

## Environment and Sustainable Transport Committee

26 November 2019

### Climate Emergency - Initial Assessment

Report by Director, Communities

Relevant Portfolio Holder: Portfolio Holder for Environment and Sustainable Travel

#### **Purpose**

To outline the Council's current approach to carbon reduction and sustainability in operations and the initial actions taken since the declaration of the Climate Emergency in June 2019. To approve the next steps that the Council will take in developing this response.

#### To **resolve** that:

1. The actions underway across the Council to reduce carbon and deliver sustainability in operations are noted, along with the additional actions taken since the climate emergency declaration
2. The next steps for tackling the climate emergency with residents, communities, businesses and partners are considered, with members suggesting further actions, to be considered subject to financial and legal considerations
3. To note that this is an initial assessment report. A further report will be brought to the June / July committee cycle updating on further actions; this to include a more detailed baseline for Kingston, following work with London Councils to agree a consistent way to baseline across London boroughs.

#### **Benefits to the Community:**

Climate change brings risks to the health, wellbeing and economy of communities: co-ordinated local action to cut emissions is intended to bring benefits to health and the environment.

#### **Key Points**

- A. This report summarises the key areas of the Council that contribute to the delivery of a lower carbon, sustainable borough:
  - i. Sustainable transport and travel
  - ii. Air quality
  - iii. Energy efficiency in homes and workspaces
  - iv. Generating and harnessing energy
  - v. Biodiversity and green spaces
  - vi. Waste management, recycling and the circular economy

- B. The Council has established a cross-directorate working group to lead on the response to the Climate Emergency which will:
- i. Develop and monitor key tracking documents including an action plan with short, medium and long-term deliverables and a baseline for RBK Operations, with agreed targets against this baseline
  - ii. Report to the Council's Senior Leadership Team and portfolio holder on progress against this plan and baseline
  - iii. Work with London Councils to develop a cross-borough baselining methodology
  - iv. Consider the resources needed for this cross-cutting initiative, exploring options for external funding and developing proposals for the use of the carbon offsetting fund
  - v. ensure an appropriately trained workforce to deliver carbon reduction across all Council activities
  - vi. lobby Government and the Mayor of London (GLA) for support and funding
- C. The Council has undertaken a series of actions since the declaration, further details of which can be found throughout this report. Key actions to note are:
- i. Formed the cross-directorate working group to lead on the response to the climate emergency
  - ii. Asked all areas of the Council to:
    1. set out what the Council currently does to reduce and / or offset carbon and practise sustainability
    2. identify opportunities to further reduce carbon impact
  - iii. Contacted partners, through the Kingston Strategic Partnership, to find out their approaches to carbon reduction, and to begin to identify where more can be done by working together
  - iv. Met with Climate Emergency leads from across London, to
    1. discuss how London boroughs collectively should respond to the declaration
    2. agree how baselines should be developed to enable comparability across London
  - v. Introduced a requirement to consider carbon impacts in all RBK transformation activities
  - vi. Begun to explore how the RBK commissioning process should consider the carbon cost of commissioned services, and how to require suppliers, where possible, to reduce their carbon emissions
  - vii. Identified training for all staff, from commissioners to the front line, to ensure that the Council is carbon literate and understands how to work towards the 2038 target.
  - viii. Committed to train all relevant staff within 12 months
  - ix. Held a staff network to begin conversations with the workforce about further efficiency in operations
  - x. Committed to recruit a new biodiversity officer
  - xi. Increased resource in the current grounds maintenance contract to facilitate a greater number of volunteer-led biodiversity and nature conservation activities
  - xii. Identified locations for 600 trees to be planted this winter, as part of the overall commitment to planting 2,000 new trees by 2022.
  - xiii. Introduced a requirement to include a consideration of carbon impact in all reports to the Council's strategic committees

- xiv. Held an air quality forum with face-to-face sessions and online submissions to find out residents' views about how to tackle poor air quality
- xv. Commissioned Kingston's first Citizens' Assembly to focus on air quality
- xvi. Launched the new drinking water fountain in Kingston's Ancient Marketplace and have funding for four more
- xvii. Opened the New Malden to Raynes Park Go Cycle route

D. The Council recognises that the Climate Emergency cannot be solved without the engagement and action of other parties, and is committed to working with residents, communities, businesses and partners to develop this response. The Council will work with the Kingston Strategic Partnership to ensure that the response to the climate emergency is a partnership response.

## **Context**

1. The Royal Borough of Kingston upon Thames passed a Climate Emergency motion on the 25th June 2019. So far, 230 councils, the Mayor of London and the UK government have declared a Climate Emergency.
2. The impacts of climate change cannot be ignored. While there is a lot of good work within Council operations and the wider partnership to reduce carbon and improve sustainability, these actions are not enough. The 'Special Report on Global Warming of 1.5°C', published by the Intergovernmental Panel on Climate Change in October 2018 describes the enormous harm that a 2°C average rise in global temperatures is likely to cause compared with a 1.5°C rise; and confirms that limiting Global Warming to 1.5°C may still be possible with ambitious action from national and sub-national authorities, civil society and the private sector. Strong policies to cut emissions also have associated health, wellbeing and economic benefits.
3. Kingston Council is committed to addressing issues that affect the environment and health of our communities, within the resources it has available - resources which are already stretched due to increasing demand for social care services and wider universal services. This report summarises the ways in which the Council is currently reducing carbon and delivering sustainability, and the next steps the Council will take to respond to this declaration.
4. Kingston Council cannot tackle the climate emergency alone. To significantly decrease the borough's carbon footprint, such as by reducing waste, increasing recycling rates, reducing unnecessary motor vehicle use and increasing use of sustainable travel modes, it will take commitment from communities, businesses and individuals. We will increase climate change awareness within these groups, empowering them to take action.
5. The Council will also work with residents, staff, other local authorities, London and the government to develop our response to the climate crisis, campaigning for

better funding and devolved responsibilities to deliver a sustainable future for Kingston.

## **Proposal and Options**

6. The Climate Emergency Officer Steering Group is developing an action plan, with short, medium and long-term deliverables. This action plan is not a static document and will continually be updated while the response to this issue is defined. The council will work with London Councils to identify best practice in developing this action plan and accompanying baseline, reporting to the Environment and Transport Committee on progress in the June / July reporting cycle.

## **The Council's sustainability strategy**

7. Kingston Council's Environmental Management Plan (EMP) provides the framework for our approach to sustainability, both for the Council and for the borough.
8. The priorities within the Environmental Management Plan are:
  - a. Enable integration of the built and natural environment
  - b. Enable community and voluntary group participation in environmental management
  - c. Enable integrated measures reducing water wastage and river pollution
  - d. Protect and enhance biodiversity and the natural environment
  - e. Enable local businesses or cooperatives to deliver corporate social responsibility
  - f. Ensure that all soft landscaping that occurs as a result of the growth agenda have a costed and budgeted long-term maintenance programme, and that a range of provider mechanisms are explored and implemented
  - g. Actively and strategically support local energy security
  - h. Energy and water use for service operations are managed to deliver security of supply, minimise environmental impacts and cost
  - i. Care for home energy conservation through integrated solutions
9. Other key linked strategies are listed throughout this document.

## **Baseline**

10. The Council needs accurate and detailed data about operational and borough carbon outputs. This data represents the baseline from which progress is measured towards the 2038 carbon neutrality target.
11. Data from the Department for Business, Energy and Industrial Strategy (BEIS) suggests that Greater London has the lowest CO<sub>2</sub> per capita emissions of any region due to the urban nature of the transport system, a high population density and its lower level of large industrial facilities than other regions<sup>1</sup>. Between 2005-2017, Kingston upon Thames borough's carbon footprint reduced from 894.4

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<sup>1</sup> 2017 Local Authority Carbon Dioxide Emissions

kt Co2 to 593.3 kt Co2, a reduction of over 33%, which is in line with the national average, but lower than the Greater London average reduction of just over 36%<sup>2</sup>.

		2015/16	2016/17	2017/18
BEIS (Kingston borough)	Industry and Commercial	172.9	152.2	143.8
	Domestic	266.9	254.1	237.1
	Transport total	216.7	220.8	213.6
	Total	655.4	626.0	593.3
BEIS (Greater London)	Industry and Commercial	13607.0	11,853.2	10765.4
	Domestic	12301.9	11742.1	10970.1
	Transport total	8010.3	8094.7	8022.0
	Total	33874.4	31644.3	29709.1

12. In 2015, the Council commissioned ENGIE to deliver Total Facilities and Property Management (TFPM), through which around 75 corporate properties are managed. This contract integrates property maintenance, facilities and energy management, and within the life of the contract Engie have been required to deliver an 11% reduction in carbon emissions. £1.1 million within this contract was ringfenced to enable the delivery of carbon reduction; the carbon reduction target has been exceeded, with the current reduction figure at 11.4%.

**Total Facilities Property Management energy usage**

	2015/16	2016/17	2017/18	2018/19
Gas	6710916	6136763	6181004	5212636
Electricity	5600776	5302430	4804705	4492281

13. Energy conservation measures utilised for this energy reduction programme include:

- a. Building management system upgrade and control optimisation
- b. Mechanical insulation
- c. Light upgrades (LED lighting)
- d. Air Conditioning optimisation
- e. Point of use water heater time clocks

14. These energy conservation measures have resulted in an annual CO2 saving of over 450 tonnes of carbon.

15. While these datasets give the Council a broad understanding of both the borough and council operations' carbon cost, a more detailed baseline will be required in order to demonstrate the impact of carbon reduction initiatives. The council is working with London Councils to agree a methodology for a more granular baseline. This will enable Kingston to:

- a. make best use of resources

<sup>2</sup> [BEIS Emissions of carbon dioxide for Local Authority areas](#)

- b. compare progress with other London boroughs
- c. have a detailed understanding of progress.

16. An enhanced baseline will be available within 6 months and will include data such as:

- a. Wider council carbon usage (including street lighting)
- b. Council owned buildings not managed within the TFPM contract (e.g. housing)

17. We will work with the following to further develop our baseline:

- a. Major contractors (where applicable)
- b. Schools

## **Changings in Council Operations**

18. The way that the Council delivers services has changed rapidly over recent years. RBK has invested in technology to make employees work smarter, reducing our carbon footprint. These changes include:

- a. Replacing all PCs with low power Chromebooks during our desktop replacement project in 2017/18
- b. Reducing our MFD / printer fleet by 25% in 2018/19, with plans to reduce further in 2020. This, coupled with behaviour change and communication activity has resulted in a 12% reduction in printing between April 2018 and April 2019
- c. Introducing video conferencing capabilities across the organisation, reducing the need for staff to travel to meetings
- d. Encouraging and enabling staff to work from home, reducing the use of transport and office space
- e. Investing in digital capability to move corporate operations away from paper, for example our 'Financial System Business World' project
- f. Using lower carbon methods to communicate with residents wherever possible, encouraging residents to apply online for services, where possible, and reducing our use of postal services
- g. Entering into a London Boroughs contract with the Royal Mail, ensuring local sorting and distribution of essential post. This means that a letter from RBK creates less than half of the emissions that are created in the life of other normal mailing items from other companies
- h. Providing filtered water taps in kitchens
- i. Removing small bins from offices and ensuring that recycling bins are easily accessible
- j. Ensuring responsible recycling of toner cartridges
- k. Delivering regular communications to staff about our responsibility to be sustainable

## **Pension Fund**

19. The RBK Pension Fund is currently reviewing its Responsible Investment Strategy which will consider how environmental factors can be reflected in the Fund's investment strategy. Various options are being explored which include investing in

low carbon funds, excluding investments in carbon producing industries and investing in renewable energy.

20. The Fund is taking advice from its investment advisor and working with the London Pension Collective Investment Vehicle on potential strategies. The Fund aims to have a new Responsible Investment Strategy in place within 12 months.

### **Sustainable Transport and Travel**

21. The Council's most significant investment in reducing carbon emissions from transport is through improved infrastructure for sustainable transport. This infrastructure includes the £32m Go Cycle programme, which is in the latter phase of upgrading Kingston's major highway routes to accommodate the latest cycling infrastructure, and enhancing the environments through which people on foot and on bikes travel.
22. The Council's new Local Implementation Plan responds to the Mayor for London's Transport Strategy and identifies a programme of sustainable transport schemes over the next few years. Many of these are aimed at promoting sustainable travel, reducing car reliance and bringing about environmental improvements such as reducing carbon emissions. Additionally, the Transport Chapter of Kingston's emerging Local Plan will provide the policy support for these aims.

### **Working with our communities to encourage sustainable transport**

23. The Council's Sustainable Transport team supports Kingston's residents to choose better options for travel, working with schools and businesses to develop sustainable travel plans, providing 'Bikeability' training for children and adults and, where residents choose to drive, educating them about greener driving which both benefits local air quality and reduces carbon emissions by saving fuel.
24. While the Council will work and invest to encourage the use of sustainable transport options, we are relying on our businesses and residents, if they can, to make changes to how they travel and play their part. There are three ways to reduce carbon emissions from road transport:
- a. Reducing the number of miles driven overall
  - b. Encouraging people to drive cars that produce less carbon per mile
  - c. Encouraging people to drive more slowly and accelerate less
25. 41% of Kingston residents use public transport, walk or cycle to work, compared to a national average of 26.6% and a London average of 46.2%.

### **Electric Vehicles**

26. Electric vehicle use continues to increase. RBK has a target to deliver 100 new EV charging points across the borough by 2022. The aim is to provide a range of charging provision for residents, businesses and visitors to the borough including using our Source London contract with BluePointLondonLtd to install up to 25 fast Source London chargers this year and a similar number next year; plus up to 50 lamp column chargers to be installed this year pending confirmation of funding with the same number targeted for next year. And the Council is working with TfL to instal up to 4 rapid chargers on the highway by the end of 2020.

### **RBK Operations and Sustainable Transport**

27. The Council has reduced the number of essential car users, from 590 in 2012 to 147 in 2019/20, and is looking at staff and councillor parking as part of a current parking policy review and the update of our pay and rewards strategy.

28. Staff are able to use pool bikes, e-bikes and zip-cars for business travel, reducing the use of private vehicles for in-work journeys. Staff also benefit from a cycle to work scheme, enabling them to purchase a bike and safety equipment through a salary sacrifice scheme.

29. The Council is recommissioning its fleet to lower emissions vehicles, it has already upgraded the mayoral car to an electric vehicle, and is recommissioning Neighbourhood Ranger vehicles and the Council's Housing fleet to lower emissions vehicles.

30. The Total Facilities Property Management contract vehicles have a partially electric fleet and produce monthly idling reports for their vehicles and drivers.

### **Key linked strategies**

- a. Ultra Low Emission Vehicle policy, strategy and action plan (2018)
- b. Local Implementation Plan 3 (Transport Strategy) (2019)
- c. Air quality Action Plan (2016)
- d. LoHAC (London Highway Alliance Contracts) - 8yr contract (2011/12)
- e. GoCycle Programme (2014)
- f. Core Strategy (2012) / New Local Plan (in development)

### **Air Quality**

31. Poor air quality and the Climate Emergency are interlinking issues, with efforts to improve air quality often reducing carbon emissions. The Council is committed to improving air quality, with a working group monitoring progress against our air quality action plan.

32. An Air Quality Management Area (AQMA) is in place across the whole of the borough. Most of the air pollution in the AQMA is caused by road traffic, although boilers (both domestic and industrial) and other more minor sources also contribute. The Action Plan reflects the primary source of pollutants by including measures to reduce the pollution emitted from vehicles on the roads, much of it by promoting



alternative more sustainable sources of transport, which would reduce the borough's carbon emissions.

33. RBK's first Citizens' Assembly in Autumn 2019 is exploring the topic of poor air quality, its causes and effects, and will make recommendations as to how the borough should take action to improve air quality.

34. A Citizens' Assembly is a representative group of citizens who are selected at random from the population to learn about, deliberate upon, and make recommendations about how to tackle a difficult issue. In November and December, forty Kingston residents will discuss how poor air quality impacts on health, and how society needs to change to improve air quality. The recommendations arising from this assembly will be heard at Full Council in December, and will inform the Air Quality Action Plan review that will take place in the coming 12 months. The Council anticipates that many of the recommendations may also contribute to climate change mitigation.

### **Encouraging more efficient driving**

35. Evidence suggests that a 20mph speed limit reduces the particulate matter generated from tyre and brake wear, and the lower speeds and cleaner air create a safer, more pleasant environment which in turn encourages more people to walk and cycle. In Autumn 2019, the Council will be consulting on a proposal to implement a 20mph speed limit on all roads across the borough, with the exception of private roads and those under Transport for London's (TfL) control.

#### Key linked strategies

- a. Air Quality Action Plan (2016)

### **Energy Efficiency in Homes and Workspaces**

36. Carbon emissions in housing are linked to the quality of the housing stock: poorly insulated homes cost more to heat and emit more carbon emissions. The local and regional planning system has a big part to play in lowering the carbon emissions of new housing stock and the London Plan now requires larger developments to be zero carbon, meaning that the total annual energy consumption of the buildings does not exceed the energy generated on-site or off-site.

37. Action on existing housing stock across all tenures has traditionally involved the provision of grants to bring forward energy efficiency measures including increased insulation and modern (gas) heating systems. The mandatory Energy Performance Certificate (EPC) regime keeps track of the current performance of buildings, with a drive towards greater efficiency over time. Through updating the Council's Housing Strategy there is an opportunity for Kingston to facilitate a conversation about climate change and the role that housing has to play in resolving the crisis.

38. The Council's Affordable Homes Programme will deliver new homes across a number of under-utilised council-owned sites. Work is underway to create a design brief which will consider practical steps to ensure that homes are "affordable to build, maintain and live in" (a key programme objective). Delivery will also be supported by an environmental statement including preferred measures to reduce embodied carbon (i.e. carbon dioxide emitted during the manufacture, transport and construction of building materials).

### **Projects to improve energy efficiency of homes and workplaces**

39. In 2018-2019 the Warm Homes Better Health Project completed 300 home visits to people aged over 65 and people aged over 50 living with a long term health condition. The project installed 1686 small energy saving devices and made 107 grant applications for insulation and heating measures. The lifetime carbon saved collectively was 1090 tonnes. This service has recently been recommissioned for 2020.

40. As part of the 'Better Homes' programme, RBK solid-wall properties were fitted with External Wall Insulation (EWI) and new windows and doors where necessary. 310 Properties were insulated by the EWI programme, which generated 220.6 tonnes per annum carbon savings, bringing the Council's housing stock into band C for energy efficiency.

41. A boroughwide survey of all council housing blocks is being undertaken with the intention of replacing communal lighting fittings with LED technology.

### **Key linked strategies**

- a. Housing Strategy 2015-2020 (new Housing Strategy in development)
- b. Core Strategy (2012) (new Kingston Local Plan in development)
- c. GLA Fuel Poverty Action Plan (June 2018)
- d. Private Rented Sector Energy Efficiency Regulations and the Housing Health & Safety Rating System (HHSRS) standard enforcement (2006)
- e. Clean Growth Strategy (2017)

### **Generating and harnessing energy**

42. Several cities and London boroughs have large scale district heating schemes to reduce carbon emissions from the heating (and in some places, cooling) of local buildings. Kingston Council has successfully applied for £50,000 from an ERDF energy fund distributed by Greater London Authority to engage a civil engineering consultancy to draft a detailed feasibility study of the Hogsmill wastewater treatment plant owned and operated by Thames Water. The aim is to inform and make a subsequent application to a UK Government for financial support for the commercialisation of the project to enable the delivery of a district wide heating network in Kingston that delivers renewable energy to new homes and commercial buildings.

## Renewable Electricity Generation in Kingston

43. The Department for Business, Energy and Industrial Strategy reports that renewable electricity generation in Kingston is increasing.

	Sewage gas	Photovoltaics
2017	3,494 MWh	1,982 MWh
2018	7,018 MWh	2,254 MWh

44. The Council works with Solar Together London to promote the uptake of solar panels for private residences, and will continue to promote the role of decentralised energy systems in tackling the climate crisis.

## The Carbon Offsetting Fund

45. The Council requires developers to meet London Plan targets for carbon reduction. Where these targets cannot be met (due to technical or commercial feasibility), developers must contribute to a carbon offsetting fund, which the Council then use to fund carbon reduction measures.

46. Initiatives that have benefitted from this fund include the 'Warm Homes, Better Health' programme and the development of our district heating proposal.

47. As a result of the Climate Emergency declaration, the Council will enhance the monitoring of this fund to director level, ensuring that it is used for initiatives which will provide the highest level of carbon reduction for the borough.

## Key linked strategies

- a. Clean Growth Strategy (2017)
- b. Core Strategy (2012) / New Local Plan (in development)

## Biodiversity and Green Spaces

48. Green spaces across the borough capture carbon from the atmosphere. In 2018/19, 500 trees were planted on streets, and 1,000 saplings were planted in our parks. RBK has committed to repeat this level of activity for the next three years. Dead wood is left in place where it is safe to do so to enhance biodiversity.

49. The RBK Tree Strategy provides a framework for the maintenance and enhancement of trees in the borough and defines the management approach for safe and useful life expectancy for Council-owned tree stock. The Council owns approximately 12,000 street trees and more within parks, open spaces, school grounds and council housing estates. The Strategy will ensure that the management of trees within the borough will be dealt with in a coordinated and

accountable manner, with increased environmental, economic and social benefits and encouraging community involvement.

50. Kingston has a committed network of volunteer-led wildlife groups working under the Kingston Biodiversity Network (KBN) banner. These and Friends of Parks' groups help create better open spaces across the borough. Partnered with Council's Environment Contracts Team, these can support their local community to have greater say in what goes on in their parks. Our proposed new biodiversity officer will work with these groups to protect and enhance ecological networks.
51. Our current contractual arrangements for grounds maintenance and arboricultural services, as well as the Council's existing Green Spaces and Tree Strategies expire in February 2021. This is an opportunity for us to review the current processes, contracts and priorities in place to consider how our work can contribute further to our sustainability agenda for example looking at options for rewilding; introduction of more natural areas to support pollinators; sustainable drainage schemes, use of electric vehicles and equipment and reduction in vehicle movements, for example, by introducing on site composting.
52. Other relevant natural environment initiatives:
  - a. Reviewing our use of pesticides
  - b. Improving monitoring and reporting on all contracts to strengthen focus on environmental performance
  - c. Decreasing grass cutting and vegetation cut back over life-span of our Green Spaces contract
  - d. Additional resource in the grounds maintenance contract to facilitate more volunteering for planting and nature conservation projects in our green spaces, with 9,000 hours volunteered in 2018/19
  - e. Encouraging our residents to get involved in watering trees and planting activities in parks and open spaces

### **Key linked strategies**

- a. Reimagining Kingston's Town Centre (2019)
- b. Green Spaces Strategy (2016-2021)
- c. Core Strategy (2012) / New Local Plan (in development)

### **Waste Management, recycling and the circular economy**

53. Decomposing food waste emits methane, which is a significant greenhouse gas, and even recycling has carbon emissions implications through the necessary transport and processing activities. Kingston is a member of the South London Waste Partnership, which aims to minimise the amount of waste that is sent to landfill, and to manage household waste in a way that is more sustainable and causes less damage to the environment.
54. Through a series of planned communications activities, policy implementation and service changes, Kingston has seen an ongoing reduction of waste sent for disposal and an increase in the amount of recycling and composting. There has

also been an increase in the proportion of waste being sent for energy recovery rather than to landfill. Refuse disposal is to an Energy from Waste Facility rather than directly to incineration or landfill, and food waste processing is a renewable energy generating process.

55. The amount of waste sent to landfill or energy recovery reduced by 3% last year - representing around 900 tonnes - and residents recycled and composted 1,200 tonnes more than the year before, at 49.4% of household waste in 2019/20.
56. A new arrangement for waste and recycling collection and street cleansing was introduced in April 2019. The new service included enhanced recycling services for properties with limited inside storage and sorting of items collected through the bulky waste service for reuse or recycling.
57. The number of vehicles used for waste and recycling collection in Kingston have been cut from 42 to 25 over the last ten years, and all vehicles are compliant with European emissions standards.
58. The Council's Corporate Plan 2019 - 2023 has a focus on making it easier for residents and businesses to reduce, reuse and recycle more and dispose of their waste efficiently. The Council has committed through this plan to provide four public drinking fountains, and encourage a culture of refillable bottles, to promote health, reduce litter and cut the use of plastic. The Council will also deliver a new 'Recycling on the Go' system which will extract recycling from litter bins and fly tip waste, rather than this material going to landfill or energy recovery. The Council will also campaign around the Council's commitment to reduce plastic waste.

### **Key linked strategies**

- a. South London Waste Plan (2012)
- b. Recycling Reduction Plan - to be prepared by December 2019

### **The Kingston Strategic Partnership**

59. The Kingston Strategic Partnership Board brings together public, private and voluntary organisations across the borough to provide collaborative leadership and to promote and support the aspirations of Kingston's communities.
60. The Board has considered the Climate Emergency declaration, and initial meetings have taken place with partners to find out more about their carbon reduction and sustainability approaches.
61. Examples of partnership carbon reduction plans and initiatives include:
  - a. The London Fire Brigade has adopted the GLA Group targets of carbon zero by 2050, and have a carbon strategy in development. Approximately 50% of London fire stations have photovoltaics, with further PV and other energy

efficiency measures being considered. Their vehicles are working towards achieving the future ULEZ requirement, having already met the inner London ULEZ requirement for vehicles based in the zone.

- b. Kingston University is committed to reducing its CO2 emissions by 35% (against a 2005/16 baseline year) by 2020. Their Energy Management team undertakes a range of activities to support the University in meeting this target, which include:
  - i. monitoring and measuring energy use across the University;
  - ii. scoping, managing and delivering energy conservation projects;
  - iii. investigating and developing opportunities for on-site low to zero carbon energy generation; and
  - iv. directing new build / refurbishment design teams to meet the University's standards for energy efficient buildings.
  
- c. The Council has attended a Kingston Chamber of Commerce meeting to talk about the Climate Emergency. Following this, the Council has met with local businesses to discuss their approaches to sustainability and what could assist businesses to tackle to climate emergency.

62. The Climate Emergency Officer Steering Group will consider how best to work with the Kingston Strategic Partnership and the wider partnership on an ongoing basis to deliver carbon reduction across Kingston.

## **Next Steps**

63. This document and the actions taken since the declaration are the first steps for Kingston in tackling the climate emergency. The Council plans to embed the need to reduce carbon into operations, requiring carbon impact to be considered by our workforce, in the revision of key linked strategies, in changes to the way the Council works and delivers services and in our investments and commissioning.

64. The actions that the Council undertakes in order to deliver on the commitments within the Climate Emergency motion will be driven by the Climate Emergency Officer Steering Group, with oversight from the Council's senior leadership team.

65. The Climate Emergency Officer Steering Group will:

- a. consider actions that could be implemented, including (but not restricted to):
  - i. renewable energy generation and storage
  - ii. enhancing electric vehicle infrastructure and encouraging alternatives to private car use
  - iii. increasing the efficiency of buildings, in particular to address fuel poverty
  - iv. proactively using local planning powers to accelerate the delivery of net carbon new developments and communities

- v. coordinating a series of information and training events to raise awareness and share good practice
- b. Develop and monitor key tracking documents:
  - i. an initial action plan with short, medium and long-term deliverables to begin our journey to carbon neutrality
  - ii. a baseline for RBK Operations, with agreed targets against this baseline
- c. Report to the Council's Senior Leadership Team and portfolio holder on progress against this plan and baseline
- d. Work with London Councils to develop a cross-borough baselining methodology
- e. Consider the resources needed for this cross-cutting initiative
  - i. explore options to obtain external funding for relevant initiatives
  - ii. develop proposals for the most beneficial use of the carbon offsetting fund
- f. ensure an appropriately trained workforce to deliver carbon reduction across all Council activities
- g. lobby Government and the Mayor of London (GLA) for support and funding

### **Next steps in partnership**

66. Partnership engagement is underway, with key partners demonstrating clear and committed efforts to reduce their carbon output. The Climate Emergency Officer Steering Group will consider how to develop this partnership to tackle the climate emergency.
67. Partners have asked for the Council to support them by:
- a. Providing a way for Kingston to demonstrate its commitment to tackling the climate emergency, such as through a partnership campaign
  - b. Coordinating information for businesses about sustainability

### **Next steps with our residents**

68. The Council will work with residents to encourage actions to tackle the climate emergency. The Climate Emergency Officer Steering Group will oversee the Council's approach to promoting sustainable travel, energy efficiency in homes, decentralised energy, enhancing biodiversity and reducing waste, and will provide signposting and information to enable our residents to live more sustainably.

## **Financial Context**

69. Everything the Council does needs to be seen in the context of an increasingly challenging financial environment. Kingston is not alone in its challenges, one in three of all councils fear they will run out of funding to carry out their legal duties by 2022/23.

70. However, this position is particularly stark in Kingston. The demand for services is increasing while the funds available to meet these needs continues to fall. In 2010 the Council received £66m in government grant - by 2018 that had been cut to zero. This means that it is a continual challenge to find adequate funds to meet needs.

71. Despite these challenges the Council has a drive and commitment to ensure it is doing the best for residents and communities.

## **Resource Implications**

72. The Council expects that there will be resource implications to deliver the action plan developed by the Climate Emergency Officer Steering Group. These will be explored during the next stage of the development of this approach.

73. The council is also working with London Councils to ensure that we have a baseline of sufficient detail to enable progress to be measured. There may be some costs associated with this baseline, but by working with other boroughs across London the Council is aiming to minimise these costs.

## **Legal Implications**

74. There are no legal implications arising from this Report. Legal Services will be consulted on future proposals arising from this Report as they are progressed

## **Risk Assessment**

75. A full risk assessment will be carried out as the action plan is developed.

## **Equalities Analysis**

76. As this is a summary report there are no equalities impacts to be highlighted at this time. Equality assessments will be carried out as the action plan is developed.

## **held by author/other**

**Author of report** - Kate Leyland, Corporate Strategy and Partnership Manager