be delivered by various teams across the Council.

Table 1

Our 2030 ambitions

Buildings

- The energy used to heat and power our council homes has been de-fossilized and council homes are more energy efficient.
- Minimum energy efficiency standards are enforced, and private sector landlords are supported to improve home energy efficiency.
- All non-domestic buildings owned by the Council are zero-carbon[7].

Transport

- A 45% reduction in car use in the borough due to modal shift to public transport and active travel
- A 10% decrease in van and truck use relative to current projections
- An acceleration in the uptake of zero emissions vehicles to put Greenwich 10 years ahead of Greater London's target.
- The council's fleet is 100% zero emissions vehicles.

New development

- New builds since 2021 operate with minimal emissions.
- Zero-carbon heat networks serve 13,000 homes, 10% of the borough's heat demand.

Energy Supply

- Investments in renewables reach 30 Megawatts of installed solar PV capacity in the borough by 2030.
- The deployment of battery storage and promotion of demand-side response is explored to provide flexibility to the electricity grid

Circular Economy

- 70% of municipal waste is recycled and the total mass of municipal waste is reduced by 35%.
- Reduction in food waste and sustainable consumption are encouraged

The natural environment

- Increased climate change resilience through improvements in local green infrastructure and other adaptive measures.

Empowering wider change:

- Investments such a pension funds are used to make a positive climate impact
- The highest sustainability standards are achieved in procurement
- We continue to inspire, educate and learn from young people
- A 'green recovery' has maximised the climate impact of jobs and boosted growth

7 Zero carbon is defined here as having a de-fossilized heating system and improved energy efficiency, to a minimum EPC standard of C.

Overview of actions

This is the first Carbon Neutral Plan and it covers three years of implementation. It is important that we are flexible in our long-term planning so that we can respond to:

- Developments and improved understanding around the cost and effectiveness of the technological measures available
- Changes to the availability of funding
- Changes to national policy
- Gathered data on the effectiveness of our actions
- Feedback from residents and local businesses on our actions

Because of these dependencies, our focus in the first Carbon Neutral Plan will be on actions that both support substantial emissions reductions now and build the capacity and knowledge to undertake future policy solutions.

Progress so far

The Council is not starting from scratch. Since publishing the Greener Greenwich Strategy in 2016 we have made progress to cut emissions and develop the skills and resources to take bolder action. The Council's progress across the seven sectors is described in this section on each of the following pages.

4.1 Buildings

There are 120,000 homes and over 2 million metres squared of non-domestic floor space in the borough. Heat and electricity used in buildings in the borough accounted for 64% of emissions in Greenwich in 2019. Emissions from homes alone were 41% of the borough's total. Reducing these emissions will involve a combination of:

- making buildings more energy efficient
- replacing fossil fuel heating systems with low carbon alternatives
- deployment of renewable energy and district heat networks

Progress so far

We are not starting from scratch; the council is currently pursuing several communal heat pump projects for its housing, as well as energy efficiency improvements through the ongoing renovation programme and pilots of deep energy retrofit are underway on two estates.

Reducing the council's own footprint

Immediate

- Improve the understanding and management of energy and emissions from Council housing stock by 2021
- Improve the energy efficiency of existing Council housing stock, with pilot projects delivered in 2021
- Make the energy systems we run smart and sustainable, delivering pilots of low carbon heating projects in council blocks by 2023

Programme development

- Develop and agree a Sustainable Buildings Policy to reduce the footprint of corporate occupation of council buildings by 2024.
- Deliver pilot projects for energy efficiency retrofit works to 8 non-domestic buildings by Feb 2023
- Use the experience from pilots to create a carbon reduction policy for the council's non-domestic buildings by the end of 2021.

Facilitating wider change

Immediate

- Create a Low Carbon Advice Hub to drive reduction in emissions from private sector housing by providing information, advice and supply-side development. By 2021

Programme development

- Explore opportunities to more strictly enforce the landlord MEES Standard and to incentivize and support energy efficiency in the private rental sector
- Retrofit employment and skills brokerage to match contractors' needs to re-training opportunities and match unemployed residents to jobs/ apprenticeships.
- Support communities to make low emission choices, supplying guidance to council tenants in 2021.

Our Key Asks of Others

The Government:

- A more ambitious successor scheme for the Renewable Heat Incentive from 2021
- Increased landlord Minimum Energy Efficiency Standard (MEES) obligation
- Clear pathway for low carbon heating and early end-date for fossil fuel heating systems

Capital funding:
over £350m for Council Housing;
over £25m for Corporate stock

4.2 New Development

An additional 30,000 homes are expected in the borough by 2030, with the potential to add significant new carbon emissions if the strictest emissions standards are not applied. Reducing emissions from new buildings is generally a cost-effective opportunity since any new builds not built to a zero-carbon standard will ultimately require more costly retrofitted measures. Additionally, the deployment of new and expanded heat networks has the potential to reduce emissions by delivering heat more efficiently and from non-fossil sources.

Progress so far

The council has been successful in raising the standard of new builds in recent years: new major development in the borough achieved a reduction of 46% on average in comparison to Building regulations compliant buildings in the financial year 2019/20. Additionally, there are several local energy networks, with the largest at Peninsula operating since 2017.

The Council's new social housing projects - Greenwich Builds – were delivered to a zero carbon standard. All of our planned developments are achieving the highest possible standards of energy efficiency, and the building of 750 new homes will be in progress by 2022.

Reducing the council's own footprint

Programme development

- Achieve a Zero carbon standard in council-owned new build housing
  a. Produce standard terms to apply to new development agreements that reflect a zero-carbon requirement
  b. Embedding capability to deliver on the Carbon Neutral Ambition

Facilitating wider change

Immediate

- Strengthen the Local Plan by 2021 to deliver zero carbon development
  a. Adopt tiered carbon off-set price via SPD by 2021
  b. Increase planning officer capacity to negotiate higher sustainability standards in new development
  c. Evaluate options for a Local Plan review, with draft options for consultation by end 2021.

Programme development

- Achieving a Zero carbon standard in new Affordable Housing
  a. Developing a programme of action with Registered Provider partners
  b. Produce standard terms to apply to new development agreements that reflect a zero carbon requirement
  c. Embedding capability to deliver on the Carbon Neutral Ambition
- Promote awareness of compliance requirements for the London Non-Road Mobile Machinery Low Emission

4.3 Transport

Transport generated 31% of the borough's total emissions in 2019. Almost all these transport emissions (95%) come from vehicles on our roads such as cars, vans and trucks. If we don't take significant action, transport emissions are predicted to decrease by less than 10% between 2019 and 2030.

The council owns and operates a fleet of around 600 vehicles, responsible for 1.5% of the total emissions from road transport in the borough.

Reducing transport emissions requires a combination of:

- A shift away from car travel to walking, cycling and public transport
- Rapidly increased uptake of zero emissions vehicles such as battery electric cars
- More efficient freight activity

Reducing the council's own footprint

Immediate

- Review Council vehicles and deliveries to understand if some journeys can be shifted to cycle freight
- Develop and adopt a route-map for replacing all Council-owned vehicles with zero emissions options
- Transition the vehicle fleet to using HVO in the interim

Programme development

- Transition all vehicles to zero emission options where feasible
- Reduce staff travel emissions, including where staff use their own vehicles for business travel (the 'grey fleet')

Facilitating wider change

Immediate

- Develop and adopt banded parking permit charges that vary with vehicle emissions
- Reduce speed limits to 20mph on all residential roads
- Develop and deliver a programme to support bike ownership within the borough
- Increase the number of residential electric vehicle charging points in the borough and assess business charging needs

Programme development

- Reduce car parking spaces and increase cycle parking
- Introduce a borough-wide controlled parking zone
- Reduce speed limits to 20mph on appropriate major roads
- Create new and improve existing cycle network infrastructure and walking routes
- Encourage local businesses to review staff travel policies
- Assess feasibility of freight consolidation centres
- Collaborate with the Port of London Authority to investigate the feasibility of requiring ships to turn engines off or use anti-pollution technology while in berth

Progress so far

The Royal Borough's third Local Implementation Plan for Transport, sets out its adopted transport plans and describes key achievements to date across the breadth of transport issues Royal Greenwich faces. These include:

- The Low Emission Neighbourhood (LEN) in west Greenwich used a mixture of 'smart technology' and tried-and-tested techniques to reduce transport emissions and make the area a more people-friendly neighbourhood.
- Match-funding from the Mayor of London has enabled us to spend £2 million on projects such as an electric vehicle car club pilot scheme and more electric vehicle charging points.
- We are making streets more friendly for pedestrians and cyclists and running a scheme to encourage people to walk and cycle.
- The Council has also made progress in starting to convert its own fleet to Zero Emissions Vehicles. As of May 2020, the council's fleet contains 11 electric vans and 20 electric charge points have been installed at its main operating depot to allow greater electrification.

Our Key Asks of Others

Greater London Authority and Transport for London

- Change the Ultra-Low Emissions Zone (ULEZ) to be a Zero Emissions Zone for cars and vans
- Extend the ULEZ to a portion of the South circular within borough boundaries
- Consider Ultra-Low emissions vehicle-only access for Silvertown and Blackwall tunnels
- High quality cycle access at key river crossings
- Accelerate the switch to Zero Emissions buses

London City Airport

- Convert to zero emissions technologies

Capital funding:
Significantly over £80m

4.4 Energy Supply

The national electricity grid is not predicted to be entirely fossil fuel free by 2030. This means that even under a highly ambitious scenario for Royal Greenwich, in which there is widespread electrification of heating and transport, there would still be significant emissions associated with that electricity use. While changes to the national electricity grid ultimately rely on national policy, action can be taken locally to roll out decentralised, sustainable energy, to develop smart approaches.

Progress so far

The Council has made progress on sustainable and decentralised energy in recent years, but must now step up its action:

- We have installed solar PV panels on 8 blocks of flats since 2016 and further installations are planned.
- We supported South East London Community Energy (SELCE) to install solar PV panels on borough's schools (in 2016) and Leisure centres (in 2020).

Reducing the council's own footprint

Programme development

- Make the energy systems we run in council housing smart and sustainable
  a. Explore the potential for connections to district heat networks
  b. Develop a strategy for further installation of Solar PV across Council housing stock
  c. Consider and pilot opportunities for demand response, energy storage, and smart controls
- Identify potential for solar generation and storage on council owned corporate buildings and develop a solar deployment strategy by end 2021

Facilitating wider change

Immediate

- Procure a borough-wide District Heating feasibility study by end 2020 to inform a review of the Local Plan, aiming to phase out the use of gas CHP as an energy source for new heat networks and to strengthen connection policies.

Programme development

- Consider options for future investments in biogas or renewables electricity, to offset remaining emissions and support decarbonisation of the gas/ electricity grid.
- Prepare to initiate future District Heating Networks by engaging with potential partners and developing capabilities

4.5 Circular Economy

The borough's emissions from the disposal of waste were 4 kt CO2 in 2019, 0.6% of its total greenhouse gas emissions. Although this a relatively small fraction, there are important additional benefits to reducing waste and increasing recycling such as the reduction of emissions associated with producing goods.

Changes which can be made to reduce both direct and indirect emissions from waste include:

- Minimising the production of waste, especially food waste – food and drink contributes around 10% of London's consumption-based emissions .
- Promoting reuse to prevent items entering the waste stream.
- Recycling everything which can be recycled, including paper, plastics and metals.
- Increasing the operational efficiency of waste collection rounds

Progress so far

The Council has recently consulted residents on proposals to reduce waste, improve recycling and reduce the use of single use plastics in its operations. In September 2020, the Council agreed a set of measures, including fortnightly collections of general waste, no longer collecting side waste, a new contamination policy and no longer providing clear recycling sacks to properties able to store wheelie bins. However, the Carbon neutral Plan represents a significant scaling up of ambition beyond these changes.

Facilitating wider change

Immediate

- Institute fortnightly collections to increase recycling, reduce residual waste and reduce HGV movements by 2023.
- Introduce a collection charge for emptying contaminated recycling bins as general waste by 2023.
- Work with organisations across the borough to procure and operate within the Good Food in Greenwich guidelines; promoting sustainable, healthy and affordable food and food waste reduction.

Programme development

- Explore feasibility of further measures:
  - » separate food waste collections at all residential property types and commercial premises
  - » collections for harder-to-recycle/smaller volume waste streams (e.g. batteries, films, hard plastics).
  - » increased reuse and alternative treatment options (e.g. treating bulky waste into refuse-derived fuel (RDF)).
- Promote behaviour change to reduce waste, increase reuse and increase recycling through communications campaigns.

Our Key Asks of Others

The Government

- Provide additional powers to councils to reduce waste generation, such as to pursue a "pay-as-you-throw" model

4.6 The Natural environment

The Council owns and manages approximately 554 hectares of parks and green spaces that makes up most of green spaces within the borough. We plan to make changes which will increase the climate change resilience within our local green infrastructure and reduce emissions of our maintenance operations.

The storage of carbon by trees and carbon-rich ecosystems can play an important role in tackling climate change. It can also help us to adapt to the changing climate, providing co-benefits of flood protection and temperature regulation within cities.

Progress so far

- We have planted around 1800 trees since 2018, making good progress towards our target of 2022 trees by 2022.
- Planting projects have included small community orchards. In addition to increasing climate resilience, these green spaces also support biodiversity and provide free fruit for residents.

Reducing the council's own footprint

Immediate

- Increase tree stocks, tree canopy and hedgerows in Council-owned parks and open spaces, exceeding the ongoing target (since 2018) of 2022 trees by 2022.

Programme development

- Replace 25% of 2 stroke handheld ground maintenance equipment to battery-operated by 2023
- Review grass cutting regimes to reduce fuel usage and develop projects for the creation of new conservation grass areas and meadow land within existing sites
- Review technological opportunities to reduce N2O emissions from Eltham Crematorium

Facilitating wider change

Immediate

- Develop baseline data on tree-canopy cover and the storage of carbon in trees in the borough by 2021
- Raise awareness on the benefits of Green Spaces, for example by working with our network of Park Friends Groups and engaging with schools.

4.7 Empowering wider change

Greenhouse gas emissions from the education sector, businesses and the wider community are not separate from the categories above. They arise mostly from the energy use in buildings, transport and consumption of goods and services which the actions in sections 1-6 aim to tackle. The activities in this section empower business, council staff and young people to take on an active emissions reduction role. They are united by their "second order" influence – council actions here are facilitating others to make emissions reductions rather than directly achieving them.

There are more than 11,000 businesses in the Borough, predominantly micro businesses employing below 10 people. Around 2,000 enterprises are engaged in construction-related activities which account for approximately 3% of emissions form the borough.

Progress so far

- The Royal Borough of Greenwich Pension Fund is a member of the seed investor group that is working with the London CIV to develop a 100% renewable energy fund, with the majority of investment in wind and solar assets.
- The Council has engaged with organisations and community groups to reduce food waste through subscription to Good Food Charter.
- We have started early engagement with Greenwich Young Commissioners

Reducing the council's own footprint

Immediate

- Carbon Literacy Training for Council Staff
- Share best practice among schools via engagement and communications
- Exploring divestments of pension funds, including relevant Carbon metric, by 2023
- Engage children and young people around shaping the Carbon Neutral Plan

Programme development

- Incorporate Carbon Neutral aspirations within the development of the Children's Services Property Strategy and Asset Management Plan.
- Explore opportunities to reduce transport emissions from Children's services
- Requiring sustainability standards in line with Social Value Framework in procurement.

Facilitating wider change

Immediate

- Work with organisations across the borough to procure and operate within the Good Food in Greenwich guidelines; promoting sustainable, healthy and affordable food
- Promote and support food growing opportunities across the borough

Programme development

- Maximise the impact from carbon reduction measures for business, employment and the local economy
  a. Conduct a programme of business support for SMEs to reduce carbon emissions.
  b. Develop a job creation scheme providing training/apprenticeships to support the Low Carbon Advice service/retrofit programme
  c. Explore potential for an R&D Innovation hub on green technology in Higher Education.
- Engage the community to inform about the Council's actions on climate change and promote behaviour change initiatives.

Implementing the Carbon Neutral Plan

Successful delivery of the Plan will depend on integration with and implementation of other council strategies and action plans.

These include:

- Corporate Plan
- Transport Strategy (forthcoming 2021)
- Asset Management Strategy
- Selective licensing scheme
- Property Strategy
- Solar Strategy (forthcoming)
- Energy Management Strategy (forthcoming)
- Carbon Offset Fund strategy (forthcoming)
- Municipal Waste Strategy
- Vehicle Replacement Plan
- Parks and Open Spaces Strategy
- Corporate Property Strategy
- Economic Development Strategy (forthcoming)
- Core Strategy
- Infrastructure Delivery Plan

Communications

We will be transparent about the changes that are required to address Climate Emergency.

We will update residents, businesses and local stakeholders on the progress of policy and action on climate change. We will work to make sure that the support for the council's action on climate has remained strong and behaviour change initiatives have been successful.

Finance

A major challenge of delivering the Carbon Neutral Plan by 2030 is the level of investment that is required by the Council and other organisations (£1.6bn). These levels of investment are far in excess of current Council budgets.

Significant finance and resources will be required to deliver on the ambitions set out in the Plan, most significantly, for the areas of action set out below:

Areas of Action	Short Term Funding	Long Term Funding to be secured	Funding Sources
Council Housing	Approx £5.1M	Over £350M	Possible sources: Housing Capital Programme / Available grants
Corporate Estate	Approx. £700k	Over £25M	Public Sector Decarbonisation Fund/ Other grant funding
Transport	Approx. £660k	Significantly over £80m	Funding not yet identified
Council Fleet	N/A	£TBC	Funding not yet identified
Business Economy and Skills	£570k		Funding not yet identified

Identifying and unlocking innovative finance solutions will be critical to the success of the Greenwich Carbon Neutral Plan. We therefore commit to:

1. Maximising external funding sources by reviewing grant funding and subsidy opportunities
2. Investigating and developing of innovative financing mechanisms and project finance models
3. Explore group-purchasing opportunities with other local authorities
4. Where we feel there is a strong need for further support, lobbying with other local authorities.


Elmers End 54
Stagecoach
SN14 TXF
PEDESTRIANS
LOOK
BOTH WAYS
Information
Woolwich Arsenal

5 ANNEX

1 Monitoring progress

An annual monitoring report will be published reflecting our progress in undertaking this action plan. Progress on each individual action will be monitored against milestones over the next three years as set out in the detailed project plans. Where data on emissions reductions achieved through an action is unavailable, at least at first, we will deploy activity data as a proxy performance indicator. For example, where a retrofit project is taking place, pre- and post-implementation energy consumption will be measured, and emissions savings reported. Whereas, for some actions, such as creating a Low Carbon Advice Hub, immediate impacts will be less quantifiable and the development of performance indicators which can be reported will be a necessary part of the projects. In general, the project level data and learning will be key to informing the future decision-making. Specifically, this learning can be from the real-world success in application of new technologies, uplift in costs, funding availability.

1. Monitoring against emissions trajectories

In order to inform the development of this action plan, Element Energy undertook bespoke modelling of projected emissions from the Borough under a baseline scenario, and a Maximum Ambition scenario, in which highly ambitious measures were assumed to achieve the scale of rapid emissions reductions implied by a 2030 carbon neutral ambition. The Evidence Base report provides a full explanation of the assumptions modelled, which include the following:

- **Energy efficiency –** Retrofits on 41% of existing domestic buildings to take the proportion of homes which are EPC C rated or higher in the borough to 58%.
- **Heat networks –** Heat networks supply 8% of total domestic heat and 11% of non-domestic. Fossil fuel power for heat networks is entirely phased out by 2030.
- **Low carbon heating systems –** phase out the use of gas boilers by 2030 except where used (sparingly, and only at times of peak demand) in conjunction with an electric heat pump in a hybrid system. Install heat pumps in 70,000 existing homes and 20,000 new build homes. Install hybrid heat pumps in a further 20,000 existing homes.
- **Reduction in car use –** car vehicle km travelled in the borough by residents and visitors must decrease by 45% compared to 2015; likely the upper limit achievable through available measures
- **Reduction in van and truck use –** vehicle km travelled by vans and trucks must decrease by 10% compared to the Baseline, requiring both modal shift and action to counteract projected increases in goods traffic.
- **ULEV uptake –** an acceleration of uptake by 10 years compared to the current London-wide 2050 target. Just over half of cars, more than two-thirds of vans and all buses must be zero emission. Over a third of cars, a quarter of vans, two-thirds of trucks and nearly all taxis must be zero emission capable.

The scenario modelling revealed the technical changes with the greatest potential for emissions reductions, as shown in the 'waterfall' charts below. This assessment then informed the prioritisation of policies aiming to accelerate these changes. For example, decreased car use had the largest single

Figure 1 Reduction in Royal Greenwich's emissions from buildings due to measures modelled under Element Energy's Maximum Ambition scenario

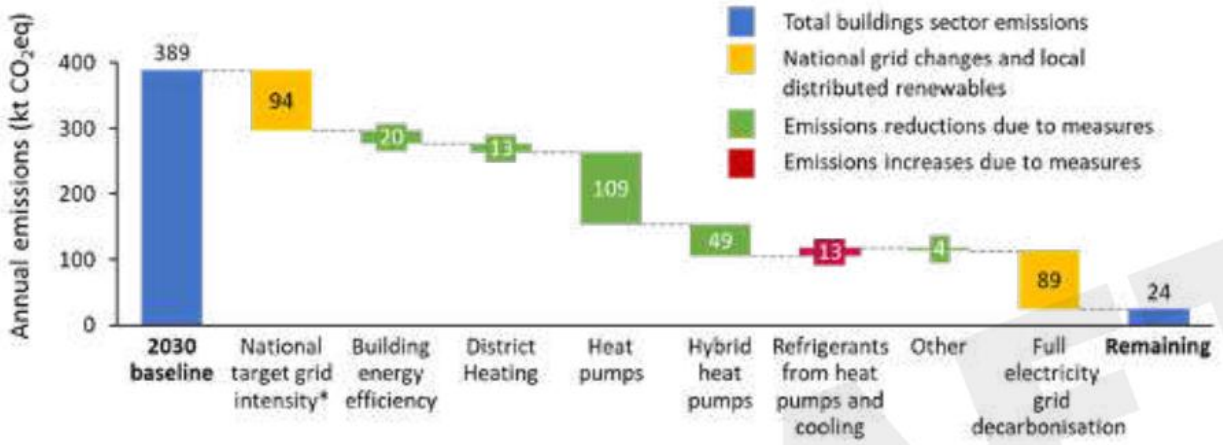
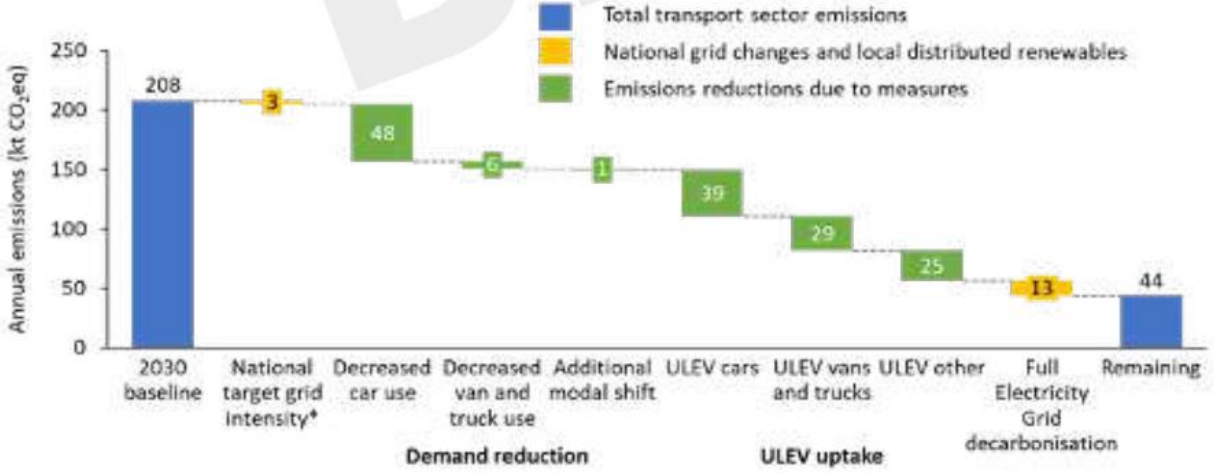


Figure 2 Reduction in Royal Greenwich's emissions from transport due to measures modelled under Element Energy's Maximum Ambition scenario



2. Science Based Targets

As well as the modelling carried out by Element Energy, the Borough's action can also be informed by the carbon budgets and recommended emissions pathway produced by the Tyndall Centre for Climate Change Research, at the University of Manchester . The Tyndall centre allocates a cumulative emissions budget to the United Kingdom based on the "well below 2°C and pursuing 1.5°C" global temperature target and equity principles in the United Nations Paris Agreement. Royal Greenwich's share of this budget is then calculated based on the Borough's historical emissions.

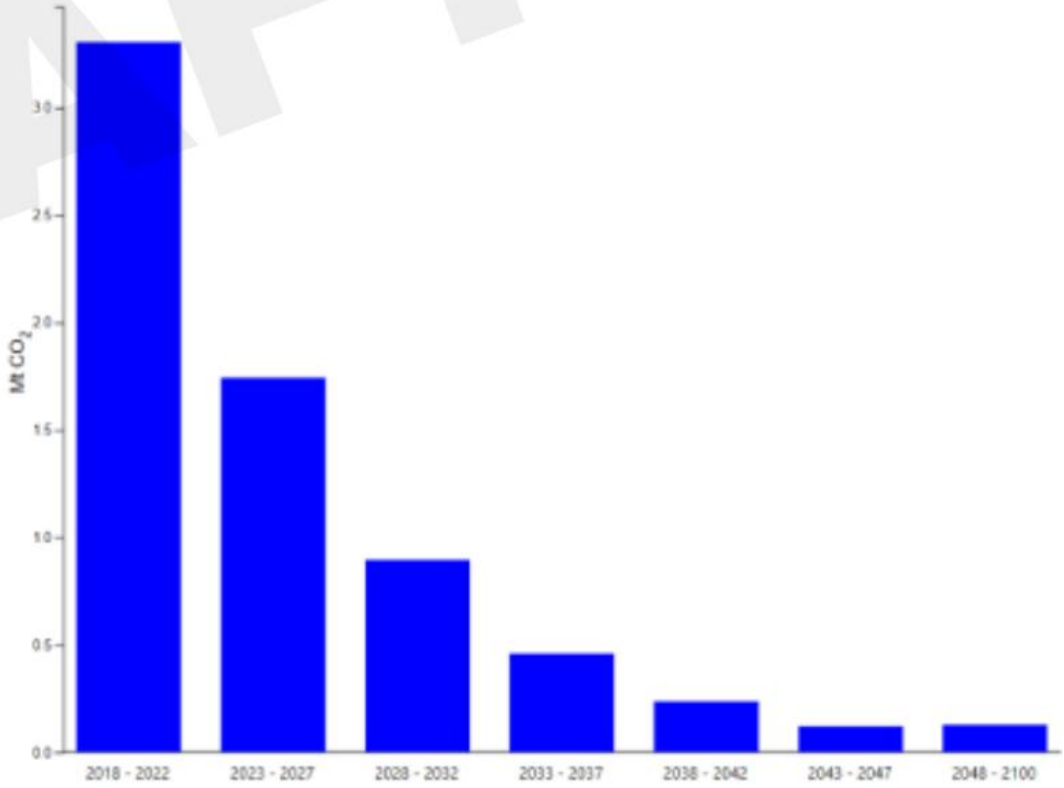
The Tyndall Centre's report concludes that for Royal Greenwich to make a 'fair' contribution towards the Paris Climate Change Agreement, it should:

1. Restrict carbon dioxide emissions from energy use to a maximum cumulative budget of 5.3 million tonnes (MtCO2) for the period of 2020 to 2100.
2. Begin reducing emissions immediately at a rate of approximately 12.5% per year, dependent on national and regional action.
3. Become close to carbon neutral by 2043

Such targets require rapid and ambitious action – Element Energy emissions modelling finds that this total cumulative budget for energy related emissions is exceeded in 2027 under its Baseline scenario.

The Tyndall Centre's recommended carbon budget for the period 2028-2032 is 900 kilo-tonnes of CO2, implying an annual budget of approximately 180 kilo-tonnes by 2030. This is similar to, but slightly below, Element Energy's modelled 'Maximum Ambition' scenario, in which the Borough's emissions are reduced to 198 kilo-tonnes by 2030. The Tyndall Centre's budgets therefore imply the need for highly ambitious change, building on and going well beyond the actions outlined in this plan, following the initial implementation period over the next 3 years.

Figure 3 Cumulative CO2 emissions for each budget period from 2018 to 2100 for Royal Greenwich, Figure from Setting Climate Commitments for Greenwich, the Tyndall Centre



2 The Carbon Neutral Plan

Ref Carbon Neutral Plan Section	Cabinet Portfolio	2030 Objective	Emissions sector	Areas of Action (From Adoption Spring 2021 for 3 years)	CO_2 Impact which the Action addresses (2019 reference)	AD Lead	Sources of funding
Section 1	Cabinet Member for Housing	All council-owned homes are de-fossilised and energy efficiency is improved. All projects are managed so as to add the maximum possible flexibility to the grid. Minimum energy efficiency standards are enforced.	Council Housing	1. Establish a clear baseline to better understand and manage energy and emissions from stock	65 kt CO_2e/year, 9% of quantified emissions from the Borough	AD Repairs and Investment	HRA / Housing Capital Programme
Section 1	Cabinet Member for Housing		Council Housing	2. Undertake deep/whole block energy efficiency retrofit		AD Repairs and Investment	Housing Capital Programme / Available grants
Section 1	Cabinet Member for Housing		Council Housing	3. De-fossilize energy systems		AD Repairs and Investment	Housing Capital Programme / Available grants
Section 1	Cabinet Member for Housing		Council Housing	4. Support Council tenants reduce emissions and tackle fuel poverty		AD Repairs and Investment	HRA / Housing Capital Programme / Available grants
Section 1	Cabinet Member for Community Safety and Enforcement		Private Sector Housing Enforcement	5. Improve energy efficiency and a reduce emissions in the private housing rental sector		AD Community Safety & Environment	RBG / Available Grants

Ref Carbon Neutral Plan Section	Cabinet Portfolio	2030 Objective	Emissions sector	Areas of Action (From Adoption Spring 2021 for 3 years)	CO_2 Impact which the Action addresses (2019 reference)	AD Lead	Sources of funding
Baseline setting	Cabinet Member for Regeneration and Growth	All non domestic buildings owned by the Council are zero-carbon	Corporate Estate	1. Collection of energy efficiency base line data - EPCs	27kt CO_2e/year, 4% of quantified emissions from the Borough	AD Capital Projects & Property Maintenance	Capital bid for flexible use of capital receipts
Section 1				2. Identify and deliver pilot projects for energy efficiency retro-fit works to 8 buildings by Feb 2023 + Solar Deployment feasibility and installation			Retrofit Accelerator Workplaces for Revenue; Public Sector Decarbonisation Fund for capital
Section 1				3. Use data collected in 1&2 above to create programme of works to deliver overall objective			Revenue funding with potential to capitalise via Public Sector Decarbonisation Fund
Section 1				4. Gather accurate energy usage data across the portfolio and analyse to identify priority high energy use buildings			Revenue funding being explored via the Energy Reserve.
Section 1				5. Create carbon reduction policy for CPPM, identify carbon reduction outcomes to facilitate use of offset fund and grow team to deliver			Utilise year 1 energy savings from LED lighting projects
Section 1	Cabinet Member for Regeneration and Growth	All non domestic buildings owned by the Council are zero-carbon	Corporate Estate - Strategy	1. Develop Sustainable Buildings Policy to align property occupation with Carbon Neutral Policy Identify all property data relating to energy/carbon emissions • Benchmark Council property to assess performance and priority actions • Identify carbon reduction measures for assets and Council service teams	27kt CO2e/year, 4% of quantified emissions from the Borough	AD Regeneration and Property	To be identified, RBG

Ref Carbon Neutral Plan Section	Cabinet Portfolio	2030 Objective	Emissions sector	Areas of Action (From Adoption Spring 2021 for 3 years)	CO_2 Impact which the Action addresses (2019 reference)	AD Lead	Sources of funding
Section 2	Cabinet Member for Regeneration and Growth	Zero-carbon heat networks serve 13,000 homes, 10% of the borough's heat demand, and new builds since 2020 operate with minimal emissions	Regeneration	Addressing affordable Housing emissions (Greenwich New builds and work with Registered Providers)	Future emissions potential (approx. 50 kt CO2e/year in 2030)	AD Regeneration and Property	To be identified, RBG
Section 4				District heat networks: partner engagement and preparation of the business case for DHN			To be identified, RBG
Section 2	Cabinet Member for Regeneration and Growth	Zero-carbon heat networks serve 13,000 homes, 10% of the borough's heat demand, and new builds since 2020 operate with minimal emissions	Planning Policy	Strengthen Local Plan to deliver zero carbon development: Adopt tiered carbon off-set price via SPD	Future emissions potential (approx. 50 kt CO2e/year in 2030)	AD Planning	MTFS
Section 2				Increase planning officer capacity to negotiate higher standards			MTFS
Section 4				Procure borough-wide DHN feasibility study			External - BEIS/HNDU
Section 2				Scope/evaluate options for Local Plan review			MTFS

Ref Carbon Neutral Plan Section	Cabinet Portfolio	2030 Objective	Emissions sector	Areas of Action (From Adoption Spring 2021 for 3 years)	CO_2 Impact which the Action addresses (2019 reference)	AD Lead	Sources of funding
Section 3	Cabinet Member for Environment, Sustainability and Transport	A 45% reduction in car use in the borough, due to modal shift to public transport and active travel.	Transportation	1. Parking	227 kt CO2e/year, 31% of quantified emissions from the Borough	AD Transportation	S106 - 100k; 30k Invest to Save (Parking, 2021)
				2. Cycle parking			Some competitive funding may be available but none known yet. (Transport Strategy, 2021-25)
				3 & 5. Staff travel and business travel			Potential for savings in expenditure on car travel and staff car park provision but will require significant up-front investment. (Transportation, HR, Property, 2021).
				4 & 9. Local freight: A - Telematics to encourage ULEV vans. B - Micro-consolidation feasibility			None identifiable. (Transport Strategy, 2021-25)
				6. 20mph limits: on main roads			None identifiable. NB this cost assumes the existing LIP spend continues /is -re-instated. (Traffic, 2021-25)
				7. Electric vehicle charging			None identifiable.
				Bike ownership			MTFS 19/20
				8. Cycling and walking infrastructure			TfL LIP and Low Traffic Neighbourhood programmes could meet some of the cost but would only total around £20m (Transport Strategy, Traffic and Highways)

Ref Carbon Neutral Plan Section	Cabinet Portfolio	2030 Objective	Emissions sector	Areas of Action (From Adoption Spring 2021 for 3 years)	CO_2 Impact which the Action addresses (2019 reference)	AD Lead	Sources of funding
Section 3	Cabinet Member for Environment, Sustainability and Transport	Council fleet is 100% zero emission vehicles.	Council Fleet	1. Converting fleet to ZEV	3 kt CO2e/year, 0.4% of quantified emissions from the Borough	D Improvement	Funding requirement dependent on feasibility findings, market maturity for operationally suitable vehicles, capital funding
Section 5	Cabinet Member for Environment, Sustainability and Transport		Waste Management	2. Reduce waste and increase recycling	4kt CO2e/year, 0.6% of quantified emissions from the Borough, and additional significant unquantified embedded emissions		Capital funding to come from MTFP
Section 6	Cabinet Member for Culture, Communities and Equalities		70% of municipal waste is recycled and waste is reduced by 35%.	3. Reduce Parks emissions and improve green infrastructure	Not quantified; planting trees can produce negative emissions by drawing down carbon from the atmosphere		£TBC* *S.106, Flexi-capital or park improvement fund if agreed and possible Eltham Crematorium JC Budget for NO2 reduction from cremators
Cross-cutting	Leader of the Council, also Cabinet Member for Communications and Corporate Services	Support for the Council's action on climate has remained strong and behaviour change initiatives have been successful.	Community Engagement	1. Consultation on draft carbon neutral plan and groundwork for future engagement	Indirect impact on all emissions	Assistant Director – Communications and Democratic Services	Existing budgets, 1920 MTFS
			Community Engagement	2. Major public campaign covering all aspects of the Carbon Neutral Plan			
			Community Engagement	3. Internal communications strategy			
			Community Engagement	4. Enabling & supporting climate Partnership, network & community action			

Ref Carbon Neutral Plan Section	Cabinet Portfolio	2030 Objective	Emissions sector	Areas of Action (From Adoption Spring 2021 for 3 years)	CO_2 Impact which the Action addresses (2019 reference)	AD Lead	Sources of funding
Section 7	Cabinet Member for Finance and Resources	The council's pension fund is divested from fossil fuels and opportunities to find investments with a positive climate impact have been sought. Highest sustainability standards in procurement are achieved, and all procured council services operate using ultra low or zero emissions vehicles.	Finance	Pension funds divestments	Not quantified, significant	AD Finance	Self-funded
Section 7				Sustainability central to Procurement			Existing budgets to be identified
Cross-cutting				Innovative Financing models – Project finance for CNP actions - Crosscutting			Existing budgets to be identified

Ref Carbon Neutral Plan Section	Cabinet Portfolio	2030 Objective	Emissions sector	Areas of Action (From Adoption Spring 2021 for 3 years)	CO_2 Impact which the Action addresses (2019 reference)	AD Lead	Sources of funding
Section 7	Cabinet Member for Children and Young People	Education providers actively seek to reduce their emissions, incorporated best practice in curriculum	Education	1. Curriculum and Operational Emissions Share best practice among schools via engagement and communications	Up to 30 kt CO2e/year, 4% of quantified emissions from the Borough	AD Inclusion, Learning and Achievement	Existing budgets to be identified
				2. Incorporate Carbon Neutral aspirations within the development of CS Property Strategy and Asset Management Plan, including opportunities for food growing		AD Strategy, Performance and Commissioning	SALIX funding/ Available Grants
				3. Engage children and young people around shaping the Carbon Neutral Plan, including the role of food waste and food growing		AD Strategy, Performance and Commissioning	Existing budgets to be identified
				4. Address transportation emissions within the CS and GSP SLA, SEN Travel Assistance routes		AD Strategy, Performance and Commissioning	Existing budgets to be identified
				5. Carbon Neutral training opportunities to be reviewed for potential inclusion into the Schools Direct offer.		AD Inclusion, Learning and Achievement	Revenue neutral
Section 1		Private sector Housing Energy Efficiency is improved	Low Carbon Advice (formerly known as One Stop Shop)	Information, advice and supply-side development hub (Support to vulnerable households, owner occupiers and businesses)	202 kt CO2e/year, 28% of quantified emissions from the Borough	AD Transportation	MTFS (60k)

Ref Carbon Neutral Plan Section	Cabinet Portfolio	2030 Objective	Emissions sector	Areas of Action (From Adoption Spring 2021 for 3 years)	CO_2 Impact which the Action addresses (2019 reference)	AD Lead	Sources of funding
Section 7	Deputy Leader, also Cabinet Member for Economy and Skills	Maximise impact from carbon reduction measures for business, employment and local economy	Businesses	1. Programme of business support for SMEs to reduce carbon emissions.	207 kt CO2e/year, 28% of quantified emissions from the Borough	AD Business, Employment and Skills	TBC e.g. Mayor's Recovery Board is proposing Green New Deal as part of economic recovery response post COVID-19
				2. Retrofit employment and skills brokerage to match contractors' needs to re-training opportunities and match unemployed residents to jobs/ apprenticeships.			ERDF Fit to Supply Programme S106 AEB
				3. Develop a job creation scheme providing 6 month placements with training or Apprenticeships to support the Low Carbon Advice service/retrofit programme			Government Kickstart programme Apprenticeships
				4. Work with HE partners to explore potential for an R&D Innovation hub to promote knowledge transfer/ business start up around green technology.			HEFC/HE funding
Section 7	Cabinet Member for Health and Adults' Social Care	Reducing food waste and encouraging sustainable consumption	Consumption emissions	Work with organisations across the borough to procure and operate within the Good Food in Greenwich guidelines; promoting sustainable, healthy and affordable food and food waste reduction.	Not quantified consumption emissions; a proportion of waste emissions	Director of Public Health	Public Health budget
				Promote and support food growing opportunities across the borough.			Public Health budget/ grant funding
				Move from RBG as a bronze level 'Sustainable Food Place' to Silver level			Public Health budget/ grant funding

ROYAL borough of GREENWICH

Regeneration, Enterprise and Skills
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