

Carbon Reduction Scenarios - Action Plan
LB Haringey

Prepared March 2007

1.1 Actions

This document provides a list of actions that could help LB Haringey on the path to realising the vision for energy in the borough outlined in the companion documents *Carbon Reduction Scenarios - Technical Report* and *Carbon Reduction Scenarios - Overview*. The actions listed here are in addition to existing actions and policies adopted by LB Haringey. LB Haringey already has a *Climate Change Audit* document that puts forward a list of actions. Various policies have already been implemented that will help to reduce CO₂ emissions in line with the vision resulting from the scenario modelling exercise. Examples of these include the use of more efficient street lighting, the adoption of a variable parking charges policy based on vehicle CO₂ emissions and agreement to undertake a staff travel plan, improve cycle routes with funding secured through TfL, carrying out schools energy audits, and adopting sustainable construction methodologies for new school buildings. The actions listed here are intended to be in addition to work that is already underway, or to expand on that work in some way.

This list of actions is intended to provide a range of ideas for short to medium term actions that could help the Council to work towards 60% CO₂ emissions reduction target by 2050 proposed in the accompanying reports. The actions have focussed on two areas:

- 1 **Corporate actions**, aimed at reducing the CO₂ impact of the Councils own activities particularly through energy use in buildings, staff transport and the council fleet.
- 2 **Wider actions**, aimed at reducing CO₂ emissions in the borough as a whole. Clearly LBH has less influence here, but it can set a framework for change through various policy mechanisms and provide incentives and encouragement for emissions reductions. This is also an area where partnership working has a key role to play. Haringey's draft Sustainable Community Strategy identifies climate change as one of the key areas of focus and therefore provides a useful starting point.

In both cases, these actions might have additional benefits such as reducing energy bills, helping to tackle fuel poverty and providing educational value. However, this document focuses only on CO₂ emissions reduction.

Some of the actions listed below will not require any additional funding. However most, inevitably, will require both capital and revenue funding. The Council should bear in mind that some local authorities and organisations have dedicated teams or a group of officers located in different business units working specifically on developing and implementing climate change actions.

2.1 Strategic

- 1 Agree carbon reduction targets.
- 2 Develop and agree "invest to save" policy for sustainable energy in council stock.
- 3 Allocate funding for energy efficiency and conservation measures in council buildings subject to due processes.
- 4 Allocate funding for sustainable energy options for new construction and for refurbishment of council buildings subject to due processes.
- 5 Consider Local Area agreements together with Local Strategic Partnership for adaptation and mitigation for climate change and to deliver carbon reduction targets.
- 6 Consider incorporating at least one sustainable energy target into the business planning process for each service or directorate. This may include options for staff travel, flexible working, site visits, water use, office equipment and staff training.
- 7 Consider developing a voluntary carbon trading scheme for the council.
- 8 Carry out a climate change risk assessment for council service delivery and council stock.

2.2 Energy and resource management in council owned buildings

- 1 Calculate carbon footprint and display publicly using automated bill software to be installed.
- 2 Develop a programme of carbon reduction measures (including reduction in gas, electricity and water use) in council owned buildings -offices, schools and depots.
- 3 Continue with energy auditing of school buildings and set out a programme of physical improvements and behavioural changes.
- 4 Consider changes to the current practice for IT equipment use. In the current set-up, base units are on 24/7.

2.3 Council fleet and staff travel

- 1 Review LBH fleet- this should include alternative fuels; revising the policy to always buy the most efficient vehicles in each class; use of electric cars and/or car club vehicles as pool cars and reviewing contractors such as minibus hire.
- 2 Complete staff travel plan which is currently being developed and start implementing recommendations.

2.4 Energy and carbon reduction in council led construction and refurbishment proposals

- 1 BSF programme should incorporate BREEAM excellent rating for new construction as a minimum requirement. CHP options should be considered for each site together with minimum 10% renewable energy on site.
- 2 Procurement of low -energy materials should be a minimum requirement in

construction and refurbishments.

2.5 Planning, Regeneration and Development activities

- 1 Tottenham Hale and Haringey Heartlands sites offer key opportunities for low -zero carbon developments in the borough. These sites offer key opportunities for installing CHP networks which are crucial to meet the 60% carbon reduction target. Exploratory work with the London Climate Change Agency, the GLA and the Design for London for CHP networks and decentralised energy supply is needed. GAF funding or other funding options should be considered for developing options for such networks.
- 2 Measures for carbon reduction should be a key consideration for all other development sites where development briefs and planning briefs are needed. For disposal of council owned sites, the Council should seek best possible solutions for carbon reductions and sustainable design and construction. The same should apply to sites owned by key partners such as the PCT and Metropolitan Police.
- 3 To carry out a Strategic Flood Risk Assessment as required by PPS25.
- 4 Council's UDP already has a 10% renewable energy on-site policy. Review the policy during the LDF/Core Strategy development process and increase requirement to 20% CO₂ reduction at the earliest opportunity. Work with regional partners to identify sites for wind and biomass generation.
- 5 Improve information base for energy consumption and renewable energy installations for the Annual Monitoring Report. Work with Strategic Partners to improve data collection.
- 6 Continue and expand the programme of car-free housing developments and home zones.
- 7 Consider setting up an energy services company (ESco) for major developments sites.

2.6 Streetscene

- 1 Procurement of low -energy materials should be a minimum requirement in road and bridge constructions.
- 2 Continue with the programme of energy efficient street lighting programme.

2.7 Actions for improving the performance of existing housing stock both in private and council ownership

- 1 Develop and maintain a database of housing stock condition for private sector including energy efficiency.
- 2 Encourage ALMO, RSLs and private landlords to improve energy efficiency and supply data.
- 3 Set up a pilot "energy action zone" for concerted effort for improving private

sector housing and promoting lifestyles changes.

- 4 Investigate participation in British Gas Scheme to offer council tax rebates to households who install energy efficiency measures.

2.8 Actions for improving the performance of local businesses

- 1 Use procurement rules to encourage businesses to have energy audits and environmental policies.
- 2 Use business rates to provide tax incentives for businesses to implement energy efficiency measures or install renewables.
- 3 Develop and maintain a database of commercial and industrial properties that include energy efficiency measures.

2.9 Sustainable Transport

- 1 Council's Local Implementation Plan in line with the Mayor's Transport strategy includes a number of measures designed to reduce car use and promote alternative travel options such as cycling and walking, improvements to bus routes and street scene. Some additional measures are listed below :
- 2 Set up car clubs
- 3 Encourage petrol stations to stock alternative fuels
- 4 Provide charging points for electric vehicles
- 5 Work with local PCT to raise awareness of benefits healthy travel
- 6 Work with Local Strategic Partners to develop joint car sharing schemes

2.10 Regional projects

- 1 Work with regional partners and neighbouring boroughs to develop schemes for heating networks, pipe routes and connections to local power stations. An example includes the Central Leaside Area Action Plan to be developed jointly with LB Enfield. This may also include working closely with North London Waste Authority regarding the future options for the Edmonton incinerator.
- 2 Work with regional partners to identify sites for wind and biomass generation.

2.11 Awareness Raising, Community Capacity Building and Educational Activities

- 1 Develop a "green" website for advice on sustainable energy options and how to reduce carbon footprint for staff, businesses and residents.
- 2 Work with ALMO tenants for raising awareness on energy efficiency.
- 3 Borough-wide educational programmes for young people through schools and the youth council.
- 4 Consider setting up a permanent environment centre in the borough and improve

Pendarren educational facility.

- 5 Promote energy efficiency and renewable energy options to householders through planning and building control.
- 6 Run school based programmes for raising awareness on importance of built environment.
- 7 Work with estate agents to disseminate information on sustainable home improvements.
- 8 Work with black and ethnic minority communities to raise awareness on climate change and lifestyle changes.
- 9 Run sustainable energy surgeries for residents at area assemblies or at neighbourhood centres.

This section provides references to good practice case studies or web resources that might serve as examples or inspiration for LB Haringey to take forward the actions listed here. Since no local authority in the UK has successfully reduced CO₂ emissions by 60%, there are not necessarily useful case studies for every action. There are also some from abroad mentioned here.

3.1 Identifying sites for renewable energy generation

3.1.1 Somerset wind energy initiative

SCC have initiated a scheme where they are offering sites on Council owned land (mostly farms) to wind turbine developers. They envisage that some turbines could be part owned by the local community who would then be sold subsidised energy. They are limiting the scheme to 12 MW initially.

<http://www.somerset.gov.uk/council/board3b/2006%20July%2026%20Item%205%20Somerset%20Wind%20Energy%20Initiative.htm>

3.1.2 Bristol City Council Avonmouth wind turbine project

BCC are hoping to install two wind turbines on a brownfield site at Avonmouth.

<http://www.bristol.gov.uk/ccm/content/Business/bristol4wind.en>

3.1.3 London plan

The London Plan states that:

“UDP policies should identify suitable sites for wind turbines and other renewable energy provision...”

and

“Where land is needed for the provision of renewable energy technologies, such as anaerobic digesters and biomass plants, as part of appropriate developments, boroughs should encourage this provision through their inclusion in development briefs and area development frameworks.”

3.2 10% renewables requirement

The London plan sets out a policy to require all major developments to supply a proportion of their energy from renewable sources.

In addition, the Merton Rule website details the approaches being taken by various authorities to “the Merton rule” or 10% renewables requirement, including a discussion of whether it should be expressed in terms of energy or carbon.

3.3 Community heating

3.3.1 Sheffield

Sheffield has an expanding city centre district heating scheme incorporating a waste to energy CHP plant:

http://www.greenenergy.co.uk/ab_facts.asp#sen

3.3.2 Barking and Dagenham

LB Barking and Dagenham propose a district heating scheme for Barking Town Centre energy action area:

<http://www.lbbd.gov.uk/6-living/envir-protect/envir-sustainability/energy-action-area.html>

3.3.3 Elephant and Castle

Elephant and Castle regeneration scheme will also use district heating and CHP to reduce CO₂ emissions:

<http://www.elephantandcastle.org.uk/home/how-life-will-be-improved/sustainability>

3.3.4 Southampton

Southampton City Council have a district heating scheme using CHP and geothermal energy:

<http://www.southampton.gov.uk/environment/environmentandpollution/Geothermal/features.asp#0>

3.3.5 Denmark

In Denmark, Local Authorities have been involved in identifying areas where district heating would be installed and others where a natural gas distribution system would continue to be used:

<http://www.dbdh.dk/dkmap/development.html>

3.4 Energy efficiency

Woking Borough Council has adopted an ambitious energy efficiency drive, aiming to reduce energy consumption in Council buildings by 40% and improve energy efficiency in public and private sector housing by 30%. Woking have also set up an ESCo and installed renewable and CHP technologies.

<http://www.woking.gov.uk/environment/Greeninitiatives>

3.5 Regeneration and zero carbon development

3.5.1 Gallions Park

Gallions Park is a zero carbon development in London consisting of 200 homes, to be built by a consortium of private companies in partnership with the London Development Agency.

<http://www.lda.gov.uk/server/show/ConWebDoc.1776>

3.5.2 One Planet Living

One Planet Living UK: Brighton will be a development of 172 homes (30% affordable), 925 m² community space and 1134 m² commercial space. This is intended as a zero carbon development. It is also personal car free, with parking spaces only for disabled residents and pool cars.

<http://www.oneplanetliving.org/uk/brighton.html>

3.6 Biomass supply

Bioregional have set up a Tree Station in Croydon, where forestry managers, tree surgeons etc. can bring woody waste for conversion into useful products including fuel.

http://www.bioregional.com/programme_projects/forestry_prog/urban_forestry/urbfor_hpg.htm

3.7 Fleet review

The London Borough of Southwark use a 30% biodiesel blend in over half their fleet, which they are gradually expanding to all the diesel vehicles. To overcome the warranty issue they have negotiated with their vehicle supplier that they will honour all vehicle problems which do not involve the fuel supply.

Southwark and other case studies can be found at:

<http://www.greenfleetawards.co.uk/>

and

<http://www.est.org.uk/fleet/Informationcentre/Casestudies/>

TfL's Fuel and Fleet Management Guide also gives further information.

3.8 CO₂ emissions target for fleet

To the best of our knowledge, no Local Authority has done this, although it may be included within general CO₂ emission reduction targets.

Cheltenham Borough Council have set efficiency targets, although they admit that fuel use is increasing and do not set overall fuel or CO₂ reduction targets. However, they do aim to improve the gross miles per litre for their fleet by 1% per annum and to reduce CO₂ emissions per litre of fuel consumed by 1% per annum.

http://www.cheltenham.gov.uk/libraries/documents/thefuturepdf/climate%20change/climate%20change%20strategy/ch6_cbcactivities.pdf

Some private companies have set targets for their fleets. The Co-operative bank, for example, has set itself the target of reducing transport CO₂ emissions by 5% per customer account. It may be simpler to set a fuel usage target for the fleet.

<http://www.co-operativebank.co.uk/partnership2002/pr/transport.html>

3.9 Staff travel plan

In 2006 Islington won 'Best Council Travel Plan' at the London Transport Awards. Their travel plan can be accessed at

<http://www.islington.gov.uk/Transport/GreenTravel/1205.asp>

3.10 Car clubs

Islington is considered one of the most proactive boroughs regarding car clubs, with the aim of having all its residents within 10mins walk of a car club vehicle.

<http://www.islington.gov.uk/Transport/GreenTravel/carclub.asp>

3.11 Reducing the impact of freight transport

The London Construction Consolidation Centre in Bermondsey uses a central hub to collect construction materials and then redistribute them into central London. This has reduced construction traffic going into London by 70% and provided other benefits such as improved reliability and reduced journey times for drivers.

<http://www.tfl.gov.uk/tfl/freight/freight-lccc.asp>

Some case studies on freight quality partnerships are available from

<http://www.freightbestpractice.org.uk/default.aspx?appid=1960&cid=42>

3.12 School travel plans

Bromley won the best London Borough for School Travel Plans at 2006 London Transport Awards.

Case studies for school travel plans can be found at

<http://www.saferoutestoschools.org.uk/index.php?cl=3100>

3.13 Free or subsidised public transport

To the best of our knowledge no local authority in the UK has done this. However it has successfully been implemented in the City of Hasselt, Belgium.

<http://www.leda.ils.nrw.de/database/measures/meas0270.htm>

3.14 Car free developments and home zones

Camden is considered one of the lead boroughs in developing car free housing.

<http://www.camden.gov.uk/ccm/content/transport-and-streets/transport-strategies/car-free-housing.en>

<http://www.carfreehousing.org/boroughs/camden.html>

A website aimed at disseminating good practice from the Northmoor Homezone in Manchester is available at

<http://www.northmoorhomezone.org/>

3.15 Improving public transport

There are five beacon councils/organisations for 'better local public transport' these are: Cambridgeshire County Council, Halton Borough Council, Telford and Wrekin Council, Transport for London and West Yorkshire Passenger Transport Authority.

<http://www.beacons.idea.gov.uk/idk/core/page.do?pageId=5133229>

3.16 Improving town centres

Sutton has received funding from TfL for a three year programme aiming to reduce car use in the town centre.

<http://www.sutton.gov.uk/environment/smartertravelsutton/>

3.17 Cycling infrastructure

3.17.1 Cycle parking for residents

Hackney Cycling Campaign received funding from the local strategic partnership and neighbourhood renewal fund to install cycle parking within housing estates.

<http://www.hackney-cyclists.org.uk/homebikepark/>

3.17.2 City bike scheme

OY Bike runs a city bike scheme at locations in Hammersmith and Fulham and West Kensington, using mobile phone technology to work the scheme.

www.oybike.com

Another larger scheme called Velo'v operates in Lyon, France.

<http://www.velov.grandlyon.com/> (in French)

3.17.3 London Cycling Design Standards

<http://www.tfl.gov.uk/cycles/company/reportlibrary.shtml>

3.17.4 Cycle training

<http://www.cycletraining.co.uk/>

3.18 Charging points for electric vehicles

Westminster has a range of charging points for electric vehicles in car parks throughout the city, it has also introduced further on street charging points. Both Camden and Islington are also planning to introduce on street charging points.

<http://www.westminster.gov.uk/councilgovernmentanddemocracy/councils/pressoffice/news/pr-3510.cfm>

3.19 Walking signage

The London Borough of Islington has a walking/wayfinding project which has installed on street maps and signs for pedestrians.

<http://www.islington.gov.uk/Transport/Maps/walkingwayfindingmaps.asp>

However the Central London Partnership is looking at standardising and improving wayfinding across London.

<http://www.legiblelondon.info/>

3.20 Street audits

The London Borough of Southwark has carried out street audits with businesses and residents in the Bankside and Camberwell areas as part of the Optimum2 European project. More information will be available on the Optimum2 website and SEA/Renue was involved in this project and can provide further information on request.

www.optimum2.org

3.21 Travel plans for business

As part of the Optimum2 project, two local travel plan groups have been set up in Camberwell and Bankside in Southwark. A guide to setting up these groups has also been developed as part of the project.

<http://www.optimum2.org/downloads/plan-guides.pdf>

Also the following websites have further information on travel plans for businesses

North Central Travel Plan Network

<http://nctn.camden.gov.uk/ccm/portal/>

North London Transport Forum

<http://www.northlondontransport.org/>

3.22 Car share schemes

The best source of information about car sharing in the UK is

<http://www.liftshare.org/>

where you can view existing public and private car sharing groups and set up new groups.

3.23 Promoting greener vehicles and driving techniques

The following websites offer information on promoting less polluting vehicles and driving techniques to reduce emissions to both businesses and individuals

3.23.1 Greener vehicles

<http://www.est.org.uk/fleet/Vehicles/Lowcarbonvehicles/>

<http://www.vcacarfueldata.org.uk/search/>

<http://www.lowcvp.org.uk/>

3.23.2 Driving techniques

<http://www.est.org.uk/fleet/Efficientdriving/>

<http://www.lowcvp.org.uk/assets/reports/Drive%20Green%20Drive%20Safely%20FINAL.pdf>
(industry guide)

<http://www.ecodrive.org/> (European site)

<http://www.safed.org.uk/SAFEDVans/about.htm> (for vans and trucks)

3.24 Other transport information

3.24.1 Travel Awareness

<http://www.goodgoing.co.uk/home>

3.24.2 Healthy travel

<http://www.sustrans.org.uk/default.asp?SID=1089735305687>

3.24.3 Supporting individuals in reducing car use

<http://www.autoholics.org/>