

CABINET	DATE 29 January 2020	ITEM NO 11
TITLE Carbon Neutral Plan Evidence Base	WARD(S) All	
CHIEF OFFICER Director - Regeneration, Enterprise & Skills	CABINET MEMBER Cabinet Member for Air Quality, Sustainability and Transport	
LEAD OFFICER Assistant Director of Transportation & BSR	FINAL DECISION To be made at this meeting on the recommendations in this report.	
DECISION CLASSIFICATION - Non-key - Non-exempt		

1. **Decision Required**

This report makes the following recommendations to the decision-maker:

- 1.1. Note the Carbon Neutral Plan Evidence Base produced in response to the Climate Emergency Declaration passed by Full Council in June 2019;
- 1.2. Agree the timeline set out in this report for the development of a Greenwich Carbon Neutral Plan (and the updating of the Greener Greenwich Strategy) based on the Evidence Base noted at Paragraph 1.1;
- 1.3. Agree to begin the work, alongside the development of the Greenwich Carbon Neutral Plan, on the Priority Actions identified by the Carbon Neutral Plan Evidence Base as being necessary to establish the Royal Borough's preferred trajectory towards net zero carbon;
- 1.4. Note the trajectories towards net zero carbon emissions, the very rapid pace of decarbonisation implied these trajectories and the highly ambitious measures required to pursue them set out in the Evidence Base. These will all shape the Greenwich Carbon Neutral Plan that will be developed from the Evidence Base; and
- 1.5. To recommend that Council note the Carbon Neutral Plan Evidence Base.

2. **Links to the Royal Greenwich high level objectives**

2.1 This report relates to the Council's agreed high-level objectives as follows:

- A Healthier Greenwich
- Delivering Homes Through Economic Growth
- A Cleaner, Greener Greenwich
- Economic Prosperity for All
- A Great Place to Be

3. **Purpose of Report and Executive Summary**

3.1 The Royal Borough passed a unanimous motion declaring a Climate Emergency at its Full Council meeting in June 2019. A key part of that motion was to:

“Deliver a Greenwich Carbon Neutral Plan, detailing how the Council's pledge to become carbon neutral by 2030 will be achieved”

3.2 This report presents the Carbon Neutral Plan Evidence Base, which is the culmination of the first stage of developing the Greenwich Carbon Neutral Plan in response to the Declaration. It summarises:

- The insights provided by the Evidence Base;
- The timeline for the development of the Greenwich Carbon Neutral Plan (and updating the Greener Greenwich Strategy) based on the Evidence Base;
- The range of trajectories towards net zero carbon emissions that the Greenwich Carbon Neutral Plan could take in the next stage; and
- Priority Actions that are a necessary part of establishing the Royal Borough's preferred trajectory towards net zero carbon (building upon the framework that will be provided by the Carbon Neutral Plan).

3.3 The evidence base sets out action that is required to realise the full 2030 carbon neutral ambition. This includes:

- **Buildings**
 - **Energy efficiency** –retrofitting all LA owned homes and public buildings to take them to EPC of C or higher (notwithstanding the challenges posed by some older/listed buildings in the Council’s estate).
 - **Heat networks** –district heating projects, a mandatory heat zoning policy from 2022, and phasing out fossil fuel for heat networks by 2030.
 - **Low carbon heating systems** –entirely phasing out the use of gas boilers.
- **Transport**
 - **Restricting and charging for access** by non-zero emissions vehicles.
 - Increase **infrastructure** for sustainable modes.
 - Encourage far greater uptake of **zero emission vehicles (ZEVs)**.
 - Significant new work to encourage **behaviour change**.
- **Energy generation, industry, waste & other**
 - **Energy generation** – Invest in large scale renewable energy projects and promote demand side response and battery storage via smart/flexible technologies.
 - **Waste** – Introduce strict quantitative targets for waste and recycling.
 - Reduce emissions from the **River**.
 - **Offset remaining emissions**.

4. Introduction and Background

Global Emergency

- 4.1 In October 2018 The Intergovernmental Panel on Climate Change published a ‘Special Report on Global Warming of 1.5°C’. This described the enormous harm that a 2°C average rise in global temperatures is likely to cause compared to a 1.5°C rise. The report calls for ambitious action from national and sub-national authorities, civil society, local communities and the private sector to limit Global Warming to 1.5°C.
- 4.2 There has been a significant rise in climate activism, including school strikes and climate emergency direct action. This has sought to raise awareness of the catastrophic consequences of inaction, and to influence governments at all levels to strengthen their response.
- 4.3 The challenge of addressing climate emergency is unprecedented. There is a range of opinions on the pace required to meet this emergency.

- 4.4 The UK Committee on Climate Change recommended that the UK government achieve carbon neutrality by 2050. This was adopted by central government by amending the Climate Change Act of 2008 in June 2019.
- 4.5 The emerging climate related policy of the new government includes:
- Investing in electric vehicle charging stations
 - Consulting on phasing out the sale of new conventional petrol and diesel cars
 - Supporting further commuter cycling routes
 - Investing in energy efficiency
 - Setting strict new laws on air quality

We will work with others to lobby government for early adoption of and funding for ambitious carbon emissions reduction measures.

Climate Emergency Declaration

- 4.6 In June 2019, the Council declared a Climate Emergency. The motion was passed unanimously by Full Council, specifying a 2030 carbon neutral target. Full Council noted that the impacts of climate change are already manifested globally and will impact communities across Royal Greenwich. The Council pledged to:
- *“Develop a Greenwich Carbon Neutral Plan, detailing how the Council’s pledge to become carbon neutral by 2030 will be achieved – and requests that this Greenwich Carbon Neutral Plan is brought to Full Council for approval by January 2020 at the latest.*
 - *To produce a Greenwich Climate Emergency Annual Report, detailing the Council’s progress against the Greenwich Carbon Neutral Plan – which will enable members, residents and other local stakeholders to hold the Council to account for delivery of this pledge.*
 - *Review Core Strategy to help ensure we deliver our Carbon Neutral target*
 - *Create the first Greenwich Partnership to focus on climate change and ask partner organisations across Greenwich to make clear commitments to dealing with this crisis.*
 - *Use our lobbying power as a local authority to campaign at the local, London-wide and national level to draw attention to issue and bring about changes at all levels of government.*
 - *Eliminate Single Use Plastics from Council buildings by 2020.*
 - *To explore all opportunities to divest our pension fund investments, while discharging the relevant fiduciary responsibilities to members of the pension fund,*

and work to ensure that wherever possible any future investments are assessed against these principles

- *To ensure that sustainability is central to our Procurement strategy.”*

- 4.7 The target set requires that Royal Borough achieves net zero target 20 years earlier than the current London-wide target and the national target.
- 4.8 This 2030 net zero carbon target is – rightly – challenging and will require urgent action at all levels of government. It requires change that goes further and faster than previously planned. The Royal borough will need to be a front-runner in many of the changes required.
- 4.9 Action to reduce carbon emissions supports the Royal Borough’s other objectives, including to improve health, safety, homes, air quality and prosperity for all. Inaction on climate change will undo progress towards any of these objectives.

Borough Context

- 4.10 Royal Greenwich is experiencing significant growth, and this is expected to continue into the coming decades. In 2016 its population was 279,766 and it is projected to grow to 321,344 by 2031. Successfully combining growth and prosperity with action on climate change and air pollution is a challenge, but also presents opportunities for sustainable and smart growth.
- 4.11 The Council’s corporate buildings and fuel use represent about around 5% of emissions in the Borough. Council housing is responsible for a further 20% of emissions in the Borough. This means that the Council will need to work in partnership with communities, businesses and other stakeholders to achieve the required change.
- 4.12 The Council has a record of action on climate change and air pollution: so does not start on this journey from scratch. In 2016, the Council adopted its Greener Greenwich Strategy. It has made progress in developing sustainable infrastructure within the borough and reducing its emissions.
- 4.13 The Greener Greenwich strategy identified key areas of action:
- Promoting the use of renewable energy sources.
 - Increasing energy efficiency.
 - Reducing transport emission and promoting active travel.
 - Reducing waste.
 - Maintaining and improving Royal Greenwich’s green spaces.

- Securing highest standards of new development.
- 4.14 Examples of action arising from the Greener Greenwich Strategy include:
- All electricity procured by the Council has been renewable certified since 2016.
 - Hugely increased Electric vehicle charger numbers, putting Royal Greenwich in the top three outer London boroughs and top 12 London boroughs overall. Further plans are in-place to extend coverage dramatically this year.
 - Improving the energy efficiency of the Council's housing and corporate buildings.
 - Investigating feasibility of heat networks (using the GLA's Decentralised Energy Enabling Project funding).
 - Through the EU demonstrator project Sharing Cities, we are exploring innovative ways to heat Council homes with less carbon emissions. This includes using new technology to help residents manage their energy consumption, and exploring how data analytics can control energy systems more efficiently.
- 4.15 During the development of the Greenwich Carbon Neutral Plan the Council continues to deliver initiatives that contribute to carbon reduction in the Borough.

Governance

- 4.16 The Greenwich Carbon Neutral Plan's development and implementation is a pan-council issue that requires coordination across directorates and with partners. In response to that need, a dedicated governance structure has been put in place.
- 4.17 Following the climate emergency declaration, the remit of the existing 'Air Quality Task Force' was expanded to incorporate climate change, specifically the emerging response to Climate Emergency. The resultant 'Climate Change and Air Quality Task Force' brings together relevant cabinet members and is chaired by the Cabinet Member for Air Quality, Sustainability, and Transportation.
- 4.18 A Climate Change Executive Board was set up to allocate necessary resource - including finance - and prioritise actions to implement the Greenwich Carbon Neutral Plan. It will monitor and report on progress to the member-led Climate Change Task Force.

- 4.19 The work of the Task Force and Executive Board are supported by three newly established Officer Working Groups, focused on specific areas:
- built environment;
 - transport and active travel; and
 - fleet and procurement.
- 4.20 Officers have begun discussions with other boroughs and through London Councils to explore the potential to deliver cross-borough projects.
- 4.21 A programme of internal communication is planned to increase awareness of climate change and the Council's Declaration amongst staff. This has already included presentations to all senior leaders and middle managers.

Carbon Neutral Plan Evidence Base Stage I scope

- 4.22 To provide a robust baseline for future Greenwich Carbon Neutral Plan the Council has commissioned an external consultant to:
- Assess the strength of RBG's current policies against best practice;
 - Identify the main emissions sources in RBG and develop a maximum ambition pathway towards carbon neutrality in 2030;
 - Complete an appraisal of available policy options and identify key recommendations and priority actions.

Carbon Neutral Plan Evidence Base Modelling Approach

- 4.23 The scope of Stage I modelling includes all emissions arising from activity within the Royal Borough of Greenwich and from the production of energy used within the borough. In addition, emissions from the disposal of waste generated within the borough but disposed outside of its boundaries are included. This scope of emissions produces a highly ambitious target.
- 4.24 The emissions excluded within this definition are the embedded emissions of products and services, and emissions from flights taken by residents. These 'indirect' sources of emissions were treated qualitatively, and the Council can still take steps to reduce them based on the recommendations.
- 4.25 The consultant built a model of all emissions described in 4.23 in Royal Greenwich and modelled them up to 2050 as a baseline scenario. The baseline scenario represents the likely outcome given minimal change to current policies on low-carbon technologies, with the exception of energy efficiency measures, for which a high level of uptake is applied. The modelled

effects produce a Baseline reduction of 231 kt CO₂ (27%) between 2015 and 2030.

- 4.26 Carbon emissions are then modelled after implementing a selection of mitigating measures to develop the Maximum ambition pathway towards Carbon neutrality in 2030. This assumes highly ambitious reductions from each sector for which measures under the control of RBG are available, and that are deemed feasible, given the short timescale to 2030. The range of measures assumed in the Maximum ambition scenario achieve a 77% reduction relative to 2015. If full electricity grid decarbonisation is assumed by 2030 then a greater reduction in emissions of 89% is achieved relative to 2015. More details of the modelling approach can be found in the Appendix B.
- 4.27 The reductions in 2030 would be comprised of further grid decarbonisation, additional local renewable capacity, further increases in the energy efficiency of the built environment, and increases in sustainable travel.

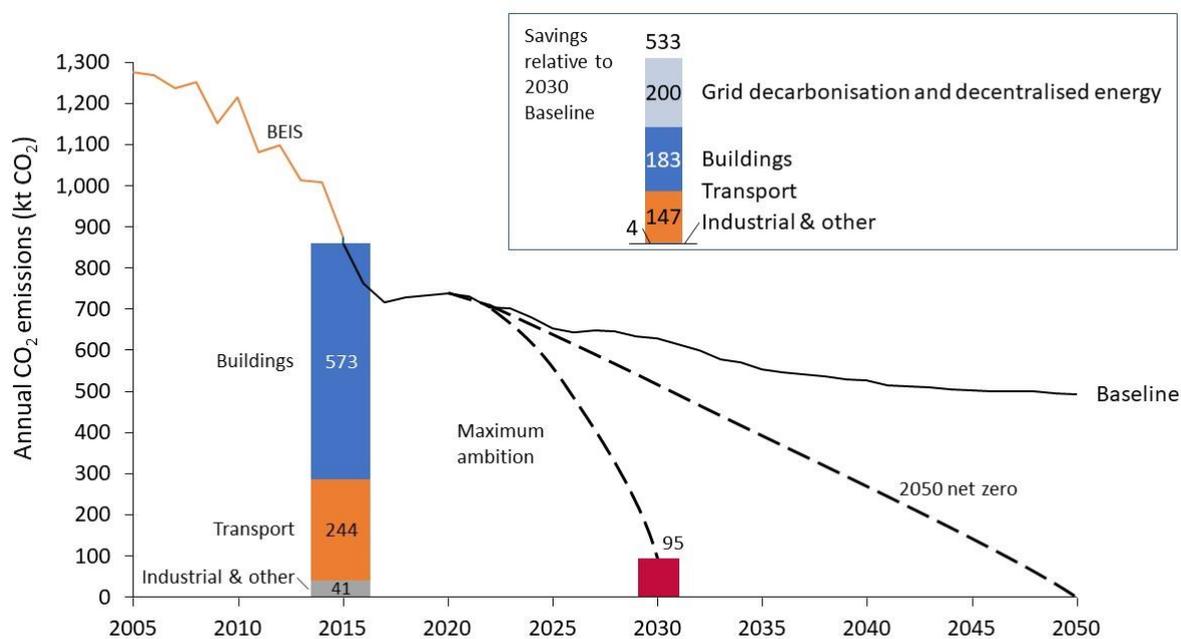


Figure 1: pathways to net zero carbon.

Summary of Findings - Carbon Neutral Plan Evidence Base Stage 1

- 4.28 In 2015 the total emissions for RBG were calculated to be 860kt of carbon dioxide equivalent (CO₂e). This is 2% of the total for Greater London. The most significant sources are domestic and non-domestic heat and electricity use, and road transport. Homes produce 41% of emissions, businesses 31% and the transport sector 28%.

4.29 The evidence base modelling highlights the **scale of action that is required** to realise the full 2030 carbon neutral ambition:

Buildings

4.30 **Energy efficiency** – Undertake the retrofitting of all LA owned homes and public buildings to take them to EPC of C or higher. This is estimated to entail a cost of approximately £85 million. Further encourage via grant funding and/or concessionary loans, as well as informational measures and a 'One-stop shop' service, the retrofit of around 40% of all existing domestic buildings to bring them to EPC C or higher, at a further cost of approximately £200 million.

4.31 **Heat networks** – Initiate new district heating projects, acting alone or in a partnership with the private or 3rd sector, at a capital investment cost of approximately £200 million, partially externally funded. Begin a mandatory heat zoning policy from 2022, initially for new builds and public buildings and later including all existing buildings within designated heat network areas. Phase out of the use of fossil fuel power for heat networks (e.g. gas fired CHP) by 2030.

4.32 **Low carbon heating systems** – RBG must entirely 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 as part of a hybrid system. A clear signalling of a future ban on the use of fossil fuel heating systems, including gas boilers, should be made as far in advance as possible, ideally by 2021.

Transport

4.33 Access and charging restrictions – RBG must greatly increase the extent of parking zones, reduce the number of available parking spaces for private use and increase the cost of parking for polluting vehicles. Zero emissions zones (ZEZs) must be created within the borough at a cost of at least £25 million, and RBG must push for the area of the borough included in the ULEZ extension in 2021 to become a ZEZ.

4.34 **Infrastructure** – cycling and walking infrastructure and cycle parking provisions in the borough must be greatly increased at a cost of between £30-50 million. River crossing with suitable cycle and pedestrian access must be sought through lobbying and/or through creation of new infrastructure at additional cost. At least 2,000 additional public access charge points must be put in place across the borough to support the required uptake of electric vehicles by 2030.

- 4.35 **Uptake of zero emission vehicles (ZEVs)** – RBG must support and encourage an accelerated uptake of ZEVs among residents and local businesses to reach the ambitious levels of ZEV deployment in the Maximum ambition scenario. This must start with full conversion of RBG’s own fleet by 2030, which can be supported by working with other organisations to secure large-scale, joint procurement of ZE HGVs and helping to drive the market. Given the current high capital cost of ZEVs, financial support for private individuals and local businesses is required. The scale of funding required will depend on available government grants and price parity of ZEVs by the mid-to-late 2020s; however, the cost to RBG could be up to £30-45 million.
- 4.36 **Modal shift and behaviour change** – The Maximum ambition scenario requires a large decrease in private car use with a shift to walking, cycling and public transport, as well as a reduction in van and truck use through consolidation and cycle freight. These ambitious aims will be delivered in part by infrastructure developments but must be supported by mobility schemes and behaviour change campaigns. RBG must support modal shift of deliveries and services through procurement policy and lead by example in its own operations.
- Energy generation, industry, waste & other**
- 4.37 **Energy generation** – Invest in solar capacity in the borough, other large scale renewable energy projects, and promote demand side response and battery storage via smart/flexible technologies. This will help to increase the share of renewables on the electricity grid and reduce the remaining carbon emissions associated with electricity consumption in 2030.
- 4.38 **Waste** – Introduce strict quantitative targets for waste reduction and increased recycling to attain a 70% recycling rate and total waste mass reduction by 45% by 2030.
- 4.39 **River** – Install shore-side power infrastructure at wharves and require ships to turn off engines in berth or fit anti-pollution technology.
- 4.40 **Offset remaining emissions** – Even with all the proposed measures deployed, there are remaining emissions in the Maximum ambition scenario of 95 kt CO₂ in 2030. To achieve carbon neutrality these must be balanced by negative emissions measures in the borough and/or carbon offsetting outside the borough. Any offset used must represent real, additional, verifiable and permanent emission reductions and likely options include further investment in renewable energy provision or land use change for carbon sequestration within the UK.

4.41 The report identifies a specific set of policies as ‘Priority’ interventions on account of their cost, deliverability (including level of council control and specific barriers), co-benefits, level of risk, and the contribution to emissions savings. The assessment of co-benefits pays particular attention to alignment with RBG’s core strategic objectives. Please see Appendix A for the details of priority actions and the selection methodology.

4.42 It is envisaged that having carried out these priority actions, Royal Borough would then make a decision on its long-term decarbonisation strategy – and timeline – by 2023 at the latest. This decision process would use learnings from outcomes of the priority actions and take account of national developments to decide the level of RBG ambition and the strategy for achieving this. Evidence which will inform this process includes:

- Feasibility
- Real life effectiveness of technologies
- Stakeholder feedback
- Changes to national policy
- Reduction in costs of technologies

4.43 The Evidence base report also recommends the following high-level actions to address land use emissions and embedded emissions in goods and services.

Target sector	Actions
Land use	<ul style="list-style-type: none"> • Preserve green spaces within the borough and consider expanding or creating new space • Consider supporting forestation or peatland restoration projects elsewhere within the UK, potentially through offsetting measures
Products and services	<ul style="list-style-type: none"> • Reduce food waste within the borough in line with the Mayor’s target of 50% by 2030 • Promote healthier, plant-based diets through behaviour change campaigns, community engagement and through council procurement practices • Commit to the highest standards of environmental practices in procurement and favour local, seasonal goods • Require low carbon transport throughout the supply chain of goods and services
Buildings	<ul style="list-style-type: none"> • Support low carbon construction for local projects
Investments	<ul style="list-style-type: none"> • Work with the pension fund provider to develop a climate change policy that actively seeks divestment away from fossil fuels

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|--|---|
| | <ul style="list-style-type: none">• Work with CIV, together with other London boroughs, to promote divestment of pooled investments |
|--|---|

- 4.44 To enable and support delivery of the policies, a major **publicity and engagement campaign** that targets all key stakeholders is recommended. To reach a wide audience and to clearly communicate the council's vision, the campaign should include an accessible and easy to understand webpage, a targeted social media campaign, and visible borough-wide advertising. Community and business engagement events will also be crucial to reach as wide an audience as possible.
- 4.45 In line with recommendations of Evidence Base report the Council has started to review its **procurement policies**, in line with the social value framework.
- 4.46 Investment training for the **Pension Fund** board included a session dedicated to responsible investment; within which was a detailed discussion on climate risk. The Fund has developed a set of responsible investment principles that are now incorporated into the investment strategy statement providing a framework for future investment.
- 4.47 The Pension Fund has also commissioned its investment advisor to undertake an asset study. This will review the appropriateness of the long-term investment strategy before drilling down into the detailed asset allocations and individual holdings i.e. fossil fuels companies. This exercise is scheduled to be completed in August 2020.
- 4.48 Whilst **tree planting** is beneficial in many respects including biodiversity benefits, the carbon savings associated with tree planting are insignificant in relation to the overall target. An area size of Blackheath will be required to achieve a reduction of 0.1% of the Royal Borough's target in 2030. This is equivalent of taking 156 cars off the borough's roads.

Costs and Resourcing

- 4.49 Cost and resourcing requirements have been estimated at a high-level only and are only indicative of the scale likely to be required. They will be developed further in Stage 2.

- 4.50 Based on these estimates, the requirements for the period of 2020-2023 are:
- An estimated average of 12-17 FTE will be required to deliver priority actions until 2023.
 - Expenditure in the region of £160m will be required. However, policies accounting for £140m of this expenditure have the opportunity for some cost recovery (e.g. through reduced energy costs).
 - Of the estimated transport costs, £3.2m is already allocated in the Local Implementation Plan for Transport funded by TfL.
- 4.51 The full ambition scenario is estimated to require in the region of £1.6bn investment in the infrastructure, buildings, and vehicles and resourcing within the Council. The medium ambition scenario has a funding gap of between £450m and £1.6bn. During Stage 2 of the Plan's development, full costing of the proposals will be undertaken.
- 4.52 The Council will maximise the use of existing resources, reshape and redirect delivery where possible, seek external funding, pool and share resources with partners where possible, and strategically balance resources against impact. Suitable external funding mechanisms will also be identified during Stage 2 of the Plan's development.

Partnership working

- 4.53 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 and effect change.
- 4.54 Therefore, a partnership approach is being developed to support residents, business and public sector partners in responding to the Climate Emergency. **The first Greenwich Partnership focused on Climate Change** will launch in 2020. The partnership will look to bring key partners from across the Borough together, to support information sharing and cross-organisational working, to initiate carbon reduction actions across the Borough in light of the Climate Emergency.
- 4.55 There are also vital elements of legislation and infrastructure where we will continue to lobby, and work together to achieve shared aims, specifically in relation to:
- Transport for London and public transport networks
 - London cycle networks
 - Waste legislation and incentives
 - Support and legislation around air quality

- Minimum Energy Efficiency Standards
- Building Regulations

Next steps

- 4.56 The next stage in development of the Greenwich Carbon Neutral Plan will involve investigating feasibility of the proposed actions and the preparation of the Greenwich Carbon Neutral Plan.
- 4.57 This will focus on the question of how to deliver Carbon Neutrality in a cost-effective and equitable way, managing risks and taking full advantage of opportunities for co-benefits.
- 4.58 The strategic implementation plan will include costed business plans, timelines, potential funding sources, key action ‘owners’ and partners, and skills and resource requirements.
- 4.59 The Carbon Neutral Plan will then be subject to public consultation.
- 4.60 Below is the proposed delivery and consultation schedule for Stage 2 of the Carbon Neutral Plan development.

Expected Date	Proposed activity
March 2020	First draft of the Greenwich Carbon Neutral Plan
April - May 2020	Initial engagement programme
June 2020	A draft of Greenwich Carbon Neutral Plan to be reported to cabinet with a request to consult with residents
Autumn 2020	Final draft of the Greenwich Carbon Neutral Plan incorporating engagement and consultation outcomes will be presented to Cabinet for approval Report to full Council

5. Available Options

- 5.1. Agree to 1.1 to 1.5 above.
- 5.2. Propose an alternative or more selective approach to the development of the Greenwich Carbon Neutral Plan (noting the likely impact on the timescales set out in the motion).

6. Preferred Option

- 6.1. The option 5.1 is the preferred option.
- 6.2. The Evidence Base report sets out quantified sources of emissions in Royal Greenwich, models trajectories to achieving the carbon neutral target, and identifies key areas where urgent action by the Council, businesses and communities must be taken.
- 6.3. The decision recommended will allow the Council to build on the Evidence Base Report to put forward an ambitious Greenwich Carbon Neutral Plan that will address the Climate Emergency Motion.
- 6.4. The priority actions identified have a potential to collectively make substantive progress towards the target. These will be investigated further and costed in Stage 2.
- 6.5. In addition, they deliver valuable opportunities for learning while keeping options open where possible. This will allow RBG's strategy to adapt in response to the success of initial programs and external changes, such as changes to the national policy environment and technological learning.
- 6.6. In developing the Greenwich Carbon Neutral Plan, the Council will:
 - 6.6.1. Work with partners to call for meaningful action to address the Climate Emergency;
 - 6.6.2. Aim to create a significant level of buy-in to the plan by engaging with local communities, using local and social media, and through presentations to community groups, campaigners and partners;
 - 6.6.3. Provide support to our communities to help them make climate-informed decisions;
 - 6.6.4. Avoid negative impacts on vulnerable groups.

7. Reasons for Recommendations

- 7.1. The decisions recommended through this paper are in line with Climate Emergency motion and support RBG's ambition of becoming carbon neutral by 2030.

8. Consultation Results

8.1. No consultation has been undertaken to date. The section on Partnership working' (see Paragraph 4.53) outlines how extensive consultation will be undertaken during the development of Greenwich Carbon Neutral Plan in Stage 2.

9. Next Steps: Communication and Implementation of the Decision Policy Implications

9.1. The implications of Carbon Neutral plan are wider reaching and are likely to impact on every service that the Council delivers. Some existing policies do not address climate issues or do not go far enough towards achieving carbon neutrality.

9.2. A review of all existing strategies and policies will need to be carried out to address this.

9.3. The fully developed Carbon Neutral Plan will have significant implications for the community; therefore, an appropriate full impact assessment will be carried out as part of the development of the plan.

10. Cross-Cutting Issues and Implications

Issue	Implications	Sign-off
Legal including Human Rights Act	<p>The Climate Change Act 2008 committed the UK to legally binding greenhouse gas emission reduction targets. The Climate Change Act 2008 (2050 Target Amendment) Order 2019, which came into force on 27th June 2019, has since amended the legally binding target to reduce greenhouse gas emissions, as set in section 1 of the Climate Change Act 2008, from 80% to 100%, or net zero.</p> <p>The Climate Change Act did not place a statutory duty on local authorities to produce their own plans to cut carbon emissions; however general competence</p>	Eleanor Penn, Assistant Head of Legal Services, 24/12/2019

	<p>powers given to local authorities under the Localism Act 2011 and powers and duties under a range of planning and environmental regulations and policy, both at national and local level, enables and/or requires local authorities, through their roles as planning, transport and waste authorities, to set energy efficiency requirements for consistency with the Government's zero carbon policy.</p> <p>The Greenwich Carbon Neutral Plan, which is to be developed on the evidence base to be noted by Cabinet under this report, will need to reflect and align the different and potentially competing functions and interests of the Council, and will need to be approved by Full Council.</p>	
<p>Finance and other resources including procurement implications</p>	<p>Cabinet is requested to note the Carbon Neutral Plan Evidence Base and to agree the timescales and actions set out in the document and summarised within this report.</p> <p>The ambitious plan to achieve a 'net zero' position by 2030 is outlined with indicative costs, which will have significant financial implications for the Council in the short, medium and long term. Individual proposals are to be developed to inform the Greenwich Carbon Neutral Plan, which will include further due diligence, including financial and funding reviews. It is critical that external funding is maximised to facilitate the delivery of these proposals given the scale of the commitment.</p> <p>Prior to the reporting of the Greenwich Carbon Neutral Plan, the Council will</p>	<p>Michael Horbatchewskyj Accountancy Business Change Manager 19/12/19</p>

	publish its Medium Term Financial Strategy and Capital and Treasury Management Strategies. These documents, alongside future pension fund investment decisions will need to address the commitments set out in this report.	
Equalities	The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no apparent equality impact on end users.	Maria Yashchanka, Principal Sustainability Officer 11 December 2019
Environment and sustainability including Climate Emergency	<p>The decisions recommended support the aim of the Greener Greenwich strategy in providing the evidence base to support the development of the Carbon Neutral Plan. The decisions recommended support the preparation of a robust plan to reduce carbon emissions in the borough.</p> <p>The decisions recommended through this paper do not result in a reduction in carbon emissions in the borough at this stage but facilitate the development of future initiatives. The quantification of carbon savings to be achieved will be undertaken during Stage 2 of the Carbon Neutral Plan's development, and in relation to any future decisions related to specific projects under the Carbon Neutral Plan.</p>	Maria Yashchanka, Principal Sustainability Officer 11 December 2019

<p>Health and wellbeing</p>	<p>The decisions recommended through the paper support the preparation of a robust plan to reduce carbon emissions in the borough that will result in significant health and wellbeing benefits through a decrease in air pollution, and support healthier lifestyle choices, such as active travel. Energy efficiency gains will also result in an improvement to housing and the creation of economic opportunities.</p>	<p>Maria Yashchanka, Principal Sustainability Officer 11 December 2019</p>
<p>Risk management</p>	<p>The rapid trajectory towards net zero carbon required by the Climate Emergency Resolution necessitates a condensed timetable, which increases deliverability risks due to technical, economic, social and financial factors.</p>	<p>Maria Yashchanka, Principal Sustainability Officer 20 December 2019</p>

11. **Report Appendices**

11.1 The following documents are to be published with and form part of the report:

- *Appendix A: Policy Options Appraisal*
- *Appendix B: The Development of the Carbon Neutral Plan Stage 1 The Evidence Base*

12. **Background Papers**

1. IPCC's Special report: Global Warming of 1.5 degrees
<https://www.ipcc.ch/sr15/>
2. Royal Borough of Greenwich Climate Change Motion.
<http://committees.greenwich.gov.uk/documents/g6295/Decisions%2026th-Jun-2019%2019.00%20Council.pdf?T=2>

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