

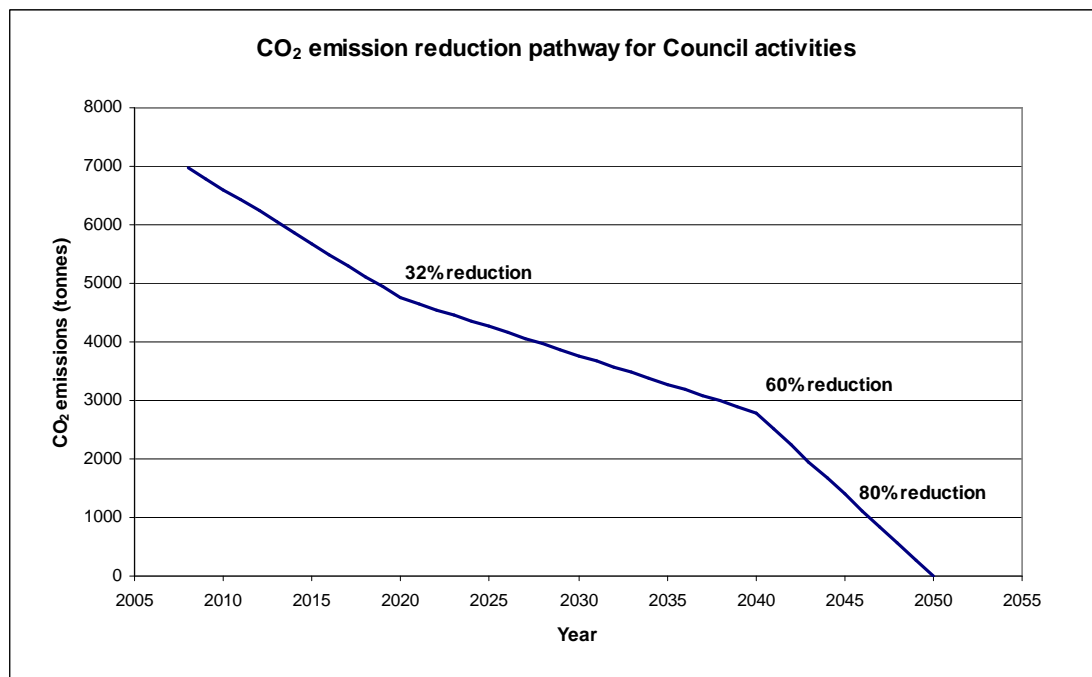
## Climate Change Strategy Review: 2009/10 Summary<sup>1</sup>

Our Climate Change Strategy (2008) sets out the following vision:

- Reduce our carbon emissions by 32% by 2020;
- Reduce our carbon emissions by 60% by 2040
- Become Carbon Neutral by 2050

The chart below maps the trajectory of our required emission cuts.

- It shows that the steepest cut in emissions will have to occur between 2040 and 2050, a time when the cheapest and easiest emission cuts will have already been achieved.
- It assumes a business as usual approach with small fixed cuts in emissions annually until the targets are achieved. However, to achieve our long term targets, incremental cuts will have to be supplemented by larger projects which can demonstrate significant CO<sub>2</sub> savings



We will be tracking our progress against the emission reduction pathway as the data becomes available each year.

This document reports on our progress against the previous year's action plan.

<sup>1</sup> This document was updated in Nov 2010 to reflect corrections made to the emission data for National Indicators 185 and 186

## Climate Change Strategy: Top 10 key tasks

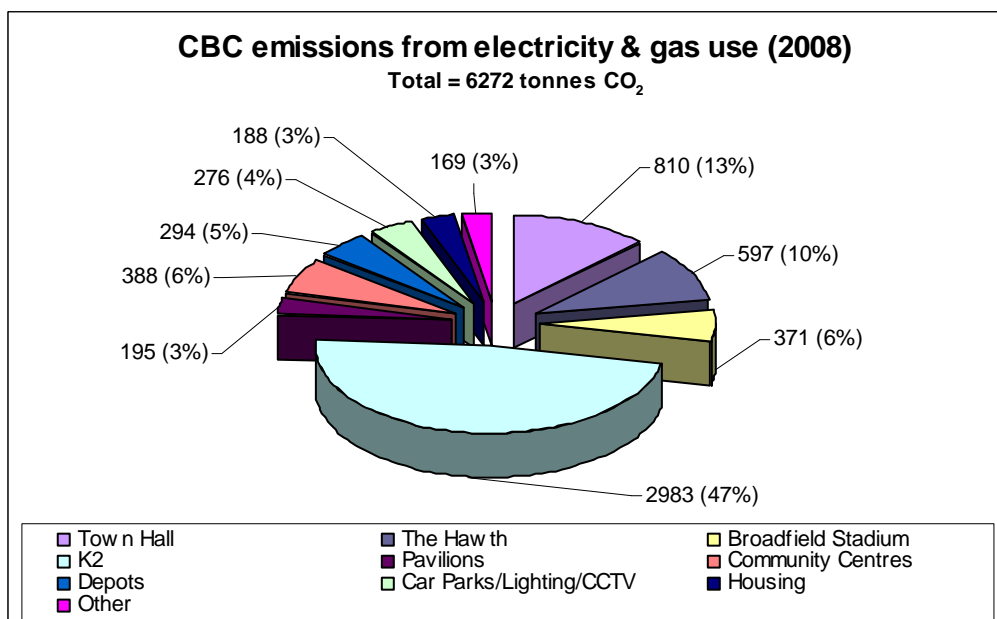
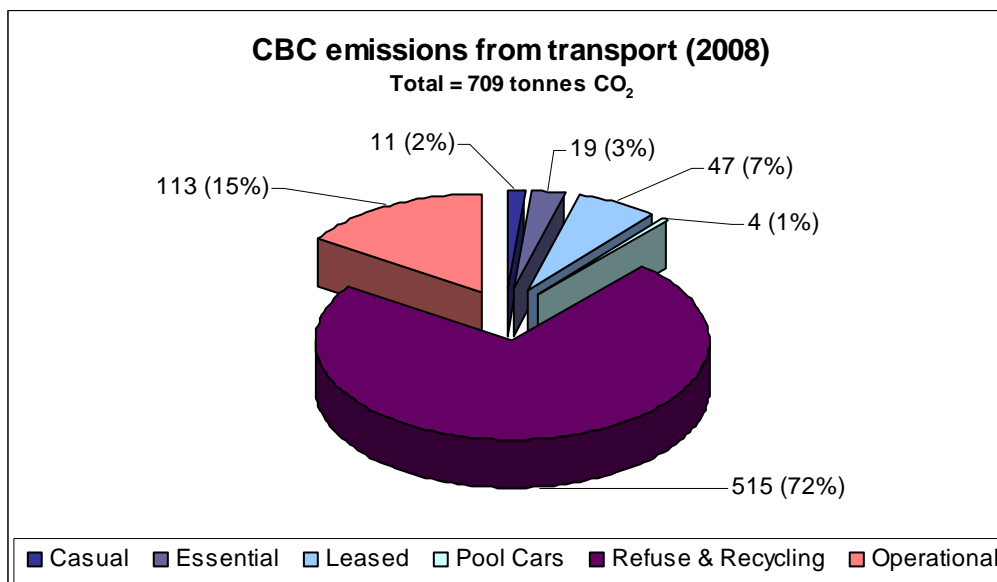
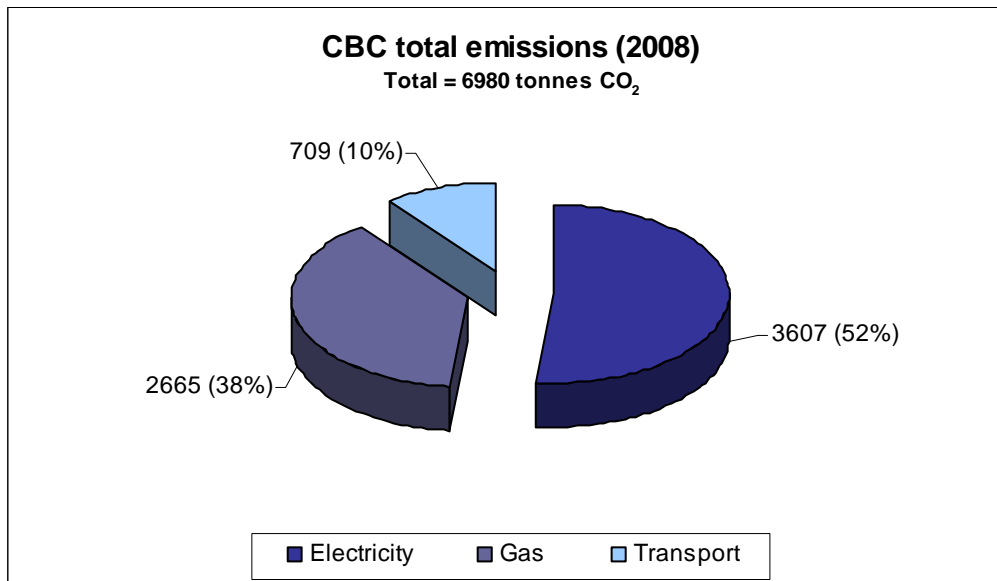
<b>Key Theme One: Reducing the Council's carbon footprint</b>		
<b>Top 10 tasks for CBC</b>	<b>Action</b>	<b>Progress</b>
1. We will undertake an audit to assess our current carbon footprint.	Climate Change Officer to assess the Borough Council's operations & define our carbon footprint.	<p>Our carbon dioxide emissions are reported as part of our annual <a href="#">EMAS statement</a> but this does not include all our emissions. The National Indicator 185 return includes vehicle emissions, community centres, play centres, pavilions and other buildings such as depots and K2. This data has a 2008 baseline.</p> <p>Analysis of the split of emissions enables us to target the sectors and activities with the highest levels of carbon pollution and to focus our efforts on reducing their percentage contribution to our carbon footprint.</p> <p>Emissions from Council activities can be divided into transport and energy use in buildings. Transport emissions can be further split into the different types of vehicle. Emissions from electricity and gas can be allocated to various buildings. Graphs showing the split in emissions can be found in Appendix 1.</p>
2. Assess benefits, costs and CO <sub>2</sub> savings of minimisation initiatives.	To look in detail at all Year One commitments and assess them with regard to carbon savings	<p>CO<sub>2</sub> savings for our main buildings have been calculated as part of the EMAS statement. Baseline data for community centres starts in 2007/08 and for all other buildings in 2008/09 so we will be unable to calculate these savings until next year.</p> <ul style="list-style-type: none"> <li>powerPerfactor Voltage Optimisation was installed at the Town Hall in 2008: Electricity consumption was reduced by 4.5% from 01.11. 08 to 31.10.09. This 4.5% saving amounted to 56,029 kWh (30 tonnes CO<sub>2</sub>) and a financial saving of £4,000.</li> <li>Fluorescent lights in the Town Hall car park have been replaced with LED equivalents: It is estimated that this will save approximately £160k over the lifespan of the bulbs (±10 years) and over 30 tonnes of CO<sub>2</sub>.</li> <li>The Town Hall's energy efficiency rating has improved from E to D.</li> </ul>
3. Look at how we supply energy to our buildings and the role of renewable energy, especially localised power generation.	Consider alternative energy supply to all council buildings	The Environment Unit has been investigating options for decentralised energy and setting up an Energy Services Company (ESCo), with input from Forward Planning. A paper was submitted to CMT in November 2009 and received approval to investigate further. A further paper was submitted in March 2010 and approval was given to undertake a feasibility study. Assistance has been secured from the Energy Saving Trust in the form of 3 days of consultancy advice and assistance to develop a brief and appoint consultants to undertake a borough-wide feasibility study.
4. Monitor travel to site	To audit movements &	Car mileage for business trips is recorded and reported in our annual EMAS statement. Returns

visits across the Borough for all staff.	travel reduction opportunities	are submitted for NI185. Masternaut vehicle tracking system assists with travel monitoring.  Comment: Our travel plan needs to be updated. We should be setting targets for emission reductions related to travel. We should investigate how to record mileage from train and bus travel. This will require changing the recording procedure. We should also consider implementing a travel hierarchy for business travel. We should reduce the emission limits for lease cars. The current value of 150g/km could be reduced further.
5. Include the collection of glass, Tetra Paks and cartons from REDtop bins by 2009, and identify the CO <sub>2</sub> savings of doing so.	Waste & recycling team to expand waste efficiency measures and domestic recycling	The collection has been extended to include glass and Tetrapaks. It is difficult to quantify specific CO <sub>2</sub> savings. However, the Waste and Resources Action Programme (WRAP) have undertaken some research, published in the following report:  <a href="#">"Environmental Benefits of Recycling" (2006)</a> . For paper/cardboard, glass, plastics, aluminium and steel: The UK's current recycling of these materials saves between 10-15 million tonnes of CO <sub>2</sub> equivalents per year. Further information on specific savings relating to each material can be found in sections 3.3.5 (glass), 3.4.5 (plastics), 3.5.5 (aluminium), 3.6.5 (steel), 3.7.3 (wood), 3.8.3 (aggregates).

<b>Key Theme Two: Helping Crawley as a town reduce its carbon footprint</b>		
<b>Commitment</b>	<b>Action</b>	<b>Progress</b>
6. Identify the current carbon footprint of the town	To audit the Borough Council's operations and define our carbon footprint.	Our carbon dioxide emissions are reported as part of our annual EMAS statement. Data for carbon dioxide emissions from local authority areas (National Indicator 186) are published by the Department of Energy and Climate Change (DECC). There is information available for 2005-2007.  Borough wide total emissions of 775,000 tonnes carbon dioxide can be divided into industry and commercial, domestic and road transport, the split of which is shown in Appendix 2. The chart also shows the portion of borough wide emissions that can be directly influenced by the council.  Given the large contribution of the industrial and commercial sector to borough-wide emissions we are justified in focusing 2010 activities on businesses. We shouldn't neglect other sectors, however, particularly the role that Crawley Homes can play in the domestic sector.

<p>7. Further investigate the benefits /role of CBC in creating an Energy Services Company (ESCo)</p>	<p>To assess opportunities for ESCo &amp; CBC's role</p>	<p>This is ongoing.  Several reports and studies have been completed for Forward Planning in relation to Town Centre North. The Environment Unit have been investigating options for decentralised energy and setting up an ESCo, with input from Forward Planning. A paper was submitted to CMT in November 2009 and received approval to investigate further. A further paper was submitted in March 2010 and approval was given to undertake a feasibility study. Assistance has been secured from the Energy Saving Trust in the form of 3 days of consultancy advice and assistance to develop a brief and appoint consultants to undertake a feasibility study for the borough.</p> <p>Comment:  A report for the South East England Partnership Board, "<a href="#">Assessing the Potential for CHP &amp; Distributed Heat in South East England</a>" indicates that there are potential opportunities in the Crawley area, although the study was done at a regional scale.  We should consider undertaking heat mapping for Crawley to get a better understanding of major energy consumers in the borough and the potential for creating viable heat networks. Part of this should include the location of council owned buildings that can act as core energy users for any potential district schemes.</p>
<p>8. Consider the way we plant and maintain our parks and open spaces, including how frequently we undertake works, by reassessing the customers' needs for the land we own.</p>	<p>To assess scope for carbon savings whilst maintaining customer satisfaction.</p>	<p>This is covered in <a href="#">Green Spaces Strategy</a> (2007 – 2012)</p> <p>Tilgate Park, Goffs Park and the Memorial Gardens were awarded green flags in 2009. We won 2 gold awards in South and South East in Bloom Sept 2009, for the town centre and in the 'large town/small city' category. We have been selected to compete in the Britain in Bloom finals in 2010. We gained the 'Engaging Communities' accolade at the Keep Britain Tidy awards in March 2010.</p>
<p>9. Develop a Communication Strategy that identifies key environmental aims and messages to communicate each year.</p>	<p>Identify a few key messages each year rather than overloading.</p>	<p>There is a new corporate communications strategy but it doesn't cover individual topics. Work is currently being done by Amenity Services to develop a communications plan. This is currently focused only on businesses but this is acceptable given the relative contribution of business emissions to the borough-wide total (see Appendix 2)  We mustn't neglect the residents and some of this work should involve closer contact with community groups to share environmental messages.</p>
<p>10. Monitor and report on CO<sub>2</sub> per capita emissions in the local authority area.</p>	<p>To utilise National Indicator assessments and EMAS</p>	<p>This is done for NI186 and summarised within the EMAS Statement.</p>

**Appendix 1: Emissions from CBC activities**



**Appendix 2: Crawley - Borough wide emissions**

