

# EAB: Climate Change and Innovation Board Update

## Appendix 1: The work and findings of the CCIB

### 1. Work to date

1.1 At the October 2019 meeting the members, having discussed the different topics to be pursued by the CCIB, agreed to establish sub-groups to pursue the following different topics in priority order:

- Planning
- Transportation
- Trees and green spaces
- Procurement
- Waste

1.2 The first three were accomplished, with the CCIB members receiving presentations on the following:

#### Planning

1.3 In December 2019 – The CCIB was presented with a briefing on the **Guildford Borough Local Plan: Strategy and Sites 2015-2034** document, which was adopted on 25 April 2019 setting out a vision for the Borough and the approach to development up to 2034. The CCIB recognised this document played an important role in shaping Guildford's future such as how the town and local villages developed, protecting and enhancing the natural environment, developing the local economy, improving leisure and visitor facilities, delivering sustainable development and low carbon energy and supporting more sustainable modes of transport. The Board, in its feedback, emphasised its wish to achieve the lowest carbon footprint in relation to new build and building extensions, to develop a low carbon show home in partnership with the University of Surrey and to explore the use of modular homes.

1.4 In January 2020 – The CCIB received a presentation on the draft **Climate Change, Sustainable Design Construction and Energy Supplementary Planning Document (SPD)**, and draft **Strategic Development Framework SPD** which were to become available for public consultation in February and January 2020 respectively. Aspects of the Strategic Development Framework SPD related to the Sustainable Movement Corridor (SMC), sustainability and EV charging points at strategic sites.

1.5 In March 2020 – the CCIB Board listened to and discussed a briefing on the **Climate Change, Sustainable Design, Construction and Energy SPD** which had been submitted for consultation. The Board learned that the SPD:

- Provides guidance for Local Plan policy, adds further detail, but does not create policy
- Should enable a better decision-making process and more sustainable development outcomes through greater compliance with policy
- a Development Plan Document (DPD), could provide more further policy to add detail to existing policy in the Local Plan: Strategy and Sites document.

1.6 There was discussion of the different organisations involved in the decision-making processes for the provision of sustainable transport, the work undertaken by Surrey County Council (SCC) to establish a county-wide emissions baseline, and that SCC proposed to undertake a review of the county's transport policies which would address the climate emergency. The Board would await SCC's proposed new transport policies moving forward and considered that the Council needed to work in partnership with SCC as to how to achieve a modal shift in people's travel behaviours.

1.7 The Board noted caution at duplicating policies which were already concerned with climate change in the Local Plan agreeing that balance needed to be sought and it was important to reflect big issues such as climate change both in national and local policies. The SPD was one mechanism by which levels of carbon emissions could be reduced significantly.

### Transport

1.8 In January 2020 – the CCIB received a presentation exploring key issues concerning **climate emergency and local transport**. The Board was reminded that the county of Surrey was administered in a two-tier system of local government. This Council, as the lower tier authority, was the statutory local planning authority and, in this role, worked with SCC and a range of other transport infrastructure providers and operators, including Highways England, Network Rail, and bus and rail operators. The Council also worked with funders, such as the Enterprise M3 Local Enterprise Partnership, and with neighbouring district-level local authorities.

1.9 The presentation considered outturn UK greenhouse gas emissions and legislated carbon budgets and the Committee on Climate Change's proposed decarbonisation trajectories<sup>1</sup>. Emissions in the surface transport sector and other economic sectors were compared. The relative emissions and space requirements of different modes of transport were discussed. The roles of local authorities and individuals in achieving change were considered. The Department for Transport's 2018 road traffic forecasts included, as their highest forecast growth scenario, a 51% increase in traffic by 2050 in the shift to zero emission vehicles scenario. These road traffic forecast scenarios are not consistent with the Committee on Climate Change's scenarios, the latter assuming a 10% modal shift from private cars to other modes of transport by 2050. Transport for Quality

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<sup>1</sup> <sup>1</sup> The Committee on Climate Change advises the government on emissions targets and reports to Parliament on progress made in reducing greenhouse gas emissions.

of Life<sup>2</sup> has advocated that the Government investigate policy options for reducing traffic mileage by between 20-60% by 2030 in order to be consistent with The Paris Agreement's stronger target.

- 1.10 Transport policies that follow Transport Demand Management, New Realism and Decide and Provide approaches seek to manage transport demands rather than to meet them. These approaches are therefore consistent with climate change mitigate, in contrast to the Predict and Provide approach that dominated post-war transport planning in the UK and has continued to exert a strong influence. In the UK, there had been a handful of more committed attempts at realising Transport Demand Management approaches in localities including in London under the Mayor of London and Transport for London, and in Bristol, Cambridge and Brighton.
- 1.11 The statutory spatial planning system, which Guildford Borough Council has responsibility for, had a number of policy tools that could be deployed as part and parcel of a Transport Demand Management approach, for instance by concentrating high trip generating uses in accessible urban centres, sequential testing for offices and retail, requiring improvements to active modes and passenger transport infrastructure and services by means of the design of new developments, direct improvements and developer contributions.
- 1.12 The sustainable transport aspects of the Local Plan process was informed by the Guildford Town and Approaches Movement Study (GTAMS). This recommended a long-term movement strategy to 2050 for the town. The strategy was effectively one of Transport Demand Management, including proposing the Sustainable Movement Corridor, extensive investment in walking and cycling, and the reallocation of road space including in the town centre.
- 1.13 There was a significant challenge to decarbonise transport moving forward. The presenter considered that the solution would likely involve Electric Vehicles (EVs) and also reducing car dependency through achieving a modal shift to active modes and public transport. The officer considered that demand management and traffic restraint would be required including roadspace reallocation, as the evidence indicated that previous 'nudge' or 'smarter choices' initiatives applied alone had more limited benefits.
- 1.14 Discussions around cycling, trains and buses, parking and EVs were also covered.

#### Trees and green spaces

- 1.15 In May 2020 – the CCIB listened to a presentation on the **Council's Countryside Vision adopted in 2017**, the Council's goals and ambitions, the 25-year Environment Plan, the land types managed by the Council, tree management and planting, the Council's Tree Risk Management Protocol and Climate Change Committee Target, and challenges for tree planting. The goals and ambitions

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<sup>2</sup> Transport for Quality of Life provide research on sustainable transport policy and best practice.

reflected the Government's objective of "being the first generation to leave the natural environment of England in a better state than that in which we found it".

- 1.16 The Council plants 30-40 standard amenity trees per year in line with current resources available for aftercare and establishment to improve longevity. The aim of tree and woodland management is the protection and retention of the existing tree stock featuring projects to improve longevity of veteran trees and woodland management for biodiversity and seeking opportunities for tree planting when carrying out landscaping projects in the Parks and Countryside sites. In 2019, 73 standard trees and 120 whips were planted.
- 1.17 The Board members felt reassured by the Council's practices in relation to countryside, tree planting and land in terms of responding to the climate change challenge.

## **2. Regular updates**

- 2.1 Updates from lead officers featured as a regular item in the CCIB agenda, with items brought to the meeting covering the following four areas:

### Innovation – Rural

- 2.2 **Guildford Business Forum Rural Group's** (GBFRG) focus on climate change and the House of Commons EFRA Committee Call for Written Evidence on Net Zero Emissions in Agriculture.

- 2.3 The UK Independent Commission on Climate Change's recommendations concerning the emissions and carbon footprint associated with food which had been discussed by the Group and had identified the climate change topics of most importance to it to inform practical actions and public engagement, as follows:

- Tackling loss of biodiversity by encouraging varied landscapes such as hedgerows and provision for ground nesting birds
- Improving energy generation and use by seeking the provision of renewable energy through methods such as solar farms, sites for which were being sought
- Carbon capture to reduce current levels. It was suggested that trees were unable to contribute to carbon sequestration until they were twenty years of age and therefore saplings should not be felled.

### Innovation – Businesses

- 2.4 The CCIB reviewed outcomes of the Council's **Innovation Strategy** agreeing to develop an updated RAG<sup>3</sup> rated progress report. The CCIB heard how the Council had collaborated with the University of Surrey and businesses to build upon the Innovation Strategy. It also discussed the following items:

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<sup>3</sup> Red Amber Green

- The Board discussed public concern regarding radiation fears in relation to the installation of **5G infrastructure** and acknowledged that the Council needed robust and scientific information which would allay residents' fears. The board noted that EE, Vodafone and IE had all announced that they will be launching 5G in Guildford thereby upgrading the mobile infrastructure from 4G
- A Digital Games Festival had been planned for June 2020 at G-Live for the second year and RocketDesk were funding a second co-working site for game developers, funded via a preferential loan provided by the Council. Guildford College were also looking at running courses that would assist the digital sector
- The Council had hosted a round table event in relation to digital health which was looking at ways to make selling to the NHS easier for companies with the use of technology. The University of Surrey have created a 'Tech Accelerator' which allowed small companies to experiment with products for the healthcare sector, trial them and then try to sell them onto the NHS
- Fibre broadband investment in Guildford had been increased. BT in partnership with the government were offering to install increased fibre broadband into development sites for free. The key was to ensure that this was included in development schemes at the pre-application stage
- In its new Local Plan the Council has inserted references to digital infrastructure as part of its Policy D1 – Place-making – including this statement: "The provision of Fibre To The Premise (FTTP) is viewed as a desired default technology, however it is recognised that this may not be practical in all cases. FTTP and high-quality connectivity will thus be encouraged in relation to new development, and particularly at development of major residential and employment sites.

### Climate Change – Energy

2.5 The Board were informed that:

- the **Council's energy saving projects**, excluding insulation and boiler replacement, had involved an estimated total investment cost of £8 million since 2003, which has included extensive **LED replacement lighting** and over 150 **Air Source Heat Pump** installations in Council homes and on the Council's own estate over the last 3 years. Approximately £1.7 million was being put into a new Climate Change Fund, including a significant expansion of our Salix Invest-to-save Fund
- the Council intends to plot a potential **trajectory for carbon reduction** for the Council's operations over the next 10 years, to determine the viability of achieving net-zero carbon by 2030. Provisional figures suggest that the Council is in line to meet its previous target of achieving

a 43% reduction by 2020 but this will need to be validated as part of an independently conducted **carbon footprint** analysis, which is also planned

- an **Energy Masterplan** (now called an **Energy Delivery Framework**) was being developed for the Council and borough
- two medium-sized **Solar PV installations** are planned for Millmead House Complex and Farnham Road multi-storey car park, working in partnership with Portsmouth City Council. These are expected to generate 16% of the electricity needed for these sites, saving approximately £18,000 per year.

### Climate Change – Waste, Vehicles and Transport

2.6 The Board noted the following had been undertaken:

- The Board would respond to consultation to the **National Waste Strategy** via the Surrey Environmental Partnership who were working towards the reduction of food waste ideally involving community engagement
- The council has committed funds to **EVs** and adopted an EV by default approach where operationally and financially viable including a large number of EV charge points already installed on its own estate with plans to install more; committed funds of £850,000 to change all of the dial-a-ride minibuses to full EV later this year; and plans to incorporate EV fleet-charging into the design of the Council's new depot
- A total of £656,000 had already been spent on installing electric charging points in Surrey. **On-Street EV Points** were to be installed and located next to parking bays. The project was being led by SCC instigated by the Enterprise M3 Local Enterprise Partnership (LEP) and was anticipated to be in place by May/June 2020
- SCC's current Local Transport Plan – the Surrey Transport Plan – was adopted in 2011 (and ran to 2025). Modules of the Surrey Transport Plan have been revised and new modules added since 2011. A new **Local Transport Plan** is to be prepared by SCC by 2022
- the viability of a new railway station on the national network, its size, location, accessibility, impact on existing services and initial views on constructability, was being investigated for a new **Guildford West (Park Barn) Station** (Westborough ward).

## 3. Community engagement

3.1 Community engagement featured regularly in board member discussions and whether this would be best managed in the form of a climate change partnership, business-led innovation forum or youth forum. They agreed that consideration needed to be given to how to engage with the wider community and develop

suitable partnerships and suggested that they build on existing arrangements. Proposals included:

- Talking to the members of the **Citizens' Panel** to draw attention to the Board and its work
- The Elmbridge Independent **Retailer of the Year Awards**, which were expanded in 2019 to include a new category for 'green business of the year' to recognise environmentally sustainable retailers, could be replicated locally
- **Experience Guildford** had been approached regarding the addition of a green theme to its award scheme and could advise on what sustainable measures local retailers could adopt
- The Leader and the Communications Team were working on public engagement in this area which could include a **blog and press releases**
- **Guildford Environmental Forum** advised that a presentation and discussion in respect of climate change had been given to parish councils, residents' associations and community associations to spread information. The Forum felt there was a risk of too many climate change groups operating and that perhaps an umbrella event would be beneficial and the Cleaner, Healthier Sustainable Surrey organisation required co-ordination at both local and county levels. The need to involve residents and inform people to take a personal responsibility for mitigating climate change was highlighted
- current petition seeking the establishment of a **climate change citizens' assembly**. The Board heard how the Surrey Climate Commission was proposing a citizens' assembly, which could incorporate local Surrey boroughs.