Report for:	**Cabinet**
Date of meeting:	**23 November 2021**
Part:	**1**
If Part II, reason:	

Title of report:	**Climate and Ecological Emergency Strategy and High Level Action Plan**
Contact:	Councillor Andrew Williams, Leader of the Council and Portfolio Holder for Corporate and Contracted Services Author/Responsible Officer – Mark Gaynor, Corporate Director Housing and Regeneration
Purpose of report:	The report sets out the proposed Climate and Ecological Emergency Strategy and High Level Action Plan which, if approved, will be a public facing document setting out the Council's rationale for declaring the Emergency and the high level actions that it will take in order to meet its pledge agreed in the summer of 2019. It will also provide the basis of measuring progress against the interventions which are required to deliver the pledge. The report has now been considered by the Strategic Planning and Environment Overview and Scrutiny Committee and Cabinet is asked to consider any observations it has made.
Recommendations	1. That the Climate Emergency Strategy and high level Action Plan, set out as Appendix One of this report, be approved. 2. That this be published, following layout and presentation support from the Communications Team, on the Council's website with final approval to be delegated to the Chief Executive in conjunction with the Leader of the Council. 3. That the high level Actions set out in the report be incorporated into Service and Budget Planning for 2022/23 onwards.

	. 4. That a further report be brought to Cabinet in 2022 setting out the funding requirements to achieve the medium-term action plan deliverables. This should include the indicative capital programme for the climate emergency for the MTFS period.
Period for post policy/project review	The Climate and Ecological Strategy and high level Action Plan will ultimately be reviewed in 2030 but it has already been agreed by Cabinet that there will be an annual report made to Cabinet and Council. This will set out the progress made in the previous 12 months, it will measure and monitor against the Council's baseline carbon emissions and outline the specific targets and actions for the forthcoming year. In addition, there will be periodic reporting to both Cabinet and the Strategic Planning and Environment Overview and Scrutiny Committee.
Corporate objectives:	The Council's Climate and Ecological Emergency Strategy and Action Plan will support all 6 corporate objectives: • *Safe and clean environment:* e.g. contains actions relating to the quality of existing environments and design and layout of new development that promote security and safe access; • *Community Capacity:* e.g. provide a framework for local communities to be better informed and involved in climate emergency mitigation; • *New and Affordable housing:* through both direct delivery and setting improved sustainability requirements in new homes would help to reduce both the cost of energy and water and the carbon emissions the homes would produce; • *Dacorum delivers:* fulfilling the zero carbon pledge will make a huge contribution to local sustainability and assist in the national target to reach zero carbon as a nation by 2050; • *Regeneration:* the strategy and action plan will provide improvements to air quality, biodiversity, and opportunities for cycling and walking as well as major economic potential for 'green' businesses. • *Climate and Ecological Emergency:* the strategy and action plan is focused on meeting the Council's pledge to be zero carbon on its own emissions by 2030 for Scopes 1 and 2, and 2050 for Scope 3
Implications:	<u>Financial</u> To date, all expenditure on tackling the Climate and Ecological Emergency budget is met from existing service budgets. The financial implications of achieving the Strategy are not, as yet, fully and finally costed so, when firm costings are

	developed, they will be factored into the Medium Term Financial Strategy and subsequent budgeting processes. It is clear that a number of the actions will require resources in addition to those in existing budgets and, in some cases – in particular the retrofitting of Housing Revenue Account and General Fund Buildings to reach net zero carbon, the decarbonisation of the Council's fleet and machinery, and any Offsetting arrangements required – the cost could be substantial. These costs are set out in more detail in Appendix 2. The level of the costs – if not mitigated by central government support – may have a significant impact on the Council's capital resources over the next eight and a half years. They will not have an impact on schemes already in the capital programme. There will be additional costs for 2022/23 which will need to be considered in this year's budget setting process and these are set out in the report (see Appendix 2 below).
Value for money implications	<u>Value for money</u> The aim of the Climate Emergency Strategy and Action Plan is to reduce the carbon footprint of the Council's activities. Procurement by the Council, in the future, will continue seek value for money but will also need to take account of the carbon impact. Accessing grant support, either direct from government or via obligations placed on utility providers, and working with the private sector as it too works towards moving to net zero carbon will be essential to reduce the overall expenditure the Council will face. This will require some additional capacity where the processes are complex and, given that government grant funding often requires 'shovel ready' schemes, off the shelf developed projects.
Risk implications	A Risk Assessment will be completed and added to the Council's Strategic Risk Register and this will be in conjunction with the completion of the Strategy. The larger individual projects will incorporate risk factor assessments in their project management delivery plans. It is proposed that inclusion of the Climate and Ecological Emergency be incorporated into the Corporate Strategic Risk Register.
Community Impact Assessment	As a whole, the work on the Climate and Ecological Emergency is very demonstrably aimed at protecting the future of all residents. It is proposed to incorporate a full community consultation process once the Strategy and Action plan is approved.

	A Community Impact Assessment will be required for any significant actions which impact on service delivery arising from the service specific changes which will emerge.
Health and safety Implications	Failure to act on the climate and ecological emergency would be damaging to the health and safety of all who work and live in the Borough. Action is required to mitigate the impact of our changing climate and day to day weather – flooding, drought, excessive temperatures and so on. There would also be severe impacts on air quality, ecological well-being and overall quality of life.
Monitoring Officer S.151 Officer Comments	**Monitoring Officer** The Climate Change Act 2008 and subsequent regulations under that Act establish the legal framework that underpins the UK's commitment to dealing with climate change, including reduction of emissions. Although the provisions of the Act apply to central government level only at present, as the Council made a commitment to tackling climate change, the Strategy and the Action Plan demonstrate how the Council will aim to meet its pledge. **S151 Officer** The funding requirements associated with the Council's intended actions on climate change will be presented to Cabinet in future reports.
Consultees:	Strategic Planning and Environment Overview and Scrutiny Committee 2 November 2021 Corporate Climate and Ecological Officer Board Strategic Leadership Team
Background papers:	Cabinet Report Climate Change Emergency Strategy and Action plan 19/5/20, and 23/6/20, 20/10/20, 20/4/21
Glossary of acronyms and any other abbreviations used in this report:	CO2 Carbon Dioxide APSE Association for Public Service Excellence HRA Housing Revenue Account CSG Clean Safe and Green CEE Climate and Ecological Emergency MTFS Medium Term Financial Strategy EPC Energy Performance Certificate PV Solar Photovoltaics BREEAM Building Research Establishment Environmental Assessment Method PSH Private Sector Housing PRS Private Rented Sector HMO House in Multiple Occupation CAVAT Capital Asset Valuation of Amenity Trees

	AQAP Air Quality Action Plan AQMA Air Quality Management Area LDS Local Development Scheme (Local Plan) LGA Local Government Association DCN District Council Network HCCSP Hertfordshire Climate Change and Sustainability Partnership

1. Executive Summary

1.1 The approach to the Climate and Ecological Emergency Strategy and high- level Action Plan is similar to the initial plan set out in May 2020. Much of the work that has been carried out has involved working with technical specialists to gather evidence, to analyse this and using these reports to form the key areas of intervention and investment.

1.2 The Strategy (attached as a separate document as Appendix One) and high- level Action Plan sets out:

- A foreword which explains why the Council has declared a Climate and Ecological Emergency and the pledge to reach net zero by 2030 for its direct greenhouse gas emissions, and by 2050 for its scope 3 emissions where the Council does not control the energy use of the buildings that it rents or leases.

- A very clear explanation regarding the reality of the emergency, the science behind it and consequences of failing to take action for future generations. This will confirm that the United Nations and the whole of the G20 nations and practically every sovereign state fully accept the reality of the emergency and the need to act.

- The Council's own 'carbon footprint' and the main areas which cause the emissions involved and the areas where the focus of work needs to be.

- The Borough and National position to assist in ensuring that the Council can support work by government, other public sector bodies, the private sector and our residents to secure a Borough and National position of net zero carbon by 2050.

- The high-level actions the Council needs to take. This is set out in two parts. The internal work regarding the Council's services and assets required to meet the 2030 deadline, and for Council Housing and General Fund leased buildings by 2050. The external work sets out how, and where, the Council can assist, through its existing services and with community engagement and partnership, with reaching the 2050 target. Whilst the detailed costs cannot be calculated at this point, the likely scale of expenditure is estimated. This will be reduced by any government support offered over the lifetime of the plan. These are set out in Appendix 2.

2. The High Level Internal Actions to achieve the Council's Climate and Emergency pledge are:

- Retrofitting the Council's Housing Revenue Account homes to reach net zero carbon by 2050 (may require some carbon off setting)

- Retrofitting the Council's General Fund buildings used for Council service delivery to reach net zero carbon by 2030 (may require some carbon offsetting)

- Retrofitting the Council's General Fund building assets leased to other organisations to reach net zero carbon by 2050 (may require some carbon offsetting)

- Decarbonisation of the Council's fleet and machinery by 2030

- New Build Council Housing – raising delivery to ensure all homes built are as close to net zero as possible

- Biodiversity Action to protect the quality of our environment

- Development and delivery of an offsetting policy, plan and investment

- Procurement of contracts for services to require reductions in greenhouse gas emissions to reach as close to net zero carbon by 2030

- Increasing the Council's recycling performance to 60% by 2030 and 65% by 2035 in line with statute.

3 The High Level External Actions – to assist the Borough's residents, businesses and other public sector providers in meeting the national target of net zero carbon by 2050 are:

- Maximising the impact that local residents and groups can have in achieving 'bottom up' action in reducing carbon emissions through community outreach and provision of accurate and up to date information and support to access government and energy company finance.

- Ensuring the Local Plan requires and delivers the highest sustainability targets for all new development.

- Achieving a Sustainable Transport Policy and a clear plan, together with HCC as the transport authority, to meet requirements cycling, walking, sustainable public transport. It will also facilitate the delivery of sufficient public and private EV charge points to include rapid charging garages.

- Supporting owner occupiers, businesses and private landlords to take advantage of all and any government and energy company support available to retrofit homes and premises

- Ensuring that the Council's Economic Development and Regeneration work seeks to attract 'green' and high-tech business and sustainability investment

3.1 The Strategy and high-level Action Plan continues by outlining how the interventions will be delivered and key areas of evidence that have been used – see Appendix Two. Each of the corporate workstream groups are working on more detailed operational plans to ensure delivery within

the expected timescales. As these will change over time, they are not included in the Strategy Document.

4 At the time of submitting this report, the UK government released several key documents which build on the Prime Minister's previous 10 point plan to reach net-zero. The Council **will process these, and other significant reports which have been released in the run up to COP26.**

4.1 The 'Net Zero Strategy' which sets out how the UK government intends to deliver on its commitment to reach net zero emissions by 2050.

4.2 The 'Heat and Building Strategy', which sets out the government's plan to significantly cut carbon emissions from the UK's 30 million homes and workplaces.

4.3 Once COP26 has concluded and commitments have been made by world leaders and the UK government, we will reflect on these reports and commitments and identify what changes may need to be made to our action plans. These changes will be reflected in a future action plan.

4.4 The independent statutory Climate Emergency Committee has produced and independent assessment of the Government's programme which is summarised in Appendix Four. The full document, which sets out both the strengths and the gaps in the strategy can be accessed on: Independent Assessment: The UK's Net Zero Strategy - Climate Change Committee (theccc.org.uk)

5 Recommendations

5.1 That the Climate Emergency Strategy and high-level Action Plan, set out as Appendix One and Two of this report be approved.

5.2 That this be published, following layout and presentation support from the Communications Team, on the Council's website with final approval to be delegated to the Chief Executive in conjunction with the Leader of the Council.

5.3 That the high-level Actions set out in the report be incorporated into Service and Budget Planning processes for 2022/23 onwards.

5.4 That a further report be brought to Cabinet in 2022 setting out the funding requirements to achieve the medium-term action plan deliverables. This should include the indicative capital programme for the climate emergency for the MTFS period.

Appendix Two

High Level Action Plan

Climate and Ecological Emergency: Financing the Strategy

1. Introduction

1.1 The importance of the world taking collective and decisive action has been heightened by the latest IPCC report which indicates that unless radical steps are taken by Sovereign States and the Business Sector to curb and eliminate greenhouse gas emissions the target of world temperature rise of 1.5C will be breached with catastrophic outcomes.

1.2 Work is underway to cost the likely financial impact on the Council, which will be considerable, but will in some cases only be broad estimates at this point because of a range of unknown factors. These include: the actions that government may take and the funding it will make available which are currently unclear; the degree to which the fossil fuel industry loses public subsidy and is restricted; the move away from petrol and diesel vehicles; and, very importantly, the development of a range of viable and affordable zero carbon technologies to allow life to continue in a way that doesn't damage the environment.

1.3 Progress on the work has been regularly reported to Cabinet and considerable work is, and has been, taking place. There is an argument that the emergency needs to be tackled quickly but most of the interventions proposed are 'quick wins' which may look good but are not dealing with the fundamentals of what is a complex set of issues. To tackle the emergency requires good base information and a well-researched approach to actions which will span 10 – 30 years. This is what the Corporate Climate and Ecological Emergency Board has been doing. In practice many of the interventions will be progressive and delivered in phases. The best example is on retrofitting homes – there is no point adding Solar PV to a property, for example, if it is not properly insulated. Consequently a 'fabric first' approach is taken to improve the sustainability of homes before on the interventions are put in place

2 Factors to take into account in the Council's financial approach to the emergency.

2.1 Whichever way the Council decides to tackle to emergency the potential cost will be considerable, particularly if it has to meet all of the costs itself. This is unlikely to be the case given indications from government but even with support the amount of expenditure required will be considerable and will restrict, to one degree or another, expenditure on the other priorities the Council has identified (particularly capital schemes). Table One, set out below, indicates that the possible cost to the General Fund could be around £40-50M between now and 2050, and £170-200M on the HRA, without extensive government funding. This would be a worst case scenario however.

2.2 There are a range of issues which make the long-term costing estimation very difficult to be accurate at this point:

- Competing solutions at different stages of development. Perhaps the best example is whether the future of transport, in particular cars and lorries. Will it be electric or hydrogen powered in the long term? Even within the Electric Vehicle (EV) sector there are regular improvements to battery technology and changes to the charging infrastructure which have an impact on which current solutions to back.

- The capacity of the relevant sectors to be able to meet the demand required to meet the overall needs within the UK. The government wants to see 600,000 Air Source Heat Pumps (ASHP) installed each year. Currently the capacity is between 50-60K per year and the cost of installation is very high.

- Uncertainty regarding the government's approach to supporting households, businesses, and the public sector to fund the required action.

2.3 The approach the Council has taken is to collect and analyse the starting point (already achieved) and to acquire evidence to support the actions we will need to take (insofar as these are clear at this point). On our buildings a logically sequenced approach is being followed – improve the sustainability of the fabric, in particular the improvement of its insulation, and to ensure that the structures are 'future-proofed' both from the climate and environmental challenges which emerge and the ability to adopt the most effective technology for heating and powering the buildings sustainably.

2.4 The Council will need to be nimble and flexible regarding seizing the funding opportunities that may arise. An example is the government's decarbonisation of public building funding which requires the preparation of 'shovel ready' schemes in order to be successful in what is a competitive process (this work is underway). Services across the Council will need support to be able to access the funding that is made available to their areas of operation.

2.5 Although not included in the Council's CEE pledge, the national aim is that the UK be net zero carbon by 2050. This means, as a community leader, the Council must play a major part in providing up to date accurate information as to what local people can do to play their part in this transformation – and there is considerable enthusiasm within our communities to do this. This points to the need for an excellent website and social media presence on providing advice and signposting for residents to take action, and on providing direct support for many of our more vulnerable residents to access the funding and organisation of the works required. This will be particularly the case in private housing retrofitting. Working with local groups, businesses, the voluntary sector, Parish and Town Councils and public sector colleagues will be vital.

2.6 Finally, insofar as is possible, the action the Council can take early in the period to 2030 will progressively reduce the targets it has to meet though this will be in the context as set out above.

High Level Action Plan

Climate and Ecological Emergency
Internal High Level Actions

High level actions the Council will take to ensure it achieves net zero for Scopes 1 and 2 (emissions directly under our control) by 2030 and for Scope 3 (where the Council owns the buildings but doesn't control the use of energy) by 2050 at the latest.

3 Buildings owned and used by the Council to deliver services.

3.1 The Council will carry out the surveying work, initially on our main buildings (The Forum, Berkhamsted Civic Centre, Victoria Hall, Cupid Green Depot, Adventure Playgrounds, the two Leisure Centres, the Old Town Hall and Maylands Business Centre) to determine the initial work required to make them as energy efficient as possible. This is in progress. Following this a programme will be drawn up regarding the works required. Initially, this will be largely improvements to insulation plus installation of solar panels where possible. Achieving net-zero will require non-fossil fuelled efficient and economic heating systems which currently are not yet sufficiently developed but should be in the next few years as we move away from gas.

Costing

3.2 The initial cost for the surveying work is c. £25K, in budget, and has commenced. This will give an indication of the overall costs of the initial 'fabric first' improvements on insulation and where possible solar on roofs. It is impossible in advance of the survey work do give an estimate but it is almost certainly to be in excess of £10M (a previous costing on Cupid Green indicated a £2.5M cost). This may be reduced by accessing public sector building decarbonisation grants but, in order to receive this costed 'shovel ready' plans must be in place in order to bid successfully which this work will provide. There will need to be a consideration whether all of these buildings will be kept in council ownership given such costs.

3.3 There is an issue regarding Cupid Green and the associated target of replacing the Council's fleet with non-fossil fuel alternatives. The current space may make it very difficult to have EV charging points for the 24 freighters – currently they can park efficiently close together in rows. This may not be possible with EV charging and may point to a need for hydrogen powered vehicles. The alternative would be to move to a larger purpose-built depot. The fleet replacement will not be required until 2028 and affordable and efficient non-fossil fuel replacements should be available in 2028.

3.4 The deadline for Scope 3 building emissions – where we lease the properties commercially – is 2050. Surveying work will be required to cost a programme but given the scale of operations the ultimate bill will be significant, almost certainly in, or over, a range of £15-20M.

4. Converting the Council's vehicle fleet and machinery from fossil fuel powered to green.

4.1 This will start by replacing petrol/diesel vehicles as they end their useful life. Initially this will focus on the smaller vehicles. Our refuse freighters are only a couple of years old and have a lifespan of 7-8 years – Electric alternatives are not as efficient and are currently considerably more expensive so replacing this part of the fleet is likely to start closer to the 2030 target date. Currently green freighters are c. £100-200K dearer than diesel though this is set to fall, however it is likely that this would cost c.3- £3.5M over the cost of diesel vehicles. If this was for hydrogen then the cost of charging points would not be required.

4.2 The cost of shifting vans and other smaller vehicles is likely to be related largely to the costs of installing the EV charging points as the cost of electric alternatives continues to fall relative to petrol/diesel. See above for comments on the freighters and the continued suitability of Cupid Green Depot.

5. New build Council Housing

5.1 The Council's programme of building new Council homes will achieve at least EPC B and will progressively move as close to net zero carbon as possible. This will require a credible and affordable alternative to gas heating. The cost of achieving genuinely zero carbon rises significantly above the achievement of BREEAM excellent standard. It is estimated from sector examples that cost could increase by 10% from our current costs. At 100 completions per year and build costs of c. £250K per property the additional cost would be £2.5M per year. These costs will be incorporated into the programme in 2022/23.

6. Introducing an effective offsetting programme

6.1 Offsetting is taking action that produces a reduction in greenhouse gas emissions and will be an important part in any carbon reduction plan. Examples are installing green energy such as solar farms and wind turbines, tree planting and other biodiversity work. It may take the form of investment in green projects run by the private or public sector. The Council will inevitably need some carbon offsetting and will introduce an investment programme to deliver this.

6.2 A study carried out by iTree for the Council has indicated that the existing Council owned trees sequester 1000 tonnes of CO2 per year, which reduces our overall carbon footprint. Additional tree planting is a long-term approach and still hugely important – but takes 30-40 years to reach sufficient maturity to have maximum impact.

Costing

6.3 Initial costs to advise on our approach will cost around £25K for consultancy advice - this would be a one –off cost in 2022/23 and can be incorporated into the work on commercialisation. Any significant investment initiatives will almost certainly require further technical advice to establish a suitable business case. Clearly an intervention to make a significant offset will be substantial, for example a solar farm or

wind power investment, but would aim to be a long-term net income generator.

7. Retrofitting our 10,250 Council homes to achieve net zero carbon by 2050

7.1 As 87% of the Council's emissions come from our council homes this is by far the largest investment that will be needed to achieve net zero carbon. The approach will be 'fabric first' where the energy efficiency improvements like insulation and Solar are done before heating systems are changed. Currently there is no alternative to gas that is affordable to run for many tenants. Air and ground source heat pumps are part of the solution for homes not on the gas grid but they often require a secondary heating supplement to achieve acceptable temperatures. The Council will aim to have delivered the energy efficiency works to 90% of the stock by 2030. Introduction of non-fossil fuel heating will probably commence after 2030 as soon as credible and affordable alternatives have become generally available. It should be noted that the Council's housing stock is already, on average, more efficient than both the private rented sector and the owner-occupied sector.

7.2 The industry estimates for the full costs of retrofitting depend very much on the approach taken. A whole house approach by Energiesprong, for example, will typically cost £30,000 per home. A more gradual approach – awaiting a truly affordable and effective alternative non-fossil fuel heating system – is likely to be around £17,000 - £20,000 per home. Based on the technical work done so far the cost for the whole stock would be in the order of £170 -200M though government grants would reduce this significantly. A full stock condition survey will add further clarity to what is required.

8. Revising the Council's approach to procurement of contracts for services to maximise sustainability in delivery

8.1 This will involve reviewing contracts coming up for renewal or re-tender and for completely new contracts. Procurement Services will work with Services to build in the appropriate requirements.

Costing

8.2 We don't currently have data on what increase in costs would apply, and this would depend on what we were requiring. It is prudent to assume an increase of between 5-10% depending on the contract type and our requirements.

9. Biodiversity Strategy and Action Plan

9.1 The Council is already working on developing a Biodiversity Action Plan and this will guide the way in which we build in more measures to improve biodiversity on Council owned land. This will also assist a wide range of voluntary and other organisations to move their land management in the same direction. Involvement of the community will be vital in helping achieve a biodiversity uplift throughout Dacorum.

9.2 The work is underway and but will require some additional funding and capacity depending on the number of trees the Council plants – new trees will need attention and monitoring for some time after initial planting. Many measures could be community led with little Council funding required but others would have both an initial and an ongoing maintenance costs. The level of direct investment by the Council will require an agreed long-term programme the cost of which will emerge over the next few months

9.3 It should be noted that the new Local Plan will require all developers and their schemes to deliver 'biodiversity net gain' either within their development and if this is not possible paying into a Council operated Biodiversity Fund. This action is likely to exceed the extent to which the Council itself can deliver.

10 Increasing the Council's Recycling Rate.

10.1 The Council will continue to work to increase the recycling rate in the Borough progressively with a recognition that early progress will assist the decarbonisation of the Borough. The Council's target is to achieve a 60% recycling rate by 2025 and 65% by 2035 in line with statute. Until the government issues its final report on waste collection services (promised by January 2022) it is a high risk to take action in advance of the outcome as part of the proposals were to require waste collection authorities to operate on a similar basis which given the current disparity of approach between authorities may require changes to vehicles, requirements set for residents' collection, equipment and collection timescales.

Costings - To be determined in 2022/3 for the reasons set out above.

Climate and Ecological Emergency
External High Level Actions

High level actions the Council will take to assist the Borough and its businesses and residents achieve net zero carbon by 2050.

According to a report by the Tyndall Centre – one of the UK's top climate change centres, as a borough, Dacorum must reduce its emissions at a rapid speed in order to remain within its designated carbon budget as per the Paris Agreement. Dacorum's overall borough emissions need to drop by approximately 57% by 2025 compared to 2019 levels.

The Council accounts for less than 5% of the borough's emissions. For this reason, a large focus of the Council's work must be on supporting external action.

11 Ensure that the new Local Plan will result in the highest level of sustainable new development that the Planning regulations allow.

11.1 The developing local plan already includes requirements to deliver new development to at least the highest standards within government guidance and to promote net zero carbon development. It also has very strong protection for biodiversity and the environment requiring developers to ensure a biodiversity uplift. Where they can't they will have to pay the equivalent into a 'Biodiversity Offset Fund' which will help local sustainability action.

11.2 Another key requirement for larger developments will be for them to demonstrate how they can deliver a sustainable place with a focus on accessible open space, facilities that are in walking distance and making it easier to walk and cycle.

11.3 The Local Development Framework budget and reserve can cover the costs of the Local Plan and the Supplementary Planning Document.

12. Develop and implement a sustainable transport plan

12.1 This aims to encourage a move away from cars to walking, cycling and use of public transport together with a strategy to ensure we can engage with the private sector to install Electric Vehicle (EV) charging points and rapid charging centres in the Borough and that we have EV charging points in our Council car parks.

12.2 This element of work will form part of the Local Plan and all new developments and will be in partnership with Hertfordshire County Council, which is the Transport Authority. The Council will continue to work with HCC on its Local Transport Plan covering the Borough. Some improvements will require government action and funding particularly in the move away from fossil-fuelled vehicles.

12.3 We have already carried out a study to predict electric vehicle requirements to 2030. As part of this work, it has been estimated that the number of electric vehicles in the borough will increase to 30,000 by 2030 (currently 1000). As over a third of our residents will be unable to charge their cars at home, in order to meet these demands we are likely to need around 700 charge points in the borough. Working with private sector providers this will form an ongoing and dedicated project to ensure these growing needs are met.

12.4 The Council is already taking action to install additional charging points in our own car parks and work on this will start in the next few months. The level of additional progress required, however, cannot be made without the conclusions of the government and HCC's EV strategy.

12.5 The Council has already arranged for the installation of EV charging points in those car parks that are open for 24 hours at a cost of £100K covered entirely by grant (though any additional power requirements may have to be met by the council). It is possible that the Council would consider direct investment in conjunction with HCC bit this cannot be costed at the moment.

13 The Council will work with home owners and the Private Rented Sector

13.1 A very large part of the CO2 emissions occurs through the energy and heating requirements of the owner occupiers and Private Landlord's properties. The government has pledged to ensure that rapid progress is made in achieving net zero carbon in the nations' homes by 2050. The Council will play a key role in providing up to date information and advice to residents who want to improve their homes energy efficiency. Knowing where and how to access grant funding will be crucial and the Council will help in this.

13.2 We will also work directly with Private Landlords to make sure that they take advantage of grant support that will improve energy efficiency, making their properties better insulated and in due course as close to net zero carbon as possible and also add value to their properties in doing so.

13.3 This is dependent on the government introducing a replacement for the failed Green Homes Grant Scheme which it is understood will be announced later this year. The costs to the Council will be limited but it is likely that additional staff capacity will be required to assist our residents navigating the process. This is likely to be a cost of c.£50K for the first two years of the scheme's operation (assuming to be 2022/23 and 2023/24) after which it may not be needed as the public become more informed and prepared.
The cost for 2022/23 of £25.000 can be met within the £150,000 recommended for the corporate budget.

14 Economic Development Regeneration strategy

14.1 The Council is developing an Economic Development Regeneration strategy to ensure that sectors championing delivery of products and services which reduce carbon emissions are supported and encouraged to locate in the Borough.

14.2 We are already working with the Enterprise Zone – Herts IQ – at Maylands where 8000 jobs will be delivered in the next 15 years or so with a focus on both getting High Tech and Companies focusing on sustainability. This would include getting off-site construction manufacturers located locally to have a more local input into the new homes for the Borough. Maylands overall has received a £2M decarbonisation grant to assist businesses to become more energy efficient and sustainable.

14.3 We will also work with local businesses to help them decarbonise their current operations and to take advantage of the huge amount of work that will take place in bringing the homes in Dacorum up to fully sustainable standard. It is felt that no additional cost will be required on top of resources already in place or earmarked.

15. Community action

15.1 Working with our residents and communities will be one of the most important areas that will make a real difference to the Borough overall. Our aim is to provide an easy to access, up to date and informative communications strategy for our residents and businesses to help them play their part on reaching net zero carbon by 2050. Whether encouraging residents to cycle more or turn their thermostats down, behavioural change will be vital to reducing the borough's emissions and increasing biodiversity. Working alongside the community to engage, enable and educate will be critical in order to achieve net-zero by 2050.

15.2 The Council will use its 'spheres of influence' to encourage as much change as possible through a wide programme of frequent campaigns and initiatives, utilising local, national and global action. To support with this, Dacorum's Climate Action Network (Dacorum CAN) has been established and will work to deliver this programme, as well as encourage volunteer activities and partnership working and host events. It was successfully launched at an event at the Forum on 3 November 2021. The network will encourage residents to "think global and act local" and will work to bring together local groups and individuals. This will help to drive progress forward, amplify campaign messages, and support local initiatives and projects to get off the ground. A range of sub-groups will be created to focus on specific demographics, such as for schools - Dacorum's Young Climate Action Network (You-CAN), businesses, and Parish and Town Councils, etc. Campaigns and projects run via the Climate Action Network for the community will carry a fluctuating cost which is likely to come from the existing budget.

15 .3 In order to help encourage action from local groups we have launched an annual Green Community Grant scheme, which has already given away £10,000 to local projects and is recommended to have a budget of £20,000 for 2022/23 to be funded within the Corporate Climate budget..

15.4 To keep the community informed and engaged, it is proposed that we will host an annual Climate and Ecological Emergency conference and networking event. This will update on and celebrate progress within the borough, as well as provide an update on the work that needs to be done in order to meet our environmental targets. Alongside this we will also publish annual Climate and Ecological Emergency progress reports on our website, as well as annual emissions reports for the wider borough.

15.5 The initial priority is to completely update the Climate and Ecological Emergency presence on the Council's website and social media platforms. This may require some initial but minimal one-off investment of to improve the website but ongoing funding for future publicity, events and campaigns etc. which will require funding each year. The website, events and information campaigns will help establish the Council as a 'go-to' place for information on how to get involved, how to make changes which help the environment, and how to access government

and energy provider funding for improvement in insulation and energy efficiency in our homes.

15.6 The Council has recently partnered with the Energy Saving Trust to deliver an energy efficiency app for householders. In order to maximise the impact of this, this initiative is being rolled out through HCCSP. The Council has taken the lead on this and will be the first local authority to be rolling this out in the UK. This has a one-off set-up cost of less than £600 and an ongoing cost of 0.15p per user – which is expected to cost under £1000 a year.

15.7 The Council is now funding two posts and has provided a budget of £100K per year from reserves. Given the likely upsurge in community interest and government action resulting from COP26 it is felt that this needs to rise to £150K for 2022/23. The additional £50K would be focused on outreach work with the local community on events and initiatives (some requiring small funding to get off the ground) to help encourage interest and behaviour change.

Estimated cost of Climate and Ecological Emergency

Table One = Summary of initial costing

Action Area	£2022/23	£2023 onwards	Comments
General Fund Buildings Scopes 1&2	**£2.5M@**	**£10 -15 M +@**	Choices may have to be made to determine if some buildings would be retained if cost exceeds useful purpose
General Fund Buildings Scope 3	**£1.5M@**	**£20-25M+@**	Initial cost required for GF residential premises to meet EPC requirements. On the rest of the portfolio choices may have to be made to determine if some buildings would be retained if cost exceeds likely return
Council House new build (HRA)	**£2,5M**	**£2.5M per annum**	Assumes additional cost of £20K per unit on 100 homes delivered a year. This may reduce over time as industry gears up to required scale.
Decarbonisation of Fleet		**£3-3.5M** **TBA**	Essentially this is the replacement of the vehicles and machinery for refuse, cleansing and grounds maintenance. There would be costs over and above replacing like for like where the products were dearer and, in the case of electric vehicles, the cost of installation of charging units and any additional power requirements.
Offsetting	**£25K**	**£25K consultancy** **Investment TBA**	Initial consultancy work will be carried out in 21/22, Thereafter schemes selected to be funded would procure the appropriate technical advice for the business plan and the delivery. The aim wherever possible would be to fund projects with a real return and payback for investment.
HRA housing retrofitting (HRA)	**TBA**	**£170-180M@**	This will be phased with energy efficiency improvements first followed by non-fossil fuel energy solutions for heating.
Contracts		**Likely 5-10% uplift** **TBA**	By requiring contractors/suppliers to deliver services and products in a more sustainable way there will most likely be an increase in costs. This will not be apparent until contracts are retendered.
Biodiversity improvements		**Strategy funded** **Future action to follow the completed strategy**	The biodiversity strategy is being worked on and will have an impact in particular on Clean Green and Safe. Residents will be expecting the Council to lead on improving biodiversity and this will have some increase in revenue costs. This will be for the Council to determine in due course
Recycling rate increase		**Dependent on outcome of government review of waste collection** **TBA**	The target is to reach a 63% recycling rate by 2025. This will require some changes in operations to achieve and must be done in conjunction with the Waste Partnership and conform to the outcome of the government review due in January 2022. Early indications were that a more consistent approach across

Action Area	£2022/23	£2023 onwards	Comments
			councils would be mandated. Once these are clear a plan can be put in place
Local Plan		**N/A**	Already covered by Local Plan budget
Sustainable Transport		**TBA**	This will be funded by a combination of developer contributions, government grants and the private sector identifying market opportunities. The detail of the government's strategy and funding arrangements will be crucial
Private dwelling retrofitting @		**£50K for first two years of funded government scheme(s)**	This will only be possible when the government is clear on the approach to greening private homes and the level of financial and industry support it is prepared to give. On the assumption that there will be a more effective Green Homes programme the Council's role would be to ensure that it was making up to date information available and provided a degree of support on navigating the system to those households unable to do it on their own. The proposal is that a post be funded for the first two years of any programme.
Economic Development		**N/A**	Already funded
Community action and information		**£50K Increase central budget to £150K a year (£50k Increase)**	To meet requirements of providing the best possible information to our residents to achieve the behaviour changes they are seeking with respect of the emergency. Supporting local groups and individuals on community based projects. Increasing Council profile with events, school links and working with businesses. This may require increased staffing capacity in future years.

@ : indicates that grant funding likely to available

Energy efficiency works in Scope 1 General Fund Buildings (i.e. used for Council service delivery)

The Council has commissioned CLS Energy Ltd. – energy and decarbonisation specialists – to carry out surveys of its main buildings to identify 'quick win' improvements in both energy efficiency and consequent emission reductions. CLS will undertake further work to provide a longer term analysis of how best to decarbonise these buildings. Initial work was also carried out on both Hemel Hempstead and Berkhamsted leisure centres as they currently are two of the Council's highest emitters of carbon (though are Scope 3 as they are leased to Everyone Active). -It is intended that the final report from CLS will be presented to Cabinet at the next Climate and Ecological Emergency update. Set out below is a **draft** summary of the recommended works and the payback period.

Building	Cost £ energy efficiency	Cost £ Solar PV	Payback time	Additional works not yet costed
Victoria Hall	5400	2400	Energy: 3 years PV: 4.3 years	Further possibilities of PV
Berkhamsted Civic Centre	7900	12000	Energy: 2.2 years PV: 6.1 years	EV charging points
The Forum	88400		Energy: 1.5 years	
Grovehill APG	18000	CLS has yearly data now so expect costings soon	Energy: 2.7 years	PV and Ground Source Heat pumps EV charge points-to be investigated
Other APG x 3 (proxy)	54000		As above	As above
Cupid Green	46500	350,000	Energy: 2 years PV: 5.6 years	
Cupid Green Fleet	107000		Energy: 1 year	
Maylands Business Centre	11500		Energy: 1.3 years	Additional PV
Hemel Old Town Hall	11,000	2,400	Energy: 2 years PV: 8.6 years	
Berko and Hemel leisure centres		CLS now has the hourly data so we expect costings soon		
Total	349,700	366,400		
Overall Total	716,100			

Sources of technical support and evidence

Emissions Data

- **APSE Energy** – Dacorum's Carbon Emissions Report

- *The Association for Public Service Excellence (APSE) has a sub-division called APSE Energy which is specifically responsible for supporting local authorities with actions related to the climate emergency. DBC commissioned APSE Energy to collate our emissions information and generate our organisational carbon footprint.*

- **BEIS** - UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2018 - GOV.UK (www.gov.uk)
  - *BEIS have been pulling together local authority carbon dioxide emissions since 2005 – these are the official government figures.*

- **Tyndall Centre** - Local and Regional Implications of the United Nations Paris Agreement on Climate Change (manchester.ac.uk)
  - *The Tyndall Centre is one of the leading climate research centres in the UK and is a trusted expert resource. They have created reports and carbon budgets for each local authority area.*

- **SCATTER** - SCATTER (scattercities.com)
  - *SCATTER is a local authority focussed emissions tool, built to help create low-carbon local authorities. The tool and data provides local authorities and city regions with the opportunity to standardise their greenhouse gas reporting and align to international frameworks, including the setting of targets in line with the Paris Climate Agreement.*

Transport

- **Field Dynamics** - 'Jumpstart' report and data.
  - *Field Dynamics are a sustainability consultancy that specialise in electric vehicles and have prior experience working with local authorities. We were one of the first local authorities to work with them on their 'jumpstart' report. This required several hours of workshops with officers to tailor a report that was specifically for DBC. The outcome was a report and data for officers to use in future.*

- **Electric Vehicle Residents Survey**
  - *The Council have been running an EV residents survey since February 2020. The survey is ongoing and available on the Council website. It is a useful method of capturing residents' interest and comments regarding EV charging. Reports can be pulled off at any time.*

Homes

- **Energy Saving Trust** – Home Analytics Data and Report
  - *The Energy Saving Trust is a large independent organisation working to address the climate emergency. Often used by the government for rolling out initiatives to householders. They also work with businesses and local*

authorities. They have a package that they offer to LAs called 'Home Analytics Report' which provides information regarding the actual and accurately forecasted EPC rating of all homes within the borough, as well as information on what actions could be taken to improve home energy efficiency, what these actions would cost, the costs saved on energy bills, the carbon emission savings, etc. The outcome was the report as well as data provided to us which officers can use moving forward.

Biodiversity

- **Treeconomics - iTree reports**
  - *i-Tree is a state-of-the-art, peer-reviewed software suite from the USDA Forest Service that provides urban and rural forestry analysis and benefits assessment tools. The i-Tree tools can help strengthen forest management and advocacy efforts by quantifying forest structure and the environmental benefits that trees provide.*

    - **Eco Inventory Report** – *this provides information about all of the trees growing on council-owned land and the eco-system services that they provide – e.g. flood mitigation, carbon sequestration and associated costs and values of these trees and their management.*

    - **Tree Planting Strategy** – *expert information suggesting where trees could be planted on our own land which we can use in future to create our own tree planting strategies.*

- **Hertfordshire State of Nature Report – Herts & Middlesex Wildlife Trust**
  - *A report created by HMWT which highlights the decline of local wildlife populations and the need for action.*

If you would like to access any of these reports, please email Members Support.

Appendix Three

Climate Change Committee

Independent Assessment of the UKs Net Zero Strategy

October 2021

The full document can be accessed at: Independent Assessment: The UK's Net Zero Strategy - Climate Change Committee (theccc.org.uk)

Executive Summary: Overall assessment of the Strategy

The UK's new *Net Zero Strategy* sets out, for the first time, how the UK Government plans to deliver its emissions targets of Net Zero in 2050 and a 78% reduction from 1990 to 2035 (-63% relative to 2019).

Our overall assessment is that it is an ambitious and comprehensive strategy that marks a significant step forward for UK climate policy, setting a globally leading benchmark to take to COP26. Further steps will need to follow quickly to implement the policies and proposals mapped out in the Net Zero Strategy if it is to be a success.

We welcome the Government's recognition that reaching Net Zero and tackling climate change is not only achievable and affordable but essential to the UK's long-term prosperity and can bring wider benefits for society, the economy and the environment.

The pathways for emissions and technologies, and the associated investment, outlined in the Strategy are broadly aligned to those set out by the Climate Change Committee in its advice on the Sixth Carbon Budget. They are accompanied by proposals for credible delivery mechanisms across the economy. The targets cover all the UK's territorial emissions, including international aviation and shipping, and the plans aim to deliver the targets fully in the UK, without recourse to international carbon credits, while avoiding carbon leakage from industry or agriculture. The strategy as a whole is based on cautious assumptions over the lasting impacts of the Covid-19 pandemic and rules for emissions accounting.

The Net Zero Strategy, with its many supporting publications, is an example of a deliverable sector-based strategy for rapid emissions reductions. Following three decades of sustained emissions reduction in the UK, the Strategy sets the path for future decarbonisation consistent with targets for both the near term and the long term that meet the demands of the Paris Agreement. This strengthens the position of the UK Presidency ahead of COP26.

In this assessment we independently appraise the Government's ambitions, its proposed policies to deliver these (both across the economy and in the major emitting sectors), areas

that will require further detail and clarification, and the next steps required to proceed to implementation.

The key strengths of the strategy are its ambition and its scope: •

Ambition. The ambition in the Strategy aligns to the UK's emissions targets. The overall vision is similar to the Committee's: fully decarbonising electricity by 2035 and rapidly electrifying transport, heating and industry, with these actions supplemented by low-carbon hydrogen, carbon capture, and land use change. This vision is backed by clear commitments across the economy, which send strong signals to businesses, investors and consumers (e.g. 40 GW of offshore wind and 5 GW of hydrogen production capacity by 2030).

• **Cross-cutting policies** We are pleased that the Net Zero Strategy begins to set out how the Government will tackle some of the major cross-cutting challenges involved in the transition. There are strong proposals on innovation and engaging business. Progress has been made on governance, including on how national and local government work together, and on skills. There are positive statements of intent on public engagement, on integration of adaptation to climate change and on fair funding, though these are not yet backed by sufficient detail or action.

• **Sector policies (Box 2).** Across the economy the Government has proposed, or begun to implement, credible mechanisms to drive delivery and rapidly scale up private investment. Many proposals (e.g. contract auctions for low-carbon power, a zero-emission vehicle mandate) are largely in line with the approaches that the Committee has recommended, combining regulation, carbon pricing and enabling measures.

• **Implementation.** Some of the policies for delivering the UK's ambitions are already in operation. For many of those that are not, consultations have been undertaken, initiated or tabled for the coming year. This is consistent with full implementation by 2024, as the Committee has recommended. The Government will report on its progress annually. Implementation must move quickly, and when needed adjustments to plans must be rapidly identified and acted upon.

This is a credible package that reflects the scale and breadth of the challenge. It is a material step forward. **For the Strategy to be a success the delivery of these ambitions must follow quickly, requiring key issues to be resolved in the coming months. The Committee will be closely monitoring this progress**.

• **Sector policies.** Few details have been set out for delivery mechanisms in the agriculture sector – a combined decarbonisation strategy for agriculture and land is needed urgently. The Government's ambitions for reduction of emissions from buildings go beyond the Committee's, but policies for buildings are less developed than for other sectors. These must now move forward at pace. Particular priorities that must be followed by urgent action are the consultations on standards and market mechanisms for driving low-carbon heat uptake and development of plans for energy efficiency in owner-occupied homes.

• **Enabling policies.** The Government has not yet put forward plans for a Net Zero Test, as we had recommended, to ensure that all policy and planning decisions are consistent with the path to Net Zero. Such a test is still needed to avoid locking in high-carbon developments. Considerably more action will be required on public engagement and on protection of vulnerable households. The Treasury should build on the analysis set out in its *Net Zero Review* to set out how it will use the tax system to support the transition to Net Zero, and how it will fill the fiscal gap implied by falling fuel duties.

• **Demand measures.** There is less emphasis on consumer behaviour change than in the Committee's scenarios. The Government does not address the role of diets or limiting the

growth of aviation demand in reducing emissions, while policies to reduce or reverse traffic growth are underdeveloped. These options must be explored further to minimise delivery risks from an increased reliance on technology and to unlock wider co-benefits for improved health, reduced congestion and increased well-being.

Overall, the Net Zero Strategy places the UK in a strong position for the COP26 Presidency. It follows the transparent process for developing climate policy set out in the UK's Climate Change Act and is one of the most extensive national strategies for Net Zero published to date by the Parties to the Paris Agreement. It demonstrates many of the key aspects of good climate policy within an overarching strategy that must be adopted more widely if the world is to achieve its agreed climate goals. Crucially, it moves the focus from target-setting to policy development and implementation, which must now follow rapidly and robustly. The Committee will be closely monitoring progress through our regular statutory reports to Parliament.