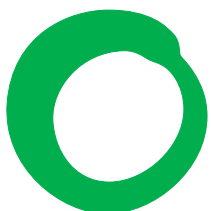
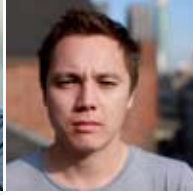
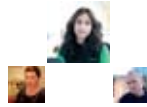


GETTING SERIOUS ABOUT CLIMATE CHANGE

HOW LOCAL GOVERNMENT CAN CUT CARBON, CREATE JOBS AND SAVE CASH

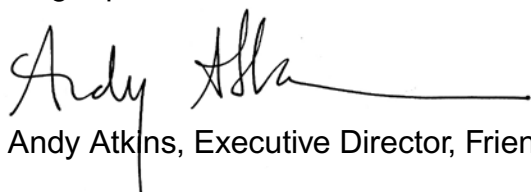


**Friends of
the Earth**

www.getseriousaboutCO2.com

FOREWORD

Local government can, and must, take a lead in reducing carbon emissions in their local area. This report sets out how they can. It also demonstrates that local governments that take action on climate change now will bring significant economic and social benefits to their local communities. Three quarters of the public think that councils have a key role in tackling climate change. Promising initiatives on energy, housing and transport are becoming more widespread, and they show that action is possible. But too few local governments are taking action, and none are doing enough. Climate change poses a very real threat to lives and livelihoods; business as usual is no longer possible. We will all benefit from taking action on climate change now.



Andy Atkins, Executive Director, Friends of the Earth

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EXECUTIVE SUMMARY

Friends of the Earth's Get Serious About CO₂ campaign is working with local councils and local people to deliver a low-carbon economy. The threat of climate change can be turned into real opportunities to provide sustainable jobs and to tackle issues such as fuel poverty.

Local government has a crucial role to play in tackling climate change. The action local authorities take now to reduce greenhouse gas emissions in their area can also boost their local economy, create jobs and slash fuel bills for their communities.

Local action on climate change can help tackle social injustice: insulating homes will lift people out of fuel poverty and reduce health problems caused by living in cold, damp homes; improving public transport will benefit poorer communities because they own fewer cars.

Authorities that build relationships with local businesses and suppliers, and adopt public procurement policies that reduce carbon dioxide emissions, will strengthen their local economies.

In summary, this report sets out: The need to address organisational and political culture

Action on climate change has consensus at national level but not at local level. The urgency and scale of action required is still misunderstood. Changes are needed to put climate change at the heart of local authority decision-making, and consistently at the top of the council's agenda.

The need for high-level corporate climate change action plans

Successful action plans are based on robust data about emissions from housing, energy and transport.

They also take an approach to developing policy that includes testing policy measures, analysis of these measures against social, economic and environmental impacts, communication and delivery of actions that are effectively monitored and reviewed.

Measures must be implemented simultaneously across housing, energy and transport

Leading authorities in the UK are demonstrating best practice in some areas, while some authorities are doing very little. But all authorities must implement best practice in the three key areas of housing, energy and transport to bring about real cuts in emissions.

Funding opportunities are available

Funding is available through Government programmes and initiatives such as CERT¹ (energy supplier obligation). These funds can be augmented in a number of ways by local authorities. Local Strategic Partnerships can also be utilised.

THE SCIENCE IS CLEAR...

...climate-changing emissions must be reduced urgently. If we don't take action now, climate change will make a billion of the poorest people in the world homeless – and flooding, rising food prices and economic instability will affect the lives of people here in our own communities.

National government policy and programmes are starting to address the challenge of climate change. Local government can and must do more to achieve cuts in carbon dioxide emissions of at least 40 per cent by 2020 in the local authority area – the target supported by the latest science.

INTRODUCTION: WHY TAKE ACTION ON CLIMATE CHANGE?

“Climate change is the greatest environmental challenge facing the world today. Rising global temperatures will bring changes in weather patterns, rising sea levels and increased frequency and intensity of extreme weather. The effects will be felt in the UK; internationally there may be severe problems for people in regions that are particularly vulnerable” Department of Energy and Climate Change, 2008

The UK has to take urgent decisions to tackle the global threat of climate change and to build a low-carbon economy. There is now overwhelming scientific evidence about the causes of climate change. Unchecked carbon dioxide emissions will have a devastating impact on our planet; climate change is already affecting vulnerable people and will affect millions more unless we act now.

Climate change can seem remote for communities with other pressing social and financial issues. But its impacts are increasingly being felt in the UK – often most severely by the most vulnerable among us. Flooding, coastal erosion and high urban temperatures are all signs of the urgent need to act.

Saving money, creating jobs

Evidence presented in the Stern Review² and the Committee on Climate Change in its first report³ makes clear that taking strong action on climate change now will not only cost far less than the costs of weak or delayed action, but also offers significant economic benefits.

Local authorities are well placed to secure those benefits including:

- creating jobs
- boosting investment and innovation in growing sectors of the economy
- reduced energy bills for households, businesses and the authority
- greater resilience to fluctuating energy prices
- avoiding making high-carbon investments that will be a growing financial burden.

Programmes to retrofit energy-saving measures in homes, for example, create employment, cut fuel bills, help tackle fuel poverty, and increase resilience to energy price rises.

HOME TRUTHS

If every household became low carbon by 2050, permanent energy savings from UK homes worth £12.3 billion a year could be achieved. At today's prices, the average household energy bill would be cut by at least 66 per cent – down from £725 per year in 2008 to £250 per year in 2050. www.foe.co.uk/resource/reports/home_truths.pdf

CUTTING ENERGY, SAVING MONEY

The EU has forecast that even a 20 per cent cut in energy consumption by 2020 would bring Euro 60 billion per year in savings and create 1 million jobs across the European Union.⁴

CLIMATE IMPACTS

The UK Climate Impacts programme is a source of information on the impacts of climate change, available online at www.ukcip.org.uk

Investment in renewable energy can take a lead in creating manufacturing and construction jobs in a sector with rapidly expanding international markets. This sector is likely to remain attractive to investors even in the wake of the financial downturn because of the Government's ambitious expansion plans for renewables, and because returns on investment have been high.⁵

The greater the energy efficiency achieved in a local authority area and the greater the uptake of renewables by households and businesses, the greater the energy bill savings. This in turn leads to greater spending on other goods and services and a more resilient economy.

A green, efficient and affordable transport system is essential for a productive workforce – cutting traffic could save the UK economy billions every year. Local authorities can reap these benefits for themselves and their communities.

The six exemplar actions presented later in this report show how these benefits can be achieved.

National support for action

The UK Government's agenda on climate change will be driven by the Climate Change Act and the recommendations from the Climate Change Committee. It is widely acknowledged that local government must play a key role in emissions reduction – through community leadership and through its own activities. The Environmental Audit Committee's report⁶ on local and regional government and the Local Government Association strongly support action on climate change by local government.

There is no debate about the need to make climate change the biggest priority for all tiers of government. The question is how to drive change on an unprecedented scale, while ensuring social and environmental justice.

A MINI STERN REPORT FOR MANCHESTER

The "Mini-Stern for Manchester"⁷ was commissioned by the city's economic development agency Manchester Enterprises. It calls for the city to introduce new legislation and policies to help move to a low-carbon economy. The report claims doing nothing to combat the problems of climate change would cost the city £21 billion over the next decade, with the cost to the whole North West region totalling up to £70 billion.

Minister of State for the Environment, Phil Woolas, said the report was "globally groundbreaking": "The report emphasises that if businesses make changes in response to the Government's drive for more renewable energies and take advantage of the opportunities to improve their energy infrastructures they could become more competitive."

A senior economist at Deloitte's consulting practice, Rashid Bashir, said:

"The report identifies the need for strong leadership and the careful use of public policy intervention tools to assist and promote economic growth in the context of an emerging new low-carbon economy. The support of the business community will be vital and a consistent policy approach that reduces market uncertainty is essential."

For more information about Friends of the Earth's national work on climate change, visit www.getseriousaboutCO2.com or call 020 7490 1555.

1 MAKING IT HAPPEN: A NEW POLITICAL CULTURE

Over the past five years the notion of a vibrant low-carbon economy has moved from visionary ideal to a vital necessity.

Although there is a range of proven policies and technologies to reduce carbon dioxide emissions, effective action rests on strong political and professional commitment. Some local authorities have made rapid progress in prioritising action on climate change, but in many others progress has been slow. It is vital that there is acknowledgement and understanding of the barriers to action.

The Environmental Audit Committee in November 2008 in its eighth report⁸ identified a number of barriers including:

- internal management culture
- political resistance
- shortage of money
- a lack of skills.

These are linked problems and some, such as a shortage of funding, require national as well as local action. Friends of the Earth is campaigning for greater national support for local authorities. This could include reforming the CERT⁹ (Carbon emissions reduction target – energy supplier obligation) into a council-led programme as recommended by the Local Government Association.¹⁰ This report demonstrates that there is a range of viable funding options for many of the actions necessary to reduce carbon dioxide emissions.

Here are some key approaches authorities should consider in order to overcome political and cultural barriers to action on climate change.

Putting the right target in place

The first and most tangible action for local authorities is to adopt a target to reduce carbon dioxide emissions by at least 40 per cent by 2020 in the local authority area, and a Climate Change Action Plan to deliver the cuts.

Authorities should also appoint a senior officer for climate policy with clear and extensive responsibilities, and ensure resources are directed towards action on climate change.

Political support

Political resistance is still a major barrier preventing some local authorities taking action on climate change. Where there is political leadership and consensus, action has tended to be faster. The success of the German town of Freiburg¹¹, a European leader on carbon-reduction initiatives, has been founded on consensus between the city's politicians and public over the need for radical action.

To overcome political resistance to concerted action the council should ensure that the leader or deputy leader has direct responsibility for tackling climate change.

PEOPLE SEE IT AS THE COUNCIL'S ROLE TO TACKLE CLIMATE CHANGE

A ComRes opinion poll¹² commissioned by the Local Government Association showed that 82 per cent of MPs and 76 per cent of the public agree or agree strongly that councils have a key role in tackling climate change. Of those respondents, 97 per cent of MPs and 77 per cent of the public saw local council's role as "helping to reduce greenhouse gas emissions in their area".

PUBLIC PROCUREMENT

Saving carbon emissions through greener public procurement also has a role to play in reducing emissions. A report for the European Union on the results of the Green Public Procurement in the Green-7 (includes the UK) on public sector organisations demonstrates that carbon emissions savings are estimated at around 39 per cent (PwC, Ecofys and Significant, 2008).

http://ec.europa.eu/environment/gpp/pdf/statistical_information.pdf

LOCAL ECONOMY

Local authorities can target local suppliers and small and medium enterprises both as part of their public procurement strategy and as part of the implementation of policy measures. This can strengthen the local economy, by building capacity, providing stability, and safeguarding local jobs and businesses.

Involving people

Local authorities have a unique leadership role in their communities. They should use this to communicate the challenge of climate change, and to provide a coherent vision that can help people take action.

Harnessing the enthusiasm and expertise of communities through real and effective participation in decision making will deliver better crafted and better understood policy.

One way of getting community participation is to provide good advice. A one-stop shop for information on energy efficiency, micro renewables, public transport, walking, cycling and safe routes to schools can help inform and empower communities. The London Borough of Islington, for example, provides a one-stop advice shop on the high street.

Leading the way

Strong community leadership can inspire other major local players such as the National Health Service (NHS) or the police service to reduce emissions. The Local Strategic Partnership (LSP) is a key forum for this work but informal networks are also increasingly important to action on climate change. Community initiatives such as the Transition Town movement, the Low Carbon Communities Network, and the increasing number of non-aligned community groups all have a strong interest in promoting climate change solutions. The threat of climate change requires new attitudes by all partners in seeking to work together in the wider public interest.

THE CHICAGO GREEN RIBBON COMMITTEE

The City of Chicago has led the way on action on climate change in the United States. To keep up the momentum that work on the Chicago Climate Action Plan has generated, a committee of business and community leaders has been formed to review performance against the plans, goals and to recommend improvements. This Green Ribbon Committee will publish an annual report and convene an annual summit to showcase progress to date, energise the community and highlight the importance of effective action. www.chicagoclimateaction.org

GUIDING PRINCIPLES

In making judgments about the best pathway to a local low-carbon economy it is important to bear in mind the guiding principles of sustainable development.

The principles contained in the UK Sustainable Development Strategy (Securing the Future 2005) and a range of other guidance such as Planning Policy Statement 1, highlight the importance of social justice and sustainable resource use. These principles should be applied to all climate-mitigation actions:

- Living within environmental limits.
- Ensuring a strong, healthy and just society.
- Achieving a sustainable economy.
- Promoting good governance.
- Using sound science responsibly.

MITIGATION AND ADAPTION

The balance between adapting to the impacts of climate change and preventing its impacts (adaptation and mitigation) is a crucial issue. Both are vital for our communities but the priority is to start reducing emissions across the local authority area, while putting in place measures – in the local development framework, for example – to ensure that adaptation is also a driving factor, particularly in new development.

2 WHY A 40 PER CENT TARGET FOR CUTTING CARBON DIOXIDE EMISSIONS?

The Government has, through the Climate Change Act, enshrined a target of cutting greenhouse gas emissions by 80 per cent by 2050.

The Climate Change Act sets a target of cutting greenhouse gas emissions by 80 per cent by 2050. The Tyndall Centre for Climate Change Research (the leading body in its field in the UK) stresses that intermediate milestones on the way to that 80 per cent target are just as important as the target itself.¹³

The Committee on Climate Change, which was established under the Climate Change Act, proposed targets for the UK economy as a whole in the range of 34-42 per cent by 2020. The lower figure does not meet the requirements of the science but has been set by the Government as an interim target, until an international agreement is reached. The Tyndall Centre has calculated that the UK economy as a whole must make at least a 42 per cent cut by 2020.

Climate targets should be driven by sound science rather than political expediency, and the UK should aim to achieve its fair share of cuts through domestic action rather than reliance on trading or offsetting mechanisms.

Recent developments in climate science¹⁴ suggest even greater urgency is required to keep carbon dioxide below dangerous levels, hence a 40 per cent cut in emissions should be regarded as a floor, not a ceiling. This target is scientifically credible, challenging but achievable.

Some local authorities have already set challenging carbon reduction targets:

- Greater London Authority, 60 per cent by 2025.
- Birmingham (in line with the RSS), 60 per cent by 2026.
- Manchester has adopted a target of a 1 million-tonne reduction by 2020, equivalent to a 33 per cent cut. Although this target needs to be higher it does demonstrate that some authorities are beginning to take on the challenge.

Local authorities recognise that achieving such targets is partly dependent on actions outside their control (for example, a proportion of transport emissions reductions is likely to be achieved through tighter regulation at EU level).

Measuring and influencing emissions

Local government has both direct and indirect influence over emissions. Local government performance under the new Comprehensive Area Assessment¹⁵ includes a measure on “climate change emissions in the local area” (NI 186). More than 100 LAAs (Local Area Agreements)¹⁶ in England have chosen this indicator.

Local government should adopt the 40 per cent target and, working with the community, drive practical action to achieve it.

NOTE ON BASELINES

International agreements (Kyoto and successors) take 1990 as the baseline year for cuts in climate-changing emissions, but the NI186 monitoring regime (on carbon dioxide emissions) takes 2005 as the base year. UK emissions declined after 1990 and then rose again, so the choice of baseline in practice makes little difference to the outcome. Given that there are uncertainties in measurement, especially at district level, Friends of the Earth considers a 2005 baseline acceptable.

3 SIX STEPS TO THE CLIMATE CHANGE ACTION PLAN

Experience from cities such as Liverpool, Leicester and Manchester shows the importance of putting climate change policy at the highest possible managerial and corporate level to ensure the necessary

administrative, political and financial resources. Meeting the 40 per cent target will require a corporate climate change strategy.

The preparation of climate change policy should proceed through a logical

sequence of stages that reflects the need for a strong evidence base and deliverable outcomes. The table below provides an outline of key stages in this process.

POLICY DEVELOPMENT	POLICY IMPLEMENTATION
<p>1 Establish robust baseline data on CO₂ emissions (integrate with work on the Local Development Framework)</p> <ul style="list-style-type: none"> Establish transparent CO₂ reduction targets. Develop an understanding of other important and related data on fuel poverty, mapping of energy/heat demand, and renewable energy resource. Audit existing carbon reduction activities. 	<p>Identifying skills</p> <ul style="list-style-type: none"> Cross-departmental co-operation. Establishing climate change delivery team to oversee collection of data. Appointment of lead member for climate change on the Council. <p>Supporting information DEFRA/AEA baseline per capita (www.defra.gov.uk).</p> <p>Case study: Newcastle has established its own baseline estimates: www.ceg.ncl.ac.uk/</p>
<p>2 Generating policy options</p> <ul style="list-style-type: none"> Identify policy options within sectors of housing, energy and transport. 	<p>Cross-departmental co-operation and joint working with the Local Strategic Partnership. Sustainable Community Strategy vision. Active engagement with community organisations.</p> <p>Supporting tools (Generating policy options)</p> <ul style="list-style-type: none"> Resources and Energy Analysis Programme (REAP) www.resource-accounting.org.uk Carbon Descent Vantage Point available through Carbon Descent and for authorities on the Energy Saving Trust one-to-one support programme www.est.org.uk
<p>3 Detailed analysis of new policy options against social and economic impacts.</p> <ul style="list-style-type: none"> Prioritisation of policy measures. 	<p>Identifying implementation partners and funding streams: Community Strategy, Local Strategic Partnership, Local Area Agreement.</p> <p>Identifying internal ways of working. Community consultation on draft policy options.</p>
<p>4 Publication of Climate Change Action Plan with prioritised measures, targets and clearly identified delivery partners.</p>	<p>Preparation and implementation of communications strategy. Internal and external communication of plan activities.</p>
<p>5 Implementation of measures and projects</p>	<p>Measures embedded in:</p> <ul style="list-style-type: none"> Local Transport Plan (to be produced by mid-2010). Local Development Framework (Annual Review). Housing Strategy. Local Area Agreement. Local Strategic Partnerships. <p>Key delivery phase of individual projects.</p>
<p>6 Effective monitoring and review</p>	<p>Annual report on the Climate Change Action Plan. Linked to the Comprehensive Area Assessment review process and other statutory annual reviews that reflect on policy outcomes such as the Annual Monitoring report for the Local Development Framework.</p>

1 Establishing baseline data and target setting

A clear carbon dioxide reduction target lies at the heart of an effective climate change action plan. Key policies and other targets on energy or transport all flow from this. There are two routes to establishing baseline carbon dioxide emissions.

a) The methodology established by DEFRA for national indicator 186 on per capita carbon dioxide emissions reductions (NI 186). This is a comprehensive framework based on energy use data from utilities and on Department for Transport (DfT) figures for transport movement, using a 2005 baseline. The AEA¹⁷ research to support the indicator includes useful indicative targets for all local authorities for 2010 which have been used in some Local Authority Area Agreements (LAAs). Local authorities that have not signed up to NI 186 in their LAA still report on their carbon dioxide emissions.

b) The second pathway is to create a database of carbon dioxide emissions from more detailed local research. Leicester City Council has pioneered this approach: it provides a fuller understanding of the carbon profile of a locality (www.oneleicester.com). This in turn can allow the more cost-effective targeting of resources. Advice on carbon management is available from the Local Authority Carbon Management Programme (LACM) provided by the Carbon Trust.

The setting of carbon dioxide reduction targets should be integrated with other relevant target regimes such as those for renewable energy and fuel poverty. Regional targets in Regional Spatial Strategies are also drivers for minimum targets.

2 Generating policy options

There is no shortage of effective carbon-cutting policies available to local authorities. The next section of this report identifies in detail six potential policy options on housing, energy and transport. The best policy mix will reflect local circumstances. For example, rural areas might find it more challenging to implement public transport solutions, yet have more potential to develop renewable energy.

3 Assessing policy options

Local authorities will need to test how effective a policy package might be not only at cutting carbon dioxide emissions (the priority aim) but also at generating jobs and economic benefits.

There are a number of models available as a starting point. The Carbon Descent Vantage Point software (available through the Energy Savings Trust one to one programme) has been applied in Camden, Herefordshire, and Huntingdonshire among others. REAP is provided by the Stockholm Environment Institute (SEI). SEI has developed a number of software tools to help local authorities calculate footprints at different levels.

CARBON DESCENT VANTAGE POINT

The system already contains the NI186 emissions data for all local authorities. The outline steps are:

- Input baseline data (number of homes, number without loft insulation, office, commercial and industrial floor space, traffic flows, renewable energy capacity and potential).
- Set targets and dates (e.g. 40 per cent by 2020, 80 per cent by 2050, and linear or front-loaded descent curves).
- Select the technology mixes and behavioural change regarding, for example, homes and transport.
- Set different scenarios – for example renewable-led, or home insulation-led.

The programme calculates the options mixes with net present value (capital costs less fuel-bill savings if any) for each. It will tell you if the target is met, and if any methodological rules have been broken (such as using more biomass than is available).

4 Communicating the Action Plan

Publication of the action plan requires an effective communication strategy that makes the most of online technology and involves other organisations such as schools, colleges, hospitals and so on.

The effective participation of the wider community is central to achieving widespread take-up of schemes and driving change. Local community volunteer centres should be involved. Gathering local knowledge and identifying community organisations that can help with delivery will add to the robustness of strategy and help in communicating it well. Working with existing participative structures in the local authority and with organisations that are closely involved in the community is cost effective and will help ensure that these organisations are also delivering action on climate change.

5 Implementation

Knowledge of funding options and dialogue with partners is a key part of this phase. Funding must be secured in order to start rolling out programmes.

Creating the right internal framework is essential. A lead member for climate change must be located at Cabinet level and must be backed by a senior officer dedicated to implementation, and have an adequate budget. External frameworks such as Local Strategic Partnerships are vital, but there may also need to be new bodies like the Climate Change Commission established by Manchester City Council. The economic benefits should be highlighted: Manchester City Council's report on economic costs and benefits is an important tool in showing how a low-carbon economy can revitalise the local economy.

6 Effective monitoring and review

The action plan should specify an annual report on progress. Much of this work is already required for Comprehensive Area Assessment (CAA) reporting on the basket of National Indicators agreed in the Local Area Agreement.

CAA also looks at the use of resources, including natural resources, by the local authority as part of its assessment, and rewards innovation.

The policy package outlined in the new section primarily delivers on NI 186 but also contributes to other housing and transport indicators. The strategy should be reviewed at three- to five-year intervals in order to ensure that sufficient and effective action is being taken, and to revise targets if necessary based on sound science.

RESOURCES AND ENERGY ANALYSIS PROGRAMME

This programme enables a policy maker to look at how policies will develop into different scenarios. It particularly looks at how these policies effect changes to consumption in the local area over time.

www.resource-accounting.org.uk

4 SIX PRIORITY POLICY MEASURES

Reducing carbon dioxide emissions requires action in a wide range of areas from procurement to the planning system. Each local authority must find the package of measures that best delivers in its communities. But the range of choices should not get in the way of acting now on the most obvious issues.

The measures set out below illustrate what can be done now. They cover housing, energy and transport – the three biggest contributors of carbon dioxide emissions in the UK. They are proven options with a clear delivery route, funding options and best-practice examples. They can also be designed to contribute to the Comprehensive Area Assessment process.

i HOUSING: FREE LOFT AND CAVITY-WALL INSULATION

Description

Providing free loft and cavity-wall insulation won't just reduce emissions – it will create local jobs, slash people's fuel bills, lift people out of fuel poverty, and reduce the health problems associated with living in cold, damp homes.

When developing this measure, the local authority should identify the number of households that will benefit, and project savings in emissions and costs from the reduction in energy use for heating.

The local authority should contact households street by street and offer the free service. Households in fuel poverty can be prioritised by identifying areas most in need and starting the scheme there. The local authority must designate accredited installers, and recruit a team to contact and assess each household. Awareness raising and integration with existing schemes are essential to the success of this measure.

Delivery and best practice

A strategy to deliver free loft and cavity-wall insulation should identify what services and activities exist and bring together a partnership including regional government, utilities and

social organisations, GPs and the NHS. Proper financing is essential. A simple assessment and referral process should enable partners and participants in the scheme to understand clearly what the scheme delivers and how.

Kirklees' Warm Zone programme¹⁸ is one of the best examples in the UK. Some 9,000 properties received cavity wall insulation and 17,800 loft insulation between 2000 and mid 2009. The programme will spend £21 million with £10 million of Scottish Power funding and the remainder sourced through capital funding using the Council's prudential borrowing powers, which equates to a £7 per year increase in Council Tax over 25 years. The local authority puts average bill savings per year per house at £150. (www.kirklees.gov.uk/warmzone)

Funding options

CERT is the main funding programme. For more information see the Energy Saving Trust's briefings on CERT.¹⁹ Utilities (Scottish Power, National Grid, Scottish Power, British Gas, E.ON, EDF)²⁰ Decent Homes Programme²¹ Warm Front Programme²² (England) CESP (from Autumn 2009)

Key partners

National Health Service Trusts
Citizens Advice Bureau
Credit Unions
Housing Associations
Tenants Associations
Service departments within the council (social services etc)
Local voluntary organisations
National non-governmental organisations

Powers

The measure does not require the use of any powers, but where necessary for funding purposes the Local Government Act 2003 could be used to raise finance. The Housing Health and Safety Rating System²³ under the 2004 Housing Act can be used to oblige landlords to address poorly-insulated rented properties.

ii HOUSING: RETROFITTING FOR RENEWABLE ENERGY SYSTEMS

Description

As with loft and cavity-wall insulation, retrofitting housing for renewable energy systems will create local jobs and slash people's fuel bills as well as significantly reducing carbon dioxide emissions from homes.

This policy measure sets up zero-interest loans for super insulation and renewable energy systems for everyone. These loans are paid back only when the property is sold. They should supplement grants provided by national government, such as the Low Carbon Buildings Programme. The technologies covered by the measure should include solar electric, solar hot water, small-scale wind turbines, ground source heat pumps, automated wood pellet stoves, and wood-fuelled boiler systems. Development of this measure should identify the number of households that will benefit, and projected emissions saved by the reduction in both electricity use and energy use for heating.

Delivery and best practice

The local authority contacts households street by street (and ideally combined with the insulation programme) and offers the loan, and a free assessment to identify the most appropriate solution for the household. Partnerships with technology suppliers and the building industry are essential. The local authority must designate accredited installers, and maintain a service agreement (that includes maintenance). It must also recruit a team to contact and assess each household. Integration with insulation schemes can reduce costs of scaffolding and other inputs. South Derbyshire's Renewable Scheme offers residents of the district an interest-free loan of

up to £4,000 towards the cost of installing a household renewable technology system such as a solar water heating system, a small-scale wind turbine or a ground source heat pump. It is available to all home owners and private landlords within the South Derbyshire District. www.south-derbys.gov.uk/environment/energy/renewable_energy/default.asp

Funding options

Low Carbon Buildings Programme²⁴ (formerly the Clear Skies Programme) is the main source of funding for renewable energy and microgeneration measures in the UK. Provided by the Department for Business, Enterprise and Regulatory Reform (BERR), it offers grants for homeowners (until June 2010).

The Feed-in Tariff for small-scale renewable electricity which is fed into the grid (expected Spring 2010).

Key partners

Building associations
Suppliers and installers (local)
Builders' merchants
Installers
Housing associations
Local energy advice centres
Citizens Advice Bureau
Training and vocational colleges
Surveyors
Chambers of commerce

Powers

The measure does not require the use of any powers, but where necessary for funding purposes the Local Government Act 2003 could be used to raise finance.

JOBS FROM THE SUN: GERMANY'S SOLAR INDUSTRY

The solar industry, a new sector in Germany, has seen enormous growth in recent years thanks to state support through the EEG (the so-called feed-in tariff). German solar technology turnover has risen within the past six years from around Euros 450 million to around Euros 4.9 billion. Companies in the industry have been investing Euros 500 million annually in the construction, expansion and modernisation of their factories to increase their capacity to produce solar modules, cells and inverters. The number of people employed directly and indirectly in the industry was around 50,000 in 2006.

Source: German Federal Association of the Solar Industry, BSW, as of April 2007.

www.german-renewable-energy.com/Renewables/Navigation/Englisch/solar-power.html

iii ENERGY: ENERGY SERVICES COMPANIES

Description

This measure creates a structure for delivering low-carbon energy – which will be safer, cleaner and less dependent on imported oil and gas.

Local authorities are large purchasers of both energy and energy services and can act as an important catalyst for low- and zero-carbon energy projects. The local authority should identify the potential for low- and zero-carbon energy provision in its area: combined heat and power (CHP), district heating networks, and renewable energy schemes. Any potential sites or areas should be clearly set out and consulted on, and integrated properly into the Local Development Framework. This should include assessment of renewable energy resource on local authority estate, and how its portfolio of buildings can provide baseloads, and long-term supply contracts as anchors for community energy projects, particularly district heating networks.

Having assessed both energy demand and resource potential, authorities should establish a strategic approach to the development of sustainable energy. Local authorities should lead by example in implementing sustainable energy projects. District heating should be considered for housing estates and new developments as well as public buildings such as schools, swimming pools, hospitals and education facilities which can provide valuable base load (use of energy at non-peak times). CHP schemes should not be based on waste incineration as greater net emissions reductions are attainable from maximising re-use and recycling.

Low- or zero-carbon energy and energy efficiency is often best facilitated through an energy service company (ESCO). Energy infrastructure often involves high capital cost and risk. Given the

caveats on the cost and viability of energy planning requirements set out in national planning policy²⁵, a local authority's position can be strengthened if it has an ESCO partner, reducing risk and helping secure additional finance.

Delivery and best practice

Energy service companies (ESCOs) are independent entities responsible for delivering emissions savings. They can be fully independent or established with local authority support and board representation, with external partners. ESCOs take a number of different forms, and the nature of the ESCO will depend on additional objectives such as fuel poverty alleviation, the scale of the project, and local authority in-house expertise and attitude to risk. ESCOs have been successful in delivering a number of sustainable energy schemes by local authorities around

SOUTHAMPTON ENERGY

Southampton City council entered into partnership with energy management company Utilicom to create Southampton Geothermal Heating Company, to finance, construct and operate a district heating scheme. Geothermal power was later supplemented by CHP to supply electricity, district heating and cooling to public buildings and private developments. The scheme now saves more than 11,000 tonnes of carbon emissions annually and generates a yearly income for the council of £10,000-15,000.

www.southampton.gov.uk/environment/environmentandpollution/Geothermal/default.asp

COMMUNITY-OWNED ENERGY

East Midlands Development Agency (EMDA) is promoting the development of community renewable energy co-operatives in their region. EMDA has provided funding and supported community energy specialist Energy4All to work with community groups to develop their projects. To date this has resulted in the establishment of the Gartree Wind Power Co-operative, and development of a number of other projects including a community-owned anaerobic digestion plant.

www.gartree.coop

the UK including Southampton, Birmingham and Aberdeen. District heating and CHP schemes have been foremost, but in future ESCOs could deliver other technologies such as wind farms and hydro-electric projects, which might become more financially attractive with the forthcoming introduction of feed-in tariffs.

Funding options

Salix – a publicly funded company that provides interest-free matched funding to invest in energy efficiency and carbon-reduction in the local authority's own estate.
Carbon Emissions Reduction Target (CERT) funding.
Public-private partnership (PPP) through which local authorities access new or improved capital assets.
Social enterprise.
Section 106 requirements on developers to provide ESCOs.
Community Infrastructure Levy (CIL) to fund new green infrastructure.

See also Energy Saving Trust (EST) grants database.

Key partners

EST
Health Authorities
Housing Associations
Energy suppliers
Contractors
Renewable and low-carbon energy generators
Local energy users

Powers

Local Government Act 2003 capital financing can be used to invest in an ESCO.
Local Government Act 2000 well-being power enables local authorities to undertake all tasks necessary for establishment of an ESCO.²⁶

AGROFUELS

In many cases liquid agrofuels offer poor, or no, greenhouse-gas savings. The import and large-scale production and use of agrofuels should therefore be ruled out until mandatory standards are in place that guarantee carbon savings of at least 60 per cent and no adverse environmental or social impacts, either direct or indirect.
www.foe.co.uk/resource/briefings/fuelling_or_fooling_europe.pdf

The conversion of waste vegetable oils to biodiesel does offer substantial benefits and should be promoted.

WASTE

Maximised waste reduction, recycling and composting must be a priority for municipal and commercial waste, and offers the greatest overall reduction of climate emissions.

The best climate outcome comes from preventing waste (avoiding the climate emissions associated with the product we're wasting), recycling (recycling emits less carbon dioxide than extracting and processing virgin resources), composting (which adds carbon to soils, and reduces the

need for fertilizers) and anaerobic digestion (which creates 100 per cent renewable energy from food and agricultural wastes). It also makes sense to generate from combustion of unrecyclable clean waste wood in purpose-built wood-only burners. Both landfill and incineration have negative climate impacts – landfill of biodegradable wastes will release the greenhouse gas methane, and incineration is very inefficient, so its overall climate impact is negative, with plastics and other fossil-fuel derived

materials leading to large emissions of fossil carbon dioxide.

Friends of the Earth supports the generation of renewable energy by anaerobic digestion of food and agricultural wastes, and combustion of clean waste wood in purpose-built wood-only burners. Incineration is a net source of emissions and Friends of the Earth opposes its use.

www.foe.co.uk/resource/briefings/dirty_truths.pdf

Description

This measure would require the inclusion in the core strategy of the Local Development Framework a policy incentivising and requiring the development of renewable energy.

The approval of new renewable energy capacity is vital in decarbonising our energy supply. Locally-produced renewable energy will provide a safe and secure energy supply. Local authorities play the lead role in giving consent to new renewable energy schemes below 50 MW.

The policy should ensure that developments minimise emissions by following the hierarchy: use less energy; use renewable energy; and supply energy efficiently. In addition the core strategy should ensure that assessments of energy demand and carbon emissions are included as part of a sustainable design and construction statement relating to new developments, and that energy efficiency and on-site renewable energy technologies are expected to deliver at least 20 per cent reduction of overall carbon emissions from the planned development.

The Local Development Framework should identify existing, and promote new, decentralised heating, cooling and power energy networks (linked to the creation of an ESCO); and policies should require developments to demonstrate that their heating, cooling and power systems have been selected to minimise carbon emissions and, where possible, be able to connect to an off-site, decentralised network.

The core strategy should contain proactive policies and targets on medium- and large-scale renewables and a general presumption in favour of renewables technology unless there are overwhelming negative social or environmental impacts.

Delivery and best practice

This measure would be delivered through the Local Development Framework (LDF). Depending on the stage of the LDF, the core strategy may need to be amended. Each local authority should have a good knowledge of the regional renewable energy data and should commission local capacity studies to ensure a solid evidence base for the development of proactive policy.

Community-owned schemes should be prioritised as part of the Climate Change Action Plan, and the Local Strategic Partnership.

The London Plan²⁷ contains the best-practice planning policy on renewable energy development – policies (Policy 4A.1 - 4A.7). Research by London South Bank University has assessed the effectiveness of the policy.

Funding options

Section 106 agreements could include provision for renewable energy schemes.

Key partners

Builders
Manufacturers
Renewable energy companies
National Grid
Landowners
Forestry Commission
Non-governmental organisations
Local Strategic Partnership

Powers

The Planning Act 2008 and the Planning and Energy Act 2008 both require local authorities to consider climate change in development documents, and to ensure a minimum of renewable energy on new development.

GENERATING CHANGE

In May 2008 Clackmannanshire Council started working with Partnerships for Renewables (PfR) to develop wind turbines on council-owned land. PfR screened the council's estate and identified potentially suitable sites. PfR has signed a lease option for construction of up to four turbines on a landfill site next to a sewage works; the company will cover the cost of all development, construction and operation. On completion of the project each turbine will save more than 2,800 tonnes of carbon dioxide a year, the council will receive rental payments, and local residents will share in a generous community benefits package.

www.pfr.co.uk

V TRANSPORT: PLAN TO MEET AN AMBITIOUS TARGET TO CUT CAR JOURNEYS

Description

Car journeys account for an eighth of the UK's total emissions of carbon dioxide²⁸ and meaningful cuts in carbon at the local level will require cuts in car use. An ambitious target should be set to reduce the number of car journeys within the local area.

As well as cutting carbon, reducing the number of cars on the roads is vital for local economies.²⁹ Congestion is estimated to cost the UK economy up to £30 billion a year.³⁰ There would be health benefits as well – for example, air pollution from traffic is a major trigger of asthma symptoms.³¹ Top class public transport systems would benefit people in the lowest income groups, 70 per cent of whom do not have access to a car.³²

It is achievable. The London Borough of Camden has set itself a target to reduce traffic levels by 15 per cent on 2001 levels by the year 2012. This forms part of its green transport strategy which between 1997 and 2009 succeeded in cutting traffic by 24 per cent.³³ So-called smarter travel choices measures, for example, can cut peak-hour traffic levels by over 20 per cent.³⁴

This target should be set at an ambitious level, given the context of Government admissions³⁵ that not enough is being done to reduce CO₂ from car journeys.

Delivery and best practice

Each area's transport challenge is different. Many local factors influence why, how far, and by what means people travel. Transport governance arrangements also vary, with some authorities being part of a larger Integrated Transport Authority. Different approaches to inspiring people to use their car less may be needed in rural, urban, and metropolitan areas.

The authority's Local Transport Plan (LTP) should set out a package of integrated measures that will help meet the traffic reduction target. In Integrated Transport Authority areas the ITA has final responsibility for producing the LTP. Authorities can work with their neighbours to produce joint transport plans, formally or informally. Joint transport plans do not need to follow traditional local authority boundaries.

London boroughs must set out their own Local Implementation Plans to complement the Mayor's Transport Strategy.

There are many examples of schemes that could be combined to reduce car use over the short to longer-term:

- Smarter travel choices programmes, which provide tailored information on alternatives to car use, have proven successful in making double-digit cuts in CO₂ emissions quickly and cheaply.³⁶
- Investing in public transport and using new legal powers to insist on minimum standards for bus networks, and boosting facilities for walking and cycling.
- Bringing in low speed limits, car clubs, bus priority measures, parking policies, and possibly road pricing to reduce car usage for unnecessary journeys.
- In the longer term, land use planning can reduce the need to travel to and from new and existing developments.

Funding options

Capital funding for transport schemes is in large part subject to the Regional Funding Allocation process.³⁷ The three-year Local Government Settlements³⁸ are the main source of revenue funding; transport spend within this should prioritise investment in producing and promoting an integrated package of low-carbon transport. Information on more sources of funding is available for both capital and revenue from the DfT.³⁹

Partners

Local businesses
Schools, primary care trusts and other public sector operations
Public transport providers
Tourist boards
Community and voluntary sector groups

Powers

Between 2009 and 2010 all local transport authorities will be reviewing their local transport plans, so this is a critical time; carbon reduction will be a key requirement for these and future LTPs.

Local Area Agreement (LAA) national indicators that support a car-reduction target include NI 175 (access to services and facilities by public transport, walking and cycling [%]); NI 176 (working age people with access to employment by public transport (and other specified modes) [%]) and NI 198 (children travelling to school – mode of transport usually used [percentage on public transport]). For all three indicators, targets of 100 per cent not using cars by 2020 would support progress towards decarbonising local transport.

“A strong local transport plan will include ambitious target setting, clear trajectories, and close monitoring of delivery”⁴⁰

Department for Transport

vi TRANSPORT: INCREASE USE OF GREENER VEHICLES

Description

This policy measure seeks to cut emissions by increasing the use of lower-carbon vehicles – cars, buses and vans.

The urgency of climate change means that technology will be only part of the solution, and that local authorities should prioritise policies that change how and how much people travel (see previous page). However, there are opportunities for local authorities to also promote the use of greener vehicles, both in urban and rural areas.

As well as reducing emissions, greener cars can save authorities and citizens money: “If everyone buying a brand new car chose the most fuel efficient car in its class, CO₂ emissions from new cars could be reduced by up to 24 per cent and save up to three months worth of fuel per year”.⁴¹ Low-emissions buses could cut carbon emissions from a bus fleet by 40 per cent.⁴²

Low-carbon vehicles are already with us and the technology is developing quickly. Cars, buses and vans can now be powered by electricity or hybrid technology, and even in standard cars there are big variations in carbon emissions.

Delivery and best practice

Local authorities can encourage the switch to greener vehicles directly through procurement policies, installing (as the technology develops) infrastructure such as electric vehicle charging points or battery exchange stations, and bringing in policies such as parking schemes that reward lower-carbon vehicles. The Government has recently announced up to £20 million of funding to stimulate the building of recharging infrastructure.

Local authorities can also insist that privately-run bus services in their area meet emissions standards.

Local authorities that wish to stimulate the local market for electric vehicles could do so by, for example, directly providing or encouraging charging points in strategic locations, such as key service centres. This approach makes a charging network as appropriate for a rural authority as an urban.⁴³ Cumbria County Council estimates that 91 per cent of its 105,590 households can access a key service centre within 30 minutes using public transport.⁴⁴ It seems fair to assume that a return trip of these distances would be within the range of an electric car – the average range of which is approximately 50 miles between charges.⁴⁵

Best practice:

- Differentiated parking charging: LB Richmond⁴⁶
- Use of procurement policies: LB Islington⁴⁷
- Use of low-emissions buses: Transport for London⁴⁸
- Recharging infrastructure: Switzerland is planning an entirely new electric vehicle infrastructure system. Brussels is planning something similar.⁴⁹
- DfT has a £20 million Low Carbon Vehicle Procurement Programme (www.lcvpp.org.uk) demonstrating the use of low-carbon vehicles in the public sector. Local authorities in Liverpool, Newcastle and Gateshead, Coventry, Leeds and Glasgow are part of this trial.

Funding options

Buses: recent changes announced (but not yet implemented) to the Bus Services Operators Grant (BSOG) will incentivise the use of low-carbon buses.⁵⁰

Cars and vans: Low Carbon Vehicle Procurement Programme. Negotiations with private companies, car park owners and the street electricity supplier to sponsor car charging points or S106 agreement for new developments.

Key partners

Public transport providers
Car and van industries
DfT
DBERR
Utility companies
Large retailers and car park owners (for charging points)

Powers

Under the Local Transport Act 2008, local authorities can specify minimum emissions standards from privately-run buses when bringing in quality partnerships or contracts.⁵¹

The EU has recently passed a Directive on the procurement of green vehicles. This requires public authorities, including local councils, to take energy and environmental criteria into account when buying or specifying vehicles. It will be transposed into law in the UK in autumn 2010.

This measure will also help deliver on:

- NI 185 – CO₂ from council’s own operations (through procurement).
- NI 194 (Air quality –percentage reduction in NO_x and primary PM₁₀ emissions through local authority’s estate and operations).

5 HOW TO BE A LOW-CARBON COUNCIL

Each local authority will choose its own path to cut carbon emissions. What is vital is that action starts now across the whole authority and that the outcome is a 40 per cent cut in carbon dioxide emissions in the local authority area by 2020. As a guide to progress, a good low-carbon community will be achieving the following by 2010:

- Meeting or exceeding NI 186 DEFRA target for 2010/11.
- Meeting or exceeding renewable energy targets set by the Regional Spatial Strategy.
- A lead council member for climate change.
- Corporate Climate Change Action Plan with 40 per cent reduction target for the local authority area by 2020.
- Implementation of policy measures in each sector – housing, energy and transport.
- Climate change communications strategy launched.

6 CONCLUSION

Action on climate change is vital for the future of the planet but it also makes good business, social and political sense. Local communities should be at heart of building a low-carbon economy that offers a fair and sustainable life for all.

The vision of a low-carbon community is no long-term aspiration; it is a real and pragmatic solution to existing problems. Realising this vision is no longer a matter of technical barriers; it is a matter of personal and political will to deliver change.

7 THE GET SERIOUS ABOUT CO₂ CAMPAIGN



Friends of the Earth's Get Serious About CO₂ campaign was developed because local government and community action are vital in tackling climate change.

Achieving a serious reduction in emissions requires public support and political leadership. Between 2005 and 2008 some 200,000 people supported Friends of the Earth's Big Ask campaign for a Climate Change Act. Now people across the country will be putting pressure on their councils to get serious about cutting emissions locally.

Alongside the Get Serious About CO₂ campaign, Friends of the Earth is working with our international partners towards a strong and just global agreement on climate change, while also pressing the Government to address one of the biggest contributors to climate-changing emissions, the global food system.

THE GET SERIOUS ABOUT CO₂ CAMPAIGN IS CALLING FOR:

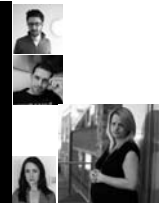
- 1. Local councils to commit to cutting carbon emissions in their area by at least 40 per cent by 2020, and produce action plans to make sure the changes happen.**
- 2. Supportive national policies that help councils cut emissions, by increasing funding and removing the barriers that prevent them taking action.**
- 3. A new duty that obliges councils that fail to act to reduce their emissions.**



GET SERIOUS ABOUT CO₂



Friends of the Earth



DIRECTORY

Association for the Conservation of Energy

www.ukace.org

ACE works to reduce energy demand to ensure a secure and sustainable energy future by lobbying for consistent policy, legislation and targets and by working to raise a positive awareness of energy conservation and encourage increased investment in all energy saving measures

The British Wind Energy Association

www.bwea.com

BWEA is the UK's leading renewable energy body. Its primary purpose is to promote the use of wind, wave and tidal power in and around the UK. Its website provides information about wind capacity, technologies, installed projects, suppliers and policies.

Building Research Establishment

www.bre.co.uk

The BRE is a leading research, consultancy, training, testing and certification organisation working on delivering sustainability in the built environment.

Carbon Trust

www.carbontrust.org.uk

The Trust exists to help businesses and other organisations cut their carbon emissions. The Local Authority Carbon Management Programme (LACM) gives councils technical and management support to achieve carbon emissions savings. The primary focus of the work is to reduce emissions under the control of the local authority such as buildings, vehicle fleets, street lighting and landfill sites.

Centre for Alternative Technology

www.cat.org.uk

CAT demonstrates practical solutions to problems such as climate change, pollution and the waste of precious resources and aims to address every aspect of the average lifestyle - renewable energy, environmental building, energy efficiency, organic growing and alternative sewage systems. It provides training including low-carbon residential courses, information and consultancy.

CLG

Department of Communities and Local Government

www.clg.gov.uk

The CLG is responsible for local authorities, housing and planning policy.

Combined Heat and Power Association

www.chpa.co.uk

The Combined Heat and Power Association promotes the wider use of combined heat and power and community heating. The website has case studies, reports and news items. Free calculator for calculating benefits of CHP available via the CHPA website or at http://www.stilwell-ltd.co.uk/html/bulletin_02_09.htm

DECC

Department for Energy and Climate Change

www.decc.gov.uk

DECC is responsible for all aspects of UK energy policy, and for tackling global climate change. This includes: working to achieve international agreement at Copenhagen in December 2009; ensuring that our energy supplies are secure and diverse; helping consumers (http://www.decc.gov.uk/en/content/cms/what_we_do/consumers/consumers.aspx) save money and save the environment through improved energy efficiency, addressing fuel poverty, and moving towards a low-carbon economy, through carbon budgets and other mechanisms

DEFRA

Department of Environment, Food and Rural Affairs

www.defra.gov.uk

The DEFRA website holds the datasets on CO2 emissions by local authority area. The department is responsible for climate adaptation, flooding and water management, water quality, air quality, agriculture and food, and biodiversity.

DfT

Department for Transport

www.dft.gov.uk/pgr/regional/ (regional and local pages)

DFT is ultimately responsible for all aspects of UK transport policy, even though many aspects are devolved to the national, regional or local level. They have a specific section on their site (above) with information about local and regional transport.

Energy4All

www.energy4all.co.uk/energy_home.asp

This is the leading organisation promoting community-owned renewable energy projects. This can include communities buying into commercial projects, and wholly-community led projects.

Energy Saving Trust

www.energysavingtrust.org.uk

Provides advice and support to individuals, companies and public bodies including local authorities, consisting of practical help advice line for council housing and housing associations backed up by good FAQ database on "what carbon emissions saving do I get if...", plus a one-to-one support programme for local authorities, covering (year one) writing plan for strategy/services/outreach/own estates/transport, and (year two) implementation. Also provides Energy Services Support where local authorities can get up to two days' free consultancy from Impetus on energy services; can be any type (solar, wind, GSHP as well as CHP) and range from affinity deal to stand-alone community co-operative.

Energy Efficiency Partnership for Housing

www.eeph.org.uk

The partnership brings together people from national and local government, housing bodies and the private sector. The website holds a series of useful reports on particular technologies and issues. The working groups look at particular issues and produce their own reports.

Existing Homes Alliance

www.existinghomesalliance.org

The Existing Homes Alliance is a coalition of organisations working to transform the UK's existing housing stock in line with the UK's need to cut carbon emissions by 80 per cent by 2050. It works with banks, builders, energy utilities, suppliers, social housing managers, homeowners, landlords, and with government, to develop a programme of radical low carbon refurbishment

ICLEI – Local Governments for Sustainability

www.iclei.org

ICLEI - Local Governments for Sustainability is an international association of over 1,077 local and regional governments that have made a commitment to sustainable development. It provides technical consulting, training, and information services to build capacity, share knowledge, and support local government in the implementation of sustainable development at the local level.

IDeA – Improvement and development Agency

www.idea.gov.uk

Provides guidance and training to local authorities on climate change, particularly on leadership and process.

Local Government Association

www.lga.gov.uk

The LGA is the voice of local government in the national arena. The LGA's Small Change Big Difference campaign, launched in March 2008, encourages councils to do more to tackle climate change and decision makers and the public to see councils as central to the solution.

National Energy Action

www.nea.org.uk

NEA promotes energy efficiency services to tackle the heating and insulation problems of low-income households. It works in partnership with government, fuel utilities, housing providers and health services, consumer organisations to eradicate fuel poverty and secure greater investment in energy efficiency to help those who are poor or vulnerable.

Partnerships for Renewables

www.pfr.co.uk

Partnerships for Renewables helps public sector bodies to plan, develop, construct and operate wind and other renewable energy projects on their own land and buildings. It aims to deliver 500 megawatts of clean, green electricity, over the next 5 - 8 years, on public sector land.

Renewable Energy Association

www.r-e-a.net

The Renewable Energy Association represents British renewable energy producers and promotes the use of sustainable energy in the UK.

Sustrans

www.sustrans.org.uk

Sustrans works on practical projects at local level, such as the National Cycle Network.

Sustrans / DFT / LGA / CBT

Meeting targets through transport - A best-practice booklet for councillors and senior officers in local authorities and their partners on how transport can contribute to wider objectives, including carbon reduction.

Town and Country Planning Association

www.tcpa.org.uk

The Town and Country Planning Association seeks to reform the UK's planning system to promote sustainable development and make it more responsive to people's needs and aspirations.

Transition Towns

www.transitiontowns.org

Transition Towns are community initiatives to develop community defined, community implemented 15-20 year "Energy Descent Action Plans" to address peak oil and climate change. The plans should comprise a "coordinated range of projects across all these areas of life that strives to rebuild the resilience we've lost as a result of cheap oil and reduce the community's carbon emissions drastically."

UK Climate Impacts Programme

www.ukcip.org.uk

UKCIP provides research on the likely impacts of climate change on each region of the UK, including construction, working practices, demand for goods and services, biodiversity, service delivery, health; and advice on adaptation including an on-line climate adaptation tool

And last but not least

www.foe.co.uk and **www.getseriousaboutco2.org**

These sites will carry regular updates on the campaign, published research, and technical briefings on policy areas including housing, transport and energy.

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- 39 DfT's guidance on local transport plans contains more information www.dft.gov.uk/pgr/regional/ltp/guidance/
- 40 Department for Transport, Consultation on Local Transport Plan 3 Guidance www.dft.gov.uk/consultations/open/draftguidanceltlp/ltpmainconsult?page=12#a1049
- 41 campaigns.direct.gov.uk/actonco2/home/on-the-move/buying-your-car.html
- 42 www.london.gov.uk/view_press_release.jsp?releaseid=19983
- 43 "The wide spread roll-out and uptake of Electric Vehicles and Plug-in Hybrid Electric Vehicles after 2014 would require increased consumer confidence and education; improvements in battery performance and cost; charging infrastructure which keeps pace with demand; and stimulation of the market through appropriate incentives which encourage the uptake of low carbon vehicles. Without these a 'Business as Usual' scenario would prevail." www.berr.gov.uk/files/file48653.pdf
- 44 www.cumbriastrategicpartnership.org.uk/elibrary/view.asp?id=%2027658
- 45 www.lowcvgp.org.uk
- 46 www.richmond.gov.uk/home/transport_and_streets/motor_vehicles_roads_and_parking/parking/car_parking_permits/vehicle_banding_for_parking_permits_explained.htm
- 47 www.islington.gov.uk/Transport/GreenTravel/evcp.asp
- 48 www.london.gov.uk/view_press_release.jsp?releaseid=19983 and http://www.london.gov.uk/view_press_release.jsp?releaseid=14475
- 49 etecmc10.vub.ac.be/etecphp/publications/EVS18infravdb.pdf
- 50 www.dft.gov.uk/press/speechesstatements/statements/busserviceoperatorsgroup
- 51 According to PTEG, "PTEs have the power to regulate the emissions performance of tendered services including subsidised services, educational contracts and other specialised contracts" See http://www.pteg.net/NR/rdonlyres/601B04E7-2FD2-4245-94FF-6B4F74F2361E/0/PTEG_busttreportv13final.pdf section 2.4.2

This report has been prepared for local government officers and members as part of Friends of the Earth's Get Serious About CO₂ campaign. It is based on independent research, expert advice, and Friends of the Earth's own work with local government.

The report sets out the scientific and economic case for local authorities to take action on climate change. It explores the kinds of political and cultural changes that are often needed within local government for effective action to take place. The policy approach sets out a tried and tested method that should enable authorities to act across all sectors. Using examples of good practice already happening in some areas, the report demonstrates what local authorities can do now – specifically in housing, energy and transport.

“Tackling climate change must be at the centre of local government’s vision for their communities. It is not another priority amongst the many that compete for local government leaders’ attention. It is now clear from the evidence that it is the single priority which overrides all others, now and for the foreseeable future.”

Local Government Association's climate change commission 2007



**Friends of
the Earth**

Making life better for people by inspiring solutions to environmental problems

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