



# CLASP Briefings

A guide to the Greatest Hits for  
Carbon Savings in your LSP

Produced by Quantum Strategy & Technology Ltd for CLASP -  
the NW Climate Change Local Area Support Programme

## Introduction

These briefings have been designed to help Local Authorities and LSPs develop Action Plans for reducing per capita CO<sub>2</sub> emissions. They were produced after consultation with NW Local Authorities in January 2009. There was a very strong demand for a list of what works and what order to do it in. Value for money and calculating CO<sub>2</sub> emissions reductions were also important and this has been emphasised throughout. Overall the consultation identified 10 priority areas for support, around which these briefings have been compiled.

For further information and support visit [www.clasp-nw.info](http://www.clasp-nw.info)

## Contents

- 1** No.1 Greatest Hits for Unitary LSPs
- 2** No.2 Greatest Hits for District LSPs
- 3** No.3 Your Top 10 is my Top 10 –  
Explaining how climate change targets meet other targets
- 4** No.4 Quantifying the Savings
- 5** No. 5 Greatest Hits for Low Carbon Economic Development
- 6** No.6 Greatest Hits for Engaging with Business
- 7** No.7 Greatest Hits in Planning
- 8** No. 8 Greatest Hits for Local Transport Plans
- 9** No. 9 Greatest Hits for Revolving Loan Funds
- 10** No.10 The Whole NI 186 Picture

**No.1 Greatest Hits for Unitary Local Strategic Partnerships****Brief Description:**

Local Strategic Partnerships / Local Authorities that have adopted NI 186 (per capita CO<sub>2</sub> emissions reduction) as an indicator can use this briefing to identify potential actions to take towards meeting their target. It summarises research findings into CO<sub>2</sub> reductions and will help you to get started. The 'greatest hits' or biggest wins will vary according to the local area. For example, if most homes in the area already have high quality loft insulation then potential savings from a similar scheme in the same area may be limited and alternative solutions more fruitful.

**Fact Box - North West**

North West: 16 of 23 Local Strategic Partnerships have signed up to NI 186. This covers the 18 Districts in Lancashire and Cumbria which work closely with the County Councils on climate change.

**Category:**

The actions proposed below cut across the three Defra categories for CO<sub>2</sub> emissions – Industry & Commercial; Domestic and Transport.

**Partners:**

NI 186 targets can be delivered by working through all the members of the LSP and by using each member's networks, clients, contacts and suppliers to maximise the scale of activity and impact.

Single-tier authorities will also be working across wider groupings such as AGMA and the Mersey Partnership on a range of issues such as energy and transport. Closer working between planners and sub-regional transport professionals for example will be vital.

## No.1 Greatest Hits for Unitary Local Strategic Partnerships

### Policy links

- Energy efficiency helps reduce **fuel poverty**
- **Healthy living** is encouraged through promotion of active travel
- Empowering people to work together on climate change and energy issues leads to **stronger and safer communities**
- Local jobs and **economic development** in low carbon industries
- **National** Government target of 80% reduction in CO<sub>2</sub> emissions by 2050
- **Regional** target of 30% reduction in CO<sub>2</sub> by 2020
- **Local** Government NI 186 target of between 9 – 12.5% by 2011
- **Sub-regional** Climate Change Strategies and Action Plans
- **Future policies:** Community Energy Saving Programme (CESP) and Heat and Energy Saving Strategy (HES)

**Briefing No. 3** illustrates how NI 186 targets link to other LAA targets.

### Fact Box – Cumbria

Approx. 5% of Cumbria's total CO<sub>2</sub> emissions come from the public sector. If all public organisations carry out carbon management plans, achieving on average a 16% reduction in their own emissions, then the contribution to the overall NI 186 target from the public sector could be as much as 20%.

Planned actions on domestic emissions from EST Advice Centre, CERT and Social housing represent a 2.4% savings in emissions from this sector.

Additional action to maximise CERT measures, the Community Energy Programme, a new Concierge Service and Community Support could bring this reduction up to 6.8%.

### Getting started as a Partnership

**1. Understanding the target** It is vital that partners understand just how much needs doing to achieve the targets and that it can be done.

Urging residents not to overfill kettles, change to low energy lightbulbs, switch off standby and hang out washing will not dent your target.

Its achievement will require, for example, home insulation on a grand scale (in Cumbria this means insulating roughly 70,000 homes), a major shift away from car use and significant changes to the way energy is used and produced.

## No.1 Greatest Hits for Unitary Local Strategic Partnerships

**2. Find out what is happening already** Don't reinvent the wheel, there is plenty going on already. The best way to find out more is to talk to people. Hold an event for LSP partners to explore energy and climate change actions taking place in the area (support is available through CLASP). Identify who's good at what, where there are gaps and where improving links to others might help.

**3. Review existing climate change strategies** Action plans may have already been prepared locally and at a sub-regional level. Work with council departments that have been involved in their preparation (or include those that have not, for example, Air Quality teams in some areas have not been involved and have a lot to offer) and build on existing action sharing resources and ideas. Find out what really happened as a result of the action plans, and what didn't work.

**4. Assess local policies** Planning, health, economic development, and other policies will impact on CO<sub>2</sub> emissions. Draw together a team of policy and other representatives from the LA and LSP member organisations to identify, review and report on potential linkages to NI186, and where your policies may cause CO<sub>2</sub> emissions to rise.

**5. Agree approach to regional organisations** To avoid confusion and duplication of effort identify people at a sub-regional level as key contacts for outside organisations such as ENWORKS, NHS Trusts, PCTs and agree representatives for others.

**6. Identify resources available** Significant resources are needed to deliver NI 186 and tackle climate change. National, regional and local funds, expertise and services are available. However, NI 186 is a big area of work and it needs resourcing seriously with staff and budget to access money, support and carry out the coordination across departments and LSP members as well as delivering projects.

### Case Study – Lancashire

In 2007, Lancashire County Council identified climate change as one of its two “top priority” areas for the next three years and allocated funding of £1.8 million to support action. They already had a team of four people and now have a total of seven people working on climate change and wider environmental issues.

### Case Study – Manchester

Manchester City Council has identified £1 million to deliver catalytic projects in its Call for Action. Its Green City Team is staffed to the tune of £200,000 a year providing a Head of Green City & Environmental Campaigns, a Team Leader, four Project Officers, two Researchers and administrative support. The team works on wider Environmental Strategy and coordinates NI 185, 186 and 188. Its plan is to enable citywide CO<sub>2</sub> emissions to be reduced from the current 3.1 million tonnes, by at least one-third by 2020.

## No.1 Greatest Hits for Unitary Local Strategic Partnerships

**7. Identify priorities** Some actions will be easier to achieve, offer immediate benefits and/or have a strong positive message.

**8. Identify actions for the long-term** There are many actions that will require more effort, resources or research but that offer significant benefits in the future. These will need to be explored and initial actions outlined. They might include renewable energy, energy infrastructure, regeneration, transport etc.

**9. Measure the impact** It is important to establish a system to measure progress towards the NI186 target at an early stage. Document the work as a partnership for reporting on NI 186 as a process indicator in the first year. (See [Briefing No.4](#) for more detail).

**What should we do to hit our target? Things in each category below – there is no one big easy win, but a series of them which together can deliver the NI 186 targets.**

### NI 186 Greatest Hits... as an LSP

**1. Leadership** – identify and train or convince high level champion(s) to encourage action. (Contact CLASP for support.)

**2. Carbon Management Plans** - each LSP member should develop a challenging emissions reduction plan to include, for example: a 15% target for reducing CO<sub>2</sub> emissions from their own operations; high energy efficiency standards for new build and refurbishment projects; installation of micro-renewables; travel plans and transport initiatives for their own staff; and monitoring and reporting<sup>1</sup>.

**3. Establish a revolving loan fund** – for public sector organisations to make necessary investments (see [Briefing No.9](#))<sup>2</sup>.

**4. Procurement** – adopt a procurement policy and supply chain initiative to help reduce emissions among suppliers (see [Briefing No.6](#)), approach ENWORKS for assistance.

**5. Communications** - use messages and media that work for people in your area.

**6. Resources** – identify and allocate appropriate resources (staffing/budget) to each action. Look to see where resources and expertise can be shared between partners.

**7. Low Carbon Local Development Framework** – should include: requirements to minimise car travel; Code for Sustainable Homes level 4 (level 6 by 2016); 10% (minimum) renewable energy in new developments; BREEAM Excellent for industrial developments; Energy Plans for developers; exemplar projects; and Planner and Building Regulations training (See [Briefing No.7](#)).

**8. Flagship and exemplar projects** – These might include demonstration projects (e.g. an ‘eco house’) or wider initiatives with far reaching benefits (e.g. a boiler replacement programme). Each should seek to spread a “we can do that too” attitude. Don’t allow a flagship project to distract from large scale, high impact but possibly less newsworthy actions.

## No.1 Greatest Hits for Unitary Local Strategic Partnerships

### Useful Links:

LSPs can apply for free advice and mentoring from Local Improvement Advisors on a range of issues including climate change. <http://www.climatechangenorthwest.co.uk/free-support-from-local-improvement-advisers.html>

EST recently produced an online resource: Reducing CO<sub>2</sub> emissions in your local authority area - The guide. <http://www.energysavingtrust.org.uk/business/Business/Local-Authorities/Reducing-CO2-emissions-in-your-local-authority-area-The-guide>

Beacon Councils provide support in a variety of ways including open days, briefing papers, visits and talking on the phone. See <http://beacons.idea.gov.uk/idk/core/page.do?pagelId=1>

Sustainable Development and Local Decision Making: LSPs, Sustainable Community Strategies and LAAs Sustainable Development Commission. [www.sd-commission.org.uk/publications.php?id=833](http://www.sd-commission.org.uk/publications.php?id=833)

EST one to one service: 2 year programme of support including grants and consultancy time for delivery of NI 186 and other indicators including Fuel Poverty. [www.energysavingtrust.org.uk/business/Business/Local-Authorities/Getting-Help-And-Advice/Local-authority-one-to-one-support](http://www.energysavingtrust.org.uk/business/Business/Local-Authorities/Getting-Help-And-Advice/Local-authority-one-to-one-support)

Improvement and Development Agency (IDeA) [www.idea.gov.uk/idk/core/page.do?pagelId=80829](http://www.idea.gov.uk/idk/core/page.do?pagelId=80829)

Local Government Information Unit – Centre of Excellence for Sustainability provides briefings on themed areas for carbon emissions reduction. [http://www.lgiu.gov.uk/module2-detail.jsp?id=85&section=who\\_we\\_are\\_lgiu&parent=1&selfid=85](http://www.lgiu.gov.uk/module2-detail.jsp?id=85&section=who_we_are_lgiu&parent=1&selfid=85)

### NI 186 Greatest Hits... Domestic

- 1. Scale up housing stock improvements** (insulation/boilers) — develop closer relationships with your local insulation and boiler installers and energy suppliers running the CERT/Supplier Obligation and explore ways to access more homes using partnership links e.g. through contracts with Registered Social Landlords, PCT (staff homes; client or patient homes), University (student accommodation), parish councils (to target rural villages). Prepare suitable Community Energy Saving Programme projects in low income areas<sup>3</sup>.
- 2. Establish a revolving loan fund for housing improvements** - no/low interest loan schemes or credit unions for home improvements (see [Briefing No.9](#)).
- 3. Support community groups** to scale up marketing of schemes, set up community energy projects, and obtaining funding<sup>4</sup>.

## No.1 Greatest Hits for Unitary Local Strategic Partnerships

4. **“Sell your own energy”** - encourage people and community groups to take advantage of funding and energy supplier tariffs associated with renewable energy. Back this with well-publicised supportive planning policies.

5. **Map suitable areas for renewables** – work with planners to identify local community and public owned sites, areas of housing etc., suitable for a range of renewable energy technologies and map them against funding and other initiatives (e.g. fuel poverty programmes).<sup>5</sup>

### NI 186 Greatest Hits... Industry & commerce

(see [Briefing No.5](#) & [Briefing No.6](#))

1. Ensure that the **Local Economic Assessment** embeds the low-carbon economy and measures to tackle climate change as a driver for sustainable economic development.

(See [Briefing No.5](#))

2. **Understand the impact** – roughly determine types of businesses and sectors, their likely emissions and those you can/cannot influence.

3. **Carbon Reduction Commitment**<sup>6</sup> – determine the implications for business and public sector and provide links to plans and support.

4. **Investigate the potential for savings and green technology** - work with business support organisations and initiatives (e.g. Groundwork, ENWORKS, Carbon Trust, Environment Connect, Chamber, EST fleet, ACT Travelwise) to determine progress to date, free/low-cost environmental services available, funding available and actions to promote take-up<sup>7</sup>.

5. **Involve LSP business members** to maximise engagement with business and take up of schemes and use of peer to peer business ambassadors.

6. **“Sell your own energy”** support businesses in identifying suitable sites and grants to install renewable energy generation to cut costs and increase energy security locally. Back this with well-publicised supportive planning policies.

### NI 186 Greatest Hits... Transport (See [Briefing No.8](#) Transport)

1. **Low emission Local Transport Plan 3** (2011) new draft guidance on formulating the next phase of Local Transport Plans emphasises climate change, economic growth, equality of opportunity, contribution to safety, security and health and improving quality of life. The plans need to aid delivery of the Sustainable Communities Strategy and will need to be linked closely to the Local Development Plan. A new approach and mindset to developing Local Transport Plans will be needed, with active engagement with a range of stakeholders.

2. **Public transport improvements** in large cities.

## No.1 Greatest Hits for Unitary Local Strategic Partnerships

**3. Travel plans<sup>8</sup>** – identify organisations for travel planning (eg colleges, PCT, big employers) and promote travel planning services, where available, or establish a travel planning service and funding.

Provide a **personalised travel planning** project – either using Sustrans' TravelSmart<sup>9</sup> service or a community based approach.

**4. Better information** - Promote available information (or develop new marketing campaigns) on public transport, walking and cycling as alternatives to car use.

**5. Cycle to Work** (tax exemption scheme<sup>10</sup>) - ensure schemes are available via all public sector organisations, LSP members along with appropriate cycling facilities and a policy to pay a mileage rate for cycling on business.

**6. National low impact travel schemes** – Promote schemes (e.g. Energy Savings Trust Grey Fleet, Smart driver training<sup>11</sup>).

**7. Car share schemes<sup>12</sup>** – Promote the benefits and opportunities via business channels.

**Case study links:** The case studies below show two different approaches for very different areas – the Cumbria approach that puts together evidence and engagement to produce and focus action as a partnership and that of Manchester which is driven by strong leadership to drive big projects that send a strong signal and develop understanding, capacity and partnerships to mainstream action on climate change.

### Case Study - The Cumbria Strategic Partnership

The Cumbria Strategic Partnership<sup>13</sup> has developed a strategy and series of action plans on climate change to reduce greenhouse gas emissions and enable people, organisations and industry in Cumbria to adapt to unavoidable impacts of climate change. CSP members were asked to seek a mandate to sign up to a Cumbria Climate Change Commitment binding their organisations to implement the strategy and action plan. 43 out of 48 members had signed by March 2009.

A part of the process for this was the development of a NI 186 delivery report which was based primarily on information provided by many organisations in Cumbria. This information was gathered through meetings and telephone conversations, and at a Stakeholder Workshop. The delivery report takes into account existing Cumbrian strategies such as the Local Transport Plan, the Cumbria Housing Strategy, the Cumbria Economic Strategy, and links closely with the developing Climate Change Strategy. It also incorporates regional strategies and support programmes.

Estimates of the savings potential of planned actions were provided by some public sector organisations and the support organisations. Where these were not available, estimates were made based on comparable organisations in other parts of the UK.

## No.1 Greatest Hits for Unitary Local Strategic Partnerships

The recommendations for action were developed in conjunction with the potential delivery organisations, prioritising activities that are practicable and deliverable within the required timescale. Calculations of the impact of further measures are based on a combination of information provided by the organisations involved, and similar measures carried out in other areas. Where possible, costs for the recommended actions were estimated and an outline cost-benefit assessment provided.

The report and process by which it was developed gave the Cumbria Strategic Partners confidence, increased awareness, understanding of the magnitude of the challenge, facts and figures to target resources for action and a plan on how to get there and what questions to ask – it's put meaning on the target. "We now know the scale of the challenge, potential opportunities and where to prioritise our efforts" – Phil Davies, Climate Change Officer, Cumbria County Council

### Case Study – Manchester City Council

#### Manchester Call to Action<sup>14</sup>

The Call to Action describes a new way of thinking about climate change, which fits in the context of Manchester's Community Strategy and describes how taking early action on climate change can deliver an even better city in which to live and work.

The Call to Action describes the need to make deep cuts in Manchester's emissions, by at least one-third of current emissions, by 2020. Doing so will:

- Improve the city's competitiveness and strengthen its economy
- Bring new opportunities for existing city businesses and create jobs
- Transform and modernise its infrastructure
- Assist the regeneration of run-down parts of the city
- Enhance its programme of creating neighbourhoods of choice, and
- Enhance social mobility and quality of everyday life

In order to start to mainstream climate change action, nine 'catalytic' actions will be delivered. These actions will not of themselves achieve deep cuts in carbon emissions but they will give rise to the mainstream understanding, partnerships, vision and capacity across Manchester needed to hit the target of a reduction of in excess of one million tones, while securing economic and other advantage, and to be ahead of the curve. The actions are:

**1. World-leading neighbourhood regeneration** that will be internationally recognised for socially, economically and environmentally sustainable place-making.

**2. Retrofitting Manchester's Town Hall** to improve its energy efficiency.

**3. A business alliance** for climate change action.

**4. Low carbon energy infrastructure** through working with AGMA and the forthcoming Climate Change Agency.

## No.1 Greatest Hits for Unitary Local Strategic Partnerships

**5. Low Carbon Communities** within each existing regeneration area, that will enable residents to cut energy costs.

**6. A climate-change ready Local Development Framework.**

**7. Establishing a Manchester Prize**, attracting cutting edge designers and architects from across the world to turn the City into a living laboratory for climate change solutions.

**8. Greening the city** through working with the University of Manchester on the **i-Trees** project to create a green corridor along Oxford Road by planting more trees and installing green roofs and facades.

**9. Supporting Manchester Airport** to be a green airport and achieving its aim for the site to be carbon neutral for energy use and vehicle fuel by 2015.

A detailed plan for how carbon reductions of in excess of one million tonnes will be achieved will be published to later in 2009.

The Northwest Greatest Hits for NI 186 series includes the following briefings:

- 1** No.1 Greatest Hits for Unitary LSPs
- 2** No.2 Greatest Hits for District LSPs
- 3** No.3 Your Top 10 is my Top 10 –  
Explaining how climate change targets meet other targets
- 4** No.4 Quantifying the Savings
- 5** No. 5 Greatest Hits for Low Carbon Economic Development
- 6** No.6 Greatest Hits for Engaging with Business
- 7** No.7 Greatest Hits in Planning
- 8** No. 8 Greatest Hits for Local Transport Plans
- 9** No. 9 Greatest Hits for Revolving Loan Funds
- 10** No.10 The Whole NI 186 Picture

Researched and written by Quantum Strategy & Technology for CLASP



## No.1 Greatest Hits for Unitary Local Strategic Partnerships

### References

- 1 [www.carbontrust.co.uk](http://www.carbontrust.co.uk) Carbon Trust: Carbon Management Programme, audits, support, funding/grants and Partnership for Renewables for public sector bodies, such as Local Authorities, NHS Trusts, Universities and Central Government organisations, to develop and manage renewable energy projects. [www.pfr.co.uk](http://www.pfr.co.uk)
- 2 Salix Finance provides conditional grants for revolving loan funds for public sector organisation energy efficiency and renewables investment. [www.salixfinance.co.uk](http://www.salixfinance.co.uk)
- 4 Energy Efficiency Partnership for Homes website has useful information especially related to the sub-groups and sector reports including hard to treat homes. [www.eeph.org.uk](http://www.eeph.org.uk)
- 5 Energy Saving Trust – [www.est.org.uk](http://www.est.org.uk)
- 6 North West Domestic Energy Alliance - [www.nwdea.org.uk](http://www.nwdea.org.uk)
- 7 Community Action for Energy - [www.est.org.uk/cafe](http://www.est.org.uk/cafe)
- 8 [www.4nw.org.uk/towards-broad-areas-for-renewable-energy-development.html](http://www.4nw.org.uk/towards-broad-areas-for-renewable-energy-development.html)
- 9 Carbon Reduction Commitment.  
[www.defra.gov.uk/environment/climatechange/uk/business/crc/index.htm](http://www.defra.gov.uk/environment/climatechange/uk/business/crc/index.htm)
- 10 [www.environmentconnect.co.uk](http://www.environmentconnect.co.uk)
- 11 [www.acttravelwise.org/home](http://www.acttravelwise.org/home)
- 12 [www.sustrans.org.uk](http://www.sustrans.org.uk)
- 13 [www.dft.gov.uk/pgr/sustainable/cycling/cycletoworkschemeimplementat5732](http://www.dft.gov.uk/pgr/sustainable/cycling/cycletoworkschemeimplementat5732)
- 14 [www.energysavingtrust.org.uk/business/Business/Transport-in-business](http://www.energysavingtrust.org.uk/business/Business/Transport-in-business)
- 15 [www.carplus.org.uk](http://www.carplus.org.uk)
- 16 [www.cumbriastrategicpartnership.org.uk/Climate\\_Change/climatechange.asp](http://www.cumbriastrategicpartnership.org.uk/Climate_Change/climatechange.asp)
- 17 [www.manchester.gov.uk/site/scripts/documents\\_info.php?categoryID=500117&documentID=3833&pageNumber=3](http://www.manchester.gov.uk/site/scripts/documents_info.php?categoryID=500117&documentID=3833&pageNumber=3)

CLASP – The Northwest Climate Change Local Area Support Programme  
[www.clasp-nw.info](http://www.clasp-nw.info)

## No.2 Greatest Hits for District Local Strategic Partnerships

### Brief Description:

District Authorities are in the position of delivering LAA targets that belong to their County Councils. This can lead to a sense that they do not have control over their targets however Districts control some of the most powerful tools to reduce per capita CO<sub>2</sub> emissions – the planning system, housing, procurement and close local relationships with their communities. They can also influence travel planning in local organisations and enable people to use public transport, bike and walk, working closely with the transport team at County level.

Many District Authorities had started tackling climate change before the new national indicators were adopted and climate change strategies and action plans have been developed closely between Counties and Districts. It is critical to stay in close contact with your County on how they are gathering information, monitoring and reporting. It is also important to play an active role in county wide partnerships on climate change to share experiences with other districts and to see how you can work together to access greater funding or support.

This briefing is aimed at Local Strategic Partnerships and District Authorities within Counties that have adopted NI 186 (per capita CO<sub>2</sub> emissions reduction) as an indicator. It summarises research findings into CO<sub>2</sub> reductions and will help you to manage and deliver your target. The 'greatest hits' or biggest wins will vary according to the local area. For example, if most homes in the community already have high quality loft insulation then potential savings from a similar scheme in the same area may be limited and alternative solutions more fruitful.

### Fact Box - North West

North West: 16 of 23 Local Strategic Partnerships have signed up to NI 186. This covers the 18 Districts in Lancashire and Cumbria which work closely with the County Councils on climate change.

### Category:

The actions proposed below cut across the three Defra categories for CO<sub>2</sub> emissions – Industry & Commercial; Domestic and Transport.

## No.2 Greatest Hits for District Local Strategic Partnerships

### Partners:

NI 186 targets can be delivered by working through all the members of the LSP and by using each member's networks, clients, contacts and suppliers to maximise the scale of activity and impact.

Closer ties between District and County professionals will have practical and efficiency benefits. For example, District Council LSPs will contribute to County Climate Change Action Plans and links between District planners and County transport professionals will improve the outcome.

### Policy links

- Energy efficiency helps reduce **fuel poverty**
- **Healthy living** is encouraged through promotion of active travel
- Empowering people to work together on climate change and energy issues leads to **stronger and safer communities**
- Local jobs and **economic development** in low carbon industries
- **National** Government target of 80% reduction in CO<sub>2</sub> emissions by 2050
- **Regional** target of 30% reduction in CO<sub>2</sub> by 2020
- **Local** Government NI 186 target of between 9 – 12.5% by 2011
- **County** Climate Change Action Plans
- **Future policies:** Community Energy Saving Programme (CESP) and Heat and Energy Saving Strategy (HES)

**Briefing No. 3** illustrates how NI 186 targets link to other LAA targets.

### Fact Box

One Zero Carbon Primary School would save 30 - 40 tonnes CO<sub>2</sub> year or about 0.2% of your target

Installing a 15kW wind turbine at a council depot could save 7-10 tonnes CO<sub>2</sub> /year – less than 0.05% of your target

Helping 1,000 householders in hard-to treat homes to insulate their properties could save 2,000 – 3,000 tonnes CO<sub>2</sub> /year – around 11% of your target.



## No.2 Greatest Hits for District Local Strategic Partnerships

### Getting started

**1. Understanding the target** It is vital that partners understand just how much needs doing to achieve the targets and that it can be done.

Urging residents not to overfill kettles, change to low energy lightbulbs, switch off standby and hang out washing will not dent your target.

Its achievement will require, for example, home insulation on a grand scale (in Cumbria this means insulating roughly 70,000 homes) a major shift away from car use, and significant changes to the way energy is used and produced.

**2. Find out what is happening already** Don't reinvent the wheel, there is plenty going on already. The best way to find out more is to talk to people. Hold an event for LSP partners to explore energy and climate change actions taking place in the area (support available through CLASP). Identify who's good at what, where there are gaps, and where improving links to others might help.

**3. Review existing climate change strategies** Action plans may have already been prepared locally and at a sub-regional level. Work with council departments that have been involved in their preparation (or include those that have not, for example, Air Quality teams in some areas have not been involved and have a lot to offer) and build on existing action sharing resources and ideas. Find out what really happened as a result of the action plans, and what didn't work.

**4. Assess local policies** Planning, health, economic development, and other policies will impact on CO<sub>2</sub> emissions. Draw together a team of policy and other representatives from the LA and LSP member organisations to identify, review and report on potential linkages to NI186, and where your policies may cause CO<sub>2</sub> emissions to rise.

**5. Agree approach to regional organisations** To avoid confusion and duplication of effort identify people at a sub-regional level as key contacts for outside organisations such as ENWORKS, NHS Trusts, PCTs and agree representatives for others.

**6. Identify resources available** Significant resources are needed to deliver NI 186 and tackle climate change. National, regional and local funds, expertise and services are available. However, NI 186 is a big area of work and it needs resourcing seriously with staff and budget to access money, support and carry out the coordination across departments and LSP members as well as delivering projects.

**7. Identify priorities** Some actions will be easier to achieve, offer immediate benefits and/or have a strong positive message.

## No.2 Greatest Hits for District Local Strategic Partnerships

**8. Identify actions for the long-term** There are many actions that will require more effort, resources or research but that offer significant benefits in the future. These will need to be explored and initial actions outlined. They might include renewable energy, energy infrastructure, regeneration, transport etc.

**9. Measure the impact** It is important to establish a system to measure progress towards the NI186 target at an early stage. Document the work as a partnership for reporting on NI 186 as a process indicator in the first year. (See [Briefing No.4](#) for more detail).

**What should we do to hit our target? Things in each category below – there is no one big easy win, but a series of them which together can deliver the NI 186 targets.**

### NI 186 Greatest Hits... as an LSP

**1. Leadership** – identify and train or convince high level champion(s) to encourage action. (Contact CLASP for support.)

**2. Carbon Management Plans** - each LSP member should develop a challenging emissions reduction plan to include, for example: a 15% target for reducing CO<sub>2</sub> emissions from their own operations; high energy efficiency standards for new build and refurbishment projects; installation of micro-renewables; travel plans and transport initiatives for their own staff; and monitoring and reporting<sup>1</sup>.

**3. Establish a revolving loan fund** – for public sector organisations to make necessary investments (see [Briefing No.9](#))<sup>2</sup>.

**4. Procurement** – adopt a procurement policy and supply chain initiative to help reduce emissions among suppliers (see [Briefing No.6](#)), approach ENWORKS for assistance.

**5. Communications** - use messages and media that work for people in your area.

**6. Resources** – identify and allocate appropriate resources (staffing/budget) to each action. Look to see where resources and expertise can be shared between partners.

**7. Low Carbon Local Development Framework** – should include: requirements to minimise car travel; Code for Sustainable Homes level 4 (level 6 by 2016); 10% (minimum) renewable energy in new developments; BREEAM Excellent for industrial developments; Energy Plans for developers; exemplar projects; and Planner and Building Regulations training (See [Briefing No. 7](#)).

**8. Flagship and exemplar projects** – these might include demonstration projects (e.g. an ‘eco house’) or wider initiatives with far reaching benefits (e.g. a boiler replacement programme). Each should seek to spread a “we can do that too” attitude. Don’t allow a flagship project to distract from large scale, high impact but possibly less newsworthy actions.

## No.2 Greatest Hits for District Local Strategic Partnerships

### Useful Links:

LSPs can apply for free advice and mentoring from Local Improvement Advisors on a range of issues including climate change. <http://www.climatechangenorthwest.co.uk/free-support-from-local-improvement-advisers.html>

EST recently produced an online resource: Reducing CO<sub>2</sub> emissions in your local authority area - The guide. <http://www.energysavingtrust.org.uk/business/Business/Local-Authorities/Reducing-CO2-emissions-in-your-local-authority-area-The-guide>

Beacon Councils provide support in a variety of ways including open days, briefing papers, visits and talking on the phone. See <http://beacons.idea.gov.uk/idk/core/page.do?pagelId=1>

Sustainable Development and Local Decision Making: LSPs, Sustainable Community Strategies and LAAs Sustainable Development Commission. [www.sd-commission.org.uk/publications.php?id=833](http://www.sd-commission.org.uk/publications.php?id=833)

EST one to one service: 2 year programme of support including grants and consultancy time for delivery of NI 186 and other indicators including Fuel Poverty. [www.energysavingtrust.org.uk/business/Business/Local-Authorities/Getting-Help-And-Advice/Local-authority-one-to-one-support](http://www.energysavingtrust.org.uk/business/Business/Local-Authorities/Getting-Help-And-Advice/Local-authority-one-to-one-support)

Improvement and Development Agency (IDeA) [www.idea.gov.uk/idk/core/page.do?pagelId=80829](http://www.idea.gov.uk/idk/core/page.do?pagelId=80829)

Local Government Information Unit – Centre of Excellence for Sustainability provides briefings on themed areas for carbon emissions reduction. [http://www.lgiu.gov.uk/module2-detail.jsp?id=85&section=who\\_we\\_are\\_lgiu&parent=1&selfid=85](http://www.lgiu.gov.uk/module2-detail.jsp?id=85&section=who_we_are_lgiu&parent=1&selfid=85)

### NI 186 Greatest Hits... Domestic

**1. Scale up housing stock improvements** (insulation/boilers) — develop closer relationships with your local Insulation and Boiler Installer and energy suppliers running the CERT /Supplier Obligation and explore ways to access more homes using partnership links (e.g. through contracts with Registered Social Landlords, PCT – staff homes; client or patient homes, University – student accommodation, parish councils to target rural villages). Prepare suitable Community Energy Saving Programme projects in low income areas<sup>3</sup>.

**2. Establish revolving loan fund** for housing improvements - No/low interest loan scheme/or credit union for home improvements (see [Briefing No.9](#)).

**3. Support community groups** to scale up marketing of schemes, community energy projects, support in obtaining funding<sup>4</sup>.

## No.2 Greatest Hits for District Local Strategic Partnerships

4. **“Sell your own energy”** - encourage people and community groups to take advantage of funding and energy supplier tariffs associated with renewable energy. Back this with well-publicised supportive planning policies.

5. **Map suitable areas for renewables** – work with County Planners to identify local community and public owned sites, areas of housing, etc, suitable for a range of renewable energy technologies and map them against funding and other initiatives (e.g. fuel poverty programmes).

### NI 186 Greatest Hits... Industry & Commerce (see [Briefing No.6](#))

1. **Understand the impact** – roughly determine types of businesses, sectors, likely emissions and those you can/cannot influence.

2. **Carbon Reduction Commitment** – determine implications for business and public sector and link to plans and support . The CRC is a system of allowances and rebate with fines for failure to deliver. It will affect local authorities and public sector organisations and medium sized businesses (See [Briefing No.6](#)).

3. **Investigate the potential for savings and green technology** - work with business support organisations and initiatives (e.g. Groundwork, ENWORKS, Carbon Trust, Environment Connect, Chamber, EST fleet, ACT Travelwise) to determine progress to date, free/low-cost environmental services available, funding available and actions to promote take-up<sup>6</sup>.

4. **Consult with LSP business members** to maximise engagement with business and take up of schemes and to use peer to peer business ambassadors.

5. **“Sell your own energy”** support businesses in identifying suitable sites and grants to install renewable energy generation to cut costs and increase energy security locally and back this with well-publicised supportive planning policies.

6. **Work closely with County Councils** to ensure the 2010 Local Economic Assessment embeds the low-carbon economy and measures to tackle climate change as a driver for sustainable economic development. (See [Briefing No. 5](#))

### NI 186 Greatest Hits... Transport (See [Briefing No.8](#) Transport Planning)

1. **Travel plans** – identify organisations for travel planning (eg colleges, PCT, big employers) and promote travel planning service, where it is available, or establish a travel planning service and funding<sup>7</sup>.

Provide a **personalised travel planning project** – either using Sustrans' TravelSmart<sup>8</sup> service or a community based approach.

## No.2 Greatest Hits for District Local Strategic Partnerships

**2. Better information** - Promote available information (or develop new marketing campaigns) on public transport, walking and cycling as alternatives to car use.

**3. Cycle to Work** (tax exemption scheme<sup>9</sup>) - ensure schemes are available via all public sector organisations, LSP members and major employers along with appropriate cycling facilities and a policy to pay a mileage rate for cycling on business.

**4. National low impact travel schemes** – Promote schemes (e.g. Energy Savings Trust Grey Fleet, Smart driver training<sup>10</sup>) to businesses, groups of smaller businesses, public sector organisations and the third sector.

**5. Car share schemes** – Promote the benefits and opportunities via business channels. Facilitate area-based networks of users.<sup>11</sup>

**6. Local Transport Planning** – this is a County role, but get involved to ensure it includes active travel (make the links to health) and that your planners are involved in the process – (See [Briefing No.8](#) Transport for information on LTP3 goals that include climate change).

### Case Study Links:

**Case Study - Lancaster District Local Strategic Partnership** used its Second Homes Fund to: resource a part time post; understand what is going on in the district; work out what they need to do to fit in with the Lancashire targets; and start developing a local action plan. A key part of this role is to engage the whole partnership.

### Case Study - South Norfolk Council

Led by Norfolk County Council, South Norfolk Council has worked with other local authorities to produce the Norfolk Climate Change Strategy. This will underpin a longer-term partnership approach to meeting targets under NI186. However, South Norfolk Council has produced a list of internal actions to deliver their district specific 2.8% carbon reduction target. With little resourcing - one officer and no extra budget (but with senior management buy in), they had to be realistic. They identified measures that build on existing resources and processes including:

**Domestic:** The joint Energy Team of South Norfolk and Broadland District Council which promotes energy efficiency, grants and targets specific groups of residents, as well as general awareness-raising at events, and through the Council magazine and other media.

**Communities:** Working with communities rather than households for greater impact, for example undertaking a Green Village scheme which involves working with one community to reduce its carbon footprint with a view to rolling out the methodology to other communities (although a budget is needed to fully support this project). Also working through Parish Plans and promoting community funding and training.

## No.2 Greatest Hits for District Local Strategic Partnerships

**Industry:** Three MBA students will undertake a business baseline survey to research what is already happening in that sector and how much understanding there is of energy use and other environmental issues. This will inform the production of best practice case studies and help develop a communications strategy with businesses. They are also exploring the potential to work through the Tourism and Business Consortium to engage business and use existing channels such as air quality regulatory systems and economic grants to promote energy efficiency. They will also work through the Norfolk Climate Change Taskforce to provide a one stop shop for energy efficiency advice.

**Transport:** County leads on transport but the district can promote bus and cycle routes and make information more accessible. They are working on one specific project to promote sustainable transport for tourists in the Waveney Valley.

Environment Strategy Officer, Kate Urwin, keeps in close contact with her fellow officers in Norfolk's other district councils for support.

**Email:** Kurwin@s-norfolk.gov.uk

The Northwest Greatest Hits for NI 186 series includes the following briefings:

- 1** No.1 Greatest Hits for Unitary LSPs
- 2** No.2 Greatest Hits for District LSPs
- 3** No.3 Your Top 10 is my Top 10 –  
Explaining how climate change targets meet other targets
- 4** No.4 Quantifying the Savings
- 5** No. 5 Greatest Hits for Low Carbon Economic Development
- 6** No.6 Greatest Hits for Engaging with Business
- 7** No.7 Greatest Hits in Planning
- 8** No. 8 Greatest Hits for Local Transport Plans
- 9** No. 9 Greatest Hits for Revolving Loan Funds
- 10** No.10 The Whole NI 186 Picture

Researched and written by Quantum Strategy & Technology for CLASP



## No.2 Greatest Hits for District Local Strategic Partnerships

### References

1 [www.carbontrust.co.uk](http://www.carbontrust.co.uk) Carbon Trust: Carbon Management Programme, audits, support, funding/grants and Partnership for Renewables for public sector bodies, such as Local Authorities, NHS Trusts, Universities and Central Government organisations, to develop and manage renewable energy projects. [www.pfr.co.uk](http://www.pfr.co.uk)

2 Salix Finance provides conditional grants for revolving loan funds for public sector organisation energy efficiency and renewables investment. [www.salixfinance.co.uk](http://www.salixfinance.co.uk)

3 Energy Efficiency Partnership for Homes website has useful information especially related to the sub-groups and sector reports including hard to treat homes. [www.eeph.org.uk](http://www.eeph.org.uk)

Energy Saving Trust – [www.est.org.uk](http://www.est.org.uk)

North West Domestic Energy Alliance - [www.nwdea.org.uk](http://www.nwdea.org.uk)

4 Community Action for Energy - [www.est.org.uk/cafe](http://www.est.org.uk/cafe)

5 Carbon Reduction Commitment.

<http://www.defra.gov.uk/environment/climatechange/uk/business/crc/index.htm>

6. [www.environmentconnect.co.uk](http://www.environmentconnect.co.uk)

7 [www.acttravelwise.org/home](http://www.acttravelwise.org/home)

8 [www.sustrans.org.uk](http://www.sustrans.org.uk)

9 [www.dft.gov.uk/pgr/sustainable/cycling/cycletoworkschemeimplementat5732](http://www.dft.gov.uk/pgr/sustainable/cycling/cycletoworkschemeimplementat5732)

10 [www.energysavingtrust.org.uk/business/Business/Transport-in-business](http://www.energysavingtrust.org.uk/business/Business/Transport-in-business)

11 [www.carplus.org.uk](http://www.carplus.org.uk)

CLASP – The Northwest Climate Change Local Area Support Programme  
[www.clasp-nw.info](http://www.clasp-nw.info)



## No.3 Your Top 10 is my Top 10: Explaining how climate change targets meet other targets

### Brief Description:

Local Strategic Partnerships / Local Authorities can maximise their reductions in CO<sub>2</sub> emissions per capita by:

- working closely in partnership with all services in the area
- explaining how other departments' or organisations' work is reducing CO<sub>2</sub> emissions – even if that is not the main policy driver or motivation for the work
- providing examples of how reducing CO<sub>2</sub> emissions and acting on climate change benefits other agendas
- joining up with other projects or partners to scale-up delivery, bring in extra resources, locate additional funding, identify suitable projects or publicise success.

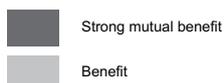
### Category:

Actions referred to in this Briefing cover emissions in the Industry/Commercial, Domestic and Transport Defra emissions categories.

### Other LAA Greatest Hits Indicators for NI 186

The table on the following page shows how actions to deliver NI 186 emissions savings can provide positive benefits for other LAA targets<sup>1</sup>. Dark grey shows a strong mutual benefit between targets and light grey shows a benefit.

		National Indicator/Activity														
		Community based energy projects	Support to community groups green living ideas	Insulation & boiler replacement programme	Homes Revolving Loan Fund	Sell your own energy (home renewable energy generation)	Low Carbon LDF	Low Carbon LTP3	Travel Plans for big employers	Personalised Travel Planning	Smart Driver training	Green/Gray Fleet EST	Car share/car clubs	Provide support for CRC business	Promote take up of ee support for	Renewable energy in business
COMMUNITY	NI 1 % of people who believe people from different backgrounds get on well together in their local area															
	NI 2 % of people who feel they belong to their neighbourhood															
	NI 4 % of people who feel they can influence decisions in their locality															
	NI 5 Overall / general satisfaction with local area															
	NI 6 Participation in regular volunteering															
	NI 7 Environment for a thriving third sector															
	NI 8 Adult participation in sport and active recreation															
HEALTH & WELLBEING	NI 55 Obesity in primary school age children in Reception															
	NI 56 Obesity in primary school age children in Year 6															
	NI120 All-age all cause mortality rate															
	NI119 Self-reported measure of people's overall health and well-being															
	NI121 Mortality rate from all circulatory diseases at ages under 75															
SAFER STRONGER	NI 20 Assault with injury crime rate															
	NI 21 Dealing with local concerns about anti-social behaviour and crime by the local council and police															
	NI 47 People killed or seriously injured in road traffic accidents															
	NI 48 Children killed or seriously injured in road traffic accidents															
ECONOMY/BUSINESS	NI152 Working age people on out of work benefits															
	NI153 Working age people claiming out of work benefits in the worst performing neighbourhoods															
	NI 171 New business registration rate															
	NI 172 Percentage of small businesses in an area showing employment growth															
HOUSING	NI 182 Satisfaction with local authority regulatory services															
	NI 154 Net additional homes provided															
	NI155 Number of affordable homes provided (gross)															
CLIMATE CHANGE TRANSPORT	NI158 % non decent council homes															
	NI187 Tackling fuel poverty - % of people receiving income based benefits living in homes with a low energy efficiency rating															
	NI 167 Congestion – average journey time per mile during the morning peak															
	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)															
	NI 177 Local bus and light rail passenger journeys originating in the authority area															
	NI 178 Bus services running on time															
	NI 194 Air quality - % reduction in NOx and primary PM10 emissions through local authority's estate and operations															
CLIMATE CHANGE	NI 198 Children travelling to school – mode of transport usually used															
	NI 185 CO2 reduction from local authority operations															
	NI 186 Per capita reduction in CO2 emissions in the LA area															
	NI 188 Planning to adapt to climate change															



## **No.3 Your Top 10 is my Top 10: Explaining how climate change targets meet other targets**

### **Key messages and fast facts for different agendas:**

#### **Community – vibrant and sustainable neighbourhoods**

The measures that tackle carbon emissions are often also the ones that lead to vibrant, sustainable, supportive and resilient communities, and vice versa.

- Reducing fuel poverty through energy efficiency, insulation, smart meters and information for behaviour change
- Public transport, cycling and walking to provide access to jobs
- Access to leisure and culture via public transport
- Promoting cycling and walking for health
- Growing food locally – allotments/community gardens for health, mental health, community spirit and providing access to being outdoors
- Supporting local recycling businesses and social enterprises

Empowering communities to tackle issues affecting them in ways that work locally raises satisfaction levels and the sense that people can affect decisions in their locality.

Community based energy saving projects are particularly effective at addressing the needs of marginalised groups. Working in partnership with other service providers and community groups can enable communities to access a whole range of improvements to their area. Community involvement in projects develop skills that lead to wider skills development and contribute to other ventures beyond energy-based work<sup>2</sup>. Community projects often lead to making people happier which has positive impacts on education, community cohesion, health and economy.

#### **Case Study - Ashton Hayes**

The village of Ashton Hayes in Cheshire launched its Carbon Neutral initiative in 2006 and the village has since saved 21% CO<sub>2</sub> emissions and 35% of people have become more actively engaged in village life. They've also drawn in a range of funding and improvements locally and developed links between the primary school and a school in Bangladesh.

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



## No.3 Your Top 10 is my Top 10: Explaining how climate change targets meet other targets

### Case Study - Brent Green Zones

Brainchild of Lorraine Skinner, local resident, mother of seven, who devised a questionnaire for her neighbours about how green they are, then provided advice on what to do about reducing energy use, recycling and growing vegetables. It was recognised and supported by Brent Council, a runner up in the Future Friendly awards, there are now five Green Zones supported by the council which receive a 10% discount at the local garden centre and free water butts. Brent Council aim to have 20 Green Zones by September 2009. The scheme has also been selected to receive funding for Defra's Zero Waste Places scheme.

*"In addition to an increased awareness of environmental issues, streets which have become Green Zones have noticed a rise in community spirit, with neighbours in one street getting together to help a lady insulate her house. This makes the scheme a perfect way to get to know people on your street as well as promoting green behaviours."* Brent Council

<http://www.brent.gov.uk/streetcare2.nsf/Green%20Zones/LBB-203>

### Case Study - Transition Towns

Transition Towns is a community based approach to the twin challenges of climate change and peak oil. The production of an energy descent plan includes developing or rediscovering skills, local economy, gardens and allotments, energy use and sustainable transport. This is a growing initiative and Northwest 'official' transition towns include Lancaster and Chester with 15 others 'mulling' including: Alderley Edge, Appleby, Bollington, Carlisle, Clitheroe, Grasmere, Hulme (Manchester), Kendal, Kirkby Lonsdale, Liverpool, Liverpool (South), Chorlton (Manchester), Penrith, Wigan and Wirral.

Transition Town Totnes is working in partnership with Devon Warm Zones to identify priority households entitled to free loft and cavity wall insulation. TTT receive a small fee for each household and therefore earn money to support other projects, while alleviating fuel poverty.

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

Remember – don't get totally hung up on measuring and pushing CO<sub>2</sub> savings to the exclusion of supporting sustainable grassroots community projects. Some projects such as growing your own food, raising awareness of energy use, conservation and tree planting or walking groups can have CO<sub>2</sub> savings that are hard to measure. With a little support, community groups can reach many people who are likely to take action when enabled. Working with community groups is good value for money. Small grants, use of photocopiers, in kind donations, providing training, meeting room use can all be low cost ways of supporting these groups to maximise their impact<sup>3</sup>. Listen to their ideas, as they know how to reach their local members.

## No.3 Your Top 10 is my Top 10: Explaining how climate change targets meet other targets

### Health & wellbeing

Recent guidance (2009) from the National Institute for Health and Clinical Excellence (NICE) draws together the evidence that supports how the built and natural environments can help to improve health. Sport England's Active Design report and Commission for Architecture and the Built Environment (CABE) Building Health also provide support for planners to build in priority for cyclists, walkers and transport promoting physical activity, promote access to public spaces, linking workplaces and residential areas with walking and cycling networks, promoting design and use of staircases and promoting active playgrounds in schools.

### Fact Box

**Air pollution** – despite recent improvements – reduces average life expectancy by seven to eight months with healthcare costs of up to £20 billion per year. Road transport is the biggest contributor of oxides of nitrogen and a major contributor of particulates - two of the key pollutants. Local air quality management contributes to reducing pollution.

**Physical activity** levels are low in the UK: only 40% of men and 28% of women meet the minimum recommendations for physical activity in adults which is 30 minutes on five or more days of the week, for children it's one hour.

78% of all users say that the presence of the **National Cycle Network** in their community has helped them to increase the amount of physical activity they regularly take. This rises to 84% amongst women.

### Case Study - Hyndburn Generation Active

A new four-year project led by Sustrans in partnership with local charity Cycling Projects - to encourage people to walk and cycle more often to help combat health problems such as obesity and depression. Funded by the BIG Lottery Fund, Cycling Projects, East Lancashire Primary Care Trust, Lancashire County Council, Sure Start and the Plunkett Foundation.

### Case Study - Lancashire TravelSmart Programme

South Ribble TravelSmart Individualised Travel Marketing between May and July 06.

The reported modal shift resulted in a 13% increase in daily use of active travel modes (walking and cycling) across the target population, either as main travel mode or as linking mode in a car or public transport trip.

Sustrans reckon on an average cost of £20 per household for Individualised Travel Marketing. (For more details on cost see [Briefing No.4](#)) PCTs are seeing this as good value for health improvements.

## No.3 Your Top 10 is my Top 10: Explaining how climate change targets meet other targets

### Housing

The links between improving energy efficiency and reducing fuel poverty are well established<sup>4</sup>. This is an area that local authorities and housing associations have been tackling over a many years. HECA, Decent Homes, Fuel Poverty and other policies have supported this.

Check whether your housing strategy or team have tackled the following:

- home insulation and energy efficient heating to tackle fuel poverty
- insulation of hard to treat homes (solid wall homes make up over a quarter of homes in England while 4.5m UK homes are not on mains gas supply and a third of these are in fuel poverty)
- those in fuel poverty who do not qualify for grants and assistance
- those at risk of fuel poverty in case of change in personal circumstances or fuel price rises
- private landlords
- registered social landlords
- householders with few links to council (pick up through recycling, community groups, chamber of commerce, golf club) this is a significant source of CO<sub>2</sub> emissions which while not a priority to your housing team, can be effectively tackled through existing networks (see Kirklees Warm Zone, London Development Agency free insulation for all schemes under CERT funding).

### Case Study - Pendle Borough Council

Pendle Borough Council has accessed funding from Foundation (a new climate fund for the NW) to improve homes of people who do not qualify for national grant schemes, have insufficient funds on low incomes and who are in fuel poverty. A spend of £20k on 6 houses is resulting in average SAP improvement increases of 32.4. One of the homes had a SAP rating of 6 (G) which has been raised to 61 (D) at a cost of less than £4,000. With a SAP rating of less than 35 being classed as injurious to health they are realising health benefits, increasing financial inclusion by maximising household income, providing energy monitors to change behaviour around use of appliances and giving assistance on lower fuel tariffs. The focus is on efficient heating, insulation and reducing energy wastage.

A challenge of being a small district, is that it is harder to attract big CERT projects with only a small council capital budget, and it is difficult to attract PCT monies to improve health through housing, partly because of different budget cycles but also as the PCT operates across several local authority areas. The housing team at Pendle is keen to go for Community Energy Support Programme funding to tackle the 6,000 hard to treat homes in the most deprived areas to realise the health and financial benefits for residents.

## No.3 Your Top 10 is my Top 10: Explaining how climate change targets meet other targets

### Case Study - Kirklees Warm Zone

Kirklees Council has taken a one stop approach to improving the domestic energy efficiency of housing across the local authority with the following aims:

- To tackle fuel poverty
- Deliver a low carbon Kirklees
- Improve the uptake of state benefit support by residents
- To create jobs

The Warm Zone is offering free loft and cavity wall insulation to all suitable homes irrespective of householder circumstances. It also accesses other grants and offers advice and support on benefits, debt, safety etc. The target is to get 55% of the 171,000 homes in Kirklees adequately insulated.

The Council went out to competitive tender for a Carbon Emissions Reduction Target (previously EEC) utility partner. Kirklees council's cabinet decided to put £9 million into funding insulation measures for every suitable home, which would allow the council to draw in up to £11 million pounds from their CERT provider – Scottish Power; the level of match funding is dependant on the householders 'priority' status.

Over 100 local jobs have been generated through the programme.

### Transport (see [Briefing No.8](#) Greatest Hits for Local Transport Plans)

The draft guidance for the next round of local transport planning (LTP3) gives five overarching National Transport Goals:

1. Tackle climate change
2. Support economic growth
3. Promote equality of opportunity
4. Contribute to better safety, security and health
5. Improve quality of life

Local transport plans will have to reduce CO<sub>2</sub> emissions, reduce congestion and provide reliable routes to work as well as continue to promote accessible transport. Active travel will form a key part of the approach to safety and health promotion and routes to leisure, open spaces and green infrastructure will form a basis for quality of life. By working on a sustainable local development framework and local transport plan a huge number of LAA targets and the Sustainable Communities Strategy can be achieved. In the meantime, Smarter Choices travel planning and active travel can help to test what works in the local area, so that this can be put in the LTP3, and extra funding and support might be accessed through action on climate change or health or communities. Additional funding from the PCT or other organisations could be brought to transport and travel work to help make this step-change.



## No.3 Your Top 10 is my Top 10: Explaining how climate change targets meet other targets

### Case Study - Lancashire TravelSmart Programme

South Ribble TravelSmart Individualised Travel Marketing between May and July 06.

The reductions in car use were higher during the morning and afternoon 'peaks', suggesting that TravelSmart makes a significant contribution to reducing traffic congestion.

Furthermore, the resulting 13% reduction in car distances travelled for day-to-day trips (equivalent to 18.2 million km per year) will generate a substantial cut in CO2 and other vehicle emissions<sup>6</sup>.

UK public health organisations are calling for Active Travel and want to see walking and cycling policies and at least 10% of transport funding spent on walking and cycling immediately and an ongoing increase to reflect ambitious targets.

### Economic development – creating and safeguarding jobs

(see [Briefing No. 5](#) Greatest Hits for Low Carbon Economic Development)

“Economic development teams tend to avoid large intangible subjects like climate change and they don't want responsibility for the targets.” Economic development officer

Don't talk to your economic development team about climate change – but do talk about a low carbon economy, the continued growth in the environmental technologies sector, new skills for these expanding sectors, sustainable business infrastructure and secure energy sources...the team need to embed these things into their strategies.

**Risks:** Mini-stern reports have looked at risks to companies of climate change which include: direct and indirect costs of carbon, increasing cost of energy, energy security, peak oil and unstable oil prices, legislation in the form of the Climate Change Bill, the impacts of the Carbon Reduction Commitment (CRC) and EU Emissions Trading Scheme (EU ETS). These will all increasingly affect carbon intensive businesses in the North West.

**Opportunities:** The Local Economic Assessment which local authorities will have to carry out by April 2010 have to address the impact of local economic development on the environment, and how the local economy will be affected by the transition to a low-carbon economy. This is a good opportunity to build a low carbon future into economic development strategies. It is also a good time to make the point that climate change policies and legislation will benefit the Energy & Environmental Technologies Sector (EETS) and there is potential for interventions in a range of sectors that will create or safeguard jobs over the next five years. The Budget 2009 supports a range of measures benefiting 'green' jobs, investment in low carbon industry, energy efficiency, small scale community energy schemes and a green manufacturing sector.

## No.3 Your Top 10 is my Top 10: Explaining how climate change targets meet other targets

### Case Study - Economic Implications of Climate Change for Cheshire & Warrington

This report showed that:

Around **500 jobs** could be created in the Energy & Environmental Technologies & Services (EETS) sector by developing the local energy efficiency, microgeneration and biomass supply chains;

Around **400 jobs** could be safeguarded in smaller businesses by providing more assistance on reducing their carbon footprints.

Programmes the LA is running to tackle climate change and fuel poverty can benefit the local economy.

### Case Study - Kirklees Council's Warm Zone

Energy efficiency scheme to insulate 53,000 lofts and 35,000 cavity walls by 2010 has generated 65 jobs for the social enterprise Kirklees Energy Services and the insulation contractor Miller Pattison has opened a new depot locally with 70 jobs.

### Fact Box

Since 2004 ENWORKS has helped companies to save over £16 million through resource efficiency while reducing CO<sub>2</sub> emissions by over 90,000 tonnes.

### Cost savings – Carbon Management Pays

It is always useful to be able to demonstrate cost savings to the LA or LSP through energy saving measures. To make the case for investment a five year or less payback time is usually used for energy efficiency measures, and 7 years for installation of renewable energy generation (see **Briefing No.9** Revolving Loan Funds). EST recommends that one full time energy manager should be in post for each £1m of energy costs. The Carbon Trust's Carbon Management Programme produces on average a 20% CO<sub>2</sub> reduction target over 5 years and average annual savings of £700,000 per council.

The Carbon Reduction Commitment (CRC) is an obligatory emissions trading scheme covering large businesses and public sector organisations that provides a financial incentive for energy efficiency. Administered by the Environment Agency, it will involve a system of allowances and rebate with fines for failure to deliver. This provides a big incentive for local authorities and LSP members to tackle their own emissions.

### **No.3 Your Top 10 is my Top 10: Explaining how climate change targets meet other targets**

Another important point is to demonstrate the future costs of dealing with impacts of climate change. In Oxfordshire climate impacts work looking at severe weather events put the cost of the 2003 summer heatwave at £3m in gritters and road repairs while the recent freeze cost Calderdale Council £1.4m.

On a national or global level it is argued that the economic benefits of tackling climate change far outweigh the costs of dealing with its effects. The Stern Report of October 2006 argued that the costs of reducing emissions must be viewed as an investment to avoid future risks with 1% of GDP spent now saving a potential 10% of GDP in dealing with the problem later. It also stated that the stabilisation of carbon emissions and averting climate change is feasible and consistent with continued economic growth.

#### **Key steps to getting started as a Partnership**

**1. Talk to people** and find out what they are doing now in their work – their projects, priorities and discuss the CO<sub>2</sub> emissions impact (roughly, no need to go into lengthy calculations). Your LSP Coordinator or Manager will be able to give you a list of who is responsible for each target along with their contact details.

“One of the most useful things that I could do with is a list of who is responsible for which LAA target, along with their name, organisation and phone number so I can go and see them and look at how we can work together.” Travel Awareness Officer

#### **2. Look at where there are synergies or benefits in working together to:**

- identify existing projects that can be expanded
- identify new projects that can be established
- access additional funding or pool finances
- upscale projects through wider outreach and marketing (through PCT, employers, membership networks)
- add value to existing projects by including an energy or health element
- work in new and innovative ways to deliver several indicators to particular target groups

**3. Communicate and feedback** to other officers and LSP members, residents, businesses and community groups about:

- how what they're doing already is contributing to tackling climate change
- how tackling climate change is great for the economy, housing and health to build up a vision of a sustainable future for the local area.



## No.3 Your Top 10 is my Top 10: Explaining how climate change targets meet other targets

The Northwest Greatest Hits for NI 186 series includes the following briefings:

- 1 No.1 Greatest Hits for Unitary LSPs
- 2 No.2 Greatest Hits for District LSPs
- 3 No.3 Your Top 10 is my Top 10 –  
Explaining how climate change targets meet other targets
- 4 No.4 Quantifying the Savings
- 5 No. 5 Greatest Hits for Low Carbon Economic Development
- 6 No.6 Greatest Hits for Engaging with Business
- 7 No.7 Greatest Hits in Planning
- 8 No. 8 Greatest Hits for Local Transport Plans
- 9 No. 9 Greatest Hits for Revolving Loan Funds
- 10 No.10 The Whole NI 186 Picture



## No.3 Your Top 10 is my Top 10: Explaining how climate change targets meet other targets

### References

1. Sustainable Development Commission – publications span a range of ‘other people’s targets’ and themes from Every Child Matters, to Faith and sustainability, the NHS role and transport. [www.sd-commission.org.uk/publications.php](http://www.sd-commission.org.uk/publications.php)
2. CAG Consultants/Energy Efficiency Partnership for Homes – The Benefits of Community Based Energy Efficiency Projects 2004
3. Community Action for Energy – support, funding, training and information for grassroots community groups <http://www.energysavingtrust.org.uk/cafe> which provides the Community Support Network – free membership  
Community bursary for visiting other community groups  
1.5 days time for feasibility study on building – and recommendations for funding
4. [www.eeph.org.uk](http://www.eeph.org.uk) Energy Efficiency Partnership for Homes website has useful information especially related to the sub-groups and sector reports including hard to treat homes
5. [www.sustrans.org.uk/webfiles/AT/Publications/Take\\_action\\_on\\_active\\_travel\\_2009.pdf](http://www.sustrans.org.uk/webfiles/AT/Publications/Take_action_on_active_travel_2009.pdf)  
A call for active travel from the UK’s leading public health organisations  
  
[http://www.euro.who.int/transport/policy/20081219\\_1](http://www.euro.who.int/transport/policy/20081219_1)  
This clever tool estimates the economic savings resulting from reduced mortality due to cycling. Useful for getting figures that will get involvement from PCTs.
6. Lancashire TravelSmart Programme, Interim Evaluation of Stage 1.1 (South Ribble)  
  
CLASP – The Northwest Climate Change Local Area Support Programme  
[www.clasp-nw.info](http://www.clasp-nw.info)

## No.4 Quantifying the Savings

### **Brief Description:**

There have been many concerns raised as to how Local Authorities and Local Strategic Partnerships will be measured against NI 186, given that;

- It is a numerical target but the data relating to the target period will not be available until two years after the end of that period;
- It includes components that are the responsibility of national government;
- There will be lots of action on climate change that occurs 'below the radar' that's hard to quantify and even harder to attribute to specific interventions.

Both the Department of Energy and Climate Change (DECC) and Government Office for the North West support some form of qualitative assessment, and have acknowledged that areas should not necessarily be held to account for emissions resulting from national issues beyond their control.

It is also expected that more national guidance and help to quantify savings will emerge over time. For example, the Energy Saving Trust is currently developing an online tool (TRACE: Tracking Actions on Carbon Emissions) that will be consulted on this summer.

At this stage, we recommend that LSPs concentrate on developing actions that will contribute towards NI186, rather than worrying about the final CO<sub>2</sub> figures. Remember, it is DECC's job (not yours) to collect the national data. The important thing for LAs and partners is to try to quantify the CO<sub>2</sub> impact of existing and planned actions with enough accuracy to enable sensible strategic decisions to be made.

So, do not tie yourself in knots trying to work out the exact savings from your programmes – estimates based on similar examples from elsewhere are sufficient, if these can be scaled up or down to be comparable. It is more important to show that you are tackling the 'biggest wins', rather than measuring to the last tonne of CO<sub>2</sub>.

Please also remember that lots of existing activity in your area, such as ENWORKS and Carbon Trust programmes with businesses, or domestic energy support through Energy Saving Trust Advice Centres, will already be delivering quantifiable CO<sub>2</sub> savings. You should be able to show that you are engaged with work like this, and can demonstrate how it fits into your strategic thinking.

## No.4 Quantifying the Savings

Within the Local Area Agreement (LAA) targets are measures that are the responsibility of national programmes which are expected to deliver 6-8% of the target. LAs and LSPs are expected to deliver just under 4% reduction in per capita CO<sub>2</sub> themselves through measures that can be influenced locally. LAs should also ensure that they do not obstruct the achievement of any National Measures in their area, which are of particular relevance to planning functions.

**LSPs should concentrate on getting the most benefit from national and regional measures, perhaps topping up these programmes with local support, as well as developing local responses to specific needs.**

### **Category:**

The actions proposed below cut across the three Defra categories for CO<sub>2</sub> emissions Industry/Commercial, Domestic and Transport

### **Partners:**

Partners will need to report on their own CO<sub>2</sub> reduction activities, as well as those of any programmes they run. Other organisations will be able to provide information to assist with the calculations/estimates. These include:

- LSP members reducing their own CO<sub>2</sub> emissions
- Support organisations e.g. EST, Carbon Trust, BRE
- Statistics providers e.g. BERR/DECC/Defra, Office of National Statistics
- Energy suppliers (linked to CERT)
- Installers of renewable energy and energy efficiency equipment
- Local community representatives
- Local support agencies and organisations working on climate change
- Housing Associations and Registered Social Landlords
- Other LAs

### **Which Measures should we include?**

DECC has listed the following measures as ones that will enable the NI 186 target to be met.<sup>1</sup> Some are listed as National Measures and some as National Measures with Local Authority influence. Both are relevant to you as explained below.



## No.4 Quantifying the Savings

### National Measures

These are the responsibility of National Government and relate more to regulations than 'softer' areas of intervention. LAs are not expected to influence those in *ITALICS*, but may have a significant role to support those in **BOLD**, through providing or publicising information on them.

Measure	Sector
<i>Climate change agreements</i>	<i>Business</i>
<i>Business Smart Metering</i>	<i>Business</i>
<i>Products Policy</i>	<i>Business</i>
<i>Energy Efficient Products/Product Policy (additional)</i>	<i>Domestic</i>
<i>Better billing</i>	<i>Domestic</i>
<i>Real time displays and Smart metering</i>	<i>Domestic</i>
<i>Raising minimum standards for window replacements</i>	<i>Domestic</i>
<i>Tradable Obligations on House Builders</i>	<i>Domestic</i>
<i>Voluntary Agreements</i>	<i>Transport</i>
<i>Renewable Transport Fuel Obligation (RTFO)</i>	<i>Transport</i>
<i>Fuel duty Escalator</i>	<i>Transport</i>
<b>Carbon Trust Carbon Management Programme/investment in energy efficiency in SMEs</b>	<b>Business/ Public</b>
<b>Measures to encourage/assist SMEs to take up energy saving opportunities</b>	<b>Business</b>
<b>Energy Performance of Buildings Directive</b>	<b>Business</b>
<b>Carbon Reduction Commitment (CRC)</b>	<b>Business/ Public</b>
<b>Energy Performance Certificates (EPCs)</b>	<b>Domestic</b>



## No.4 Quantifying the Savings

### National Measures with Local Authority Influence

LAs are expected to use these measures to help deliver their targets, and should include the impact of these in their action plans. Those in **BOLD** are expected to deliver the greatest savings.

Measure	Sector
<b>Building Regulations</b>	<b>Business</b>
Revolving loan fund for the public sector	Public
Activities with the Carbon Trust	Public
<b>Carbon neutral Government</b>	<b>Public</b>
<b>Energy Performance of Buildings Directive</b>	<b>Public</b>
Products policy	Public
<b>Energy Efficiency Commitment (EEC), Carbon Emissions Reduction Target (CERT) &amp; future obligations beyond 2011</b>	<b>Domestic</b>
<b>Building Regulations</b>	<b>Domestic</b>
<b>Zero Carbon Homes</b>	<b>Domestic</b>
<b>Energy Performance of Buildings Directive</b>	<b>Domestic</b>
<b>Package of measures to improve energy efficiency in buildings</b>	<b>Domestic</b>
<b>Warm Front and fuel poverty programmes</b>	<b>Domestic</b>
Winter fuel payments linked to energy efficiency	Domestic
House extension consequential work	Domestic
Green roofs	Domestic
Grants to encourage top-up loft insulation under the EEC	Domestic
Home Information Pack (HIP)	Domestic
Merton Rule (renewable energy) implementation	Domestic / Business
<b>Extension to sustainable distribution programme</b>	<b>Transport</b>
Speed limit changes and enforcement	Transport

## No.4 Quantifying the Savings

### Local Measures

These are additional measures that are expected to be promoted at the local level.

Measure	Sector
Environmental management systems e.g. ISO12001/EMAS	Business/ Public
Smarter choices - soft measures to reduce car use	Transport
Restrictive measures e.g. road pricing, congestion charging	Transport
Public transport measures e.g. increased, cleaner buses	Transport
Vehicle maintenance e.g. tyre pressures	Transport
Driver training (behavioural measures)	Transport
Municipal fleet clean switch	Transport
Measures that can be used to reduce sprawl	Transport

Source: adapted from Analysis to Support Climate Change Indicators for Local Authorities<sup>2</sup>

### Key steps to getting started as a Partnership

1. Understanding the target in numeric terms
2. Quantifying what's happening already
3. Quantifying the impact of your Action Plan

#### 1. Understanding the target in numeric terms

Work out the total you're aiming for. This gives you an idea of the size of the challenge.

A target of 4% from local measures means that you have to encourage, for example;

- ALL households, businesses, car drivers and freight operators to reduce their emissions by 4%; or
- 40% of them to reduce by their emissions by 10%; or
- 20% to reduce their emissions by 20%.

In practice it will be a combination of the above for different measures.

### Case Study – Cumbria:

Cumbria has a baseline CO<sub>2</sub> emissions for NI 186 of 5,379,000 tonnes or 10.85 tonnes/capita, a total target of 11.5% and a local target of 3.75%.

The total savings the Action Plan needs to hit are  $3.75\% \times 5,379,000 = 201,700$  tonnes per annum reduction by 2011.

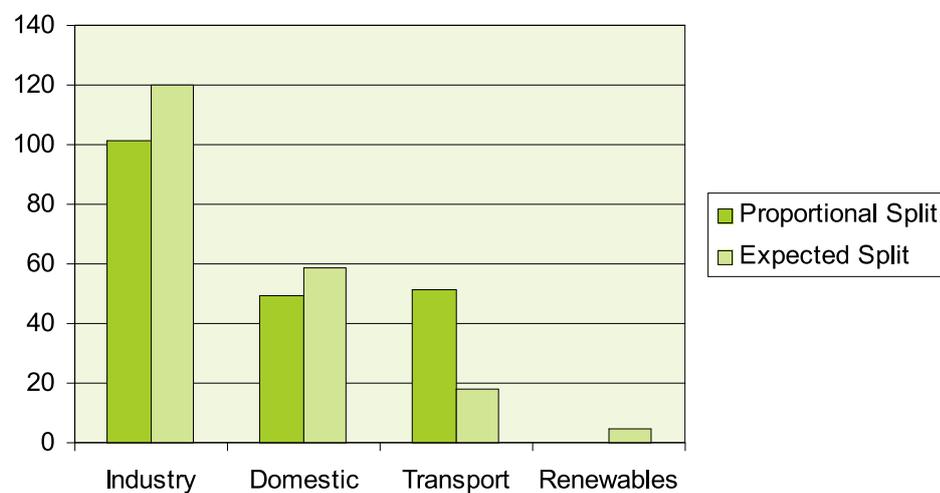
## No.4 Quantifying the Savings

**Work out what that might mean for each sector.** Here you'll need to apply some understanding of how your emissions break down and what's feasible in your area. The breakdown is given in the DECC figures. However, you should consider whether just splitting the target in the same way is realistic. In particular, if your transport emissions have been rising steadily and your LTP contains road development plans, allocating a third of your target to transport isn't likely to be sensible.

**Remember: these figures are just estimates at this stage to give you something to work from – proper targets by sector will appear once you have worked out your action plan.**

### Case Study - Cumbria:

For Cumbria's 202,000 tonnes CO<sub>2</sub> target, greater proportions of the target were initially allocated to Domestic and Industry sectors, reflecting the NI 186 team's assessment of the potential for successful interventions to lower CO<sub>2</sub> in these sectors. As the LTP2 was developed against a background of ever-increasing transport emissions, it was unrealistic to conceive of a complete U-turn followed by significant reductions. The NI 186 team took a decision to increase their targets for Domestic and Business and introduce a target for small-scale renewables to compensate for some of this.



## No.4 Quantifying the Savings

### 2. Quantifying what's happening already

As part of your NI 186 Action Plan, you should have found out what's going on already that will contribute to the target (See **Briefing No. 1** and **Briefing No. 2**). You will then need to estimate the CO<sub>2</sub> impact of these activities. In most cases you should ask those doing the activity to tell you the impact. However, few will have this in terms of CO<sub>2</sub>, so you will need to get what information they have and translate this into CO<sub>2</sub>. The tables at the end of this briefing give CO<sub>2</sub> savings for typical activities.

For Housing;

- How many homes are your social housing providers planning to insulate or otherwise improve?
- What do your local CERT-installers plan to do over the period? They should be able to give this in terms of CO<sub>2</sub>, as that's how their targets are calculated.
- What is your ESTAC planning to do? This should be quantified in annual and lifetime CO<sub>2</sub> savings.
- Do you have any other energy efficiency promotions planned and what do these hope to achieve e.g. through your DIY shops?
- Do you have any community groups running carbon reduction clubs or similar initiatives?

For Business;

- Who has targets that they are working towards already? This should include most of the public sector, and may also include your major businesses. Ask how much of this will fall into your target period.
- What does your ENWORKS provider plan to achieve in your area?
- Are your business support organisations providing programmes to help reduce energy bills (e.g. Chamber of Commerce)? How many businesses do they expect to influence?

For Transport;

- What does your LTP predict in terms of traffic increases/decreases?
- What do your workplace or school travel planners expect to achieve (that is not already included in the LTP)?
- Have you any new initiatives planned that are not included in the LTP?

For each planned action, you should try to have an estimate of the CO<sub>2</sub> impact in your Action Plan. However, where this is not possible at the start, don't worry, you may be able to get better information as your plan develops and more organisations become involved.



## No.4 Quantifying the Savings

### Case Study – Cumbria

At the start of the NI 186 programme for Cumbria, less than half the target could be accounted for by known planned actions. As the work progressed, more partners became involved in the process and were able to give information on their contribution. The initial assessment showed likely savings of 1.75% meaning Cumbria had to identify ways to make the further 2% saving to hit the target of 3.75%

	Annual CO2 Savings	% of Baseline
<b>Housing</b>		
ESTAC Programme	6,800	0.5%
CERT - known planned actions	21,000	1.6%
Social Housing – possible actions	3,300	0.3%
<b>Business/Public</b>		
County Council (inc schools & FRS)	9,600	
Enworks	25,000	1.0%
CBEN and other networks	2,000	0.1%
<b>Transport</b>		
LTP actions - 0.6% growth pa	-24,600	-1.8%
<b>Total</b>	<b>43,100</b>	<b>1.7%</b>

### Estimating Baseline Emissions

Part of this work may involve helping to estimate the baseline emissions of various organisations where these have not already been calculated. You can use this “ready-reckoner” to give a reasonable estimate.

### Divide their 2008 energy bills and by the average cost/tonne CO<sub>2</sub> for the sector:

Industry	£130/tonne CO <sub>2</sub>
Domestic	£230/tonne CO <sub>2</sub>
Transport	£440/tonne CO <sub>2</sub>

Note: Energy prices were high in 2008 – for average prices for other years see [www.quantumst.co.uk](http://www.quantumst.co.uk)

## No.4 Quantifying the Savings

### 3. Quantifying the Impact of your Action Plan

Collecting the information to quantify the impact of your planned activities should give a good understanding of what will achieve relatively high levels of savings. This should be used to set your priorities for further action.

Further savings are likely to come from expanding or replicating existing activities and savings can be scaled up from the figures for the original programmes.

Where new projects are planned, savings estimates should be made based on similar examples. Some savings figures for typical programmes are given below. It's important to be realistic about the number of people, homes, businesses etc. you will actually involve in a programme – just giving out information will achieve a tiny fraction of the savings of an installation programme.

#### Fact Box

Achieving 20,000 tonnes CO<sub>2</sub> savings in Housing could be achieved by either;

- Topping up loft insulation in 77,000 homes; or
- Installing cavity wall insulation in 35,000 homes; or
- Insulating solid walls in 10,000 homes; or
- Replacing old gas boilers in 28,000 homes; or
- Installing 61,000 solar hot water systems; or
- Installing 2.5 million low energy lightbulbs.



## No.4 Quantifying the Savings

### Case Study – Cumbria

Cumbria had to identify ways to make the further 160,000 tonnes/year CO<sub>2</sub> saving to hit the target of 3.75%. The additional actions identified to hit the target are listed below:

<b>Additional Housing Actions</b>	Households	Annual CO <sub>2</sub> Savings
CERT - maximise funded measures	56,000	50,000
Community Energy Programme	900	1,000
Concierge service (additional to CERT)	-5000	5,000
Community Support (additional to CERT)	-2000	2,000
Impact of new build	-	-8,500
Small-scale renewables	-	6,000
<hr/>		
<b>Additional Business Sector Actions</b>	Businesses	
Other public sector actions	-	34,550
Web-based support	5,000	7,500
CBEN Revision - target extra 3500 companies	3,500	25,000
Facilitation of business-to-business networks	1,000	5,000
Carbon Trust - promote use of	205	24,000
<hr/>		
<b>Additional Transport Sector Actions</b>	People	
Individual Travel Planning - 4 communities	45,000	18,000
Workplace Travel Planning	30,000	3,900
Liftshare network	50,000	2,500
Tourist Travel Adviser	-	5,000
<hr/>		
<b>Total Additional Actions</b>		<b>180,950</b>

Taking forward all the planned and proposed actions would produce savings of around 224,000 tonnes CO<sub>2</sub>, or 11% over the target. For the full report and other actions see: [http://www.cumbriastrategicpartnership.org.uk/Climate\\_Change/climatechange.asp](http://www.cumbriastrategicpartnership.org.uk/Climate_Change/climatechange.asp)

## No.4 Quantifying the Savings

### CO<sub>2</sub> Savings from Typical Measures

#### Housing Energy Efficiency

Action	Annual CO <sub>2</sub> savings per typical property (tonnes)
Cavity wall insulation	0.5 – 0.8
Loft insulation (from nothing to building regulations (270mm))	1
Loft insulation (from 50mm up to 270mm)	0.3
Solid wall insulation (external)	1.5 – 2.5
Solid wall insulation (internal)	1.4 – 2.4
Floor insulation	0.25
Filling gaps between floor and skirting board	0.13
Draught proofing	0.15
Fitting a hot water jacket to tank	0.195
Pipe insulation	0.065
Replacing 60% efficient boiler with one 90% efficient	2
Fitting double glazing	0.7

#### Small-scale Renewable Energy

Wind turbines	0.537 kg CO <sub>2</sub> per kWh generated
Solar PV	0.537 kg CO <sub>2</sub> per kWh generated
Micro-hydro	0.537 kg CO <sub>2</sub> per kWh generated
Solar Thermal - per house	Dependent on fuel source displaced - annual tonnes CO <sub>2</sub> saved: 0.325 (gas), 0.92 (electricity), 0.365 (oil), 0.645 (solid)
Ground Source Heat Pump (GSHP) – per house	Dependent on fuel source displaced - annual tonnes CO <sub>2</sub> saved 1.2 (gas), 8.7 (electricity), 1.8 (oil) 6.5 (solid fuel)
Air Source Heat Pump (ASHP) – per house	Dependent on fuel source displaced - annual tonnes CO <sub>2</sub> saved: 0.83 (gas), 7.5 (electricity), 1.3 (oil), 5 (solid fuel)
Biomass	Dependent on fuel source displaced - annual tonnes CO <sub>2</sub> saved: 0.33kg CO <sub>2</sub> per kWh heat generated (oil). 0.66kg CO <sub>2</sub> per kWh heat (coal)

#### New Build Housing

Setting high standards for new housing development – Code for Sustainable Homes	Average house CO <sub>2</sub> emissions reduced vs current Building Standards (2009) by: 0.48 (CSH3), 0.845(CSH4), 1.92 (CSH5)
--	--

## No.4 Quantifying the Savings

### Community

Establishing community-based energy efficiency initiatives	Potential for ~20% savings for households involved
Community based renewables (e.g. CHP, private wire networks)	Variable according to scheme.

### Business Sector

Business action on energy efficiency	20% energy savings possible
Direct Business Support	Carbon Trust and ENWORKS achieve on average 70-80 tonnes CO <sub>2</sub> per business.
Business – providing information	The Carbon Trust estimates savings of 1.5 tonne CO <sub>2</sub> for each business that accesses information via its website or advice line.

### Transport Sector (Soft Measures)

Joining car clubs	1 tonne per person. Research shows that giving up a car and joining a car club reduces mileage by over 60%
Enforcing and reducing speed limits	Enforcement of the 70/ 60mph speed limits could reduce emissions by 3%. A 55mph limit would save a further 3%
Workplace travel plans	Average reduction in car trips of 17.8%
Personalised travel plans e.g. Sustrans pilot schemes cost c£20 per household for a project of 400,000 households.	Studies show consistent traffic reduction of 10 – 13%. Evaluation of the Lancashire schemes showed reductions of 13,000 tonnes CO <sub>2</sub> per year over 50,000 households, or 0.26 tonnes per participating household per year.
Eco-driving/training	Drivers utilising eco-driving techniques could save ~8-10% of CO <sub>2</sub> emissions. Fuel savings e.g. 2-10% where bus drivers have received training

### Resources and support

- The Energy Saving Trust's Practical Help service (0870 241 2089, [practicalhelp@est.org.uk](mailto:practicalhelp@est.org.uk)) is a dedicated service for local authorities and housing associations and includes one-to-one support for implementing achieving the NI186 target [www.energysavingtrust.org.uk/business/Business/Local-Authorities/Getting-Help-And-Advice/Practical-help](http://www.energysavingtrust.org.uk/business/Business/Local-Authorities/Getting-Help-And-Advice/Practical-help))
- The Carbon Trust's Local Authority Carbon Management can help with approaches to data collection [www.carbontrust.co.uk/carbon/publicsector/la](http://www.carbontrust.co.uk/carbon/publicsector/la)

## No.4 Quantifying the Savings

- The Nottingham Declaration online action pack is intended to help local authorities structure a strategic approach to tackling climate change:  
[www.nottinghamdeclaration.org](http://www.nottinghamdeclaration.org)
- Get up-to-date area emissions data and 'supplementary guidance' including details of the 'Measures' at [www.defra.gov.uk/environment/localgovindicators/ni186.htm](http://www.defra.gov.uk/environment/localgovindicators/ni186.htm)
- The DfT's research, including the Carbon Pathways Analysis, looks at emissions from transport-related sources and suggests more research will address emission reduction opportunities. See [www.dft.gov.uk/webtag](http://www.dft.gov.uk/webtag),  
[www.dft.gov.uk/pgr/sustainable/analysis.pdf](http://www.dft.gov.uk/pgr/sustainable/analysis.pdf) and  
[www.dft.gov.uk/webtag/webdocuments/3\\_Expert/3\\_Environment\\_Objective/pdf/3.3.5-draft.pdf](http://www.dft.gov.uk/webtag/webdocuments/3_Expert/3_Environment_Objective/pdf/3.3.5-draft.pdf)
- 'Designing a monitoring strategy to support sustainable transport goals'  
[www.distillate.ac.uk/outputs/Designing a Monitoring Strategy.pdf](http://www.distillate.ac.uk/outputs/Designing_a_Monitoring_Strategy.pdf)
- The Highways Agency has developed a tool to calculate the carbon footprint from maintenance, construction and management activities. See [www.ha-partnernet.org.uk/sustainability](http://www.ha-partnernet.org.uk/sustainability) and  
[www.standardsforhighways.co.uk/ians/pdfs/ian114.pdf](http://www.standardsforhighways.co.uk/ians/pdfs/ian114.pdf)
- 'Addressing climate change and fuel poverty – Energy measures information for local authorities' [www.berr.gov.uk/files/file41260.pdf](http://www.berr.gov.uk/files/file41260.pdf)
- The LA Air Quality Support Helpdesk exists to provide support on monitoring, modelling and emissions [www.laqmsupport.org.uk/](http://www.laqmsupport.org.uk/)
- BRE [www.bre.co.uk](http://www.bre.co.uk)

### Case Study Links

A 'Green streets' project resulted in average 23% CO<sub>2</sub> reductions per household (6.14 tonnes per house before the project started)

[http://www.ippr.org.uk/uploadedFiles/research/projects/Climate\\_Change/green\\_streets\\_final.pdf](http://www.ippr.org.uk/uploadedFiles/research/projects/Climate_Change/green_streets_final.pdf)

Through working together as a community, Ashton Hayes has reduced its CO<sub>2</sub> emissions by 21% since the project started <http://goingcarbonneutral.co.uk/>

The Kirklees Warm Zone project has implemented 13,066 loft and 6,989 cavity wall insulations leading to estimated CO<sub>2</sub> savings of 13,289 tonnes

[www.kirkleespartnership.org/laa/pdf/10PictureofKirklees.pdf](http://www.kirkleespartnership.org/laa/pdf/10PictureofKirklees.pdf)

Pilot schemes operated by Sustrans in Preston and South Ribble and Lancaster and Morecambe saw a 13% and 12% reduction in car trips

[http://www.sustrans.org.uk/webfiles/travelsmart/behaviour\\_change\\_ff36.pdf](http://www.sustrans.org.uk/webfiles/travelsmart/behaviour_change_ff36.pdf)

## No.4 Quantifying the Savings

Astra Zeneca is aiming to reduce CO<sub>2</sub> emissions by 12% in absolute terms by 2010, compared to 2005 through energy efficiency measures, CHP plant, events, etc.

[www.astrazeneca.com/responsibility/climate-change](http://www.astrazeneca.com/responsibility/climate-change)

With £800,000 of investment Caerphilly County Borough Council has saved 876 tCO<sub>2</sub> annual savings by focussing attention on the leisure sector

[www.salixfinance.co.uk/cscaerphilly.html](http://www.salixfinance.co.uk/cscaerphilly.html)

The Northwest Greatest Hits for NI 186 series includes the following briefings:

- 1** No.1 Greatest Hits for Unitary LSPs
- 2** No.2 Greatest Hits for District LSPs
- 3** No.3 Your Top 10 is my Top 10 –  
Explaining how climate change targets meet other targets
- 4** No.4 Quantifying the Savings
- 5** No. 5 Greatest Hits for Low Carbon Economic Development
- 6** No.6 Greatest Hits for Engaging with Business
- 7** No.7 Greatest Hits in Planning
- 8** No. 8 Greatest Hits for Local Transport Plans
- 9** No. 9 Greatest Hits for Revolving Loan Funds
- 10** No.10 The Whole NI 186 Picture

## No.4 Quantifying the Savings

### References

1. <http://www.defra.gov.uk/ENVIRONMENT/localgovindicators/documents/ni186-report-2008.pdf>

2. <http://www.defra.gov.uk/ENVIRONMENT/localgovindicators/documents/ni186-report-2008.pdf>

CLASP – The Northwest Climate Change Local Area Support Programme  
[www.clasp-nw.info](http://www.clasp-nw.info)



**No.5 Greatest Hits for Low Carbon Economic Development**

*Delivering the Low Carbon Economy through local authority economic development and regeneration in local areas*

This briefing is intended as a guide to the Low Carbon Economy in the North West. It summarises key points from regional research, strategies, sub-regional documents and effective practice.

Its intended audience is people working in economic development, regeneration, planning and development, policy, sustainability as well as council members and those who are supporting businesses and involved in establishing Local Economic Partnerships (LEPs).

The briefing provides practical information support and is linked to a detailed research report *Developing Strong Links Between the Low Carbon Economy and Economic Development in Local Authorities*.

Download the full report from

[http://www.climatechangenorthwest.co.uk/assets/\\_files/documents/dec\\_10/cli\\_\\_1293054218\\_FINAL\\_REPORT\\_CLASP\\_-\\_Interim\\_E.pdf](http://www.climatechangenorthwest.co.uk/assets/_files/documents/dec_10/cli__1293054218_FINAL_REPORT_CLASP_-_Interim_E.pdf)

**Contents:** (Click to navigate)

1. Background
2. What is the Low Carbon Economy and how will it happen?
3. The current status of the low carbon sector in the North West
4. How will the rest of our economy be affected by the transition to a Low Carbon Economy?
5. What skills do we need to deliver a Low Carbon Economy?
6. Rapidly changing economic context for Low Carbon Economy
7. What do Local Authorities, LSPs and LEPs need to do now?
8. Strengthening links between the Low Carbon Economy and economic development activities
  - a) Understanding how low carbon can drive the local economy
  - b) Finding out what is happening already
  - c) Identifying what you need to do
9. Further resources and support

## No.5 Greatest Hits for Low Carbon Economic Development

### 1. Background

*“Innovation will drive lower emissions and less use of raw materials, and out of that innovation will come the economic growth of the future.”*

Rhian Kelly, Head of Climate Change, CBI<sup>1</sup>

As the UK claws its way out of recession and takes on board the policies and budget cuts of the Coalition Government aimed at reducing the country’s deficit, people working in local authorities and the public sector are being asked to deliver services and tackle social issues in new ways with lower budgets.

Many LSPs in the North West are starting to take roles in developing low carbon economies and are recognising that failure to do this could have detrimental impacts on the local economy<sup>2</sup>. This has been highlighted in several ‘mini-Stern<sup>3</sup>’ reports for sub-regions including Cheshire & Warrington, Cumbria, the Liverpool City Region and Greater Manchester. Such reports highlight risks to the economy but also opportunities for growth and job creation.

Many people working in local economic development and regeneration see the Low Carbon Economy as a means of stimulating economic development, inward investment and job creation and a way to tackle social issues like fuel poverty, as well as a way to reduce carbon emissions and tackle climate change locally.

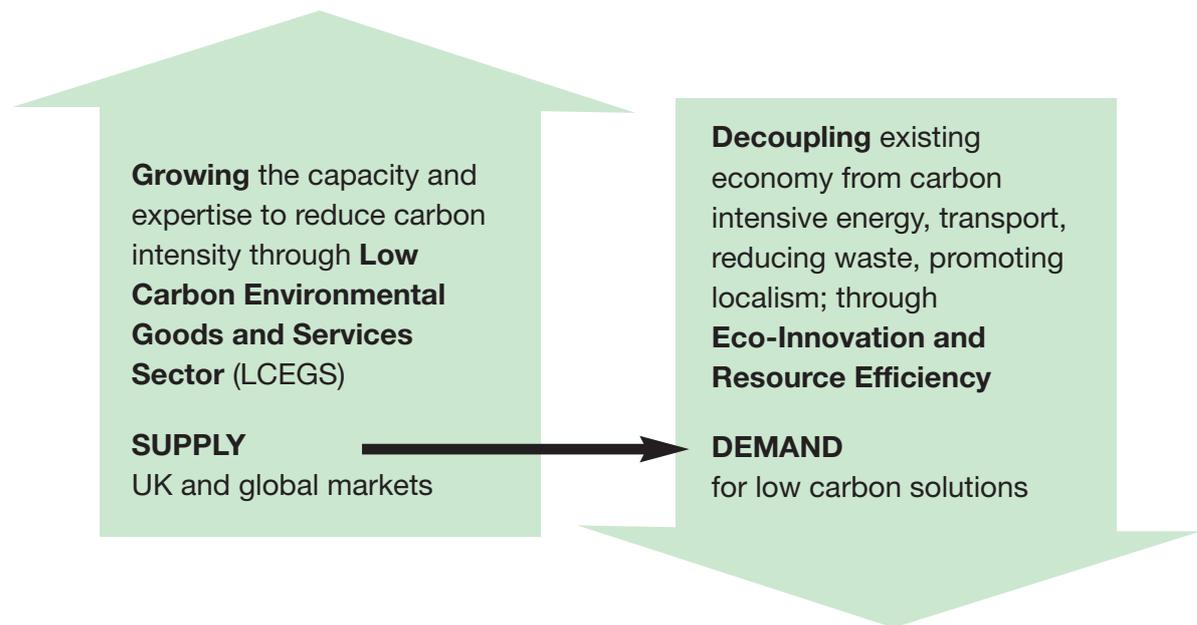
We need to act decisively to support low carbon economic growth here in the North West, or other countries and UK regions will provide more attractive propositions for this major inward investment and skills development opportunity.

### 2. What is the Low Carbon Economy and how will it happen?

The concept of a Low Carbon Economy is relatively new in economic development terms. It addresses both:

- the supply of products and services from the Low Carbon Environmental Goods & Services (LCEGS) Sector and
- decoupling the link between economic growth and increases in the use of resources and carbon emissions through eco-innovation and resource efficiency.

## No.5 Greatest Hits for Low Carbon Economic Development



### So what does a Low Carbon Economy look like?

- All resources (in particular energy) are used efficiently – reducing demand while continuing to provide goods and services
- Energy is produced using low carbon energy sources and technologies
- Wherever practical local needs are served by local production – food, materials, energy
- All waste is minimised – reduced, reused or recycled
- There is high awareness of and compliance with environmental and social responsibility initiatives – industry, commerce and individuals

Based on a definition from [www.lowcarboneyconomy.com](http://www.lowcarboneyconomy.com)

The transition to a Low Carbon Economy will be managed through the development of:

- Low carbon energy production and distribution (renewables and nuclear)
- Low carbon transport (public transport and electric cars)
- Low carbon housing (new housing to be carbon neutral by 2016, existing homes to be improved)
- Low carbon workplaces (low energy buildings, recycling, green travel)<sup>4</sup>

### Sticks

Regulation and legislation will increasingly drive the Low Carbon Economy. It will also be driven by rises in costs of energy and resources as well as an increase in the cost of carbon and waste disposal. The EU Emissions Trading Scheme, Climate Change Levy and Carbon Reduction Commitment are all examples of schemes that apply to larger energy users which have to measure, report and pay for their carbon emissions, making it expensive not to reduce energy consumption.

## No.5 Greatest Hits for Low Carbon Economic Development

In the long run, companies should expect to source all their energy needs from low, or zero-carbon sources, and to sell products and services with little or no climate impact. But for many businesses, both large and small, energy efficiency remains the best and most cost-effective method of reducing carbon emissions<sup>5</sup>.

### Carrots

The Low Carbon Economy will be enabled through policy, investment, skills development and innovation to develop its potential for our economy and society.

This ranges from developing high-tech products to large scale insulation and recycling.

e.g. Feed in Tariffs (FITs), which reward the export of electricity produced by renewable generation (e.g. wind, solar PV), is an example of policy driving investment in renewable energy installation and stimulating a rapid increase in demand since its introduction in April 2010. Thanks to a recent change in the law, local authorities can now sell electricity generated through renewable sources and benefit from Feed in Tariffs.

Since April 2010 npower has seen an 80% rise in inquiries about solar photovoltaic (PV) panels, and has been installing them at an ever increasing rate as householders and businesses recognise the financial returns on generating their own power.

### 3. The current status of the Low Carbon Sector in the North West

The Low Carbon and Environmental Goods and Services (LCEGS) Sector Strategy for the North West provides a framework for the support and growth of Northwest businesses within the LCEGS sector. It also contains a summary of sub-regional sector expertise which local economic development officers and those working on developing Local Economic Partnerships (LEPs) would find useful. The document can be downloaded from:  
<http://www.nwda.co.uk/pdf/LCEGS%20Sector%20Strategy-full%20report.pdf>

The overall growth in the LCEGS sector in the region was estimated to be 4.9% between 2006 and 2008 compared with a UK average of 3.6%. Thanks to its natural resources in wind and tidal energy, strong industrial legacy in nuclear and waste/biomass processing, large population/skills base and large manufacturing sector, the North West has a strong platform from which to continue strong growth in the future.

The LCEGS Sector Strategy has assessed regional priorities for support based on a number of key criteria and has produced a strategic framework covering the period 2010 to 2013 – see box below.



## No.5 Greatest Hits for Low Carbon Economic Development

### LCEGS Sector Priorities for the NW

#### Invest

- Nuclear
- Smart Grids
- Tidal
- Solid State Lighting (including LEDs)
- Low Carbon Vehicles – see Advanced Manufacturing Action Plan

#### Build

- Offshore Wind
- Biomass (including Energy from Waste)
- Energy Management in Buildings (including retrofit insulation to homes and industrial buildings)

#### Support (core portfolio)

- Water/Wastewater, Waste & Recycling, PV (photovoltaic), Alternative Fuels, Carbon Capture and Storage (CCS)

Low Carbon and Environmental Goods and Services Sector Strategy for England's Northwest Final Report May 2010

### Opportunities for the North West

The Northwest **nuclear sector** has technological expertise in engineering, generation, decommissioning and environmental remediation<sup>6</sup>. This sector has an ageing workforce, which means that even more jobs will be created as growth and retirement occur simultaneously, which has implication for the skills required from the new workforce.

In the **renewable energy sector**, there is potential to benefit from the investment in offshore wind, tidal, biomass and energy from waste by building on existing supply chain strengths, encouraging new market entrants and attracting inward investment.

There will be a strong increase in the development of **Smart Grids** which enable energy companies to manage energy supply and demand as renewable energy generation comes on line. This will create a demand for a range of technologies and services including smart meters, specialist switchgear and control systems.

**Low/zero carbon buildings** also provide a growth opportunity for energy management products/services and micro-generation. Installing and maintaining energy efficiency technologies in thousands of homes could generate 5,000 new jobs in the region and a further 850 in energy management by 2015, adding to the approx 13,000 already in those sectors<sup>7</sup>.

**Solid state lighting** especially light emitting diodes (LEDs) may be a niche opportunity for the region based on expertise in Cumbria and East Lancashire.



## No.5 Greatest Hits for Low Carbon Economic Development

There is also growth potential in other large LCEGS sectors such as **waste recycling and water treatment**.

The North West has a strong low carbon and environmental capability in its knowledge base within its universities and private sector organisations – see box below for examples.

### **Regional Knowledge Assets in Low Carbon include:**

- Environmental Technologies Academic Network
- Lancaster Environment Centre at Lancaster University
- The Energen Centre, the delivery arm for National Skills Academy for Nuclear and an integral part of the University of Cumbria's Energy Coast campus
- Dalton Nuclear Institute
- The Joule Centre for Energy R&D
- The Energy Innovation Centre at Capenhurst
- Centre for Construction Innovation
- Northwest Technology Centre of Excellence (support to recycling and reprocessing industry)
- Sustainable Consumption Institute, University of Manchester

An important regional strength in the context of the LCEGS sector is **Envirolink Northwest** which provides a wide range of information and practical support to businesses in this sector to help them to grow in both UK and export markets. Envirolink also works to stimulate the local market for LCEGS through its market development programmes. <http://www.envirolinknorthwest.co.uk/Envirolink/Main.nsf?OpenDatabase>

### **Different sub-regions have key expertise in the LCEGS sector:**

**Cumbria** has engineering capabilities to support the offshore wind sector from its ports in Barrow and Workington, as well as a strong wood fuel and biomass supply chain and experience of deploying biomass (community and off-grid) and anaerobic digestion. It also has a cluster of companies working on solid state lighting, plus some tidal feasibility experience.

**Lancashire** has promoted wood fuels and supported the biomass supply chain, has advanced engineering skills relevant to all sectors and, like Cumbria, has companies developing solid state lighting.

**Liverpool City Region** has seen strong activity in developing a tidal scheme on the Mersey and developing a demonstration facility, interest in Energy from Waste (EfW) plants and a cluster of fuel cells and automotive development companies.

**Greater Manchester** has three of the UK's major wood reprocessing firms and large volumes of other waste streams to form the basis of a strong biomass and EfW cluster. There are also strong demand and supply capabilities for building technologies, the Low Carbon Economic Area for the Built Environment and a core of professional services to support the LCEGS sector in terms of legal, consulting and finance.



## No.5 Greatest Hits for Low Carbon Economic Development

Cheshire and Warrington is developing large scale EfW plants, is a focal point for development of electrical engineering capability for grid connection, distribution and transmission (e.g. through the Energy Innovation Centre at Capenhurst) and has a concentration of business and professional services companies, especially consultancies.

*“The Low Carbon Economy is about capitalising on the economic opportunities linked to delivering CO<sub>2</sub> reductions in both the domestic and commercial sectors. It is not just about the wind turbine or insulation manufacturers, it is about attracting the companies that install and maintain these new technologies and the associated services related to them. It is about strengthening the local supply chain.”*

David Kemp, Development Manager, Regenerate Pennine Lancashire

### 4. How will the rest of our economy be affected by the transition to a Low Carbon Economy?

It is critical that local areas understand how their businesses are affected by low carbon regulation/legislation and by rising energy and other resource costs. It is also important that they understand their supply chains and clusters for whom the Low Carbon Economy is an opportunity.

The Mini-Stern report for Liverpool and the Liverpool City Region highlights the different groups of businesses affected. Other areas could benefit from a similar approach based on an analysis of the local economy.

#### **The Economic Impact of EU and UK Climate Change Legislation on Liverpool and the Liverpool City Region (June 2009)<sup>8</sup> highlighted the impact on four groups of sectors in Merseyside**

- 1. Strong and potentially adverse direct impacts: high energy intensive manufacturing:** Carbon price rises, need for capital intensive long term investment to reduce energy use and carbon emissions costs in the future.
- 2. Medium direct impacts: large energy using manufacturing, services sector bodies and transport/logistics:** Large energy users will be affected by the Carbon Reduction Commitment<sup>9</sup>, including supermarkets, hospitals, large to medium sized manufacturing firms (such as the food and drink sector) and large local authorities and education institutions. Hauliers are likely to face pressure from customers on CO<sub>2</sub> emissions by demand for more efficient fleets.
- 3. Significant indirect impacts from legislation on goods/services produced by sectors:** Automotive and its supply chain – impact of EU regulation for a cap of 130g/CO<sub>2</sub>/KM by 2015 will have significant implications for all relatively fuel inefficient vehicles and their supply chains.

## No.5 Greatest Hits for Low Carbon Economic Development

Construction activity and materials – within 4 to 5 years the impact of the new regulations for low/zero carbon buildings will provide major opportunities and threats to existing construction firms as they try to adapt to the new skills required.

### 4. Positive impacts and opportunities

Impacts of legislation and regulation will further enhance existing and create new employment and business opportunities in the Low Carbon Goods and Environmental Sector. There are 400 firms with around 8,700 staff in the Liverpool City Region.

Companies are making products and providing services to an **increasingly regulated** market, which means new skills and eco-innovation are required. The Liverpool City Region example above, shows that this affects the very competitive global automotive manufacturing and local construction industries. As well as running their own operations efficiently, the products they make have to deliver fuel or energy efficiency.

**Booths** has 26 supermarket stores across the North of England. The company has been mapping out the climate change impacts of its operations and supply chains since 2007 and working systematically across the business to address its impacts. Its action plan includes working with transport logistics researchers at Lancaster University to identify distribution efficiencies. Other actions include improved refrigeration, waste and packaging reduction, and changes to product sourcing and supply chains from farm production to checkout<sup>10</sup>.

The £500million MediaCityUK project is being developed and managed in Salford, by Peel Media, a division of **Peel Holdings**. MediaCityUK is the first development in the world to become a BREEAM approved sustainable community and achieve the highest environmental rating in the world through the use of a highly efficient low carbon site, and CHP system (for the local generation of heat, cooling and electricity) which will save approximately 20,000 tonnes of CO<sub>2</sub> per annum.

Eco-innovation will be critical to the transition to low carbon, for example, the aerospace industries we have in the region are experts in 'lightweighting' to reduce fuel consumption and have skills and knowledge that can enable them to share this concept in other sectors. Linking skills between sectors and with universities is critical to supporting such innovations.

### North West Eco-Innovation Case Study

#### Garage Door Restore

Garage Door Restore is a company based in Blackpool. Customers often had existing doors that functioned well, but needed cosmetic refurbishment. The company devised an aesthetic covering to allow existing garage doors to be reused and renovated, reducing the need for regular re-painting, and reducing waste to landfill.

## No.5 Greatest Hits for Low Carbon Economic Development

Garage Door Restore was supported by the High Growth Programme and Eco-Innovation support, which helped produce estimated savings of 124,000 linear meters of marine ply batons and 38,000 litres of adhesive, and reduction in installation time and overall weight. Due to the low cost of this approach demand has increased and there is high demand for the new product giving rise to the creation of over 100 jobs nationwide and 49 branches opening nationally. They are now developing a new insulated door for new build homes.

Resource and Energy Efficiency support for businesses in the North West is provided by ENWORKS ([www.enworks.com](http://www.enworks.com)) for SMEs, and by the Carbon Trust for larger businesses.

The **Third or Voluntary & Community Sector** also has an important role to play, both through stimulating local initiatives and via social enterprises involved in recycling and sustainable energy (e.g. bulky goods re-use, organic waste composting and installing insulation and draught proofing in low income homes).

### **Offshoots Permaculture Project, Burnley**

This project started in 1997 housed in the old walled garden of Towneley Park in Burnley, then a derelict council depot and tree nursery. Work by dedicated volunteers has now created a thriving one acre organic fruit and vegetable garden with five different forms of eco-friendly buildings powered by renewables. Now managed by Groundwork Pennine Lancashire, it involves the community in many ways including gardening, composting and running courses.

### **5. What skills do we need to deliver a Low Carbon Economy?**

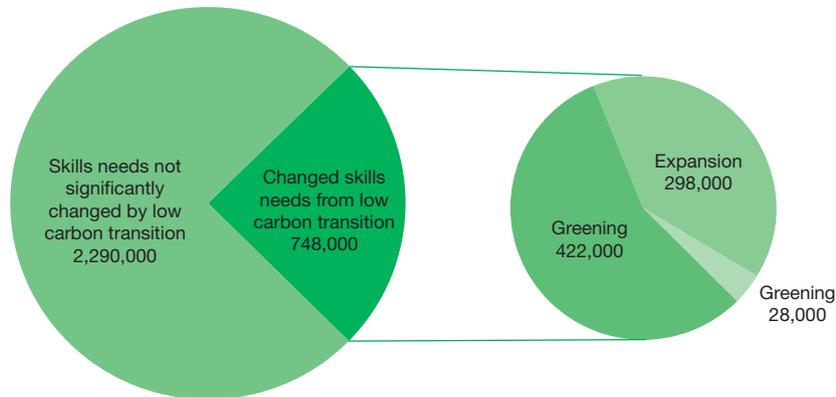
While the North West has universities and institutions delivering R&D and high end skills development, recent research has shown that a quarter of our entire workforce needs to learn new skills to adapt and take advantage of the Low Carbon Economy.

The total number of workers in the NW requiring some form of skill enhancement in order to make the transition to a Low Carbon Economy is approximately 750,000, or around 25% of the whole workforce. That is 70,000 people each year to 2020<sup>11</sup>.

## No.5 Greatest Hits for Low Carbon Economic Development

### Whole economy change in skills need

North West Total Employment: 3,038,00



Biggest skills needs areas are:

- Energy Efficiency and Demand – green construction & energy efficient products
- Transport – automobile & aerospace manufacture, logistics and transport planning, eco-driving and other efficient transport
- Low carbon technologies and energy supply

If local authorities want to attract inward investment by LCEGS sector companies, then they need to demonstrate that local organisations and businesses have the skills they need, from research and development capabilities to project management and manufacturing.

Consider if there is a role here that local economic development and regeneration can take in helping to support communication about the growth sectors with the HE and FE institutions in the North West and locally so that the right skills are being developed.

See the “**what you can do**” section on skills for ideas

### 6. Rapidly changing economic context for Low Carbon Economy

The policy context is constantly changing. Some policies announced by the Coalition Government include:

**The Green Investment Bank** The Green Investment Bank Commission has suggested that some £550 billion is required to shift the UK to a Low Carbon Economy, through investment in supply chains and infrastructure. The Commission suggests the bank catalyses low carbon investment by unlocking project finance, providing green bonds to access larger pools of capital from institutional investors, selling green ISAs and improving government support for low carbon innovation and commercialisation<sup>12</sup>.

## No.5 Greatest Hits for Low Carbon Economic Development

The Green Deal for households will be established through the Energy Security and Green Economy Bill to help individuals invest in home energy efficiency improvements that can pay for themselves from savings in energy bills (Pay As You Save). The Green Deal is expected to be available from Autumn 2012. The government expects that up to 100,000 insulation jobs will be created by 2015, against the current 27,000 working now in the insulation sector<sup>13</sup>.

The government has introduced a two year Regional Growth Fund (worth £1.4 billion) to create jobs and growth in places currently heavily dependent on the public sector - this could include support for activities such as housing growth and market renewal, which could support low carbon homes retrofitting and building as well as developing a market for renewable energy.

The government has also clarified that councils will be able to borrow against future growth in Business Rates to fund infrastructure projects. Local authorities are also able to raise money through the use of local authority bonds.

### 7. What do Local Authorities, LSPs and LEPs need to do now?

Local authorities are reviewing their roles, and with LEPs under development, it might be hard to work out the role that the public sector should take with regard to the Low Carbon Economy. A growing sustainable local economy is obviously desirable, and good skills levels and jobs are needed in all areas for a healthy functioning area.

Local authorities can help create the conditions for a thriving Low Carbon Economy through:

- leadership and communicating messages of why it is important
- engaging with emerging LEPS and with the business and community and voluntary sectors
- planning policy
- inward investment
- acting as a customer and catalyst, through energy planning, transport planning and establishing energy service companies
- boosting the LCEGS sector and creating jobs through insulation and boiler replacement schemes that target fuel poverty and support wider sustainable living in the community.

At a minimum it can provide a role as a facilitator, bringing together companies, enabling the sharing of information and research, and supporting the development of skills and innovation.

## No.5 Greatest Hits for Low Carbon Economic Development

### 8. Strengthening links between the Low Carbon Economy and economic development activities

- a) Understanding how low carbon can drive the local economy
- b) Finding out what is happening already
- c) Identifying what you need to do

#### 8a. Understanding how low carbon can drive the local economy

- **Map your area's business, infrastructure, strengths, threats, skills and resources.**

Use existing intelligence to understand how the Low Carbon Economy affects your local area's economy. Use documents like The Low Carbon and Environmental Goods and Services Sector Strategy to identify your sub-region's key areas for LCEGS sector growth, map your LCEGS sector businesses, map your intensive energy users and those industries affected by increasing regulation (e.g. automotive and construction). Some of this work may have been done if your sub-region has a mini-Stern report. It is important to stress that mapping the LCEGS businesses needs careful planning. Data is not always reliable or available for many of the sub-sectors but there are a wide range of information sources which can be used starting with Envirolink Northwest which has a comprehensive database of LCEGS businesses in the region.

- Review policies and incentives that you can maximise for greater impact.

#### Checklist for the LCEGS sector

- ◇ Do LCEGS sector companies know they are in this growth sector? (many companies do not realise that they are potentially in the low carbon supply chain or sector)
- ◇ Is there a local supply chain to help these companies grow?
- ◇ Are they aware of market opportunities locally and globally?
- ◇ Are companies aware of support available (e.g. from Envirolink, Eco-innovation or Knowledge Transfer Programmes (KTPs)).
- ◇ Are there skills shortages blocking local growth?
- ◇ Is the right workspace, employment land and infrastructure available for growth?
- ◇ Are these businesses supported by investment or do they need support?
- ◇ How do they want to be supported and by whom?

#### Case Study - Knowsley Council

In April 2009 Knowsley Council commissioned a study of renewable energy potential across the Borough. This assessed the environmental and economic benefits and constraints of a range of low carbon energy supply technologies, and identified the most appropriate and cost-effective options for suitable sites. It also considered the potential for local jobs and skills development as well as the economic benefit to business and homes through lower energy costs. The study informed the development of the Local Development Framework, and identified the potential to grow the existing thriving renewable energy sector in the Borough which has existing businesses providing component parts, fuels and technologies. The study identified that Knowsley also has the infrastructure and labour force with transferable skills to ensure it is a key area in the region for employment in the renewable energy sector<sup>14</sup>.

## No.5 Greatest Hits for Low Carbon Economic Development

- **Identify Intensive and large energy users**

Identifying the heavy energy and resource users in your industry sectors, and bringing them together to share information and good practice may be useful. Your own facilities or energy managers will also be working on energy and resource efficiency and may have lessons to learn or share from other companies.

Companies may be able to provide joint supply chain mentoring, through the Carbon Trust, Enworks, Groundwork or the local Chamber to support other local businesses. It should be recognised that these firms are also likely to be members of industry associations which also provide support to reduce carbon emissions especially if they are involved in the EU ETS or Climate Change Levy Agreements.

See also [Briefing No. 6](#) Engaging with Businesses.

- **Consider the impact of increased regulation**

Do you have key sectors like construction and manufacturing which may be subject to increased regulation? How are these sectors responding, can they support each other through innovation, do they have skills shortages?

### North West Eco-Innovation

**Trak-Rap** is a company based in Skemersdale, Trak-Rap has developed a new type of wrapping machine for transit packaging between factory and supermarket. This machine avoids the need for energy intensive 'shrink wrapping' by utilising a stretch-wrapping process instead.

- **Support business diversification**

You may identify companies supplying products or services that can convert across to the Low Carbon sector which will support jobs and expand the LCEGS sector. Jobs identified that can convert include:

- Electrician → Solar PV fitter
- Plumber → Renewable heat or solar thermal installer
- Aerospace technician → Wind turbine technician
- Architect → Zero carbon buildings architect

Products that could find new markets span a huge range. Two examples from Liverpool include providing industrial lubricants and uniforms to the growing off-shore wind sector.



## No.5 Greatest Hits for Low Carbon Economic Development

### **Pennine Lancashire's Microgeneration Business Diversification Programme**

In May 2010 Regenerate Pennine Lancashire launched an innovative scheme to help companies branch out into the renewable energy sector. The Microgeneration Business Diversification Programme is the first of its kind in the North West. It is aimed at giving up to 15 businesses across Pennine Lancashire the skills and training they need to compete for and win contracts in the microgeneration sectors. These skills are increasingly important to housing new-build and refurbishment schemes as well as to commercial and industrial projects in the North West. Regenerate worked with East Lancashire Chamber of Commerce to identify and map the skill and accreditation requirements of construction supply chain companies. The mapping work highlighted a need for different types of technology training to allow companies to progress towards accreditation. It also found a requirement for accreditation against the Microgeneration Certification Scheme (MCS) itself, where companies already had relevant skills and training. Regenerate Pennine Lancashire, Regenerate's 'No Limits - Constructing the Future' project and Envirolink Northwest jointly funded the programme. So far the scheme has supported 11 businesses, created 32 jobs and safeguarded 169 jobs.

- **Focus in**

You don't need to target all companies in your area. Target your LCEGS sector companies, companies which can make a transition to exploit low carbon opportunities, through innovation or marketing goods and companies under more regulation before you start to tackle the rest of your local economy.

### **Liverpool Green Business Network**

Liverpool City Council used its Year of the Environment to form an environmental group including the Chamber, Liverpool Vision and Groundwork to engage with the risks and opportunities to business, including SMEs. It produces an electronic newsletter and a Little Green Book<sup>15</sup> as a directory for businesses wanting to become more efficient and learn more about the Low Carbon Economy. It has a pledge the businesses can sign committing them to become greener, over 100 have signed up this year.

- **Maximise the impact of national policy:**

The URS Assessment of Potential Carbon Savings Achievable in the Northwest Region by 2020 recommends maximising the impact of national policy. Examples include: promoting and developing local district heating/CHP schemes, establishing ESCOs (Energy Service Companies) possibly drawing upon the benefits of initiatives such as Feed-In Tariffs and the Renewable Heat Incentive, and using your own estate to generate electricity.

Look at the potential that new policies such as the Green Investment Bank, Green Deal and Regional Growth Funds can deliver to the low carbon transition in your area. Consider whether you are best working on a sub-regional/city region level to maximise the size of projects and achieve scale to attract additional investment.

## No.5 Greatest Hits for Low Carbon Economic Development

### Case Study - Cumbria Vision

Cumbria's Mini-Stern report identified that the county has large areas of under-managed woodland, significant numbers of buildings off the gas grid (for which conversion to woodfuel would be economically viable), and some expertise in biomass heating. Feasibility studies can demonstrate the financial savings to business, but these often require some initial investment. Thereafter, the development of this sector is constrained by lack of capacity to design and install these systems and particularly by the concerns of prospective customers over the long term security of the local fuel supply chain. It was identified that by addressing this opportunity, Cumbria could create several hundred new jobs, whilst reducing CO2 emissions and reducing dependence on oil and coal.

Cumbria Woodlands has been driving this agenda forward, undertaking training with front line energy staff in various businesses and housing organisations to undertake feasibility surveys and to inform the client of the opportunities to benefit from installing biomass. However, there has yet to be a transformational shift to biomass in Cumbria. It remains a subject assigned great strategic importance time and again, yet there has not been the 'big push' by economic development stakeholders. The forthcoming Renewable Heat Incentive should mark the start of an acceleration in deployment of biomass. A comprehensive assessment of the potential demand and supply of biomass from Cumbrian woodlands is still required.

- **Develop sectors** that complement what your area needs to do to reduce energy use and make a transition to a Low Carbon Economy, and that can also tackle worklessness or skills development. That means, looking at what your potential spending as a local area is on insulation, boiler replacements, renewable energy installations, recycling, consultancy, energy advice and so on. Work on developing these skills and getting the jobs in your local area. The Mini-Stern reports carried out should help to identify some of these areas.

***“It's not low carbon or jobs, it's going to bring us jobs and help existing business be more efficient, it's not a nice-to-have”***

### Fact Box

- Businesses and Public Sector employers in the Northwest spend around £2.9 billion per year on energy, and a further £2.8 billion on transport fuel.
- On average, organisations waste up to 20% of the energy they buy (equivalent to 5% of sales for many businesses), costing the Northwest economy over £580 million/year.



## No.5 Greatest Hits for Low Carbon Economic Development

### ■ 8b. Finding out what is happening already

Having identified the potential and impacts of the Low Carbon Economy on your area and mapped what existing programmes and policy could benefit these, look at what is happening already and see what you need to add in terms of information, knowledge, research and strategy, and most importantly, practice.

#### **Existing strategy and plans:**

- ? Has your area has been included in some of the sub-regional **Mini-Stern** reports detailing the economic implications of climate change for the sub-regional economies?  
How is it planning to respond to this?
- ? What are current economic strategies, plans and developments?
- ? Do they take into account recent economic impacts such as the budget reductions in the public sector, the lull in construction, changes to planning requirements such as the Code for Sustainable Homes, the introduction of Feed in Tariffs, the impact of carbon and energy price rises on energy-intensive sectors, the potential for growth in certain sectors?
- ? What is your strategy on skills?
- ? What is your strategy on tackling worklessness?

#### **New investment:**

- ? How does the team assess the sustainability of investments and developments?
- ? Do energy supply, low-carbon buildings, travel minimization and travel planning feature in discussions with investors?
- ? What are steps are currently being taken to foster a Low Carbon Economy?
- ? Does anything else in economic development and regeneration work contribute to reducing emissions, increasing energy efficiency, reducing transport or encouraging environmental technology companies?

#### **New Policy Areas:**

- ? What is the local area doing in terms of the LEP?
- ? Did the bid include a focus on the Low Carbon Economy and enabling growth in the LCEGS sector and enabling transition of other sectors to a lower carbon future?
- ? Is there an opportunity to push this further through the Local Economic Assessment?
- ? What are the plans for bidding to the Regional Growth Fund, can these include assessment of potential new jobs in the Low Carbon and Green sectors?
- ? Can this include a review of potential growth areas?



## No.5 Greatest Hits for Low Carbon Economic Development

### ■ 8c. Identifying what you need to do

In CLASP workshops with economic development, regeneration and sustainability officers we identified six key areas for action.

- Leadership & Governance
- Infrastructure
- Skills
- Supply Chain and Business Engagement
- Planning
- Finance

#### Leadership & Governance

- Training
- LEP embed low carbon in work
- Map LCEGS sectors and skills needs to tackle joblessness
- Map areas of procurement and introduce sustainable procurement and supplier support

#### Infrastructure

- Set up ESCOs
- Invest in new forms of generation
- Support social enterprises and communities in small scale generation
- Cluster heavy industry to recycle waste products including heat

#### Skills

- Work with Jobcentres, colleges and schools to support low carbon skills development
- Develop low carbon skills in public sector
- Skill up staff who have contact with businesses in low carbon awareness
- Promote skills to 'green' existing jobs
- Build up 'entry level' skills for employment in retrofitting, renewables installation

#### Supply Chain & Business

- Create networks of linked businesses
- Promote local low carbon supply chain to business and public sector
- Foster innovation in new or recycled products - eco-innovation

#### Finance

- Identify potential income streams for local authority through renewable energy
- Identify innovative approaches to investment

#### Planning

- Work with Forward Planning on sites for LCEGS business investment, accessible, energy planning etc
- Communicate lower running costs of high standard buildings
- Encourage renewables installation through planning policy
- Establish a low carbon business development zone



## No.5 Greatest Hits for Low Carbon Economic Development

### Leadership and Governance

Through leadership, training and awareness everyone needs to consider how their services, regeneration, building projects and policies support a low carbon future.

Training on this relatively new and complex subject area will be needed for people to understand the potential for economic development and jobs creation.

Since budgets are tight, bringing people together for a learning lunch or discussion may be a good start.

Discussions or training could include:

- Introduction to the Low Carbon Economy
- Linking economic development and the Low Carbon Economy
- Financial savings that can be generated in moving to a low carbon estate
- How to integrate local authority's low carbon ethos into procurement
- What is the state of our local low carbon supply chain?
- What is the potential for Low Carbon Economy in our area based on our business and skills base?
- What can we do to further this agenda in simple terms?
- What more information do we need and how can we get it?

Ensure that the **Local Economic Assessment and Local Enterprise Partnership** embed the Low Carbon Economy and measures to tackle climate change as a driver for sustainable economic development. Use regional research, Envirolink data, Mini-Stern reports, energy studies and local authority procurement programmes (e.g. for housing insulation and renewable energy) as evidence. Begin work to develop an understanding of, and the capacity to deliver, low carbon economic development. Communicate the need to include this to get buy in and support from senior officers and leadership.

**Tackling Worklessness** - Map expanding and contracting business sectors and related skills to understand the potential in the local economy to move towards a lower carbon approach. Map against the skills needs discussed above.

Map areas of **procurement** that could support local jobs and business related to tackling climate change. Encourage the LSP to develop a sustainable procurement policy that also supports the local economy and actively engages suppliers in energy efficiency, identifying innovation and supporting local employment.

### Infrastructure

Set up ESCOS (Energy Service Companies)

Invest in new forms of energy generation

Support social enterprise and communities in producing small scale generation projects

Cluster heavy industry to recycle waste products including heat



## No.5 Greatest Hits for Low Carbon Economic Development

### Skills

Work with Jobcentres, colleges and schools to support the development of skills for a Low Carbon Economy through training for young people and unemployed people.

Include skills development of public sector workers to further the Low Carbon Economy – across the Local Authority but also across your partners.

This should include business support staff or any officers who liaise or monitor businesses – they should be able to identify potential low carbon opportunities and direct businesses to relevant support or to other businesses who could benefit from sharing resources and information.

Don't just focus on new jobs; but also greening existing jobs to maintain employment and businesses in your areas.

Ensure skills for entry level employment opportunities to the Low Carbon Economy e.g. retrofitting, renewables.

### Supply Chain and Business Engagement

Create partnerships or associations that link businesses together, as Knowsley has done through its Business Environment Network.

#### Knowsley Business Environment Network

Brings companies together to share a common interest in developing and implementing environmental and sustainable practices for business benefit. QVC, the online shopping channel company, and Sonae, a manufacturer of particleboard for the furniture and construction industry, met at the Network. Both companies are based on the Knowsley Industrial Park and have struck a deal for QVC to sell excess wood pallets to Sonae to use in product manufacture.

**Foster innovation and adoption of low carbon approaches by existing business** - help existing businesses responding to gaps in the market, identifying new ways to make products out of recycled materials, through research and innovation and creating new products and services. Close working with existing companies to support their development into a Low Carbon Economy will be important.

Support supply chain events that promote the LCEGS sector to potential markets.

#### Meet The Supplier Events for Energy Efficiency and Renewables

Through the Pennine Lancashire Energy Managers network, Regenerate supported a PLACE<sup>16</sup> bid to NWIEP to assist local authority partners to undertake energy efficiency projects on council owned assets. A cornerstone of the successful bid was local economic opportunities for Pennine Lancashire supply chain. Regenerate secured further funding and support from Envirolink Northwest to hold a meet the supplier event for partner authorities and their LSP partners allowing councils to open discussions with suppliers, manufacturers and installers of appropriate and relevant energy efficiency and renewable energy technologies. Five public sector organisations attended, and 20 companies were supported.

## No.5 Greatest Hits for Low Carbon Economic Development

Social enterprises, low carbon community groups and Transition Towns should be included in the approach to sustainable economic development. They are often able to attract new finance, tackle social issues and address skills needs in areas of regeneration and might be a player in the development of local energy projects, insulation and recycling schemes.

### Planning

Engage with the Forward Planning team to discuss **business infrastructure**. What premises or services are needed to attract companies to invest in the area? New business start up units or incubators, technology and business parks should be planned and designed to high energy efficiency standards and located in places accessible by public transport, walking and cycling. Consider energy plans as part of this work.

Communicate the lower running costs of premises built to high standards of energy efficiency. Demand this in planning policy.

Make planning regulations easier to encourage renewables.

Identify a **regeneration area or economic development zone** that could become a low carbon exemplar to test ideas and innovation.

### Finance

Identify potential income streams for the local authority through new opportunities from renewable energy.

Identify innovative approaches to **investment** – A Green New Deal suggests that local authority bonds could provide a major source of finance for low carbon programmes, arguing “this source of funding, and local democracy, could be promoted relatively easily if the returns on the money saved from low carbon investments, minus their costs, were used to repay such bonds”<sup>10</sup>.

Maximise potential for investment from new delivery models such as community owned schemes.

Scale up with other areas and the sub-region to create big scale projects that attract investors.

Ensure the Green Investment Bank, Green Deal, FITS, Renewable Heat Incentive and Regional Growth Fund are exploited full to support economic growth in your area.



## No.5 Greatest Hits for Low Carbon Economic Development

### The CBI View

The Confederation of British Industry (CBI) produced reports and timelines in April 2009, **Going the distance: the low-carbon economy roadmap** which detail how they see a transition to a Low Carbon Economy up to 2020 from a business point of view. They include recommendations to use government purchasing power to encourage, widespread installation of smart meters to measure and manage energy demand, a renewal of nuclear power and investment in renewable power generation, rewards for consumers in switching to efficient appliances, emissions trading for shipping and a move to electric vehicles. It is always useful to use business-based information if you're discussing these issues with your economic development team, chamber or business associations.

[http://climatechange.cbi.org.uk/uploaded/Roadmap\\_SummaryDistance.pdf](http://climatechange.cbi.org.uk/uploaded/Roadmap_SummaryDistance.pdf)

### Partners

In developing local economic strategies or programmes to develop a Low Carbon Economy, key partners to engage are:

- Local Chamber of Commerce
- Envirolink Northwest
- Groundwork or ENWORKS
- Local Enterprise Partnerships
- Integrated Transport Authorities
- Jobcentre Plus
- Homes and Communities Agency
- Highways Agency
- Young Persons Learning Agency
- Local colleges and university
- Neighbouring councils and LEPs who may have linked supply chains or associated business clusters
- National business support organisations
- Energy Saving Trust (who provide eco-driving, green fleet reviews, and other energy efficiency measures advice)



## No.5 Greatest Hits for Low Carbon Economic Development

### 9. Further resources and support

#### **CLASP**

The Climate Change Local Area Support Programme (CLASP) is a programme of support which aims to assist North West Local Authorities and LSPs in tackling climate change mitigation and adaptation. During 2010 – 11 it is providing additional support through the Climate Change Skills Fund for planners, members and others focusing on renewable energy and planning.

[www.clasp-nw.info](http://www.clasp-nw.info)

#### **ENWORKS**

Provides resource and energy efficiency advice to SMEs in the North West.

[www.enworks.com](http://www.enworks.com)

#### **Carbon Trust**

Provides specialist support to business and the public sector to help cut carbon emissions, save energy and commercialise low carbon technologies. Also provides loans and financial information.

[www.carbontrust.co.uk](http://www.carbontrust.co.uk)

#### **Energy Saving Trust**

EST provides a wide range of information and advice on energy efficiency, renewable energy and low carbon transport to domestic users. This includes operating the national network of EST Advice Centres and supporting community groups through its Green Communities programme. EST works closely with local authorities on energy efficient housing and fuel poverty.

[www.energysavingtrust.org.uk](http://www.energysavingtrust.org.uk)

#### **EnviroLink**

EnviroLink Northwest is a not-for-profit organisation working in the North West to:

- Increase the levels of technology transfer and innovation within the sector
- Increase the level of knowledge and skills in the current and future sector workforce
- Promote the sector in regional, national and international markets

[www.envriolinknorthwest.co.uk](http://www.envriolinknorthwest.co.uk)

#### **North West Eco-Innovation Programme**

The North West Eco-Innovation Programme provides free, tailored support to help SMEs exploit the market for sustainable products and low carbon solutions.

[www.businesslink.gov.uk/northwest/eco-innovation](http://www.businesslink.gov.uk/northwest/eco-innovation)

#### **Local low-carbon and resource-efficient economies members' workbook**

This workbook was published in May 2010 and is a very clear, useful resource for use in work in local areas on the Low Carbon Economy.

<http://www.idea.gov.uk/idk/core/page.do?pageld=20853402>

#### **The Prince's Mayday Network**

The Prince's Mayday Network, convened by Business in the Community, is a collaboration of businesses at all stages on the low carbon journey: some leading, some just starting out. It provides information and support especially to smaller businesses.

[www.maydaynetwork.com](http://www.maydaynetwork.com)

## No.5 Greatest Hits for Low Carbon Economic Development

The Northwest Greatest Hits for carbon savings series includes the following briefings:

- 1** No.1 Greatest Hits for Unitary LSPs
- 2** No.2 Greatest Hits for District LSPs
- 3** No.3 Your Top 10 is my Top 10 –  
Explaining how climate change targets meet other targets
- 4** No.4 Quantifying the Savings
- 5** No. 5 Greatest Hits for Low Carbon Economic Development
- 6** No.6 Greatest Hits for Engaging with Business
- 7** No.7 Greatest Hits in Planning
- 8** No. 8 Greatest Hits for Local Transport Plans
- 9** No. 9 Greatest Hits for Revolving Loan Funds
- 10** No.10 The Whole NI 186 Picture



## No.5 Greatest Hits for Low Carbon Economic Development

### References

1. Business and Sustainability; The Times, 3 March 2010
2. The Manchester 'mini-Stern' report suggested that failure to adapt to the new reality of tackling climate change could have cost the local economy £21bn by 2020
3. Mini-Stern reports are local reports examining the economic impacts of climate change – the name is taken from the Stern Report 2006 looking at the national costs of climate change to the UK economy
4. The UK Low Carbon Transition Plan,  
[http://www.decc.gov.uk/en/content/cms/what\\_we\\_do/lc\\_uk/lc\\_trans\\_plan/lc\\_trans\\_plan.aspx](http://www.decc.gov.uk/en/content/cms/what_we_do/lc_uk/lc_trans_plan/lc_trans_plan.aspx)
5. Making Sense of The Low Carbon Economy, White Paper, Forum for the Future, 2007
6. <http://www.nwda.co.uk/areas-of-work/sustainable-development/energy-and-ets.aspx>
7. Assessment of the Skills Need and Provision for a Well Adapted and Low Carbon North West, December 2009
8. The Economic Impact of EU and UK Climate Change Legislation on Liverpool and the Liverpool City Region (June 2009, Regeneris Consulting & Quantum Strategy & Technology)
9. CRC Energy Efficiency Scheme – see footnote number 22.
10. [www.booths.co.uk/green-issues](http://www.booths.co.uk/green-issues)
11. Assessment of the Skills Need and Provision for a Well Adapted and Low Carbon North West, December 2009
12. <http://www.climatechange-capital.com/news-and-events/press-releases/green-investment-bank-commission-report-ccc-e3g-joint-announcement.aspx>
13. DECC Press Notice: 2010/115 Huhne heralds green homes revolution.
14. [http://www.knowsley.gov.uk/PDF/KMBC\\_report\\_rev230709.pdf](http://www.knowsley.gov.uk/PDF/KMBC_report_rev230709.pdf)
15. <http://www.liverpoolchamber.org.uk/greenbook.html>
16. Pennine Lancashire and Chief Executives (PLACE)

CLASP – The Northwest Climate Change Local Area Support Programme  
[www.clasp-nw.info](http://www.clasp-nw.info)

## No.6 Greatest Hits for Engaging with Business

### Brief Description:

Local Strategic Partnerships and Local Authorities can reduce CO<sub>2</sub> emissions per capita through supporting and engaging local businesses. Substantial reductions in emissions are possible by minimising the demand for fossil fuel-sourced energy for heating, electricity, steam generation and transport.

Opportunities for CO<sub>2</sub> emissions reductions depend on the type of businesses in your area and their progress to date. Large energy-intensive industries are likely to be in the EU Emissions Trading Scheme and their emissions are excluded from NI 186 calculations. Other larger businesses may already be tackling their emissions either on their own or with support from the Carbon Trust. Organisations like supermarkets, retail companies, banks, hotel chains and public sector organisations are likely to be covered by the Carbon Reduction Commitment (CRC) and sharing knowledge and support in the local area can assist with readiness for CRC, reduce emissions and demonstrate leadership. Many smaller companies can save around 20% of their energy through efficiency measures and can get advice on this through Environment Connect.

**The role of LSP partners should be to identify where and how further support might help businesses that are not already working on reducing their emissions.**

Although not explored in this briefing, thought should also be given to impacts of inevitable climate change covered by NI 188 Planning to Adapt to Climate Change. Inclusion at this stage will help avoid future duplication of effort and would demonstrate leadership.

### The May Day Network in the North West

The May Day Network is the UK's largest group of businesses and organisations committed to collectively taking action on climate change. The Network offers a range of practical support to help North West businesses reduce their carbon emissions. Business in the Community, the CBI, the North West Business Leadership Team and others are developing a large and active regional Prince's May Day Network.

[www.maydaynetwork.com/northwest](http://www.maydaynetwork.com/northwest)

### Category:

The actions proposed below impact the Industry and Commercial category of Defra's categories for CO<sub>2</sub> emissions.

## No.6 Greatest Hits for Engaging with Business

### Partners:

Business support organisations have established effective links with the private sector and may already provide information and support on energy efficiency and carbon saving.

Working in partnership with the following organisations will achieve the best impacts:

- Chambers of Commerce
- Local business forums and networks
- Northwest Regional Development Agency (NWDA) and sub-regional economic partnerships (e.g. Manchester Enterprises, Cumbria Vision)
- Groundwork, ENWORKS
- Environment Connect and Business Link
- Environment Agency
- Business in the Community (BitC) and the Mayday Network
- Carbon Trust
- Energy Savings Trust
- University and other business incubators<sup>1</sup> (e.g. University of Manchester Incubator Company Ltd, Lancaster Environment Centre, Innospace at MMU, Liverpool Science Park Innovation Centre)
- Business trade associations (e.g. Federation of Small Businesses)

### Policy links

Legislation and policies on climate change will develop quickly over the next few years leading to additional pressures on businesses. There are numerous instruments, incentives and regulations already in place:

- The Carbon Reduction Commitment (CRC) emissions trading scheme.
- The EU Emissions Trading Scheme (EU ETS) and Climate Change Agreements target energy-intensive sectors.
- The Climate Change Levy imposes a charge on each unit of fossil-fuel based energy used by business.
- Enhanced Capital Allowances enable businesses to buy energy efficient equipment using a 100% rate of tax allowance in the year of purchase.
- All business premises require an Energy Performance Certificate (including an A to G energy rating) when they are built, sold or rented out.
- Pressures on the construction sector are increasing through more stringent building regulations e.g. zero carbon homes to be built from 2016.
- The Climate Change Act 2008 introduces legally binding targets (80% CO<sub>2</sub> reduction by 2050) and powers that will affect businesses.
- Advanced 'smart' metering to be provided by energy suppliers to businesses.
- The Government-funded Carbon Trust works with business and employees to raise awareness and provide detailed information on how to improve.
- There are also links to a wide number of transport, waste, planning policies, covered in part in other briefings.

## No.6 Greatest Hits for Engaging with Business

### Fact Box

- The business sector accounts for 35% CO<sub>2</sub> emissions in the UK<sup>2</sup>
- 40% of the Northwest's CO<sub>2</sub> emissions arise from industry alone<sup>3</sup>
- Businesses and other organisations in the Northwest spend approximately £2.9 billion per year on energy, and a further £2.8 billion on transport fuel.
- On average, organisations waste up to 20% of the energy they buy (equivalent to 5% of sales for many businesses), adding a fifth to the CO<sub>2</sub> emissions they produce and costing NW businesses over £500 million/year<sup>4</sup>
- Tackling climate change could create opportunities for a company to increase its value by up to 80% if it is well positioned and proactive, or threaten up to 65% of value if the company is poorly positioned or a laggard.<sup>5</sup>
- In 2005 CO<sub>2</sub> accounted for 88% of the region's greenhouse gas emissions.<sup>6</sup>
- The cost to the Northwest of failing to respond to climate change could be £70 billion over the next 12 years<sup>7</sup>.

### Key steps to getting started as a Partnership

1. Understanding the target in practical terms
2. Finding out what is happening already
3. Identifying priority areas for action

1. Understanding the target in practical terms and
2. Finding out what is happening already

Energy use by the private sector varies across the Northwest according to geography<sup>8</sup> and according to company size (over 99% of the region's businesses have less than 50 employees<sup>9</sup>) and sector. **You do not need to undertake an in depth analysis of business CO<sub>2</sub> emissions, this will take too much time - just break your businesses into three groups:**

#### Large companies in the EU Emissions Trading Scheme

Large businesses in the chemicals, iron & steel, food & drink, pulp & paper, cement, lime, glass, ceramics, services (large hospitals and universities) and electricity producers will be in the EU Emissions Trading Scheme. Their emissions are not counted under NI 186. However you can engage with these companies as local leaders/business ambassadors, models of good practice, partners and may be able to influence them to provide support to their local supply chains. (A list of companies in the EUETS is available on the Defra website.<sup>10</sup>)

## No.6 Greatest Hits for Engaging with Business

### Other Large Businesses

Some of these businesses will be covered by the Carbon Reduction Commitment<sup>11</sup>, an obligatory emissions trading scheme covering large businesses and public sector organisations that provides a financial incentive for energy efficiency. The scheme will start in April 2010 and is administered by the Environment Agency. It will cover organisations with annual half-hourly metered electricity use above 6000 MWH per year (equivalent to a bill of £500k) and will include: **local authorities, supermarket chains, hotel chains, universities and colleges.**

These organisations will have to measure their use, act to reduce energy use and carbon emissions and/or purchase allowances for their emissions.

Some large businesses may have taken advantage of energy audits or other support from the Carbon Trust. However, the Carbon Trust only provides in-depth support to a relatively small number of businesses, and many may not be aware of the services offered.

### Small to Medium Sized Businesses (SMEs)

These vary in size and impact, and there is a growing range of support available in the North West.

A few steps to take:

- Identify **key sectors** in your area and via their local associations, the Chamber of Commerce or local authority business development team, find out how actively these sectors are working on energy efficiency and whether they are using the resources and support available to them. If not, why not and what do they need to do so?
- Are all businesses accessing support through Environment Connect<sup>12</sup> and are those appropriate for support being referred through to ENWORKS<sup>13</sup>, Envirowise, EST<sup>14</sup>, WRAP<sup>15</sup>, NISP<sup>16</sup>, Carbon Trust or other local partners such as Groundwork? Are businesses with an energy bill of over £50k accessing the Carbon Trust survey<sup>17</sup>?
- Business Environment Associations or community based initiatives may provide ongoing support for businesses who are acting on energy efficiency and CO<sub>2</sub> emissions.

### Fact Box

Don't assume that all your business emissions can be taken care of by the support programmes available due to the careful targeting of resources to maximise CO<sub>2</sub> savings.

Of the 13,000+ businesses in the Liverpool City Region, only 47 have had Carbon Trust audits, and only 476 are expected to be supported under the ENWORKS programme to 2010.



## No.6 Greatest Hits for Engaging with Business

### 3. Identifying priority areas for action

There are steps LSPs can take to reduce CO<sub>2</sub> emissions in the industry/commerce and transport sectors through both promoting external support and developing local support:

- Speak to the Chamber of Commerce and local business associations to see what help is needed on the CRC for local businesses
- Ask your LA Business Development Key Account Managers to check whether their larger businesses have accessed Carbon Trust support and whether they are ready or need assistance in being prepared for the CRC
- Show leadership - share good practice across organisations and businesses in the local area and make them aware of the support available, including energy audits, loans for energy efficient equipment<sup>18</sup>, and Enhanced Capital Allowances for energy saving technologies
- Encourage LSP business partners to develop Low Carbon Management Plans and share good practice with other organisations locally
- Develop supply chain initiatives, amongst partners and more widely, drawing on assistance from ENWORKS such as free workshops for business in partnership areas. ENWORKS are keen to get these set up and going. [www.ENWORKS.com](http://www.ENWORKS.com)
- Identify 'champions' within the local business community that can demonstrate leadership and lead on action. They will include executives from EU ETS companies, smaller companies and trade associations. These business champions or ambassadors are likely to influence their peers to a much greater extent than public bodies can.
- Put yourself in their shoes - How can businesses help themselves, and what information do they need to do this?
- Consider what follow up support or funding may be required by businesses who have received audits and advice to implement the recommended measures? e.g. Resource Efficiency Club for dedicated support, green business forums, renewable energy generation grants. Many businesses sit on their audit reports and fail to act on them - what can be done to get them implemented?
- Mainstream support - Is support effectively marketed through other contact routes including business rates, air quality, health and safety, business advisors as well as at events that businesses attend (rather than specific 'green' events)?
- Encourage and support agencies and businesses to volunteer for pilot initiatives, develop proposals to European funded programmes and to engage with other leaders (e.g. through Forum for the Future's Climate Change Challenge, or the Prince's May Day Network).
- Encourage businesses to explore the risks (and opportunities) posed by extreme weather associated with climate change<sup>19</sup>. Stress the economic impacts - Will flooding damage buildings? Will heatwaves affect staff and reduce productivity? Do investment plans take account of risks?

## No.6 Greatest Hits for Engaging with Business

### 4. Measuring the impact/likely impacts

Savings made from reducing energy demand can be high – 10% is likely through simple no-cost actions by employees<sup>20</sup>. This will translate directly into lower CO<sub>2</sub> emissions. Investment in new technologies will lead to even greater benefits and potentially short payback periods. Through ENWORKS' Resource Efficiency Programme, Northwest companies are now cutting carbon emissions by 86,000+ tonnes each year<sup>21</sup>. There are several tools available to measure progress (e.g. ENWORKS' Online Resource Efficiency Toolkit) - also see [Briefing No.3](#) Quantifying the Savings.

#### Other information from companies to inspire

<http://www.co-operative.coop/ethicsinaction/environment/>

The Co-operative, based in the North West is taking a lead on tackling climate change and has initiatives that support LAA indicators, including support for school Walking Buses and Green Energy for Schools.

<http://www.ibm.com/uk/en/>

Put carbon management into the search tool and the results include links to video clips, information on the business case, facts and figures.

#### Case study links

Manchester Enterprises, with business, NWDA, City Council and others, is seeking to establish a Climate Change Agency to, amongst other things, develop capacity in the form of behavioural change work, including support for businesses: [www.manchester-enterprises.com/news/ManCCAB.html](http://www.manchester-enterprises.com/news/ManCCAB.html)

Knowsley Environment Business Club, with Groundwork, offer Carbon Footprint Assessments to SMEs across Merseyside:

[www.knowsley.gov.uk/pdf/climate\\_change\\_strategy.pdf](http://www.knowsley.gov.uk/pdf/climate_change_strategy.pdf)

The Lake District National Park Authority has part funded a baseline energy audit and emissions profile of existing commercial buildings through Cumbria Business Environment Network (CBEN): [www.lake-district.gov.uk/lake\\_district\\_docs95/2008\\_03\\_11\\_Idnpa\\_response\\_to\\_climate\\_change\\_strategy\\_v3.doc](http://www.lake-district.gov.uk/lake_district_docs95/2008_03_11_Idnpa_response_to_climate_change_strategy_v3.doc)

The Lancashire Climate Change Strategy has identified primary industrial emissions to the Ribble Valley and Blackburn:

[www.lancashire.gov.uk/environment/envpolicy/climate/pdfs/consultation\\_cc\\_strategy.pdf](http://www.lancashire.gov.uk/environment/envpolicy/climate/pdfs/consultation_cc_strategy.pdf)

## No.6 Greatest Hits for Engaging with Business

The Northwest Greatest Hits for NI 186 series includes the following briefings:

- 1** No.1 Greatest Hits for Unitary LSPs
- 2** No.2 Greatest Hits for District LSPs
- 3** No.3 Your Top 10 is my Top 10 –  
Explaining how climate change targets meet other targets
- 4** No.4 Quantifying the Savings
- 5** No. 5 Greatest Hits for Low Carbon Economic Development
- 6** No.6 Greatest Hits for Engaging with Business
- 7** No.7 Greatest Hits in Planning
- 8** No. 8 Greatest Hits for Local Transport Plans
- 9** No. 9 Greatest Hits for Revolving Loan Funds
- 10** No.10 The Whole NI 186 Picture



## No.6 Greatest Hits for Engaging with Business

### References

1. <http://www.incubationnw.org/incubators/>
  2. [www.defra.gov.uk/ENVIRONMENT/statistics/globalatmos/gakf07.htm](http://www.defra.gov.uk/ENVIRONMENT/statistics/globalatmos/gakf07.htm)
  3. 4NW Energy and Greenhouse Gas Emissions study update 2005  
AEAT/ENV/R/2650/Issue 3.2 report from Ailsa Gibbon
  4. <http://www.carbontrust.co.uk/energy/saving/starterpack.htm> and  
[www.carbontrust.co.uk/publications/publicationdetail.htm?productid=CTV034](http://www.carbontrust.co.uk/publications/publicationdetail.htm?productid=CTV034)
  5. Climate change – a business revolution? How tackling climate change could create or destroy company value  
[www.carbontrust.co.uk/publications/publicationdetail.htm?productid=CTC740](http://www.carbontrust.co.uk/publications/publicationdetail.htm?productid=CTC740)
  6. 4NW Energy and Greenhouse Gas Emissions study update 2005  
AEAT/ENV/R/2650/Issue 3.2 report from Ailsa Gibbon
  7. [www.manchester-enterprises.com/documents/Manchester Mini-Stern - FULL FINAL REPORT.pdf](http://www.manchester-enterprises.com/documents/Manchester%20Mini-Stern%20-%20FULL%20FINAL%20REPORT.pdf)
  8. [www.berr.gov.uk/energy/statistics/regional/mlsoa-electricity-gas/page50221.html](http://www.berr.gov.uk/energy/statistics/regional/mlsoa-electricity-gas/page50221.html)
  9. [www.fdf.ac.uk/files/NWRegionalProfile.doc](http://www.fdf.ac.uk/files/NWRegionalProfile.doc)
  10. <http://www.defra.gov.uk/environment/climatechange/trading/eu/operators/phase-2.htm>
  11. Carbon Reduction Commitment and Emissions Trading Schemes:  
[www.defra.gov.uk/ENVIRONMENT/climatechange/uk/business/crc/index.htm](http://www.defra.gov.uk/ENVIRONMENT/climatechange/uk/business/crc/index.htm)
  12. Business Link Northwest provides a wide range of support to business:  
[www.businesslinknw.co.uk](http://www.businesslinknw.co.uk)
- Environment Connect, a one stop shop for Northwest businesses, working with Business Link Northwest: [www.environmentconnect.co.uk](http://www.environmentconnect.co.uk)
13. ENWORKS: [www.enworks.com](http://www.enworks.com)
  14. The EST can help with engaging employees, low energy buildings, case studies etc:  
[www.energysavingtrust.org.uk](http://www.energysavingtrust.org.uk)
  15. WRAP helps business reduce waste and recycle more and provides capital grants and support for recycling businesses [www.wrap.org.uk](http://www.wrap.org.uk)



## No.6 Greatest Hits for Engaging with Business

16. The National Industrial Symbiosis Programme offers free support on cross industry resource efficiency trading [www.nisp.org.uk](http://www.nisp.org.uk)

17. The Carbon Trust manages a archive of publications and advice for all sectors of business: [www.carbontrust.co.uk](http://www.carbontrust.co.uk) And interest free loans for businesses to purchase energy saving equipment: <http://www.carbontrust.co.uk/energy/takingaction/about-loans.htm> SMEs meeting the criteria can apply for between £5k - £200k loans

18. Market Transformation Programme develops evidence for Government and business on energy using products [www.mtprog.com](http://www.mtprog.com)

19. UKCIP helps organisations to adapt to inevitable climate change: [www.ukcip.org.uk](http://www.ukcip.org.uk)

20. [www.carbontrust.co.uk/energy/startsaving/top\\_tips.htm](http://www.carbontrust.co.uk/energy/startsaving/top_tips.htm)

21. [www.enworks.com/viewNewsArchive.php?SectionID=299&ParentSectionID=299](http://www.enworks.com/viewNewsArchive.php?SectionID=299&ParentSectionID=299)

CLASP – The Northwest Climate Change Local Area Support Programme  
[www.clasp-nw.info](http://www.clasp-nw.info)



## No.7 Greatest Hits for Planning and New Development

### **Brief Description:**

The purpose of the planning system is to deliver sustainable communities. It is therefore a key mechanism for delivering low carbon elements of the Sustainable Communities Strategy, including new development in sustainable locations, housing that is affordable to run in terms of energy needs, health in terms of promoting active travel and access to open spaces and leisure and economic investment.

National changes to the planning system over the last few years have sustainability at their core, and most councils are incorporating these changes into local policies and plans. Local council priorities have a strong influence on the speed at which these national policies are translated into action. There are major differences in progress between local planning authorities and opportunities for integrated renewable energy in particular may be lost.

Planning is essentially about balancing different pressures from different directions, and considering sustainability in terms of economic and social improvement as well as environmental considerations. The fear of upsetting the business community or losing new development to other areas is a major influence. Using hard policy to drive up standards requires facing down well-resourced business interests, which may be highly risky, leading to policy documents being found unsound, planning decisions overturned and attitudes being hardened by the confrontational approach. This does not negate the need to press for higher standards. Well-informed pressure, supported by evidence and rooted in a clear community view strengthens the ability of Local Planning authorities to introduce and implement more demanding policies.

A low-carbon planning system will not deliver short term NI 186 targets, as the level of construction expected before 2011 is too low, but it is critical to delivery of this target over the long term, and action on planning is expected to be included in all NI186 plans.

### **Category:**

The actions proposed impact the Industry/Commercial, Domestic and Transport categories of Defra's CO<sub>2</sub> emissions category.

## No.7 Greatest Hits for Planning and New Development

### Partners:

The Local Planning Authority is the main group responsible for achieving low carbon developments, but they should be supported by:

- The Economic Development team
- The Local Transport Authority and Highways Agency
- The Health sector
- Key local developers

Organisations such as the Town and Country Planning Association<sup>1</sup> and the Planning Advisory Service<sup>2</sup> also provide valuable information on good practice.

### Planning Policy

Councils produce a suite of local planning documents that are collectively known as a Local Development Framework or LDF. This sets out the Council's overall vision for the area and the policies and proposals to achieve it both by influencing planning decisions in the area and by wider spatial planning. The LDF system is new: many are currently being written, giving the opportunity to ensure that sustainability elements are included. Most LDF documents must be subject to a process of Sustainability Appraisal.

The Core Strategy is the key document on which all other documents hang, and policies contained within the Core Strategy are supported by more detailed Development Plan Documents. The Core Strategy should:

- Maximise the scope for renewable energy and sustainable buildings
- Plan for renewable energy infrastructure such as district heating networks
- Reduce the need to travel and maximise the opportunities to encourage walking, cycling and use of public transport
- Plan to adapt to climate change covering issues such as infrastructure, flood risk and biodiversity.

Local Planning Authorities have a degree of flexibility in the extent to which they can require higher standards for sustainable developments, which can be introduced in Local Development Documents.

### Key Planning Policy Documents:

Local Development Documents must conform to national and regional planning policies produced by the Secretary of State. Amongst other things, these documents set out what must be included in Local Development Documents, and where there is flexibility to require higher standards. Key documents related to sustainability include;

- PPS1: Delivering Sustainable Development<sup>3</sup>
- Supplement to PPS1: Planning and Climate Change
- PPG13: Transport<sup>4</sup>
- PPS22: Renewable Energy<sup>5</sup>
- NW Regional Spatial Strategy and forthcoming Regional Strategy<sup>6</sup>



## No.7 Greatest Hits for Planning and New Development

### Fact Box

The Regional Spatial Strategy contains many requirements relating to climate change, including that:

- Targets for the % of low carbon and decentralised energy in new developments must be specified in Development Plan Documents; and
- Where these are not yet in place, new non-residential development of 1,000m<sup>2</sup> or more, and new residential developments of 10 or more dwellings should secure at least 10% of their predicted energy requirements from decentralised or low-carbon sources.

**So no new large development application should be passed without integral low carbon energy supply, unless there is compelling evidence that it is not feasible.**

### Key steps to getting started as a Partnership

- 1. Understanding how Planning can help achieve the target**
- 2. Finding out what is happening already**
- 3. Identifying priority areas for short – medium term action**

#### 1. Understanding how Planning can help achieve the target

In the relatively short timescale of the first target period, improvements made through changes to the planning system will have very limited impact. However, it is only by putting in place the structure for low carbon development that there will be any chance of hitting the national target for 2050.

The sections below explain what can be done through planning to create low carbon, sustainable communities.

#### Planning for Decentralised and Low Carbon Energy

Once a site is developed it is difficult to radically change the amount of energy it uses. There is a risk that development can 'lock-in' high carbon emissions. Getting the energy supply approach right before a site is developed can lock in low carbon energy for a very long time. Some areas are developing Energy Plans to tackle this. These detail the most suitable renewable energy technologies for that area, outline potential locations for large-scale projects such as district heating, wind farms or energy-from-waste schemes and consider the processes and policies required to encourage investment in these options.

## No.7 Greatest Hits for Planning and New Development

### Case Study – Knowsley Council

Knowsley Council has recently commissioned a study of renewable energy potential across the Borough. This will look at the environmental and economic benefits and constraints of a range of low carbon energy supply technologies, and identify the most appropriate and cost-effective options for suitable sites. It will also consider the potential for local jobs and skills development as well as the economic benefit to business and homes through lower energy costs. The information will feed into the development of their LDF.

Some planning authorities have included conditions requiring the developer to set up an Energy Services Company (ESCO)<sup>7</sup> to ensure the long term provision of decentralised energy for a site, incorporating conditions on future energy costs.

Technologies such as solar and PV panels are considered permitted development in most areas. Where this is not the case, for example in a Conservation Area, there is scope to allow these through local policies.

### Planning for Low Carbon Buildings

Planners have a duty to make sufficient affordable housing available in their area. Good planning can also help ensure that all homes are affordable to run over the long term. All aspects of sustainability including highly efficient buildings, on-site renewable energy and accessibility by walking and cycling contribute to lower costs of living for residents.

Local Planning Authorities may set standards for low carbon buildings that are more stringent than the building regulations in force at the time. Generally these should be specific to a development area or site where the need can be evidenced, and should be based on existing standards, such as the Code for Sustainable Homes or BREEAM ratings. A number of planning authorities (such as the London Borough of Merton and Greenwich) have included requirements to monitor the emissions performance of completed developments in their development plan documents.

### Case Study – Manchester City Council

In their Supplementary Planning Document (April 2007), Manchester City Council state that developers should reduce CO<sub>2</sub> emissions by at least 25% from the current building regulations, and should install at least 20% on-site renewable energy. Non-residential developments should achieve at least BREEAM Very Good.

## No.7 Greatest Hits for Planning and New Development

### Planning and Sustainable Transport

Reducing the need to travel through mixed-use developments and sensible siting, and the provision of good quality alternatives such as walking and cycling routes and bus services can all be achieved through the planning process. Planning authorities are required to ensure that jobs, shopping, leisure and services are accessible by public transport, walking and cycling. They must also ensure that the LDF and the Local Transport Plan are consistent<sup>8</sup> – see CLASP [Briefing No.5](#) Greatest Hits for Transport.

### Planning and Health

National Institute for Clinical Excellence evidence demonstrates a clear link between improvements in the physical and natural environment and the health of the population. Their Guidelines<sup>9</sup> cover many of the same issues as PPS1, but their recommendations go beyond these requirements in some cases, for example, re-allocating road space to physically active forms of transport and restricting motor vehicle access, but also ensuring that staircases are designed and positioned to encourage people to use them. Consultation between health professionals and planners at the early stages of a development can help to implement these recommendations and will help to achieve LAA targets in Health and Wellbeing as well as climate change.

### Planning and Economic Development

A low carbon economy is one that has resources available for investment in growth in the longer term, although promoting sustainable economic development is not the same as promoting economic growth. Planning a renewable energy infrastructure and transport alternatives as part of new economic development will have higher up-front costs but will contribute to development through improved communities, transport and ultimately better places to attract new business to and do business in.

### Supporting Carbon Reductions in the Existing Stock

While planning is usually about new developments, there are opportunities to influence the emissions of the existing building stock, 75% of which will still be in use in 2050. This can be achieved by;

- Exploring the potential for new developments to expand decentralised energy generation to neighbouring buildings
- Including upgrading of existing properties in regeneration zones
- Relaxing restrictions on small-scale renewables in areas where these are not classed as permitted developments
- Providing information and assistance on low carbon refurbishments for applicants for extensions or conversions of existing properties.



## No.7 Greatest Hits for Planning and New Development

### 2. Finding out what is happening already

#### Planning Policy Framework

**Speak to your planning team** to find out what is already happening - most will be making progress on this, and there may be little more to do than record these actions and plans.

- Does your Local Development Framework, particularly the Core Strategy, specifically reference climate change and encourage low carbon developments?
- Do you have Local Development Documents that spell out your requirements on energy performance, renewable and low carbon energy, sustainable transport etc.?
- Have you mapped the heat demand and existing heat infrastructure and identified target areas suitable for decentralised energy?
- Are new developments planned that would be particularly suitable for district heating?
- Are there development areas where you can require more stringent energy performance and sustainability standards?
- How well is sustainable transport integrated into development policies?
- Have you considered extending permitted development for building-integrated renewable energy?

Ideally, Sustainability officers should be involved in the sustainability appraisal process for the LDF documents.

#### Planning Applications

If your LDF sufficiently covers sustainable and low carbon development, how well is this being translated into planning applications? The key to this is communicating clearly with developers long before an application is made, to make sure they understand the requirements, and being open to ongoing discussions with developers as to the best way to achieve these requirements. Most planning departments welcome pre-application discussions and these are encouraged in PPS1. Most developers are also used to dealing with the Code for Sustainable Homes(CSH)<sup>10</sup>, BREEAM ratings<sup>11</sup>, Energy Performance Certificates and renewable energy, and are happy to accommodate them provided they know what is expected.

Your planning team may need training on some of the renewable energy technologies or you may need to get specialist help to assess whether the plans meet your criteria. However, where standard systems are used, such as CSH or BREEAM, the certification processes for these should be sufficient.

Where applications are being developed that will be significantly lower-carbon than the current standards, these can be included in your NI186 Action Plan.

## No.7 Greatest Hits for Planning and New Development

### Case Study – Lancaster University

Lancaster University now boasts BREEAM Excellent Accommodation for students. Timber frames were manufactured offsite in order to minimise waste, and a range of energy and water saving technologies reduced the accommodation's carbon footprint by 30%. Students are able to monitor their own utility consumption and competition to have the lowest bills has already started to show even greater savings. Mark Swindlehurst, Lancaster University's director of estate management, adds: "This new, eco-friendly accommodation is designed and built more sustainably, it is cheaper to build than conventional construction methods resulting in lower rents to students and it will use less energy in operation. We're proud to be setting this standard for future best practice."

### Planning Conditions

It is usual for competing priorities to be traded off against each other during the development of an application, particularly where affordable housing or economic growth are key drivers for the development. The temptation is to knock off items seen as extras, such as renewable energy, to reduce costs. However, local authorities that have consistently stood firm on these, even at the risk of the developer going elsewhere, report that they are seeing a noticeable improvement in the quality of applications as a result.

### Case Study – Story Group

Cumbrian developer Story Group are planning a 900-home urban extension site in Carlisle, which will achieve minimum CSH Level 4 and is the first large scale scheme in Cumbria to reach this standard. Story anticipates that by positioning itself at the forefront of sustainable development, they can benefit from buyers' increasing awareness of environmental matters and gain a commercial advantage in the new housing market.

Chief Executive Fred Story sees this approach as essential. "Story Group recognise that outstanding environmental credentials are an essential requirement of the planning process and our aspiration to achieve minimum CSH Level 4, whilst not a specific planning requirement, is attractive to key stakeholders who have responsibilities for safeguarding our environment. To achieve these high standards, our portfolio of homes has been redesigned to integrate sustainable technologies and ensure our products remain distinct and visually attractive to buyers. We will be promoting the sustainable features of our properties and advising prospective purchasers of the reduced operating costs and increased comfort these features will offer them."



## No.7 Greatest Hits for Planning and New Development

### Planning Committee

If applications are being submitted for low carbon developments or renewable energy installations, are these being passed by your Planning Committee? You may need to consider accessing training for your Planning Committee to make sure they are up to date with all the sustainability requirements and technologies being proposed.

If sustainability or renewable energy requirements are being regularly overturned at Planning Committee, it is worth identifying the reasons or major barriers, such as heritage or landscape, to provide recommended alternatives. It is also important that they fully recognise the planning role in delivering much wider benefits to the community.

### Development Control

Finally, if low carbon developments applications are passed, are they being built to the required standard? For most developments, changes are made throughout the construction process, and it is here that planned carbon savings can be lost.

So how do you assess whether the development meets the specification? Whilst post-completion certification through CSH or BREEAM will show up deficiencies, Development Control officers need to be familiar with the technologies and techniques used in low carbon buildings to help prevent problems arising.

Planning conditions can also be applied to ensure, for example, that energy use or renewable energy output is monitored for a certain period once the buildings are occupied.

## 3. Identifying priority areas for short – medium term action

### a) Where actions are happening

i) Ensure that those responsible for reporting on NI 186 are kept informed of progress in low carbon planning policies, and of developments where these policies will make a significant impact on CO<sub>2</sub> emissions. Make sure wider LSP and elected members are also aware of how the planning policies are supporting NI186 targets.

ii) Ensure that planning officers, transport engineers and travel planning staff work together to integrate low carbon transport infrastructure as well as reducing barriers to softer transport measures.

iii) Develop links between health professionals and planning staff to ensure that the opportunities for regular physical activity are built into developments and infrastructure.

iv) Develop links with developers to promote planning policy and to create best practice examples.

v) As part of the ongoing public consultation on planning policies, make sure the local community are aware of how these will contribute to a sustainable and better quality of life. For micro-renewables in particular, publicise the technologies that can be installed without planning permission.

## No.7 Greatest Hits for Planning and New Development

### b) Where a sustainable planning approach is not developed

Use the actions listed above as a framework for change – these actions need to be put in place, starting with the right policies. It is really important to get support for sustainable development in planning from the LSP and the Local Authority senior managers, and those involved in the whole planning chain.

### c) Quick Wins

(i) Find out which new developments are currently being planned, particularly large ones and talk to the Planners and Planning Committee members;

- Have high levels of sustainability been included?
- Is renewable energy included to at least 10%, and are there opportunities to increase this?
- Has district heating been considered, and are there opportunities for putting in a district heating network that could later be expanded to neighbouring areas?
- Has the development been planned around cycling and walking? Are there opportunities to expand these to neighbouring areas?
- Are there opportunities to require travel plans that also include neighbouring homes or employers?

(ii) Talk to staff who deal with extensions and conversions, especially those who answer early queries from the public;

- Do they routinely recommend energy efficiency improvements to the building or to consider renewable energy while other work is going on?
- Are they able to quickly advise on whether planning permission is needed for small-scale renewable energy such as solar panels?

### Case Study - Lancaster City Council

If you ring Lancaster City Council's Planning office to ask whether planning permission is needed for renewable energy, such as solar panels, whoever answers the phone will be able to tell you straight away.

(iii) Find out where land has been allocated for development and talk to the Forward Planning Team;

- Can any of these areas be designated for Flagship zero carbon developments?
- What needs to be done to put this in place?

## No.7 Greatest Hits for Planning and New Development

### And Finally...

There are some common misuses of terms that can cause confusion for developers, so make sure your planning team know the difference between, for example;

- Solar PV (generates electricity) and solar thermal (generates heat)
- District Heating (a system of underground heat to provide heat for several buildings in an area) and CHP (a system that generates both heat and power, and can be used in a single building as well as in a district heating network)
- Renewable energy (uses the wind, sun or water power with no need for other energy sources) and low carbon energy (more efficient ways of extracting energy, but still have ongoing carbon emissions in use e.g. heat pumps, biomass, CHP, nuclear).

The Northwest Greatest Hits for NI 186 series includes the following briefings:

- 1** No.1 Greatest Hits for Unitary LSPs
- 2** No.2 Greatest Hits for District LSPs
- 3** No.3 Your Top 10 is my Top 10 –  
Explaining how climate change targets meet other targets
- 4** No.4 Quantifying the Savings
- 5** No. 5 Greatest Hits for Low Carbon Economic Development
- 6** No.6 Greatest Hits for Engaging with Business
- 7** No.7 Greatest Hits in Planning
- 8** No. 8 Greatest Hits for Local Transport Plans
- 9** No. 9 Greatest Hits for Revolving Loan Funds
- 10** No.10 The Whole NI 186 Picture



## No.7 Greatest Hits for Planning and New Development

### References

1. <http://www.tcpa.org.uk/>
2. [www.pas.gov.uk](http://www.pas.gov.uk)
3. <http://www.planningportal.gov.uk/england/professionals/en/1020432883348.html>
4. <http://www.planningportal.gov.uk/england/government/en/1020432885932.html>
5. <http://www.planningportal.gov.uk/england/professionals/en/1021020428382.html>
6. <http://www.gos.gov.uk/gonw/Planning/RegionalPlanning/>
7. Energy Saving Trust information on Energy Services Companies  
[www.energysavingtrust.org.uk/business/Business/Local-Authorities/Energy-services-packages](http://www.energysavingtrust.org.uk/business/Business/Local-Authorities/Energy-services-packages)
8. Meeting Targets Through Transport, Dept for Transport 2008  
[www.dft.gov.uk/pgr/regional/itp/guidance/targets.pdf](http://www.dft.gov.uk/pgr/regional/itp/guidance/targets.pdf)
9. Promoting and creating built or natural environments that encourage and support physical activity, NICE, January 2008  
[www.library.nhs.uk/PUBLICHEALTH/ViewResource.aspx?resID=277678](http://www.library.nhs.uk/PUBLICHEALTH/ViewResource.aspx?resID=277678)
10. <http://www.communities.gov.uk/planningandbuilding/buildingregulations/legislation/englandwales/codesustainable/>
11. <http://www.breeam.org/>

CLASP – The Northwest Climate Change Local Area Support Programme  
[www.clasp-nw.info](http://www.clasp-nw.info)



## No.8 Greatest Hits for Local Transport Plans

**Lay the foundations now for a lower carbon transport sector with transport and spatial planning that does not 'lock in' high CO<sub>2</sub> emissions, and which removes barriers to behaviour change.**

### **Brief Description:**

Everyone thinks achieving CO<sub>2</sub> savings through transport is difficult, and they're right – it is. Developing low carbon Local Transport Plans (LTPs) will not contribute to the targets for 2011. But avoiding tackling transport now will make hitting future targets almost impossible.

Local Strategic Partnerships and Local Authorities can reduce CO<sub>2</sub> emissions by developing a Local Transport Plan that supports sustainable transport systems, promotes behaviour change and reduces the need to travel.

All local transport authorities (i.e. not districts) outside London have a statutory requirement to produce a local transport plan every five years and keep it under review. The third phase of local transport plans (LTP3)<sup>1</sup> will be in place by April 2011. This will include a strategy and implementation plans. From 2011 authorities may renew plans when they see fit, rather than every five years. They may also introduce the new plan prior to the expiry of the current plans in 2011. The Local Transport Act 2008 removes the requirement to produce a separate Bus Strategy and bus measures, which will be integrated into the strategy and implementation plans. Changes to bus powers (Local Transport Act 2008) mean that authorities have improved powers to influence and improve bus services in their areas.

The draft guidance on LTP3 reflects the five overarching National Transport Goals:

1. Tackle climate change
2. Support economic growth
3. Promote equality of opportunity
4. Contribute to better safety, security and health
5. Improve quality of life

A key point being that transport is seen as a key to obtaining these objectives rather than being an end in itself. Traditional goals such as reducing delays must be set against these new objectives.

Good transport is vital to delivering the Sustainable Communities Strategy. It contributes to achieving safer and stronger communities, healthier children and young people, equality and social inclusion, sustainability and better local economies.<sup>2</sup>

## No.8 Greatest Hits for Local Transport Plans

In the past, most LTPs have assumed an increase in road transport and therefore emissions. This has led to transport being seen as a difficult area for emissions reduction. Now LSPs need to see the LTP as a way to deliver the Sustainable Communities Strategy and reduced emissions, and it must be linked to the Local Development Framework. Officers will need to work in a positive new way to enable this.

### ***Has the planning team met the transport team to talk about LTP3?***

Transport emissions need to be cut deeply and this will take time and investment. Emissions trading and EU requirements for low emissions vehicles alone will not meet the UK's CO<sub>2</sub> emission reduction targets for 2020 or 2050. Behavioural change enabled through transport planning and Smarter Choices and reducing the need to travel will have to deliver half the emissions reduction in this sector<sup>3</sup>. At the moment this looks unlikely. In order to deliver the behavioural change revenue budgets need to be included in LTP3. A budget of at least 1.0% of the capital budget (rising to 4.0%) should be made available for behaviour change work (and this should be signed off by the local authority finance and audit teams) in order to deliver this.

### **Category:**

The actions proposed below impact the Transport category of Defra's categories for CO<sub>2</sub> emissions.

### **Partners:**

Local transport authorities have a duty to consult with others when formulating policy and plans, including:

- Bus operators
- Rail operators
- Public transport user groups
- In case of Integrated Transport Authorities, district councils and county councils
- In case of county councils – district councils
- Secretary of State – in respect of Highways Agency roads
- Others considered appropriate – eg health, and environmental groups

As well as the usual consultation over documents, a new mindset is needed to deliver a sustainable, integrated approach. Workshops and focus groups with a range of themes from the Sustainable Communities Strategy should be used to tackle complex issues in more detail. Elected member ownership is crucial; there must be a coordinated briefing programme of key members and the wider member body.

## No.8 Greatest Hits for Local Transport Plans

### Fact Box

- The transport sector accounts for 24% of the UK's CO<sub>2</sub> emissions.
- Three quarters of the transport sector's contribution to global CO<sub>2</sub> emissions is from road transport.
- In the Northwest we spend around £5.8 billion a year on transport fuel.
- Air pollution – despite recent improvements – reduces average life expectancy by seven to eight months with healthcare costs of up to £20 billion per year. Road transport is the biggest contributor of oxides of nitrogen and a major contributor of particulates - two of the key pollutants. Local air quality management contributes to reducing pollution.
- The standard amount of funding for cycling initiatives in English local authorities is around £1 per citizen, per year. In contrast, Dutch towns such as Amsterdam are currently spending around £10-20 per year<sup>4</sup>. The Cycling England 'Cycling Towns' programme has raised the per capita cycling spend within the towns and cities selected for participation.
- For every car driver swapping to a bike, the UK economy saves around £400 per person a year through reduced medical bills, congestion and pollution, according to research conducted by Cycling England.

### Policy links:

Work on this links to the following policy areas:

**National;** Transport Act 2000; amended Local Transport Act 2008; Climate Change Act 2008

**Regional;** Regional Strategy (2010); North West Climate Change Action Plan

**Local government:** Sustainable Communities Strategy; LDF; LAA targets; PPG13: Transport includes an objective to integrate planning and transport at all levels to promote more sustainable transport choices, promote accessibility to amenities by public transport and reduce the need to travel.



## No.8 Greatest Hits for Local Transport Plans

### Key steps to getting started as a Partnership

1. Understanding the target in practical terms
2. Finding out what is happening already
3. Identifying priority areas for short – medium term action

#### 1. Understanding the target in practical terms

Effective action must be taken as early as possible to minimise cost and to reduce the risk of climate change. Different policies have very different timescales, for example infrastructure projects need early action to get them started, but will not have a major short term impact. Behavioural change is much faster and cheaper to deliver. Both need working on since behaviour change needs backing up and can only deliver half the required long term savings.

The factors influencing people choosing where to travel, which mode to use, and how they use their cars, must **lead policymaking**, rather than isolated proposals limited to improving one mode, or trying to influence choice without considering changes to land use or transport availability. This should include businesses, not just individuals<sup>5</sup>. Transport and spatial planning should not 'lock in' high carbon behaviour. Action now will enable you to deliver on future emissions reductions targets and will enable you to deliver services and a quality of life and economy that is sustainable in the future.

In the shorter term for NI 186 targets Smarter Choices behaviour change is likely to make the greatest contribution to these.

There is a very strong link between transport planning and Air Quality targets and the teams will already be working together to tackle emissions and look at shared targets around Air Quality (NI 194 - % reduction in NOx and primary PM10 emissions through local authority's estate and operations) and the congestion and accessibility targets relating to transport (See **Briefing No.3**).

#### Case Study – Lancaster with Morcambe: Cycling Demonstration Town

In 2005 six Cycling Demonstration Towns were established to show how increased investment gets people on their bikes. Lancaster with Morcambe received £1.5 million (DfT funding through Cycling England) to spend on new and improved routes – including linking routes together, better signage, training and lots of promotional activities. The city aimed to make Lancaster the cycling capital of the Northwest. With match funding, a small team of council officers and a Sustrans Bike It Officer and support from many partners including local cycling groups, the project was launched in February 2006. In the first three years, 1,300 people received cycle training, 530 bike parking spaces were created and 12 women's bike rides were held to encourage women to get cycling.

[http://www.celebratingcycling.org/more\\_info.asp?current\\_id=119](http://www.celebratingcycling.org/more_info.asp?current_id=119)  
or contact Rachel Scott: [celebratingcycling@lancaster.gov.uk](mailto:celebratingcycling@lancaster.gov.uk)

## No.8 Greatest Hits for Local Transport Plans

### 2. Finding out what is happening already

- Get an understanding of the current situation – go and see the Transport Team, Air Quality Team, Planning Team, School Travel Planners, Business Travel Planners.
- What do they think their responsibilities/priorities are?
- Assess the local transport plan and policies (including related planning and new developments) in terms of emissions reductions.
- What are the impacts of initiatives such as school and business travel planning, Bikeability, Bike it and Safer Routes to School Schemes?
- What is and is not resourced and funded?
- What is working well in the local area that could be extended?
- What has had benefits for other targets such as economic growth, health and accessibility?
- Who have the key partners been? Do people know who to speak to in other sectors – e.g. to make the link between obesity targets and active travel plans for schools? How have barriers been overcome?
- If initiatives have worked, build on and extend them in the LTP3.

### 3. Identifying priority areas for short – medium term action

Look at the National Transport Goals, the Sustainable Communities Strategy, LAA targets and the Local Development Framework. Map out areas where there are potential links and benefits. (See [Briefing No.3](#) Your Top 10 is my Top 10 – Explaining how climate change targets meet other targets)

Identify potential projects for the short, medium and longer term.

- Adopt a low emission vision linked Local Development Framework and Local Transport Plan<sup>6</sup>. (Medium Term)
- LTP 3 should be built around the fundamentals of low carbon transport. This will include making Smarter Choices mainstream (workplace and school travel Plans, personalised travel planning, cycling, travel awareness campaigns, public transport information and marketing, car clubs and car sharing schemes, teleworking, teleconferencing and home shopping) and Home Zones<sup>7</sup> into local transport plan. (Medium Term)
- LTP 3 proposals must include revenue budget to support the Smarter Choices delivery or it will not happen (at least fully) and emissions savings will not be achieved. A budget of 1.0%(rising to 4%) of the capital budget should be made available (and this should be signed off by the local authority finance and audit teams) in order to deliver this.

## No.8 Greatest Hits for Local Transport Plans

- Local Development Framework should reduce the need to travel and promote active travel (See [Briefing No.7](#)) (Medium Term) meanwhile, Planners and Development Control Officers need to make sure public transport reaches new developments (Short – Medium Term).
- Carry out public transport improvements, facilitating new vehicle provision, service extensions and bus priority lanes. (Medium – Long Term)
- Continue to work on Smarter Choices in the interim to maintain and encourage behaviour change. (Short and Medium Term)
- Identify resources needed to make actions happen, these may be linked to non-transport or travel indicators such as health or economic development. They may be able to increase capacity in the transport team, by providing extra staffing to carry out research or liaise with the national support programmes available. (Short and Medium Term)

### Case Study - Worcestershire County Council: Choose How You Move

Worcester was one of three (alongside Darlington and Peterborough) Sustainable Travel Towns sharing £10m funding from DfT over five years, 2004 – 2009. The evidence to date implies significant modal shift is possible with a reduction in single occupancy car use by Worcester residents of 7% achieved. The five year project set out to demonstrate the effect of a sustained package of Smarter Choice measures on modal shift when coupled with infrastructure and passenger transport service improvements. It included Individualised Travel Marketing, School Travel Plans, Employer Travel Plans and a range of marketing initiatives which proved to produce a significant level of modal shift. The team of six worked very closely with the bus operators on marketing of their services, and included staff with marketing and communications backgrounds as well as transport engineers and travel planners. Worcestershire's LTP 2 had a good focus on Smarter Choices and softer measures and based on the behaviour change resulting from this project, marketing and behaviour change are expected to be central to their LTP 3.

[www.worcestershire.gov.uk/chym](http://www.worcestershire.gov.uk/chym)

or contact Cat Ainsworth: [cainsworth@worcestershire.gov.uk](mailto:cainsworth@worcestershire.gov.uk)



## No.8 Greatest Hits for Local Transport Plans

### Resources

Department for Transport A Good Practice Guide for the Development of Local Transport Plans. This report contains good examples of case studies for two-tier and unitary authorities and although it will be replaced in light of LTP3 developments, some of the information may be useful in looking at how objectives have been included in plans.

<http://www.dft.gov.uk/pgr/regional/ltp/guidance/fltp/agoodpracticeguidefortheveve3656?page=2>

ACT Travelwise – all North West local authorities have been provided with membership and can access support services. [www.acttravelwise.org/home](http://www.acttravelwise.org/home)

Carplus offer support on car clubs and car sharing and works extensively with local authorities [www.carplus.org.uk](http://www.carplus.org.uk)

Campaign for Better Transport <http://www.bettertransport.org.uk/home>

Cycling England <http://www.cyclingengland.co.uk/site/> - cycling towns, bikeability and offers professional support team – the team offer support, checklists and 5 days free technical support to local authorities which meet the criteria of leverage, impact and focus <http://www.cyclingengland.co.uk/encouraging-cycling/professional-support/?phpMyAdmin=0a911eca3c9ddd960bbd604cf2f314c9>

Sustrans [www.sustrans.org.uk](http://www.sustrans.org.uk) provide a range of projects including Bike It training and are closely involved in individualised travel planning, cycling demonstration towns and monitoring of projects.

Regional Support – NW Climate Change Transport Advisory Sub-group meets quarterly, and feeds climate change information into the full Regional Transport Advisory Group and the Regional Transport Group. For details contact Alec Curley, email: [Alec.Curley@4nw.org.uk](mailto:Alec.Curley@4nw.org.uk)

An Audit of Travel Plan and Smarter Choice Implementation for North West England and how they fit with National Policy and Indicators. Atkins are undertaking this work for 4NW and results will provide useful information for local areas to use in incorporating travel plans and Smarter Choices options into LTP3. More information on this from Alec Curley at 4NW (see above).

CABE – sustainable cities presents simple and accessible approach to urban sustainability

<http://www.sustainablecities.org.uk/transport/>

Living Streets [www.livingstreets.org.uk](http://www.livingstreets.org.uk) offer a range of services to promote walking and cycling and offer consultancy and newsletter support to local authorities.

A book, to read on the train or bus! Car Sick: Solutions for Our Car-addicted Culture, by Lynn Sloman – this book looks at efforts of European towns to reduce use of cars and considers how to go about this in Britain.

## No.8 Greatest Hits for Local Transport Plans

### Funding

DfT in cooperation with GONW make a formulaic five year funding allocation informed by the LTP process. The money is released annually as a two year grant allocation. As noted above, in order to support Smarter Choices behaviour change work, a budget of at least 1.0% of the capital budget (rising to 4.0%) should be made available (and this should be signed off by the local authority finance and audit teams) in order to deliver this.

There is no single source of additional funding, unless resources from the Council's centre are available; it is a matter of monitoring funding opportunities as they arise eg. ERDF, Kickstart, Cycle England, Sustrans – Big Lottery Fund etc.

The Northwest Greatest Hits for NI 186 series includes the following briefings:

- 1** No.1 Greatest Hits for Unitary LSPs
- 2** No.2 Greatest Hits for District LSPs
- 3** No.3 Your Top 10 is my Top 10 –  
Explaining how climate change targets meet other targets
- 4** No.4 Quantifying the Savings
- 5** No. 5 Greatest Hits for Low Carbon Economic Development
- 6** No.6 Greatest Hits for Engaging with Business
- 7** No.7 Greatest Hits in Planning
- 8** No. 8 Greatest Hits for Local Transport Plans
- 9** No. 9 Greatest Hits for Revolving Loan Funds
- 10** No.10 The Whole NI 186 Picture



## No.8 Greatest Hits for Local Transport Plans

### References

1. Department for Transport, Policies and Best Practice Handbook provides a host of links to a wide range of relevant topics and policies, including planning, sustainable travel, climate change etc.  
<http://www.dft.gov.uk/consultations/open/draftguidanceltp/policiesbestpracticehandbook.pdf>
2. [www.dft.gov.uk/pgr/regional/ltpl/guidance/targets.pdf](http://www.dft.gov.uk/pgr/regional/ltpl/guidance/targets.pdf)
3. "In transport therefore more than in any other sector, non-technology-based options to reduce emissions will be important." <http://www.theccc.org.uk/pdf/7980-TSO%20Book%20Chap%202.pdf> and see also <http://www.theccc.org.uk/pdf/7980-TSO%20Book%20Chap%207.pdf>. And p8. Low carbon transport policy for the UK, Keith Buchan, November 2008
4. Cycling England, Cycle Demonstration Towns, <http://www.cyclingengland.co.uk/cycling-cities-towns/>
5. Low carbon transport policy for the UK, Keith Buchan, 7th November 2008, Work sponsored by: Campaign for Better Transport, MTRU
6. Carbon Pathways Analysis; Informing Development of a Carbon Reduction Strategy for the Transport Sector, July 2008 <http://www.dft.gov.uk/pgr/sustainable/analysis.pdf>
7. Home Zones are residential streets in which the road space is shared between drivers and other road users with the wider needs of residents (including people who walk and cycle, and children) in mind. The aim is to change the way that streets are used and to improve the quality of life in residential streets by making them places for people, not just for traffic.  
<http://www.dft.gov.uk/pgr/sustainable/homezones/>

CLASP – The Northwest Climate Change Local Area Support Programme  
[www.clasp-nw.info](http://www.clasp-nw.info)



## No.9 Greatest Hits for Revolving Loan Funds

### Brief Description:

Many Local Strategic Partnerships / Local Authorities reduce CO<sub>2</sub> emissions per capita in the Domestic and Industry/Commercial sectors by establishing and promoting Revolving Loan Funds. In **Briefing No.1** and **Briefing No.2** Greatest Hits for Unitary and District LSPs we strongly recommend establishing revolving loan funds to enable the installation of energy efficiency measures to reduce local authority estate emissions (NI 185) and other public sector organisations (NI 186).

A revolving loan fund (also sometimes known as an invest to save fund) is ring-fenced to provide loans for projects which then repay back into the fund so further loans can be made. This way the money goes a lot further as it recycled again and again. It is good value for money and once set up goes on and on making CO<sub>2</sub> and financial savings. Once established it's safe from budget cuts – although it does need a person to administer it. There are two types of funds:

**Internal:** to provide funding for capital expenditure for energy efficiency improvements or renewable energy generation on public sector estate buildings. This enables recommendations resulting from energy audits or Carbon Management Programmes to be put in place. These schemes may be funded from Capital expenditure, Prudential Borrowings or budget remaining over from energy efficiency projects. They can also benefit from conditional loans from Salix Finance (a loan that does not need to be paid back, enabling revolving loan fund savings to be reinvested in other projects related to energy saving).

**External - Domestic:** to provide low interest or interest free loans to householders and landlords for energy efficiency, decent homes improvements or renewable energy generation. These schemes may be started with funding from capital funds, charities or money saved through other energy efficiency schemes. These schemes can expand your work on CO<sub>2</sub> savings in the domestic sector.

Other benefits include:

- cost savings
- increased energy security
- reduction of fuel poverty in homes and related health and wellbeing improvements
- demonstrating leadership
- enabling improvements to energy efficiency in the able-to-pay sector which may not be picked up by other targeted insulation schemes.

## No.9 Greatest Hits for Revolving Loan Funds

### Category:

The actions proposed below impact the Industry/Commercial category (public sector) and Domestic categories of Defra's categories for CO<sub>2</sub> emissions.

### Partners:

- Finance and Legal Departments
- Communications team
- Local Authority Housing Team – energy officer(s)
- Housing Associations
- Credit Unions
- Contract service companies or outsourced buildings management organisations

### Policy links

- Energy efficiency helps reduce **fuel poverty**
- Decent Homes
- Empowering people to work together on climate change and energy issues leads to **stronger and safer communities**
- **National** Government target of 80% reduction in CO<sub>2</sub> emissions by 2050
- **Regional** ambition of 30% reduction in CO<sub>2</sub> by 2020
- **Local** Government NI 186 target of between 9 – 12.5% by 2011
- **Local** Government NI 185 target for internal CO<sub>2</sub> emissions
- **Policies under development:** Community Energy Support Programme, Heat Strategy, Renewable Energy Strategy

### Internal: Revolving Loan Funds for Public Sector Estate Improvement

Action on reducing CO<sub>2</sub> emissions in public sector estate falls into the Industry/Commercial category in Defra's emissions categories.

#### Key steps to getting started as a Partnership

Public sector partners in the LSP with plans for energy efficiency or renewable energy investment resulting from Carbon Management Programmes/Carbon Trust Audits or other plans are strongly advised to establish revolving loan funds or invest to save funds.

#### 1. Set up fund

In order to make the necessary investments and re-invest savings into future projects, funding into an initial pot or fund is needed. This can be done by earmarking funding for the revolving loan through annual budgets, capital programme funding, prudential borrowing or surplus funds from other energy efficiency or other projects. The fund is usually managed by an Energy Manager who will help identify projects which would benefit from loans. You'll need support from Finance and Legal departments.

## No.9 Greatest Hits for Revolving Loan Funds

The purpose of the fund is generally to provide loans to fund energy efficiency, water saving (in some cases) and renewable energy generation in local authority or public sector organisation estates. This could include sports centres, schools, hospitals etc.

The criteria for loans made from the fund should be agreed. This usually relates to the expected payback period (these generally differ for energy efficiency and renewable energy generation installations) and you may wish to be flexible, so that longer payback periods are possible once the easier projects have been delivered. You may wish to include the amount of CO<sub>2</sub> or water saved annually, or at least report this.

### 2. Identify possible projects

This can be done through carbon or energy audits, using energy monitoring software to measure energy use or a call out for suggestions. Surveys for potential renewable projects can be conducted across the organisation's estate. Schools and arms length owned buildings (e.g. outsourced sports facilities) can be more complex as the agreement is needed from those managing these premises. Reports should list the potential for energy efficiency measures, costs of the measures, expected financial and carbon savings and suggest next steps to implement. Speaking to another local authority energy manager who has implemented a range of projects will be helpful in identifying projects and measures that produce good savings.

Projects that might be funded could include:

- Remote energy monitoring and management systems
- Boiler controls and replacement
- Heating – controls, distribution improvements, electric to gas, pipework insulation
- Hot water – point of use heaters
- Insulation - building fabric such as cavity wall & loft
- Motor controls – fixed & variable speed
- Office equipment improvements
- Radiator reflective foils
- Swimming pool covers
- Renewable energy installations such as solar PV, solar hot water, wind turbines
- CHP and district heating
- Fleet replacement or car club membership for pool cars
- Water saving measures such as recycling of vehicle washing water
- Rainwater capture systems / grey water systems



## No.9 Greatest Hits for Revolving Loan Funds

### 3. Implement projects

This is a key step – getting from the audit report to implementation. More than technical skills are needed at this stage, since the managers on the particular site such as a school, or particular building need convincing that the project is worthwhile and will save money, save energy and increase comfort levels. Project management skills, technical skills and communication skills are needed.

### 4. Promote success

Prakash Patel at Leicester City Council, which runs this type of scheme, suggests that promoting successes is a useful way to bring suggestions for projects to the Energy Team, making the identification of projects much easier.

### Case Study - Knowsley Council Energy Recycling Fund

Energy Conservation Manager Barry McKean set up Knowsley's Energy Recycling Fund of £200,000 10 years ago when he started in post. Since then it has provided interest free loans for over 100 projects to install heating, lighting and water controls and other projects in the borough's buildings, including schools and leisure centres.

Barry spends around 2% of his time running the scheme. He identifies projects with a maximum 5 year payback (usually it's around 3 years payback) he visits head teachers and centre managers to talk them through the possible project and its benefits. If they commit, they sign an agreement to repay the cost of the project which might be £5,000 and the money is deducted from their budget over the agreed timeframe on an annual basis. E.g. £5,000 to install lighting controls, repaid over 5 years would result in an annual repayment of £1,000. This financial instrument allows the building operator to benefit from an immediate reduction of consumptions, CO<sub>2</sub> emissions and costs, and usually the annual amount to be repaid is less than the annual financial benefit gained.

*"The scheme makes a difference because sites would not have had funds to invest so they are happy to have a loan provided interest-free."*

For further information Barry can be contacted on: [barry.mckean@knowsley.gov.uk](mailto:barry.mckean@knowsley.gov.uk) or 0151 443 2287



## No.9 Greatest Hits for Revolving Loan Funds

### Case Study - Stockport Metropolitan Borough Council

Stockport MBC obtained £150,000 over three years through Salix Finance to support its energy programme, delivered by NPS Stockport Ltd. Examples of implemented projects have included work on Cheadle Baths, boiler and lighting replacement, heating controls and roof insulation. One project in a primary school invested £6,000 in roof insulation and heating controls which saved £1,200 in the first year (after weather correction) and led to greater comfort and efficiency.

*“Salix funding has helped us to increase the value of our energy management programme and has delivered benefits through implemented schemes. However, there are strict criteria for eligible schemes and reporting arrangements are quite demanding for the value of the programme.”*

Darren Pegram, Stockport MBC

### Case Study

**Leicester City Council** established an invest to save scheme running alongside intelligent metering systems that allowed their energy managers to target areas with potential for high financial savings under five years payback. Annual savings of £40,000 were then passed back to departments or into cost savings/improved service delivery.

Once Salix Finance was launched, Leicester City Council took advantage of this matched funding to increase the size and impact of projects. They admit that identifying projects that meet the criteria can be challenging in terms of technical skills required in the team.

Contact - Prakash Patel - [prakash.patel@leicester.gov.uk](mailto:prakash.patel@leicester.gov.uk)



## No.9 Greatest Hits for Revolving Loan Funds

### Fact Box - Salix Finance

Some partners may benefit from **Salix Finance**. Salix is a conditional grant which means that if you make the savings you will not be required to repay the grant/loan and you will then have additional money from savings to invest in other projects.

Salix provides 50% of the funds needed. The minimum fund size is £100,000 (£50k from Salix, £50k from the participating organisation). For smaller authorities whose energy efficiency/renewables projects are too small, partnerships can be made with County Councils (Cumbria County Council is signing up for Salix Finance starting in July 09). For PCTs (whose rules do not allow taking on additional funding) Salix can be accessed through partnership with the NHS Foundation Trust or possibly the local authority (where an internal project document with its own terms and conditions can be used).

**Salix Finance would welcome applications from the public sector partners of an LSP (this would be a first!) where one organisation would be the lead partner.**

To ensure that the fund is used for projects that deliver long term energy and CO<sub>2</sub> savings projects must comply with the very specific criteria.

Salix Finance is not available for domestic or transport sectors, but for Local Authorities, NHS Foundation Trusts and Higher Education.

[www.salixfinance.co.uk](http://www.salixfinance.co.uk)

### Salix Finance Users in the Northwest:

- Sefton Metropolitan Borough Council
- Stockport Metropolitan Borough Council
- Warrington Borough Council (are in the process of applying)
- Blackburn with Darwen (are considering an application)
- Cumbria County Council (applied in early 2009)
  
- Merseyside Fire & Civil Defence
- Manchester University
- Manchester Metropolitan University
  
- University of Central Lancashire
- University of Cumbria (applied in early 2009)

Salix Finance appears to be under-accessed by Northwest local authorities. Reported barriers include red tape, paperwork and the pressure to spend and locate projects that meet the criteria.



## No.9 Greatest Hits for Revolving Loan Funds

### External - Domestic: Housing Energy Efficiency / Renewables Loan Revolving Funds / Private Sector Loan Scheme

Actions detailed here reduce CO<sub>2</sub> emissions in the Domestic category of Defra's emissions categories.

Local authorities or a partnership of organisations can set up loan schemes for householders, landlords or residents to improve take up of sustainable energy measures. These schemes have advantages in that they can improve residents' quality of life, health and financial wellbeing and remove people from fuel poverty. For middle to upper income households they enable investment in expensive measures such as double glazing or renewable energy generation<sup>1</sup>.

#### Case Study: Fylde Coast Energy Credit Union (Green Loans)

Blackpool, Fylde and Wyre Councils have set up a joint credit union, hosted by Blackpool Council. With seed funding from Foundation, the new Climate Fund for the Northwest, the credit union will be providing very low cost loans to residents to pay for energy efficiency improvements, allowing them to spread the cost into affordable amounts with help from the savings made in their energy bills.

Many local residents do not qualify for national grant schemes and are not able or willing to pay for energy efficiency measures – this is taking its toll in health terms with excess winter mortality rates in Wyre being the highest in Lancashire. The scheme, due to launch in May 2009, will initially be available to 15,000 employees of organisations who are members of the credit union and will be rolled out to other recipients after the first phase. It will include loft and cavity wall insulation, boiler and heating control replacement, as well as help for hard to treat homes including solid walls.

#### Fact Box

What's the minimum useful size for a loan fund? Effective funds have been set up with £50,000. A fund of £90,000 would provide 27 loans for central heating immediately (based on cost of £3,300 per house). Repayments each month + interest on fund balance on these could provide funding for two or three more loans thereafter.

#### Example – Leicester Loan

Installation total cost		£3,300.00
Client's contribution on completion		£300.00
90% loan	=	£3,000.00
Pay back over five years	=	£50.00 per month

Interest free loan schemes slowly lose money over time, because there's usually a 5% fee on the credit check, but it's small, only around £150 – so there is a very gradual rate of attrition on the capital. In the past, when bank interest rates were high, interest on the fund (if it was a slow month) would replace this attrition. Additional funding can be found to add to the pot if necessary.

## No.9 Greatest Hits for Revolving Loan Funds

### Checklist for setting up revolving loan schemes for domestic energy efficiency improvements or renewable energy generation

#### 1. Find out what's happening already and understand the potential for CO<sub>2</sub> savings

Speak to your housing team and local insulation and boiler installers to get evidence of the demand for this type of scheme, e.g.:

- numbers of homes that have received cavity wall and loft insulation and the numbers remaining
- numbers of hard to treat homes you have in the local area – these are homes with solid walls, terraces or off mains gas supply
- numbers of homes that would benefit from boiler replacement or heating controls
- numbers of people in fuel poverty who do not qualify for national grant schemes
- numbers of able-to-pay but not in fuel poverty
- potential to expand or extend CERT schemes through work with local installers and community groups
- what plans exist for CESP (Community Energy Saving Programme) targeting households on low incomes
- amount of micro-generation or locally generated energy (solar hot water, pv, wind turbines or biomass boilers) NB this is only worth starting on once the bulk of homes have been well insulated and have efficient boilers.

This should provide you with a picture of where CO<sub>2</sub> emissions/energy efficiency is being tackled currently and where potential exists to extend schemes to achieve the scale needed for your NI186 targets. Depending on your housing team's priorities, some of the groups above may not be included in existing schemes to improve energy efficiency and heat in homes in the area.

**2. Assess the potential for a loan scheme to assist** in tackling some of the above groups. Identify a range of policy drivers – CO<sub>2</sub> savings, health, quality of life, financial inclusion, uptake of measures by middle to upper income groups etc. which will help identify potential funding sources.

As shown above, low interest or interest-free loans can be useful in giving the able-to-pay groups the impetus to make changes in their homes, but can also be very effective in tackling fuel poverty in low income groups. A range of loan schemes with different aims and target groups should be considered<sup>2</sup>.

## No.9 Greatest Hits for Revolving Loan Funds

### Case Study – Leicester City Council

Leicester City Council provides a range of loans/grants to tackle the range of private and social housing, energy efficiency and renewable energy areas<sup>3</sup>:

- Leicester Loan – pot of £45,000 – loaning up to (90% max) £3,000 for central heating systems over a five year period (pay back initially £600 then £56 a month)
- Energy Vision Leicestershire – pot of £90,000 – loaning up to (75% max) £3,000 for central heating systems over two years
- Leicester Solar Fund – mix of grant loan scheme with EST and local solar hot water/PV supplier – pot of £40,000
- Hot Lofts (Leicester City Council, British Gas and Mark Insulation) – free loft and cavity wall insulation – thermal imaging was used to target ‘worst first’ (match funding).

### Case Study - Kirklees Council

Kirklees Council have complemented their Warmzone insulation for all households with a new Recharge scheme, borrowing against property and payback on house sale – to fund renewable energy schemes for home owners.

### Fact Box - Green Concierge Service or Personal Energy Saving Service

The take up of loans for home efficiency can be supported by Green Concierge Services. These are aimed at middle to upper income households who pay for a personalised service to assess energy efficiency of a house and the potential to save energy and install renewable energy generation. In London the service includes a personal home check, report and year’s guidance on getting grants, the best suppliers, quotes etc.

Other types of personalised service have been developed by the Marches Energy Agency<sup>4</sup> in Shropshire, working with communities, community groups and individual households and businesses.

### 3. Identify funding and partners, and make a convincing business case

a) Identify funding (depending on the purpose of the loans) such as:

- Capital funding from the Local Authority
- Home improvement grants
- Private sector renewal funding
- Ad hoc unallocated funds
- Fuel Utility
- Regional Housing Board
- PCT public health funding
- Charitable funding or regional schemes such as Foundation
  - the Northwest Climate Fund
- External EU or UK sustainable energy funding.

## No.9 Greatest Hits for Revolving Loan Funds

### b) Find the partners:

- Who can put in time and expertise to set up and run the scheme?
- Can an existing service provider (such as a Credit Union, Home Improvement Agency or other body) take on the administration of the scheme or is it better administrated in-house?
- Is it helpful to work with a neighbouring authority/authorities?
- Who has done this before to learn lessons from or can you find a consultant to assist in project planning and set up?
- Involve your legal team and Trading Standards Office.
- Which installers or Home Improvement Agencies can be involved? These need to be reliable and competitively priced, you may wish to include local installers or ones that provide services appropriate to the type of housing in the area. How many jobs may be produced as a result?
- What other partners can be involved to provide a 'whole house' service e.g. energy efficiency review of home, fire safety checks, personalised travel planning service (if one exists), benefit/debt advice, free energy saving light bulbs, access to other energy efficiency measures such as subsidised loft or cavity wall insulation.
- Is there a role for a Green Concierge Service to advise on and provide project management support for sustainable living, rather than just energy efficiency?

### 4. Setting up the project administration and procedures<sup>5</sup>

#### a) Financial and administrative considerations:

- Specify what can be funded
- Work out whether your scheme is affected by the 1974 Consumer Credit Act (involve legal and Trading Standards Office at this stage) (this depends on funding, amount lent and repayment schedule)
- Decide on the type of loan on offer (secured/unsecured; interest free/low interest)
- The types of loans and organisations administering them affect the type of credit checks undertaken
- Involve a Credit Union if appropriate to target group and loan type
- Consider financial criteria – use of loan, non-payment, length of repayment, early repayment
- Consider debt recovery and provision for bad debt (although default levels in existing scheme are encouragingly low)
- Establish monitoring arrangements (checks on work carried out by installers as payment is made to the installer once the work is carried out satisfactorily).

#### b) Marketing & Information – Develop:

- Ways to promote the scheme to the target audience (possibly working through partners or linked to other schemes)
- Information packs for participants, including forms relating to Consumer Credit Act.
- Provision of advice services
- Links to other grant schemes

## No.9 Greatest Hits for Revolving Loan Funds

This requires technical knowledge as there are legal and financial issues to be tackled. There is not an 'off the shelf' format for revolving loan funds, but a set of slides about setting up Home Energy Loans is available on the CLASP website<sup>6</sup> – from Peter Lowe and Home Improvement Agency, Manchester Care and Repair. These slides detail the regulation and compliance issues, setting up agreements, delivering loans and collecting payments. The EST briefing note "Setting up a private sector loan scheme" is an excellent guide to the process (see reference below).

### Case Study - Manchester City Council - Manchester's Home Energy Loan Plan

This scheme was started with £175k from HECA Action Funding and Manchester's capital programme and is administered in partnership with Manchester Care and Repair. It provides interest free loans for homeowners and landlords to a maximum of £5,000 or up to £7,000 with a case conference. So far, 412 loans have been made funding 437 measures to a value of £976,600.

The Northwest Greatest Hits for NI 186 series includes the following briefings:

- 1** No.1 Greatest Hits for Unitary LSPs
- 2** No.2 Greatest Hits for District LSPs
- 3** No.3 Your Top 10 is my Top 10 –  
Explaining how climate change targets meet other targets
- 4** No.4 Quantifying the Savings
- 5** No. 5 Greatest Hits for Low Carbon Economic Development
- 6** No.6 Greatest Hits for Engaging with Business
- 7** No.7 Greatest Hits in Planning
- 8** No. 8 Greatest Hits for Local Transport Plans
- 9** No. 9 Greatest Hits for Revolving Loan Funds
- 10** No.10 The Whole NI 186 Picture

Researched and written by Quantum Strategy & Technology for CLASP

## No.9 Greatest Hits for Revolving Loan Funds

### References

1. CLASP website - contains resources and publications including training event on revolving loans. <http://www.climatechangenorthwest.co.uk/running-and-resourcing-an-energy-efficiency-loan-scheme.html>
2. North West Carbon Action Network [www.carbonactionnetwork.org.uk](http://www.carbonactionnetwork.org.uk)  
Energy Efficiency Partnership for Homes [www.eeph.org.uk](http://www.eeph.org.uk)
3. Information on energy efficiency in homes in Leicester City Council – working on small staffing for big outputs. As a Beacon, Geoff Hutchins, Hot Lofts Coordinator welcomes visits and can spend half a day with you tel: 0116 2211183 / [geoff.hutchins@leicester.gov.uk](mailto:geoff.hutchins@leicester.gov.uk)  
[www.leicester.gov.uk](http://www.leicester.gov.uk)
4. Marches Energy Agency [www.mea.org.uk](http://www.mea.org.uk)
5. The Energy Saving Trust's Briefing Note – Setting up a private sector loan scheme (November 2006) offers a comprehensive guide to establishing these schemes, complete with case studies (it is readable and only six pages long) available at:  
[www.energysavingtrust.org.uk/Publication-Download/?p=2&pid=460](http://www.energysavingtrust.org.uk/Publication-Download/?p=2&pid=460)
6. <http://www.climatechangenorthwest.co.uk/running-and-resourcing-an-energy-efficiency-loan-scheme.html>

CLASP – The Northwest Climate Change Local Area Support Programme  
[www.clasp-nw.info](http://www.clasp-nw.info)



## No.10 The Whole NI 186 Picture

### Brief Description:

The charts below were put together for a series of workshops with officers responsible for NI 186 to illustrate the range of actions across the Domestic, Industry, Commercial and Transport sectors that can contribute to reducing CO<sub>2</sub> emissions, as well as the procedures that LAs/LSPs should undertake.

They are based on information from a number of reports on NI 186 and other policy measures on climate change (see References at the back of this briefing). They build up a picture of the actions expected to contribute to meeting NI 186 targets and future emissions reductions by 2050. Some actions have a greater impact than others and of course every local area is different so some actions listed may not be relevant to your area.

The charts are as complete as possible and local authority officers in the Northwest have added to them. Even so, they are not a perfect formula for action. However, we have included them in the Greatest Hits Briefings because of the enthusiastic response they received.

They can be used as either a checklist or as a focus for discussion.

They also act as a visual aid in explaining the scale of the task ahead and identifying where to focus attention.

The actions with a “glow” have been identified in the Greatest Hits **Briefing No.1** and **Briefing No.2** as the big wins for many local areas. It would be useful to read these briefings rather than use these charts as a stand alone resource.

The pale yellow circles indicate where support or resources are available. Resources and support are elaborated on in the wider set of Greatest Hits Briefings.

## No.9 Greatest Hits for Revolving Loan Funds

The Northwest Greatest Hits for NI 186 series includes the following briefings:

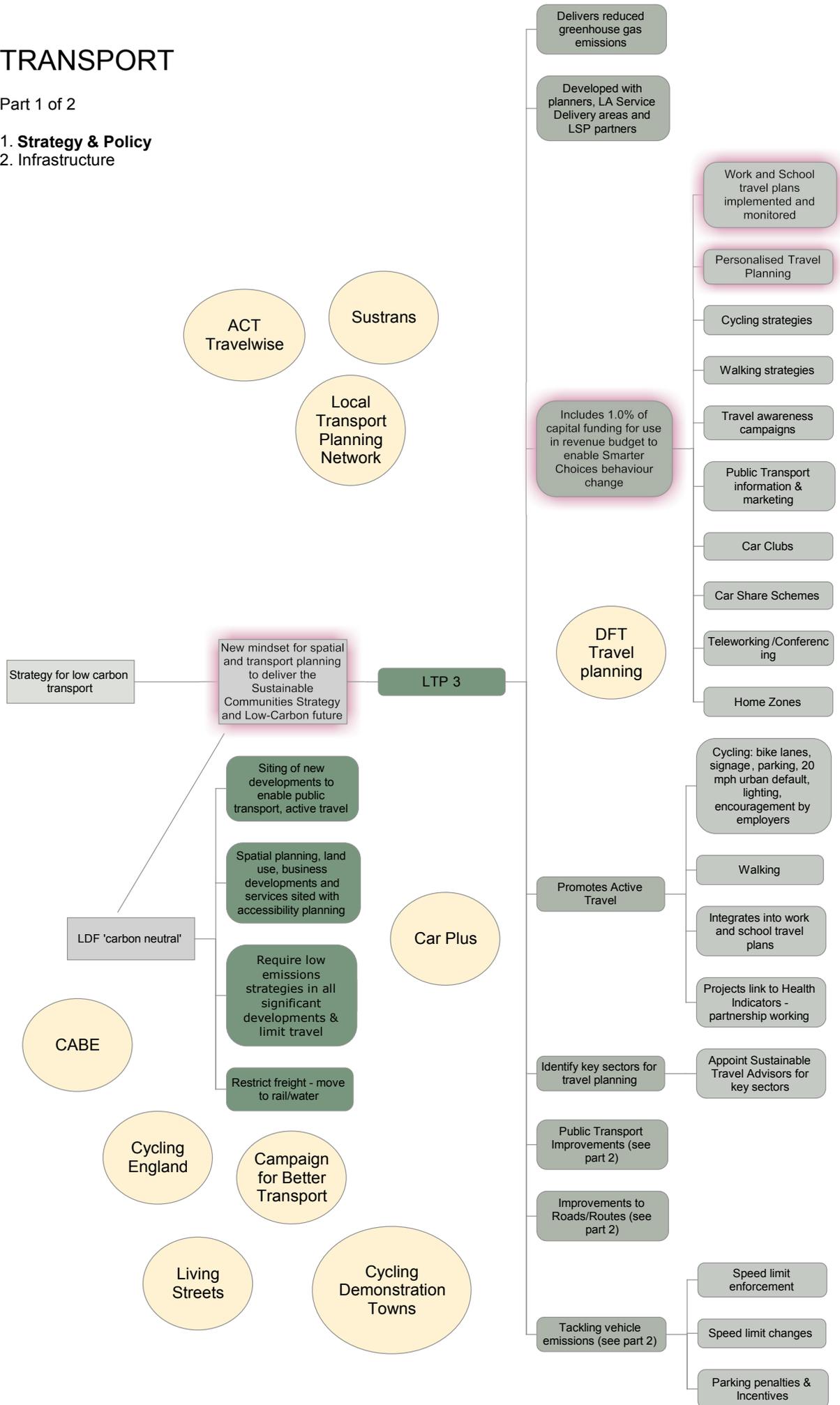
- 1** No.1 Greatest Hits for Unitary LSPs
- 2** No.2 Greatest Hits for District LSPs
- 3** No.3 Your Top 10 is my Top 10 –  
Explaining how climate change targets meet other targets
- 4** No.4 Quantifying the Savings
- 5** No. 5 Greatest Hits for Low Carbon Economic Development
- 6** No.6 Greatest Hits for Engaging with Business
- 7** No.7 Greatest Hits in Planning
- 8** No. 8 Greatest Hits for Local Transport Plans
- 9** No. 9 Greatest Hits for Revolving Loan Funds
- 10** No.10 The Whole NI 186 Picture



# TRANSPORT

Part 1 of 2

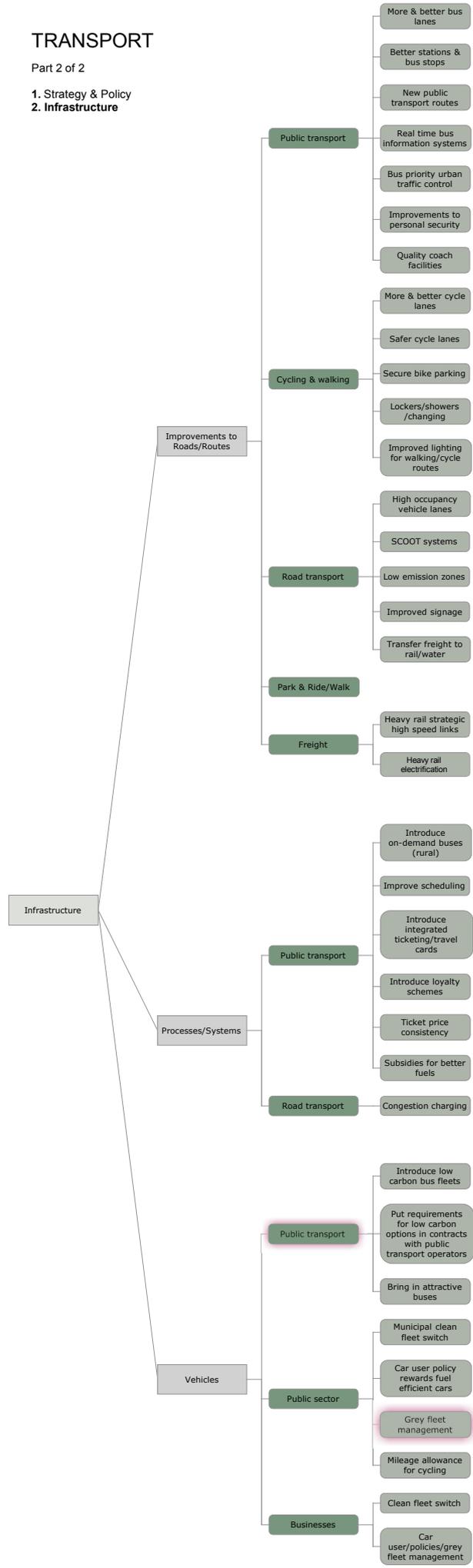
- 1. Strategy & Policy
- 2. Infrastructure



# TRANSPORT

Part 2 of 2

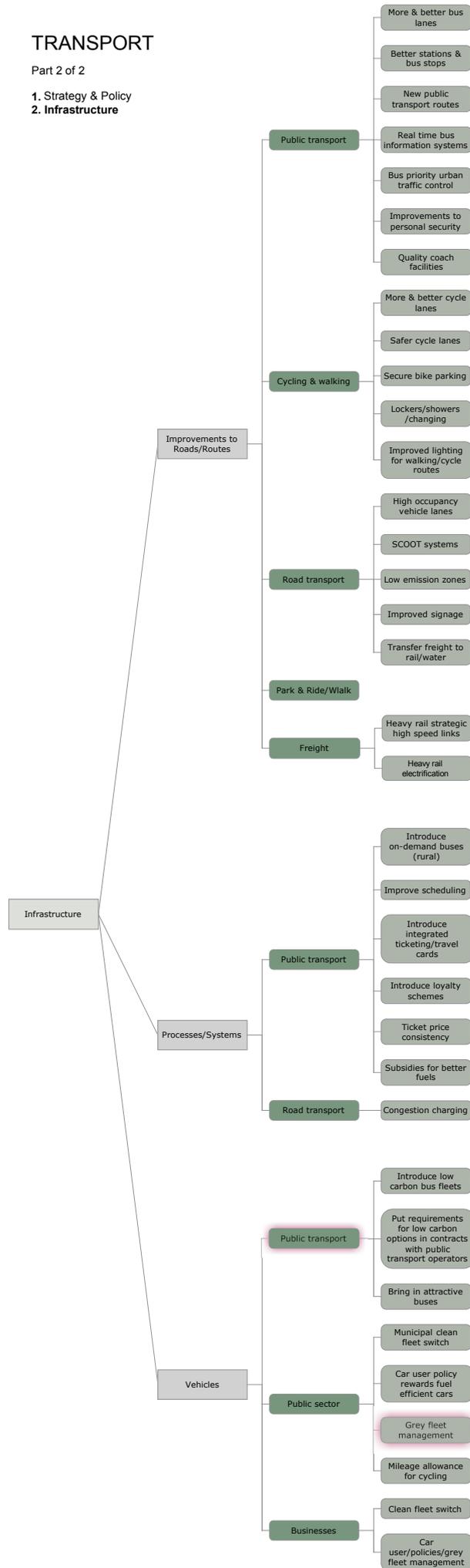
- 1. Strategy & Policy
- 2. Infrastructure



# TRANSPORT

Part 2 of 2

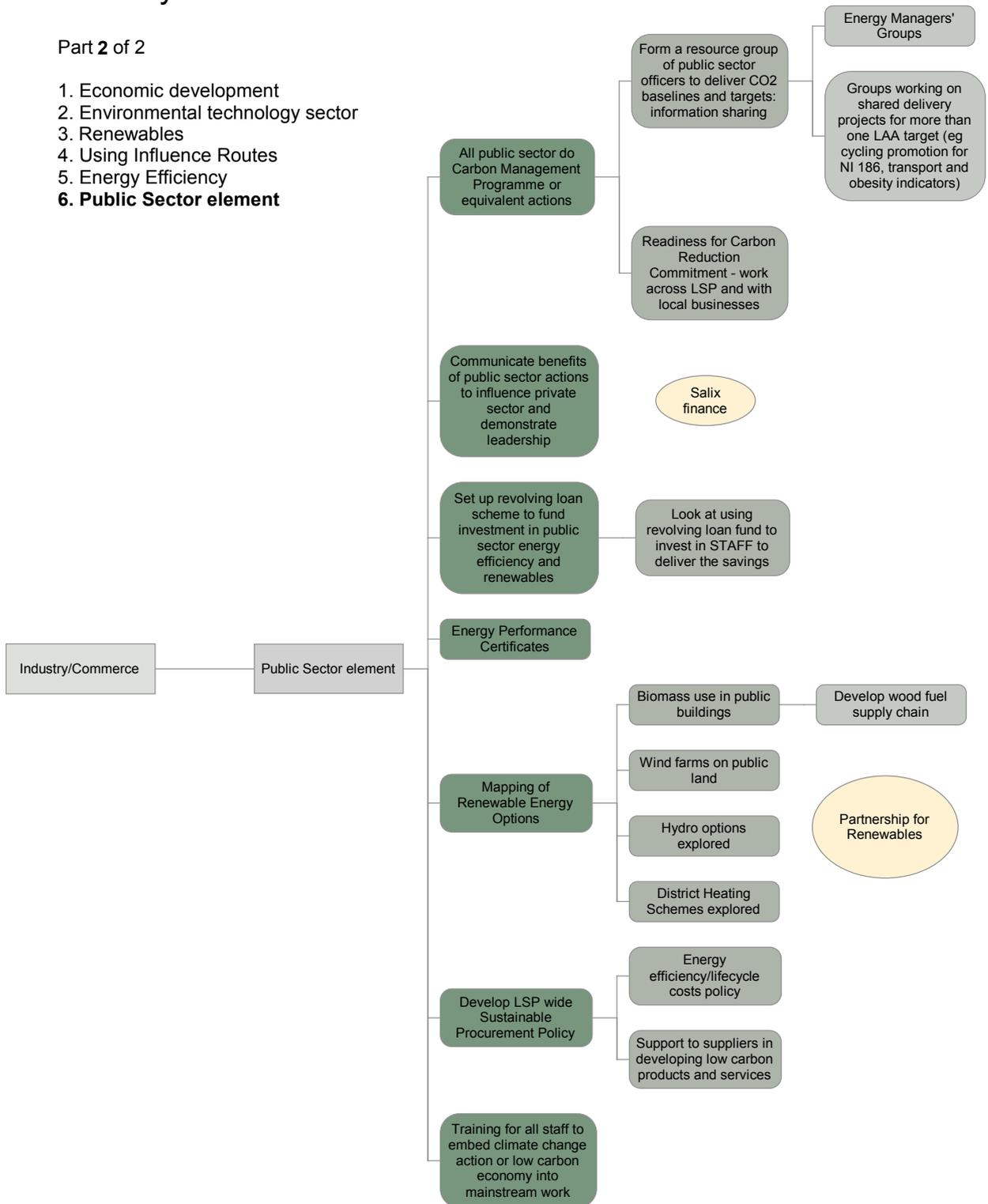
- 1. Strategy & Policy
- 2. Infrastructure



# Industry & Commerce

## Part 2 of 2

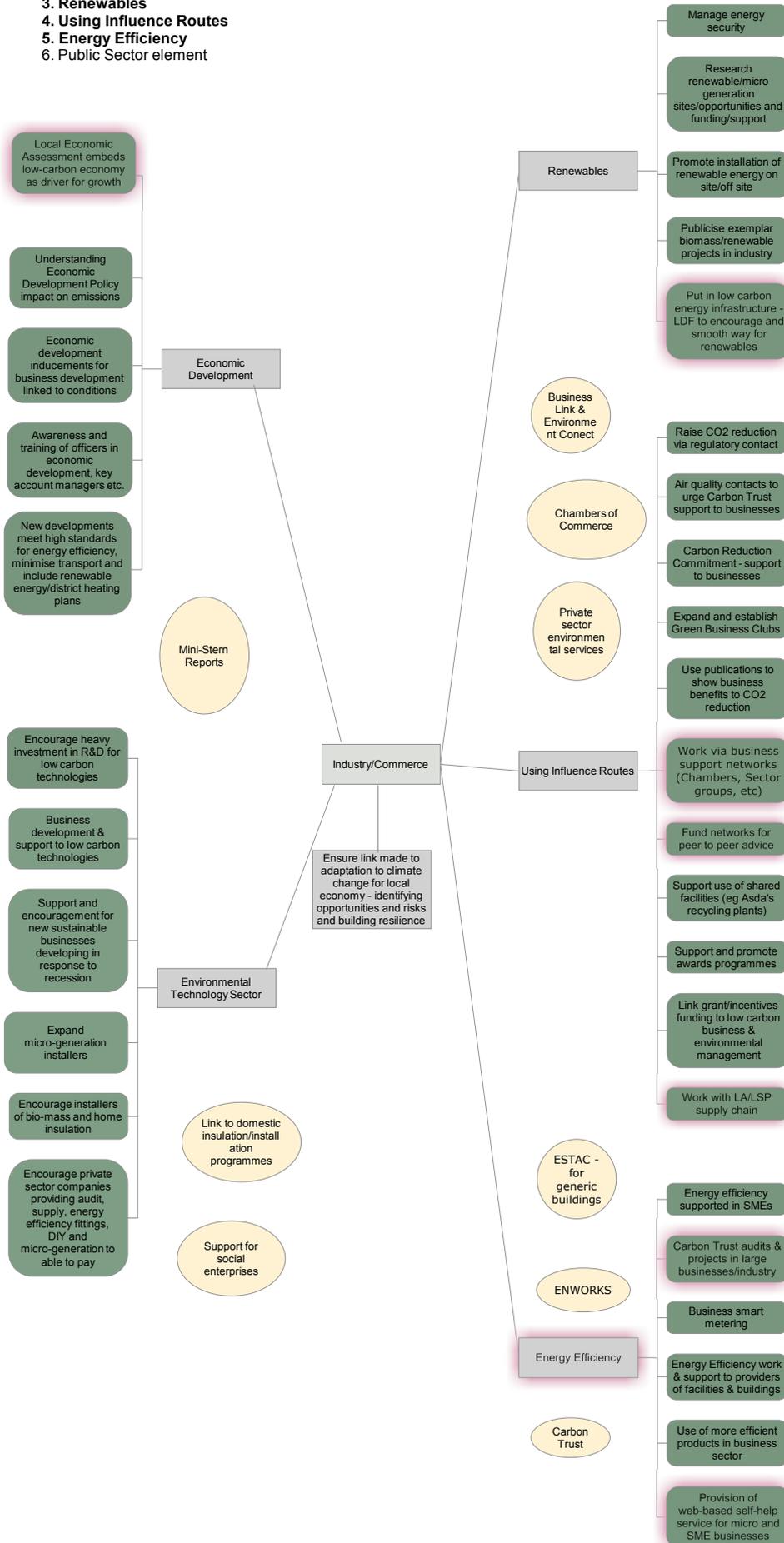
1. Economic development
2. Environmental technology sector
3. Renewables
4. Using Influence Routes
5. Energy Efficiency
- 6. Public Sector element**



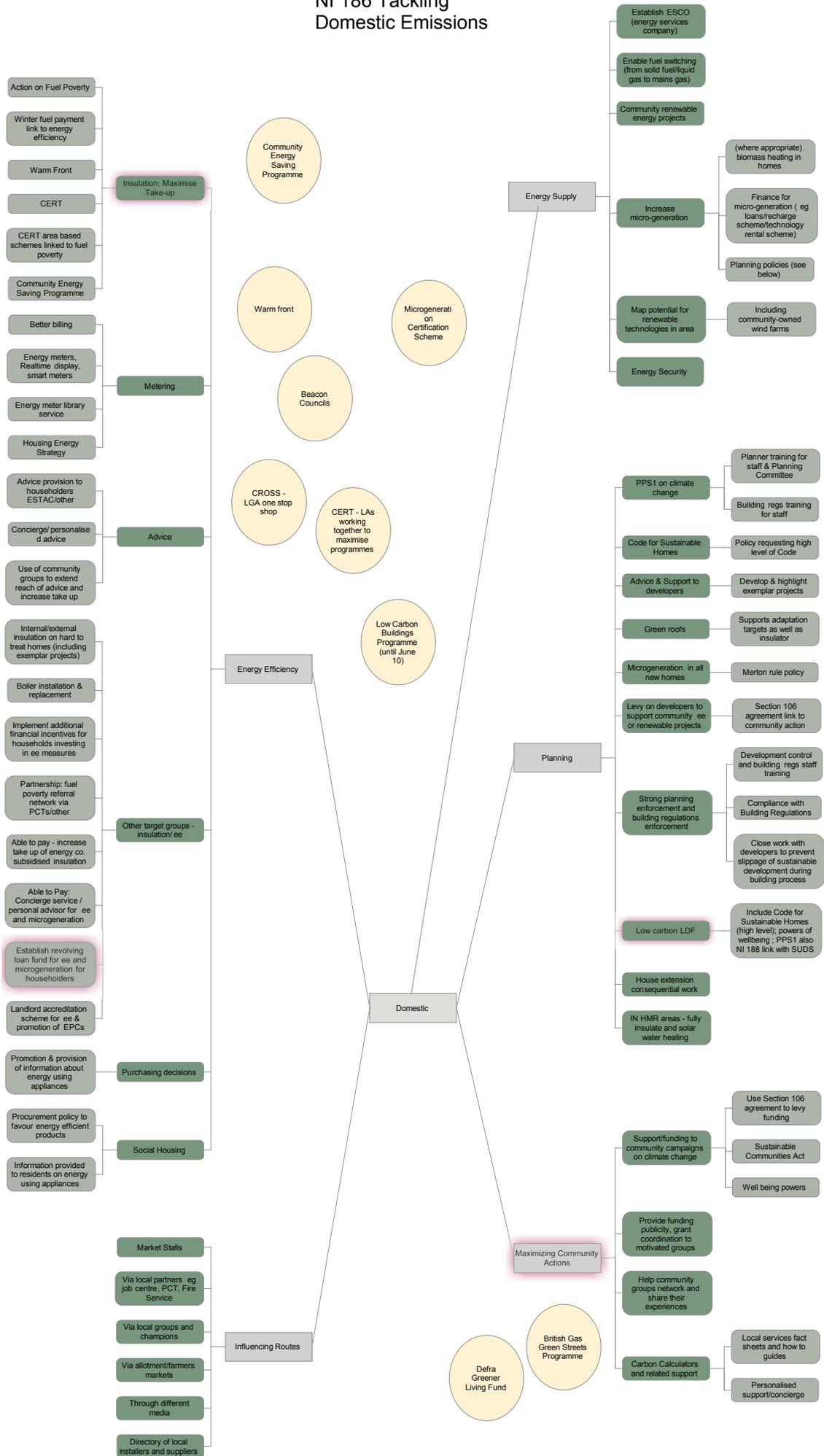
# Industry & Commerce

Part 1 of 2

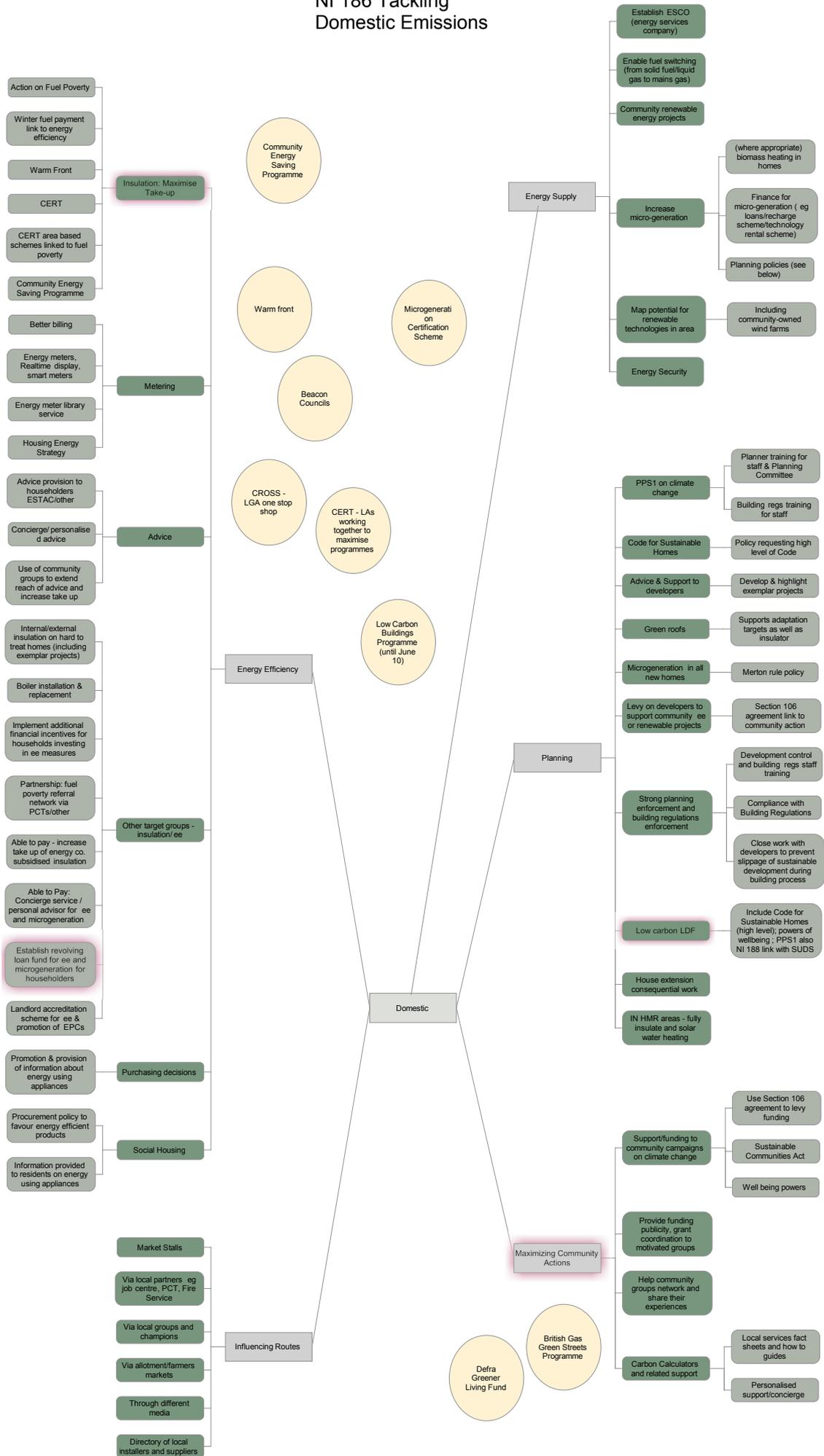
1. Economic development
2. Environmental technology sector
3. Renewables
4. Using Influence Routes
5. Energy Efficiency
6. Public Sector element



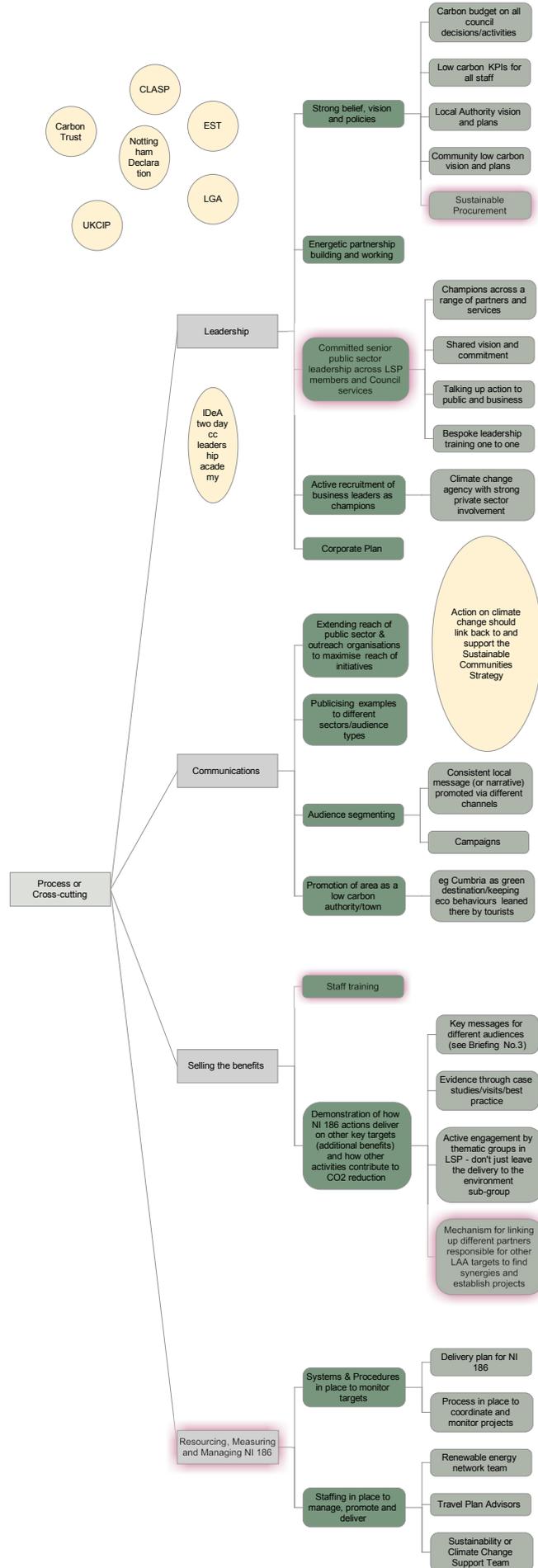
# NI 186 Tackling Domestic Emissions



# NI 186 Tackling Domestic Emissions



# Process Actions for NI 186



## No.9 Greatest Hits for Revolving Loan Funds

### References

CLASP – The Northwest Climate Change Local Area Support Programme  
[www.clasp-nw.info](http://www.clasp-nw.info)

Assessment of Potential Carbon Savings Achievable in the North West Region by 2050  
<http://www.climatechangenorthwest.co.uk/assessment-of-potential-carbon-savings.html>

Berr: Energy Measures Report - September 2007  
<http://www.berr.gov.uk/files/file41260.pdf>

Defra: Analysis to support climate change indicators for local authorities – April 2008  
<http://www.defra.gov.uk/environment/localgovindicators/documents/ni186-report-2008.pdf>

Climate Change Committee – Building a low-carbon economy - the UK's contribution to tackling climate change – December 2008  
<http://www.theccc.org.uk/reports/>

Berr: Low Carbon Industrial Strategy: A Vision – March 2009  
<http://www.berr.gov.uk/whatwedo/sectors/lowcarbon/lowcarbonstrategy/page50105.html>

4NW/North West Improvement & Efficiency Partnership report, Sustainable Economic Development Practice: A Census of Local Authorities in the North West, November 2008  
[www.4nw.org.uk/assets/\\_files/documents/dec\\_08/ps\\_1228303002\\_Sustainable\\_Economic\\_Developme.pdf](http://www.4nw.org.uk/assets/_files/documents/dec_08/ps_1228303002_Sustainable_Economic_Developme.pdf)

Department for Transport, Policies and Best Practice  
<http://www.dft.gov.uk/consultations/open/draftguidanceltp/policiesbestpracticehandbook.pdf>

Carbon Pathways Analysis; Informing Development of a Carbon Reduction Strategy for the Transport Sector, July 2008  
<http://www.dft.gov.uk/pgr/sustainable/analysis.pdf>

Department for Transport, Smarter Choices – Changing the Way We Travel, June 2005  
<http://www.dft.gov.uk/pgr/sustainable/smarterchoices/ctwwt/>

Low carbon transport policy for the UK, Keith Buchan, November 2008  
[http://www.bettertransport.org.uk/media/press\\_releases/november\\_2008/cutting\\_emissions](http://www.bettertransport.org.uk/media/press_releases/november_2008/cutting_emissions)