



Surrey County Council's Net Zero 2030 Progress Report 2022 – 2023

November 2023

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Executive Summary

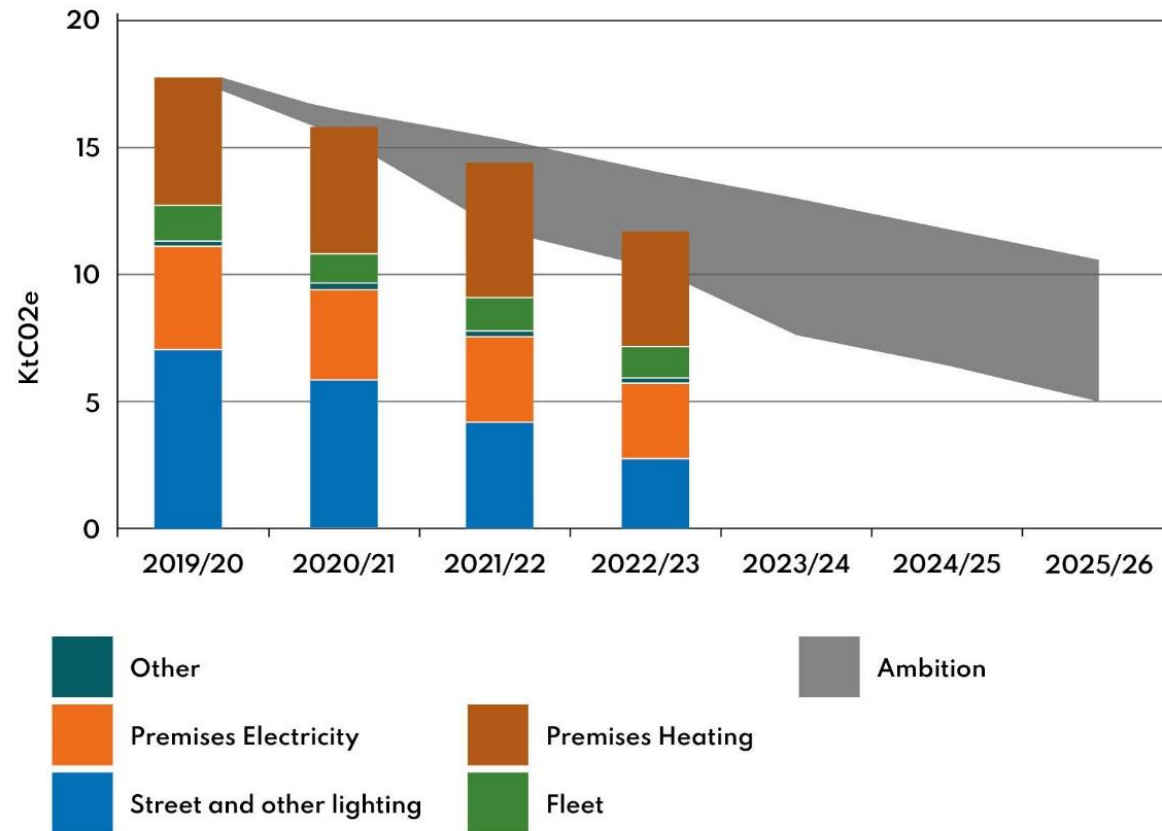
This report sets out how Surrey County Council has acted towards reducing carbon emissions from its organisation to meet our ambitious 2030 net-zero carbon emissions target and made steps to tackle indirect organisational emissions.

With a 34% emissions reduction compared to our 2019-2020 baseline, progress against our 2030 net-zero target¹ is on track. This has been achieved at a time when carbon emissions across the county have increased compared to the previous year, and when the Intergovernmental Panel on Climate Change (IPCC) evidence shows that extreme weather is having a bigger impact than predictedⁱ. We have begun to measure and tackle our wider (scope 3) emissions, which fall outside of the 2030 target, and these efforts will continue.

¹ The 2030 net zero target is set out in the net zero carbon programme

<https://mycouncil.surreycc.gov.uk/documents/s82194/Annex%203-%20SCC%203030%20net%20zero%20carbon%20programme.pdf>

Figure 1: Progress against Surrey County Council's 2030 net-zero target (ktCO₂e)



Investment in decarbonisation projects has led to key successes such as the streetlighting LED replacement programme and estate buildings retrofit programme which are starting to have a significant impact.

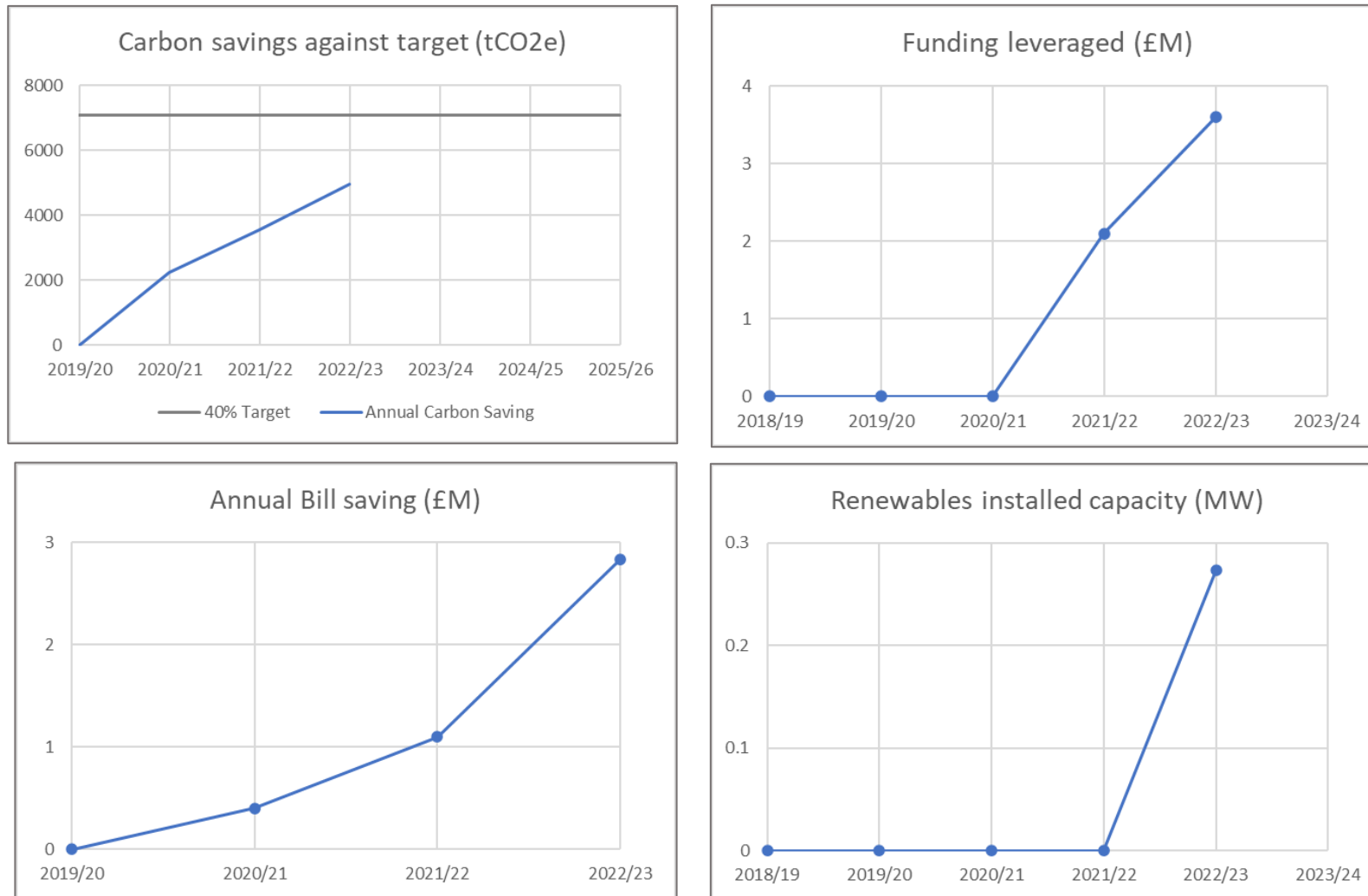
Figure 2: Summary of project successes

Figure 2: Summary of project successes



As well as delivering significant carbon reduction benefits, actions to reduce emissions are also benefiting the organisation in other ways. So far, Surrey County Council has reduced carbon by 1 kilotonne through estate rationalisation and nearly 5 kilotonnes through carbon reduction measures. It has also delivered £2.8M of annual bill savings, leveraged nearly £3.6M of additional funding and installed 0.3MW of solar power. To date, these benefits have mostly come from the streetlighting LED replacement programme and the government grant funded Public Sector Decarbonisation Scheme (PSDS) programmes. Scaling up projects has the potential to deliver substantial carbon and financial benefits, but any shortfall in achieving the 2030 net-zero target will result in increased costs to the council from offsetting.

Figure 3: Summary of benefits



When the current progress of projects is compared to the progress needed to achieve our 2030 net zero target, some projects are on-track, such as the streetlighting LED replacement which is near completion, and others are still at an early stage and require scale up, such as fleet decarbonisation.

Figure 4: Summary of progress of key projects

Action area	What needs to happen by 2030	Likely LA impact by 2030	Progress to March 2023
Streetlighting LED Replacement	89,096 LED streetlights	89,096 LED streetlights	82,818 LED streetlights
Council buildings and renewables	191 Buildings are within the target	Capital funding allocated to finance decarbonisation of majority of buildings	5 Buildings retrofitted, with plans for a further 25 buildings in development.
Fleet and Active travel	527 Low carbon vehicles	196 ² Low carbon vehicles	37 Low carbon vehicles
Schools and leased buildings	126 Schools and leased buildings with solar PV	40 Schools in pipeline for SCC solar schemes	1 School with SCC solar with a further 5 schools in progress
Procurements	£900M Sustainable Procurement policy compliant spend	£750M contracts above threshold	Not known ³
Staff	10,127 Staff taken climate change training	5000 ⁴ Staff taken climate change training	3,357 Staff taken climate change training

² Subject to the development of the fleet decarbonisation policies and programme

³ It is currently very difficult to extrapolate the value of contracts from which the Environmentally Sustainable Procurement Policy has been applied

⁴ Subject to a decision to make climate change training mandatory

To continue to stay on track to meet our 2030 net zero target and tackle our indirect emissions, the Council is seeking to focus on the following areas in the coming year:

Streetlighting: Because the LED replacement programme is near completion, there is a limit to the extent that further energy efficiencies from streetlighting will reduce carbon emissions. In order to make significant further reductions, a large-scale solar array or a 100% renewable Power Purchase Agreement (PPA) would be needed.

Council buildings and renewables: Fast-tracking solar PV projects will be a focus going forward to increase bill savings and (if on schools and leased buildings) income for the Council. These savings help to pay for the low carbon heating and energy efficiency measures, which tend to be more expensive but are essential to reduce carbon emissions to the extent that is required for our net zero target. Savings and income from solar PV projects will become increasingly important as the Public Sector Decarbonisation Scheme (PSDS) grant funding opportunities reduce.

Fleet and active travel: A focus on staff travel and fleet will ensure that we can implement a sustainable travel plan and provide low carbon travel options for staff such as e-bikes, EV vehicles and EV charge points. This is a crucial area to keep under review considering proposals to make changes to the agile working policy.

Procurement: The Environmentally Sustainable Procurement Policy will continue to be applied to all appropriate new contracts, alongside capturing the carbon impacts of procurements more accurately through a supply-chain carbon tool.

Staff: To ensure that the Council puts the Enabling a Greener Future strategic objective at the heart of everything we do, it will require a continuation and scale up of Carbon Literacy Training for senior staff and cabinet members, specialist training for particular teams and basic carbon awareness training for all staff.

Adaptation and resilience: Reducing carbon emissions continues to be essential in playing our part in tackling climate change, to show leadership and to reduce the significant financial risk to the Council of responding to future extreme weather events such as floods, wildfires, and very hot weather. After elevating climate change as a key risk to Surrey's residents, wildlife and economy, a focus on preventing and adapting to such risks, through the implementation of Surrey's Climate Change Adaptation and Resilience Strategy - "Surrey Adapt"ⁱⁱ, will commence.

1. Introduction

This document presents the second progress assessment undertaken to consider the extent to which Surrey County Council (SCC) is meeting its 2030 net zero targetⁱⁱⁱ and what needs to happen to increase the impact. This comes at a time when current Intergovernmental Panel on Climate Change (IPCC) evidence indicates that adverse climate change impacts are already more far-reaching and extreme than anticipated. In England, and specifically in Surrey, we have already faced severe climate change impacts to date.

The net zero 2030 target mostly consists of energy used in buildings, streetlighting, and vehicles owned and operated by the Council⁵. Our aim is to achieve a 40-69% reduction in Surrey County Council's carbon emissions by 2025⁶ in line with the within the Greener Futures Climate Change Delivery Plan 2021-2025. It also considers how the council is tackling the indirect emissions that are produced through: procurements on behalf of residents, leased buildings and fleet, and the actions of staff. These emissions fall outside of the 2030 net zero target, however the Council has a unique role in reducing these emissions.

The progress of individual projects is set out in Annex A.

A technical summary set out in standard format will be published alongside this progress report and is set out in Annex B.

⁵ These are known as scope 1 and 2 emissions as defined by national reporting guidelines <https://ghgprotocol.org/corporate-standard>

⁶ The lower end of the range represents a 40% emissions reduction by 2025 in line with the target set out in the Greener Futures Climate Change Delivery Plan 2021-2025. The upper end of the range shows the fastest potential progress, based on the most optimistic scenario to deploy for renewables, retrofit and fleet decarbonisation on Surrey County Council's estate.

1.1 Approach to assessment

Are we on track to meet our 2030 net zero target?

In section 2, the extent to which carbon emission reductions are likely to be in line with our 2030 net zero target is visually represented by a gauge, see image to the right.



How impactful are the projects?

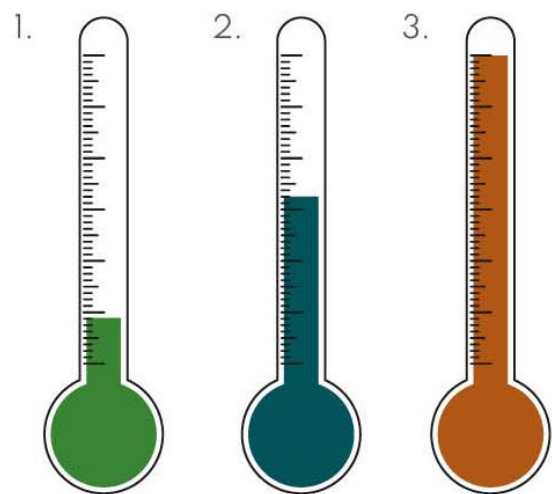
In section 3, each project is given an impact rating which shows a summary of the key benefits that the project delivers compared to the scale of the challenge. The blue boxes summarise the main benefit measures from projects in delivery up to March 2023, summarised in the **progress** sections. The impact rating is a judgement on how likely it will be to meet the scale of the challenge with the current and planned level of action, summarised in the **impact** sections.

Figure 5: Table showing impact ratings for section 3

Section impact rating	Key factors that inform rating
Impact: Green	Projects are progressing at the pace and scale needed.
Impact: Amber	Projects are progressing well, but some barriers may mean that their progress risks not meeting the pace and scale needed to achieve the net-zero targets.
Impact: Red	Projects that are necessary to achieve net-zero targets but are not progressing at the pace or scale needed due to major barriers such funding being prioritised elsewhere, or external factors that are beyond the control of the Council.

One key project in each section has been chosen to illustrate how projects are progressing against the scale of the whole challenge.

Figure 6: Image showing an example of how impact ratings are represented in section 3



1. **Project progress**
up to March 2023
2. **Forward plans**
made by Local Authorities
3. **Overall ambition**
required to meet Surrey County Council
2030 net zero target

How are projects progressing?

A red-amber-green (RAG) status is associated with every project that Surrey County Council committed to in the Greener Futures Climate Change Delivery Plan 2021-2025 compared to expectations set out in March 2022. A full list of project progress is found in Annex A.

Figure 7: Table showing impact ratings of projects set out in Annex A

Project impact rating	Key factors that inform rating
Green	On schedule
Amber	Off schedule but possible to get back on track
Red	Off track and not possible to get back on track without significant additional resource

2. Surrey County Council's 2030 net zero target

2.1 Council 2030 Net Zero Carbon Target



On track with risk: In 2022-2023 Surrey County Council emitted 11,712 tonnes of carbon emissions. A 34% decrease in carbon emissions has been achieved since 2019/2020. Last year an 18% reduction was achieved. These reductions are broadly in keeping with meeting the Council's 2030 net-zero target.

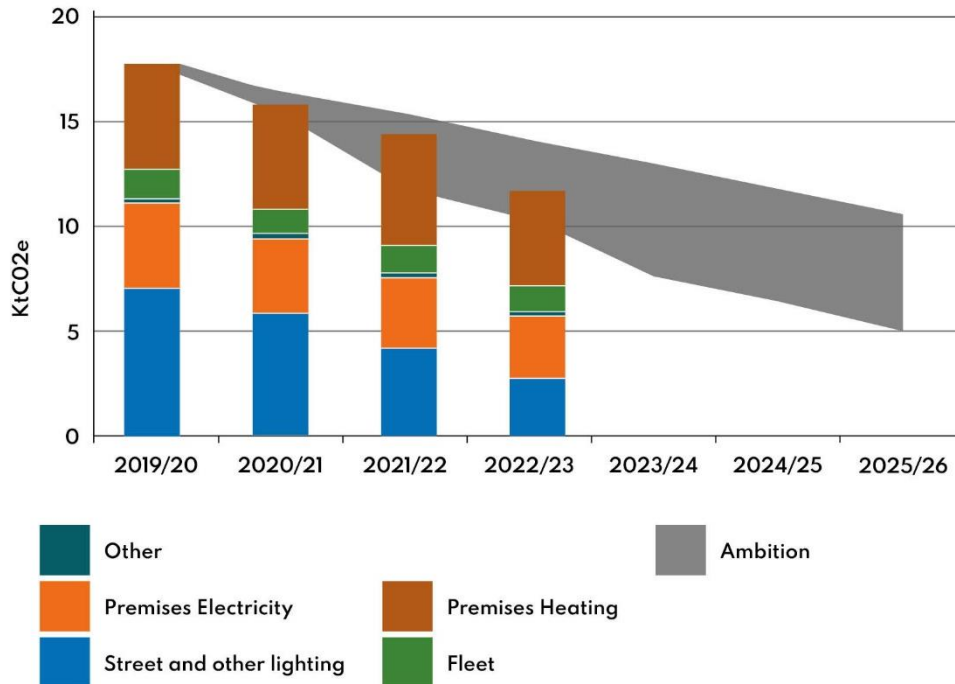


Figure 8: Changes in Surrey County Council's carbon emissions

The grey area on the graph represents a range of possible trajectories to meet net zero emissions by 2030. The most ambitious trajectory is a 69%⁷ decrease by 2025 in line with what is technically feasible, and the lower ambition is 40% as set out in the Greener Futures Climate Change Delivery Plan 2021-2025.

Emissions reductions are compared to a baseline year. When assets are added or removed, the baseline needs to be adjusted^{iv}. To date the baseline has reduced by over 1,000 tonnes⁸ of carbon emissions through building rationalisation and improved data capture.

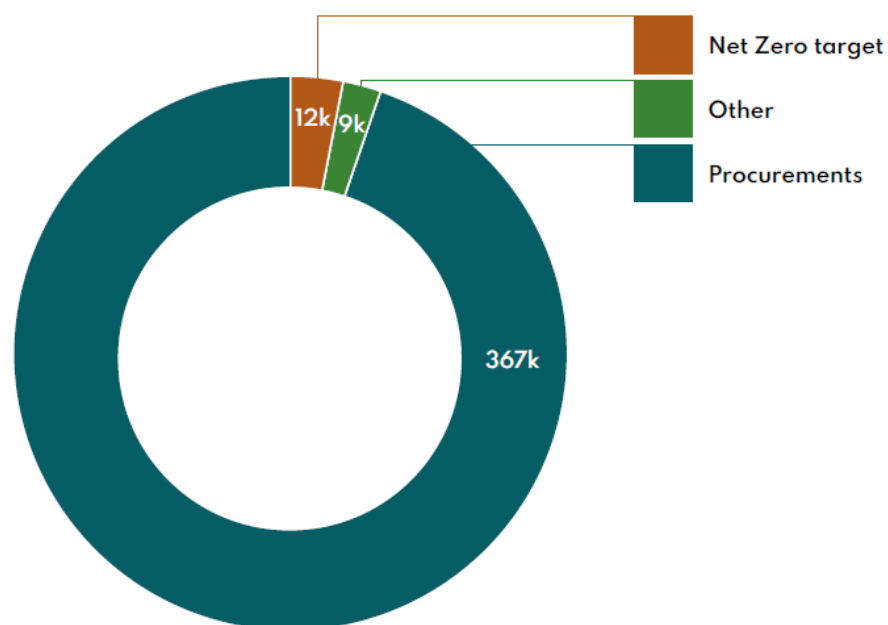
⁷ The grey area on the graph represents the range of ambition explained in footnote 2.

⁸ The baseline has reduced from 18,833 to 17,714 tonnes of carbon emissions.

2.2 The council's indirect carbon impact

As well as those that we directly control, action is being taken to reduce emissions that we don't directly control but we can influence⁹ including buildings and fleet that are leased, goods and services procured on behalf of Surrey's residents; and actions carried out on behalf of the Council by their staff, such as business travel and staff commuting. Although these wider emissions are not within the scope of the 2030 net zero target, we continue to take action to tackle them, with an initial focus on those we can measure.¹⁰

Figure 9: Surrey County Council's total carbon impact



The graph showing Surrey County Council's total carbon impact is a mixture of data collected directly (labelled other: including schools, leased buildings and business travel) and supply chain estimates (procurements).

The estimate of emissions from procured services are based on spend and are highly inaccurate¹¹, but these emissions are expected to be high because many of the services provided by the Council are contracted. Work is ongoing to measure these emissions more accurately.

⁹ These are known as scope 3 emissions as defined by national reporting guidelines <https://ghgprotocol.org/corporate-standard>

¹⁰ The 2030 target is set out in the [SCC 3030 net zero carbon programme. NEW \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/scc-3030-net-zero-carbon-programme-new)

¹¹ The estimate of emissions from procured services are based on spend, are very high level and cannot be tracked year-on-year.

3. Progress of action towards the council's 2030 target

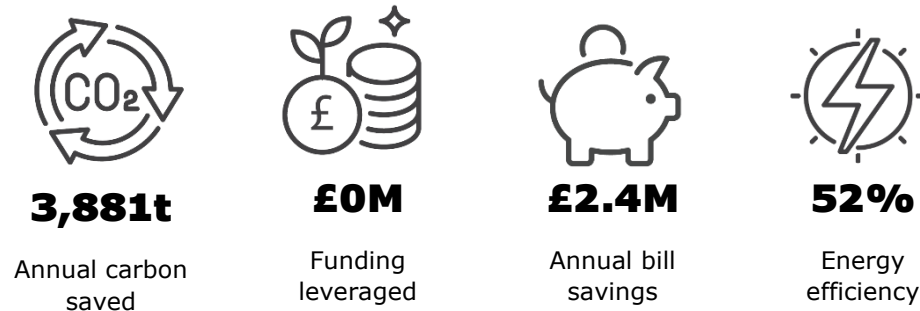
This section summarises progress against actions that Surrey County Council has committed to as part of delivering the 2030 net zero carbon target and to reduce our wider carbon impact. Key actions that the Council is taking to contribute to the county's 2050 net zero target are set out in the Greener Futures Climate Change Progress Report 2022-2023^v.

Sections 3.1-3.3 mostly refer to actions that impact the 2030 net zero target.

Sections 3.4-3.6 mostly refer to actions taken to reduce the Council's wider carbon impact.

A full list of project progress and RAG ratings is found in Annex A.

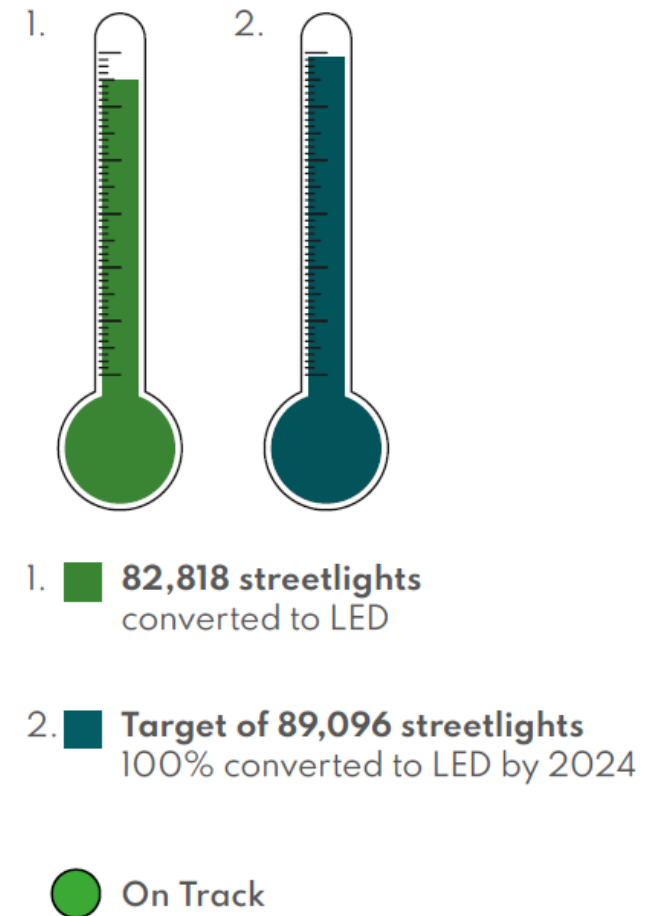
3.1 Streetlighting



Progress: The streetlighting LED replacement programme is on track and is expected to be completed next year. It has delivered a lasting beneficial impact that has helped the Council to be resilient against recent energy price rises. As a result bill savings in 2022-2023 were over £1M more than the previous year and further major bill savings are expected next year. Our electricity supply is 100% renewable.¹²

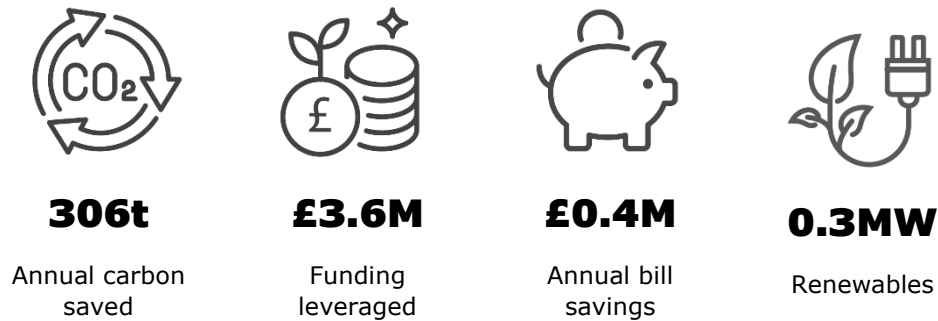
Impact: This is a highly effective programme with a 64% reduction in streetlighting emissions. The aim is to convert 100% of all streetlights to LED which would achieve an emissions reduction of 72% by the end of a programme.

Next step: Beyond the LED replacement programme, no further major changes to the assets can be completed to decarbonise streetlighting further. However, there is still scope to improve efficiencies and/or develop a dedicated clean electricity supply. A smart network has already been installed on all streetlamps to enable system improvements and street monitoring.



¹² Although electricity is 100% renewable, this cannot be counted as part of our 2030 net zero target unless a separate power purchase agreement is in place.

3.2 Council buildings and renewables



Progress: The new Grid Edge building management system pilot resulted in significant savings and has been rolled out to 4 buildings. The rollout of this or a similar system to more buildings is under consideration.

The Council was successful in winning significant Public Sector Decarbonisation Scheme (PSDS) grant funding to enable effective whole-building decarbonisation on several buildings, including the replacement of low carbon heating, insulation, as well as the installation of solar PV on roofs and in car parks. Planning retrofit projects has been a challenge where the future services are seeing significant change and the associated asset strategy is still in development as a result.

Some low carbon requirements have been introduced as standard, resulting in low carbon heat pumps replacing gas boilers that have reached the end of their life.

A new build and building refurbishment design policy is in development. The six buildings trialling the standard are set to avoid 67 tonnes of carbon and avoid around £98k of additional energy bills. Six potential solar farm sites have been identified but Electricity grid constraints affecting the whole of the UK are a major barrier.

Case Study: Public Sector Decarbonisation Scheme (PSDS)

The Pines

Through PSDS an air source heat pump was installed at The Pines. As a result of this installation annual energy bills have been reduced by over £1,200 (8.9%).

We anticipate that this heat pump will facilitate a 24.5% carbon reduction for this building. Throughout its lifetime the heat pump will prevent the generation of 136 tonnes CO₂e (6.8 tCO₂e/yr).

The Greener Futures 2030 team secured funding for PSDS3b to the value of £2,547,004, this includes decarbonisation plans for schools and corporate buildings and could see 25 buildings decarbonised in the years 2023-2024.

Looking forward

We are currently anticipating the outcome of our next application for PSDS3c which was submitted in October 2023. The team have submitted an application for a similar number of buildings as we work towards our 2030 target. We anticipate these works to be completed during 2024 – 2026.

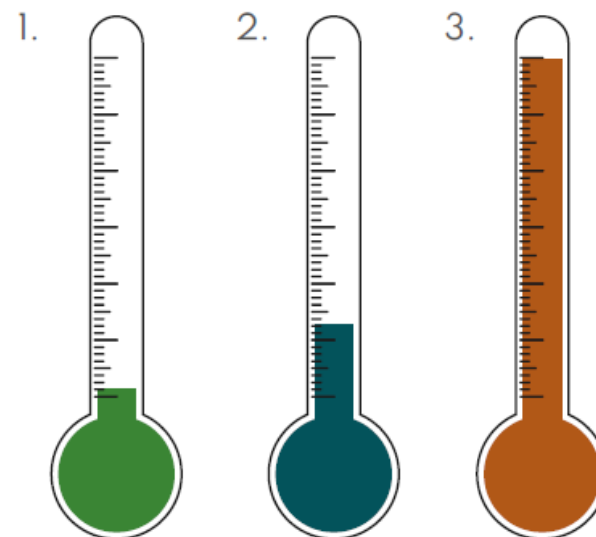


Impact: Plans to cover the full scope of Council buildings and new builds are in place, but they need to consider future changes to the council's buildings and services. The retrofit programme is broadly on track to decarbonise the majority of the Council's corporate estate by 2030, but has been rated amber because of the complexity of delivery. Six planned new builds have been designed to a low carbon standard with a view to applying the standard to all future new buildings and refurbishments, of which there are 84 currently in the pipeline. The amount of large-scale solar PV that was originally anticipated may not be realised before 2030 due to grid capacity, however work is currently being undertaken to explore innovative opportunities such as private wire arrangements.

Next step: Carbon reduction is being embedded into the new building management contract, which has a target of 10% energy reduction and a requirement to contribute net-zero buildings.

The retrofit programme will continue but will be incorporated into the emerging asset management strategy to ensure efficient and effective delivery. Preparations will continue to attempt to access further grant funding from the Public Sector Decarbonisation Scheme.

Low carbon standards will continue to be developed and trialled with a view to Cabinet adoption. Opportunities to unlock some large-scale renewables are being explored. In the meantime, an increase in rooftop solar PV is planned to partially compensate for the stalled large-scale solar PV projects and it may be possible to consider the purchase of a solar farm to enable 100% renewable energy supply that can be counted towards the Council's targets.



1. ■ **5 Council buildings**
retrofitted
 2. ■ **35 Council buildings**
with retrofit plans
 3. ■ **191 Council buildings**
In the scope of the 2030 net-zero target
- Dependent on funding and asset management strategy

3.3 Fleet and active travel



23t

Annual carbon
saved



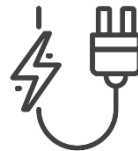
£0M

Funding
leveraged



£0M

Annual bill
savings



0

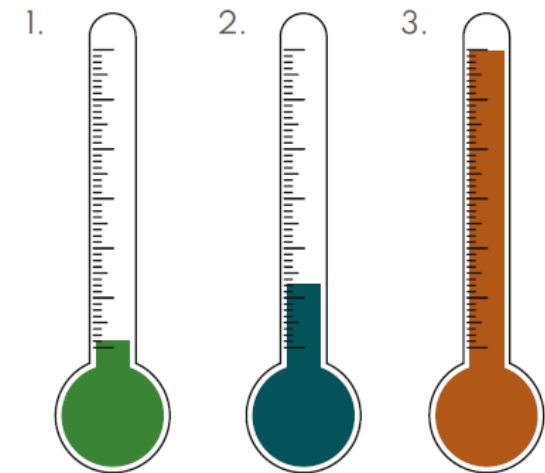
Added EV
charging

Progress: A small number of the Council's fleet are low carbon, and some key sites have Electric Vehicle charging. Progress of fleet decarbonisation is taking longer than expected to ensure effective fleet management prior to decarbonisation.

Active travel facilities and a bus service has been put in place at Woodhatch Place, but no further active travel, public transport or EV charging plans are being actively developed.

Impact: The implementation of fleet management software is in progress, along with the development of policies that guide how vehicles are bought, managed and EV charging is delivered. Once in place, fleet decarbonisation can proceed. No plan to improve cycling facilities at key offices has been made.

Next step: Implementation of the fleet management and policies are being prioritised, without which further progress on infrastructure and fleet decarbonisation cannot be made.



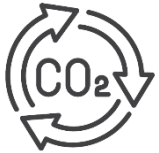
1. **37 low carbon vehicles**
in operation

2. **196 low carbon vehicles**
needed by 2025

3. **527 low carbon vehicles**
needed by 2030

Sustainable transport policies needed

3.4 Schools and leased buildings



26t

Annual carbon
saved



£0M

Funding
leveraged



£0.06M

Annual bill
savings



0MW

Renewables

Progress: A solar rooftop Power Purchase Agreement (PPA) contract has been developed for the Council to install and supply electricity to buildings that the Council own but are managed by others, such as schools and leased buildings. The benefit of this contractual arrangement, in addition to carbon reduction, is that the school will be offered electricity rates much lower than the unit rates they can access through commercial energy providers and the Council will be able to generate a return on investment.

This is being piloted on ten schools that are also receiving low carbon heating and insulation measures.

No further action has been taken yet to support the reduction of carbon emissions in leased buildings to prioritise resource to decarbonise buildings within the scope of the 2030 net zero target.

Case Study: Solar PPA

Of the three schools we are working with, one school has now signed their Power Purchase Agreement (PPA) and installation is scheduled to be completed at the end of October this year.

The onsite renewable energy generation system provides a multitude of benefits to the schools, including a preferential unit rate compared to their main energy supplier.

This initiative will save schools money from their energy costs; help reduce emissions and contribute to the Net Zero 2050 target. The solar panels will also have educational value to the pupils.

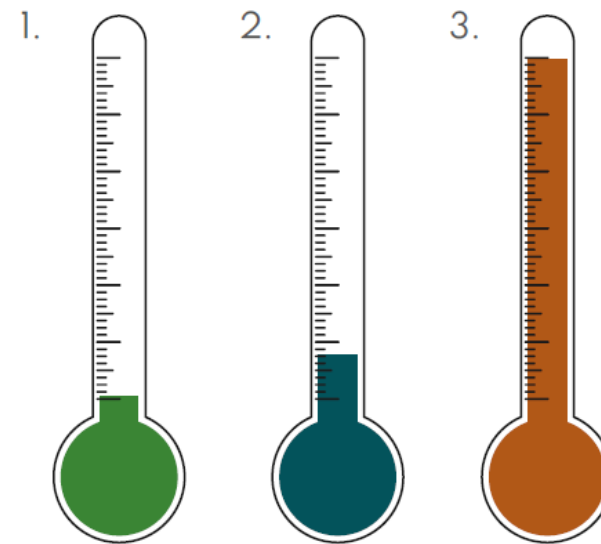
All schools will be invited to attend a webinar to learn more about the PPA offer, understand the benefits, and express their interest to take part in future phases.



Impact: If the solar PPA pilot is successful, there is potential to expand the offer to further schools and academies, NHS buildings and District & Borough Councils buildings. Initial discussions show there is significant interest amongst schools with around 40 potential schools in the next phase. Scale up is important in the absence of securing large-scale solar PV projects to generate income to pay back the capital cost of meeting net zero 2030 targets.

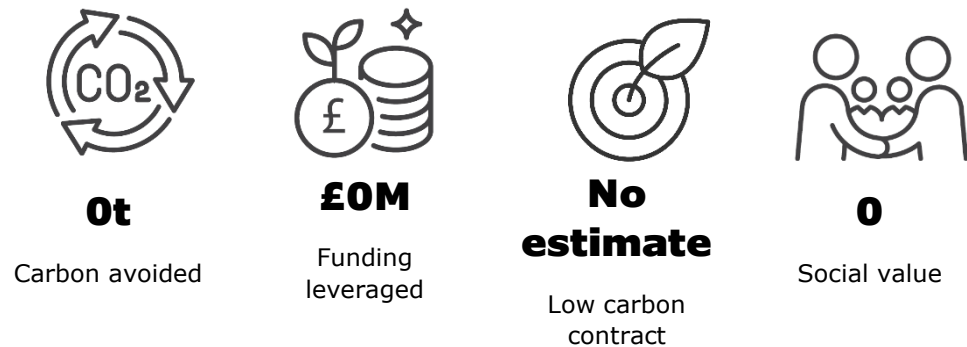
Measures other than solar alongside more proactive engagement will need to be considered to further support schools and leased buildings to decarbonise.

Next step: The findings of the solar PPA pilot will be reviewed and workshops will be undertaken with schools to understand demand and investment opportunity to help determine whether the scheme should be expanded to a wider set of schools and leased buildings.



1. **1 school**
with Local Authority solar scheme
 2. **20 schools**
in pipeline for Local Authority solar scheme
 3. **126 schools**
and leased buildings need solar PV installed
by 2030
- Progress dependent on successful pilot**

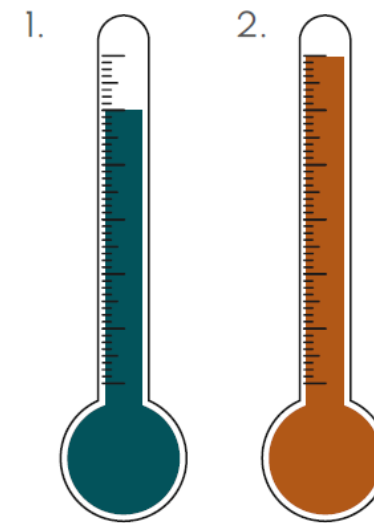
3.5 Procurements



Progress: The Environmentally Sustainable Procurement Policy is in place across Surrey County Council, Brighton and Hove Council and East Sussex County Council^{vi} and was nominated for the Local Government Chronicle Future Places award^{vii}. Work with contract managers and suppliers is ongoing to successfully implement the policy. A method of more accurately measuring the carbon impact from three recent major procurements has shown that the current high-level estimates of supply chain carbon emissions are extremely inaccurate^{viii}. A supply chain carbon tool is being procured to more accurately measure the carbon emissions within our supply chain by gathering data directly from suppliers.

Impact: The policy will apply to new above-threshold contracts^{ix} so whilst it will have a significant influence, it will not cover all Council contracts.

Next steps: Continue to implement the policy and improve carbon measurement.



1. **£750m contract value**
to be subject to Environmentally Sustainable Procurement Policy
2. **£900m contract value**
estimated total contract value

Progress dependent on market conditions

3.6 Staff



762t

Carbon saving



£0M

Funding
leveraged



3.1M

Avoided
mileage



153

Green
champions

Progress: Although there has been some progress in installing sustainable transport infrastructure at SCC hub locations, delays in implementing the staff travel plan have hampered efforts to support sustainable staff travel. Business travel has steadily increased since Covid.

The Green Champions Network has attracted interest across the Council and has created a significant group, with ten well attended engagement events including a Veganuary lunch and learn. It has not been possible to properly monitor whether these events have driven significant behaviour change across the Council.

The roll out of Carbon Literacy Training has been more successful, with all of the Corporate Leadership Team and several Directors trained with evidence of impact in some areas. Over 3,000 employees have completed the climate change training through Olive.

Case Study: Carbon Literacy Training

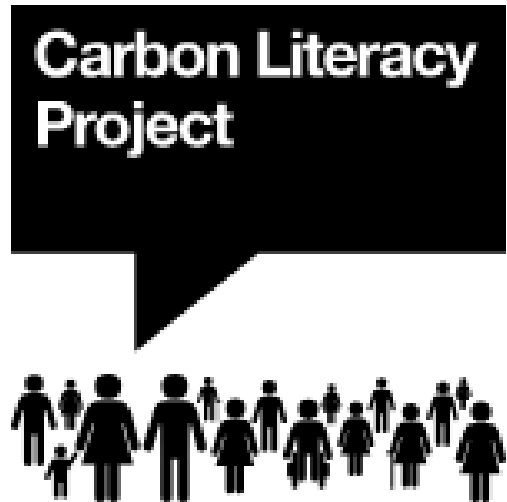
The decisions we make in the workplace on a daily basis have the potential to reduce carbon emissions; from the way we travel to the goods and services we source.

We would like considerations relating to sustainability to be at the forefront of our staff's minds, to achieve this we have been successfully delivering Carbon Literacy Training to staff across the organisation.

We have provided Carbon Literacy Training to all 11 members of the Corporate Leadership Team and so far, four of them have been certified as Carbon Literate. On a broader note, over 150 people have completed the Carbon Literacy Training and over 90 are certified as Carbon Literate at SCC including some Elected Members.

In order to become certified as Carbon Literate, our staff took part in a day's worth of training and made two significant pledges to reduce a carbon footprint within their role and responsibilities at SCC.

As a result of this work, we are now delighted to have been certified as a **Bronze Carbon Literate Organisation**. Over the coming months we plan to continue to deliver this training with a focus on our senior leadership teams, to ensure those driving our organisation forward have the knowledge to consider carbon emissions in everything we do.

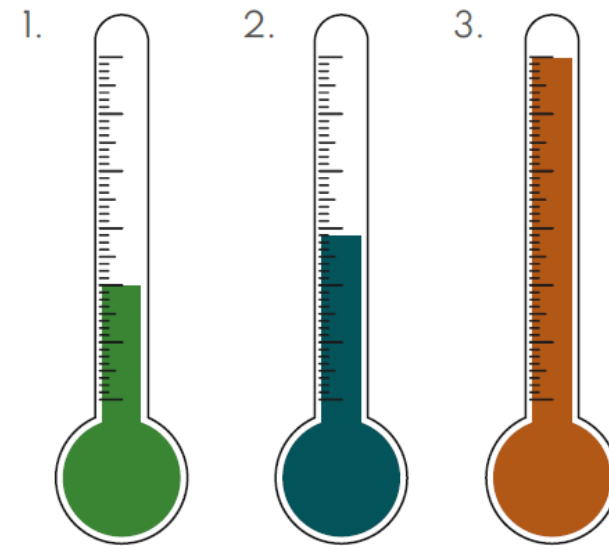


Impact: Further action is needed to ensure that all service delivery and staff behaviour is consistent with delivering our 2030 and 2050 net zero targets.

Next steps: The staff travel plan will be updated.

Carbon Literacy Training will continue to focus on training senior leadership but will also consider options to roll out climate change training more widely.

Actions to make the Green Champions Network more effective will be considered, and future business plans and the financial decision-making processes will be reviewed to ensure that Greener Futures is at the heart of everything we do.



1. **3,357 staff**
carbon awareness trained
2. **5,000 staff**
with carbon awareness training by 2025
3. **10,127 staff**
need carbon awareness training by 2030

More staff engagement and action needed

End

Annex A – Full list of projects and progress

Delivery Plan Action Number	PROJECT *=scope 1 or 2 ^ = scope 3 ¹³	DESCRIPTION	PROGRESS/ RISK April 2022- March 2023	RAG STATUS
	Streetlighting			
36	Streetlighting*	LED replacement programme	In delivery – On track and near completion	Green
	Council buildings and renewables			
35	Estate rationalisation^	Consolidation of the Council estate to enable a more efficient and effective service.	In delivery – County Hall sold and service delivery plan being developed to inform estate plan.	Green
37	Building management*	Trial and roll out of building management systems such as Grid Edge software in key buildings	In delivery – successful trial of Grid Edge software rolled out to 4 buildings. Exploring other systems for energy efficiency and management	Green
37	Council Building retrofit*	Heating and energy efficiency measures installed into existing buildings	In delivery – PSDS3a near complete. PSDS 3b/c in development.	Amber
37	Council renewables*	Solar PV installed onto existing buildings	In delivery – Solar PV being installed as part of PSDS projects.	Amber
39	New builds and refurbishments*^	Put in place and implement low carbon building standards.	In development – policy to be approved by Cabinet and costs considered.	Green
41	Large-scale renewables*	Deliver large ground-mounted Solar PV arrays.	In development – Grid constraints delaying progress.	Amber
42	Carbon Offset*	Put in place plans for carbon offset purchase.	Not started – carbon offsetting is not expected to be needed until 2030.	Grey
	Fleet and active travel			
39, 51	Council fleet *	Decarbonise fleet and put in place EV charging	In development – Some decarbonisation is taking place in conjunction with developing plans.	Red
50	Fleet management policies	Development of rules for the purchase of vehicles and management of EV charging.	Not started – decision needed on policy direction.	Red

¹³ “Scope 1&2” projects reduce emissions within the scope of the 2030 net-zero target. Scope 3 projects, where the Council has less control, reduce emissions outside of the net-zero target.

51	Active travel infrastructure in buildings	Ensuring staff who cycle have storage and changing facilities.	In delivery – in delivery at Woodhatch Place but no active travel measures are planned at other Council buildings.	Red
	Projects to reduce wider emissions			
43, 44	Leased buildings and schools energy efficiency and heating	Technical and financial support to put in place low carbon heating and energy efficiency measures.	In delivery – A successful bid to the Public Sector Decarbonisation Scheme enables low carbon measures to be put in 10 schools.	Amber
43, 44	Solar PPA in SCC schools	A solar rooftop contract to reduce emissions and lower bills in schools.	In delivery – Pilot scheme with 10 schools is in progress.	Green
45	School loan scheme	A loan for capital works to decarbonise schools that would be paid back with energy savings.	Closed – consultation with schools showed that they did not want a loan scheme, so solar PPA contract was developed as an alternative option	Grey
46. 47. 48	Sustainable procurements	Implementation of sustainable policy to minimise and more accurately measure carbon.	In delivery – policy in place and being implemented with major new contracts.	Green
49	Responsible investments	Ensuring divestment of fossil fuels low carbon investment.	In delivery – Pension fund committed to be net-zero in line with 2050 targets.	Green
50	Staff travel plan	Policies and incentives to encourage staff to travel by walking, cycling and public transport where feasible.	In development – policy needs revising following changes in travel patterns from Covid.	Red
52	Green Champions	A scheme to encourage staff to behave sustainably in the workplace and more widely.	In delivery – after a good start, progress has slowed due to staff turnover.	Amber
52	Carbon Literacy Training	Roll out of Carbon Literacy Training to senior staff.	In Delivery – good progress with a plan to continue roll out to senior staff and consider options for climate change training for the whole organisation.	Green

Annex B – Emissions reduction plan

Name: Surrey County Council

Publication date: November 2023

Commitment to achieving Net Zero

Surrey County Council is committed to achieving Net Zero for scope 1 and 2 emissions before 2030 at the latest.

Baseline Emissions Footprint

Baseline emissions are the reference point against which emissions reduction can be measured.

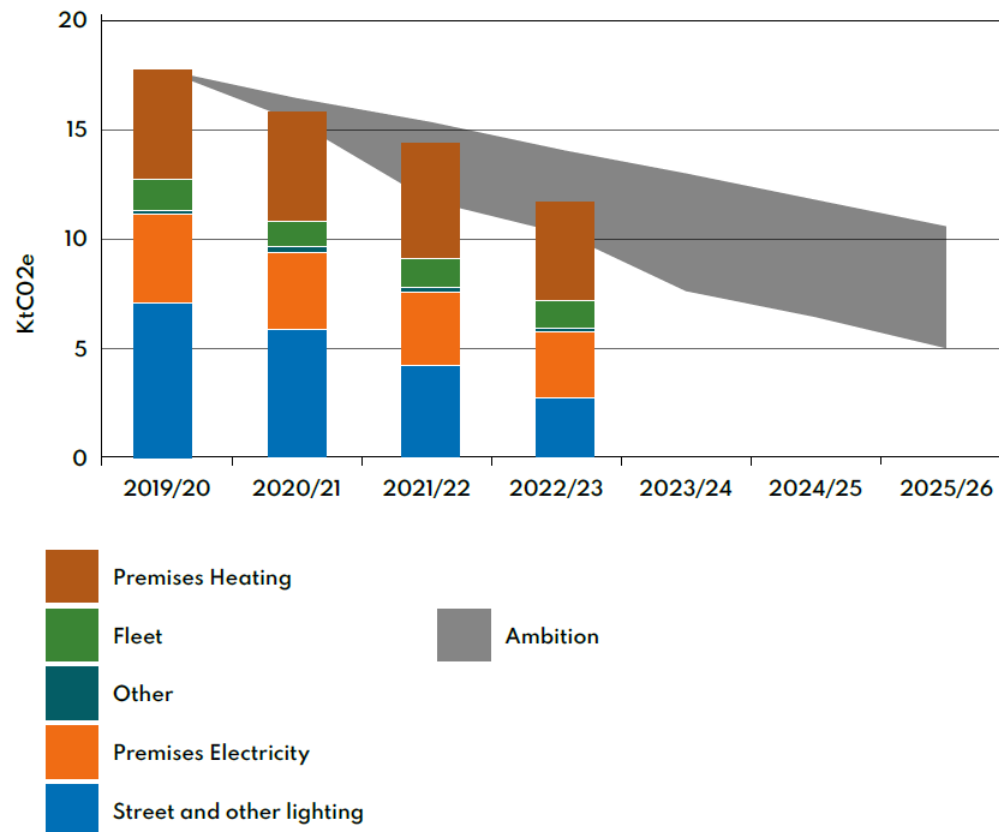
Baseline Year: 2019/2020	
Re-baselined in 2023 due to a change in Council assets.	
<p>In the base year for the Council's NetZero plan, emissions were estimated to be 18,833 tCO₂e. A re-baselining process has been carried out as part of the 2022/2023 inventory preparation due to the sale of assets (most notably the sale of County Hall) and a recategorisation of some scope 1, 2 and 3, buildings due to more accurate information.</p> <p>Scope 3 reporting is not complete but includes scope 3 buildings, business travel, water and transmission and distribution. High level procurement estimate based on spend which is not included in the figures is estimated to be 404,000 tCO₂e.</p>	
EMISSIONS	TOTAL (tCO₂e)
Scope 1	6,581
Scope 2	11,133
Scope 3	29,703
Total Emissions	47,417

Current Emissions Reporting

Reporting Year: 2022/2023	
<p>A 34% emission reduction in scope 1 and 2 emissions has been achieved compared to the baseline.</p> <p>Scope 3 reporting is not complete but includes scope 3 buildings, business travel, water and transmission and distribution.</p>	
EMISSIONS	TOTAL (tCO ₂ e)
Scope 1	5,932
Scope 2	5,780
Scope 3 (Included Sources)	9,335
Total Emissions	21,067

Emissions reduction targets

SCC 2030 Net Zero pathway.



To continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets by 2030:

- 100% of 89,000 streetlights to be LEDs
- 100% of 191 scope 1 and 2 buildings with low carbon measures.
- Around 18 MW additional solar PV.
- Over 90% of 854 scope 1&2 vehicles to be ULEV (ultra-low emission vehicles)
- Carbon targets and carbon management plans in place for all scope 3 buildings by 2030.
- All procurements over £5M to require Carbon Reduction Plans in line with Procurement Policy Note 06/21 which include net zero targets for 2050 at the latest.
- Business travel of staff reduced by 40% by 2025.

We project that scope 1 and 2 carbon emissions will decrease over the next five years and emissions will be between 5,838 -11,299 tCO₂e by 2025/6. This is a reduction of 40-69%. No estimate for scope 3 emissions reduction has been calculated.

Carbon Reduction Projects

Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2019/2020 baseline. The carbon emission reduction achieved by these schemes equate to 6,002 tCO₂e, a 34% reduction.

- 100% renewable electricity tariff
- 93% of 89,000 streetlights converted to LEDs
- 4% of 191 scope 1 and 2 buildings have low carbon measures installed
- Building management systems in 4 buildings
- 0.3MW additional solar PV has been installed
- 2% of 854 scope 1&2 vehicles are ULEV (ultra-low emission vehicles)

- 5% scope 1 and 2 sites have suitable EV charging
- (TBC) % of scope 1 and 2 sites have suitable active travel facilities
- 0.8% if 126 scope 3 buildings treated (1 school)
- Sustainable procurement policy in place
- 33% of 10,127 staff with carbon awareness training with 1.3% carbon literate

By 2023/2024 we hope to implement the following further measures:

- 100% of 89,000 streetlights converted to LEDs
- 14% scope of 191 1&2 buildings treated with low carbon measures
- 97.94 kW additional solar PV installed
- % of (TBC) of 495 scope 1&2 vehicles ULEV
- 18% scope 1 and 2 sites with suitable EV charging
- (TBC) scope 1 and 2 sites with suitable active travel facilities
- Sustainable staff travel policy in place
- 4% of 126 scope 3 buildings treated (5 schools)
- 40% of 10,127 staff with carbon awareness training with 1.6% carbon literate

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard¹⁴ and uses the appropriate Government emission conversion factors for greenhouse gas company reporting¹⁵.

¹⁴<https://ghgprotocol.org/corporate-standard>

¹⁵<https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting>

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard¹⁶.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Signed by the Director of Environment

Endnotes

ⁱ Sixth Assessment Report, Intergovernmental Panel on Climate Change, March 2023: <https://www.ipcc.ch/assessment-report/ar6/>. See also: <https://www.wri.org/insights/2023-ipcc-ar6-synthesis-report-climate-change-findings>

ⁱⁱ Surrey Adapt – Not yet published, but consider by Cabinet in October 2023

ⁱⁱⁱ Surrey County Council's Net-Zero 2030 Progress Report, 2011;

https://www.surreycc.gov.uk/__data/assets/pdf_file/0005/337109/SCC-2030-Corporate-Programme-Assessment.pdf

^{iv} Greenhouse gas protocol, 2023, <https://ghgprotocol.org/>

^v Greener Futures Climate Change Progress Report, 2022;

https://www.surreycc.gov.uk/__data/assets/pdf_file/0003/342471/Climate-Change-Whole-Programme-Assessment.pdf

^{vi} Surrey County Council, Brighton and Hove Council and East Sussex County Council all form part of the Orbis Shared Services Partnership.

^{vii} Local Government Chronicle 2023 sustainability awards, August 2023: <https://awards.lgcplus.com/lgca23/en/page/home>

^{viii} The contracts are Waste management, Bus service, and highways maintenance contract. The difference between the actual and estimated emissions was between -40% and +108%.

^{ix} Major contracts are those with a spend of over £5M per year or the nature of the contract means that there are significant opportunities to measure and reduce emissions.

¹⁶ <https://ghgprotocol.org/standards/scope-3-standard>