

<b>ANNUAL UPDATE ON PROGRESS WITH DECARBONISATION COMMITMENTS</b>	
<b>COUNCIL</b> 21 July 2021	<b>CLASSIFICATION:</b> Open  Appendices 1, 3 and 4 Appendix 2 to follow
<b>WARD(S) AFFECTED</b> All	
<b>Director</b>  Ian Williams: Acting Chief Executive and Section 151 Officer	
<b>Cabinet Member</b>  Councillor Mete Coban, Cabinet Member for Energy, Waste, Transport and Public Realm	

## 1. CABINET MEMBER INTRODUCTION

- 1.1 This is our second annual report and I am pleased that we have delivered many of the key goals that were outlined last year for the following 12 months.
- 1.2 Substantial progress has been made in respect of steps to reduce car use whilst providing opportunities for us to become more active as a result. It has taken a huge effort by Council officers to deliver so much progress within a short period.
- 1.3 We are however not complacent and recognise the critical importance of this year's COP26 in November where our global community will come together for possibly the last opportunity to make stretching commitments to avert a climate catastrophe. The outcomes of this event will have a key influence on all our futures, which is why we launched Hackney's roadmap towards COP26 outlining our policy engagement activities.

- 1.4 Recent assessments of the government's progress by the Climate Change Committee (CCC) have however drawn attention to the widening gap between the national government stated target (78% cuts to greenhouse gases by 2035) and the policies and funding needed to achieve them. Although emissions from energy generation have fallen sharply in recent years, other key sectors such as transport and buildings continue to lag. This is further aggravated by decisions that are inconsistent with achieving net zero such as withdrawing the Green Homes Grant this year, reducing subsidies for electric vehicles, cutting air passenger duty on domestic flights, proceeding with £27 billion of funding for road building, failing to tax flying effectively to encourage train travel or use carbon taxes as an instrument to drive change. These form the background to more than 200 recommendations by the CCC to government. The CCC also identifies the costs of net zero at less than 1% of GDP over the next three decades, noting our own targets for net zero Council emissions seek to achieve this ten years earlier than the CCCs progress report target date of 2050.
- 1.5 Within Hackney and more widely, the pandemic continues to reverberate and the impact on our communities is likely to be profound and long lasting both economically and personally. Within this period of crisis we have also seen some of the most heartening examples of collaboration by our residents and communities, responding swiftly by providing humanitarian aid in ways that might never have been imagined, so swiftly and at scale - showing how we are stronger when we work together. Our communities are therefore central to our climate response - the work we're doing is helping to create greener neighbourhoods and safeguard their future.
- 1.6 Engagement with the voluntary and community sector over the last year has also informed a number of our new plans and strategies, and we have worked closely in focus groups with local community organisations to co-design a green recovery event for later this year to kickstart longer-term engagement on the climate crisis that will see the development of our Hackney Climate Action Plan for approval in 2022.
- 1.7 Further collaboration is needed to help businesses and residents take bold steps to tackle the climate crisis, and support social justice. By listening to local concerns and co-creating solutions with our communities, we can create a more enabling environment for low-carbon behaviours; although we recognise that this can only be achieved through a combination of individual, collective and structural change - we all have a meaningful role to play.
- 1.8 Services provided by our local businesses have maintained lifelines to many during the pandemic providing both social contact and essential goods. The council has provided support to many businesses who have been negatively affected throughout the pandemic, but as a 'new normal' is established we will need to work closely with the business community to create a more sustainable and neighbourhood focused future that reflects the aspirations of a greener economy too.

- 1.9 The coronavirus pandemic has transformed the way we get around. People are walking and cycling more and spending more time in their local area. As a result, we introduced one of the most forward-thinking plans in the country to support people to walk, shop and cycle more locally. This has seen 48 new School Streets introduced - closing roads outside the school gates at start and finish times and helping over 18,000 children on their journey to school - as well as 15 new low traffic neighbourhoods through experimental measures - where through-traffic is restricted to create cleaner, quieter streets for everyone to enjoy.
- 1.10 By looking imaginatively and with a vision for the future there are multiple wider benefits that can be realised by repurposing our streets, creating new green infrastructure in areas of the borough with the highest deficiency and long standing air quality issues. We are committed to this endeavour of radically expanding green infrastructure where we can and it is most needed. We have introduced a series of sustainable drainage schemes, which help to reduce run-off water into the sewerage system, as well as planting 2,500 trees on our streets which when completed in 2022 will enable 30% street tree canopy cover to be achieved; cooling our streets, supporting biodiversity and attenuating flood risks. Our parks continue to be some of the best in London. Adaptation though continues to be under recognised as well as under funded in national responses to the climate crisis; recent heatwaves in Canada have brought the risks of doing too little sharply into our consciousness.
- 1.11 The Council is also advancing making best use of our corporate estate through the installation of PV panels and has ambitious plans in place for the installation of electric vehicle charging capacity across the borough. Whereas these initiatives are commercially viable we recognise the need to develop financial plans to retrofit our homes, one of the most costly and complex areas of action - the bulk of which will still be standing in 2040. Working together with others to establish more innovative financial models will be key. However, the external market will not always be able to provide the holistic response required which could limit the benefits and hence national government must provide some of the underpinning long term finance coupled with better policy and regulatory support.
- 1.12 We won't be able to meet our stretching targets unless we have an evidence base showing where and how to best target resources, as well as understand the impacts of our interventions. Examples of the latter include the implementation of our residual waste collection changes earlier this year where initial evidence indicates it is already increasing our recycling rate at pace, as well as our Air Quality Action Plan which explicitly acknowledges the interrelationships between cleaner air and carbon emissions in its actions.
- 1.13 That's why we're currently finalising a borough-wide emissions assessment, plans for biodiversity and strategies for green infrastructure and net zero. There is always more to understand but these should provide the foundation from which to shape our immediate plans. I look forward to working with all our

residents in a productive and trusting relationship demonstrating that we can do so much more together.

## **2. RECOMMENDATIONS**

- 2.1 It is recommended that Full Council note the Annual Update on progress with our decarbonisation commitments and attached Appendices.

## **3. SUMMARY**

- 3.1 This report and its appendices provide an update to Full Council on progress with our decarbonisation commitments. It includes the update itself (this report) and a number of further appendices. It also provides further detail of our key tasks for the next 12 months. The appendices are:

- our Net Zero Energy Strategy for Council emissions (Appendix 1a,1b and 1c);
- our agreed Air Quality Action Plan (Appendix 2, see further comment in relevant section);
- the report from our independent co-design/engagement work with external stakeholders for the future green recovery event in September 2021 (Appendix 3); and
- a Roadmap to COP26 and beyond (Appendix 4).

## **4. BACKGROUND/CONTEXT TO THE REPORT**

- 4.1 Our focus for this year is to outline a more detailed look forwards to the key tasks for the next 12 months identifying clear opportunities for community collaboration to influence and shape our future plans, as well as embedding the more systematic approach that is now needed within the organisation to maintain progress. Notwithstanding, we will still be continuing with the delivery of key projects that help us achieve our stated targets.

- 4.2 This is a significant year where there is a final opportunity for achieving the global commitments (as part of COP26) to avert future catastrophic climate breakdown. Our national government must respond to this urgency by putting in place a clear framework for regional and local climate delivery in tandem with the needs for a just transition that creates good jobs, supported by the right powers, resources and incentives. Local government is a key player in delivering the transition to net zero, thanks to its unique understanding of local context and strong local relationships which has been clearly evident throughout the pandemic. By working with others we can rise to the challenge.

- 4.3 Meeting net zero widely will also require increased action from people, as consumers, workers, households, businesses and citizens, as over half the emissions reductions needed nationally to meet the UK's Sixth Carbon Budget involve people making low-carbon choices, whether adjusting to the different characteristics of low-carbon technologies (e.g. electric cars), or by changing

their current consumption patterns (e.g. by eating less meat). Our future proposals will need to take this strongly into account.

#### **- Organisational Context**

- 4.4 The pandemic continues to create substantial challenges for the authority. There is ongoing uncertainty regarding previous and current financial year budget outturns. The recovery time from the pandemic is difficult to predict and will in part depend on the speed with which the economy rebounds both locally and nationally. There is some evidence of a return to growth although there is uncertainty whether this will be maintained and in itself may create other negative financial consequences such as inflation which may also impact negatively on our poorest residents in the short to medium term.
- 4.5 Repeated lockdowns since March 2020 have meant that the timescales for implementing some of our programmes in respect of the climate emergency where face to face contact is a prerequisite or significant external funding required (Stoke Newington Gyrotory) have been negatively impacted, although others have been accelerated - Low Traffic Neighbourhoods and active travel related schemes.
- 4.6 We revised our corporate plan in 2020 reflecting on our focus and commitments, and agreeing updated key priorities in the short/medium term to support our recovery from the pandemic's impact. These include a specific focus on addressing the Climate Emergency. We have also undertaken a review of the deliverability of existing manifesto commitments based on the impacts of the pandemic and to better align with our refreshed corporate plan.
- 4.7 The Council's ambitions for decarbonisation of solely its corporate functions requires substantial mobilisation and leadership across the organisation and involves transformational work across almost all functions, rethinking how we work. Further assessment work has been completed this year looking at boroughwide emissions and it is clear there is a key role for the Council in enabling, shaping and influencing decarbonisation of the Borough. This places added requirements that need to be effectively targeted, managed and resourced.
- 4.8 Sustainability is an organisation-wide, cross cutting agenda encompassing economic, environmental and social objectives and will need a diverse range of contributors at all levels. Our success in embedding accountability/responsibility for the climate emergency specifically outside of the usual service areas, enhancing the skills of our staff through broader organisational carbon literacy and robust processes and procedures to achieve this, will be key to our future success.
- 4.9 The above demands, coupled with the need to deliver them at pace, was recognised in the recent senior management restructure identifying a more

explicit role for the Neighbourhoods and Housing Directorate through the inclusion of sustainability within its functions. This was supported by the creation of new senior roles such as a Director of Environment and Sustainability. A restructure of services within that Directorate to meet future anticipated needs is currently in progress.

- 4.10 The Council has recently initiated the development of its **Hackney Climate Action Plan**, which will require us to work collaboratively with a wide variety of external stakeholders. Reducing emissions where we generally have a lesser influence such as resource consumption (some 71% of boroughwide emissions) will need to play a more important role in actions going forwards. Although research shows there has been a strong downward trend in resource consumption emissions over the last ten years, to maintain momentum will require more and further reaching changes to our lives and lifestyles. We all have a role to play.

#### **- Environmental Sustainability Board**

- 4.11 The Environmental Sustainability Board has continued to oversee the authority's work on the climate crisis, however the senior management restructure enabled an opportunity to both reflect on the existing role, function, remit and responsibilities including its membership, as well as assess its relationship with other existing and future proposed governance structures within the Council that contribute to this remit. Section 5 provides more detail of the outcome of this review and the changes that are being implemented to ensure our ongoing cross-cutting governance continues to be fit for purpose.

#### **- Political context**

- 4.12 New appointments were made in February 2021 with Cllr Coban taking lead responsibility for the Climate Emergency as part of their portfolio.
- Cllr Mete Coban: Cabinet Member for Energy, Waste, Transport and the Public Realm
  - Cllr Caroline Woodley: Cabinet Member for Families, Early Years, Parks and Play

- 4.13 A brief description of their portfolios pertaining to the climate crisis is:

**Trees, Parks and Green Spaces:** Cllr Caroline Woodley will take up some of Cllr Burke's previous responsibilities and will have a new focus on our ambitious tree programme, our cross cutting strategies on green infrastructure, nature recovery and biodiversity.

**Energy, Waste, Transport and the Public Realm:** Cllr Mete Coban will be the new Cabinet Member for Energy, Waste, Transport and the Public Realm. He has previously been a Scrutiny Chair and will be looking at new ways to engage and further embed the importance of social justice.

4.14 The Mayor holds a number of key roles regionally in respect of the climate crisis, as Chair of London Council's Transport and Environment Committee and a member of its Leaders Committee. They are also Co-chair of the Green New Deal advisory group which supports the Green New Deal mission of the London Recovery Board, chaired by Sadiq Khan.

#### **- Ongoing impact of Covid-19**

4.15 Covid-19 continues to impact services, businesses and communities in ways that will resonate for many years. Original projections in July last year by central government regarding the timeframes for a return to a 'new normal' were excessively optimistic and we have since been through two further extended lockdowns where demand for our services as well as that of others (NHS) exceeded the levels of the first lockdown in March 2020. Our borough and many of its residents are likely to be severely impacted from this extended period of continued restrictions which have had profound economic and social consequences.

4.16 Although roll out of the vaccination programme has resulted in high numbers of those most at risk in the borough being provided with better protection, the ability of the virus to mutate quickly and create additional variants indicates there is some way to go before it can be considered to be under control. There is evidence that we will shortly be entering a Wave 3 of the virus with higher numbers of those infected expected in July and August. Significant levels of hospitalisation may be somewhat reduced, but there is no clear consensus as to how this wave will play out. Further booster vaccinations are likely to be required in the Autumn. Ongoing pockets of vaccine hesitancy particularly within some communities means we cannot be complacent and there will need to be continued work to encourage those still most at risk to participate so as to provide them with some level of protection.

4.17 The economic impacts on our residents suggest there is likely to be an increased focus on poverty reduction in our overall decision making and prioritisation on the climate crisis e.g. fuel poverty measures rather than solely carbon reductions per se. The wider benefits from our climate crisis activities to health and well being, employment and skills and business support are likely to be elevated too. Recent studies demonstrate that the employment growth potential of a green recovery is significantly higher than historic economic models. National government must start providing more secure multi-year funding to support the skills transition needed and provide certainty for businesses to scale their investment to enable its future delivery. The impacts of the pandemic on employment levels provide more impetus to a socially just green transition and support our local objectives in respect of an Inclusive Economy.

4.18 Levels of walking and cycling have increased dramatically across the UK during the lockdown, TfL's recent modelling estimates cycling could increase ten-fold

after lockdown compared to pre-coronavirus levels and that there could be five times as much walking. These modes will continue to play an essential role in the coming months as more people begin travelling to work again and if there is a further easing of restrictions on movement more generally. With evidence indicating a significant link between coronavirus recovery and physical fitness, the health benefits of choosing more active travel options (obesity links to increased health risks of coronavirus) are even more important than ever, as are the reduced carbon emissions and improved air quality.

- 4.19 The reduction in carbon emissions globally at the start of the pandemic in 2020 have not been maintained, with early data identifying significant emission surges when economies open up again and attempt to recover prior levels of activity. Although better awareness of individual environmental behaviours has been a positive result of the pandemic, momentum is unlikely to be maintained without significant structural change and investment driven by our national government.
- 4.20 Despite the fall in UK emissions in 2020 being much larger than the annual change needed on the national pathway to Net Zero, the lockdown has not been a blueprint for decarbonisation. It did not materially affect the structural changes that are needed in our underlying economic, social, energy, transportation or land systems to reach Net Zero. In order to combat COVID-19, people in the UK have heavily restricted their movement with damaging economic and social consequences. This stands in contrast to the fair, well-planned and sustainable transition to Net Zero that is possible, bringing improvements to the quality of our lives: new jobs, cleaner air, quieter streets, more green spaces, comfortable homes and healthier lifestyles.

#### **- The road to COP26 and beyond**

- 4.21 The role of the UK as host and president of COP26 continues to offer a major opportunity, although from a global perspective, new agreements are likely to be heavily intertwined with the adequate provision of covid vaccines to developing countries by the developed nations. Agreeing a sufficient level of financial support to help them address the impacts of the climate crisis is also outstanding. Rescheduling of COP26 to November this year has meant that agreeing individual nation targets since the earlier Paris agreement still remains to be fully completed.
- 4.22 Depending on the outcome of COP26 and as part of the development of the Hackney Climate Action Plan, we may need to clarify/revisit the areas below:
- target dates for our own emissions, as well as setting them for a range of boroughwide emissions, having considered the implications of any further agreements reached at COP26;
  - balancing between our impact corporately and on the whole borough; and



- the right balance between reducing our impact on climate change (mitigation) and improving local resilience to its effects (adaptation) e.g. through tree planting which provides a climate store, has a cooling effect and can reduce the intensity of flooding events.

4.23 Our climate response goes hand-in-hand with rebuilding a greener Hackney - creating cleaner air, healthier lives and better neighbourhoods for all of us. Our vision is for the borough to be: greener, with more trees and wildlife; healthier, with more of us walking, cycling and taking public transport; and, cleaner, with better air quality.

4.24 That's why we've launched our rebuilding a greener Hackney roadmap, setting out what we're doing now and what residents can expect from us, as the UK hosts the pivotal United Nations Climate Conference (COP26). Further details are set out in Appendix 4. We're also setting out the ways we will be engaging with Hackney residents on the climate crisis - through a launch event with young people during London Climate Action Week and a climate response event in September as a kickstarter for further engagement.

## 5. ANNUAL UPDATE ON PROGRESS WITH DECARBONISATION COMMITMENTS

### Progress on developing our plans, strategies and assessment work

#### - Net Zero Energy Strategy

5.1 The Strategy was developed to address the management of Council assets so that it aligns with our Climate Emergency Declaration. It explores the key carbon footprints resulting from our activities and influence, with a baseline model of the current footprint of our assets. It provides a pathway to implement the net zero commitment stated in the Climate Emergency declaration. The vision articulated in the Strategy is that by 2040, we will have an energy-efficient building stock, a diverse energy infrastructure powered by low carbon generation and stimulate the creation of green jobs. It covers Scopes 1 and 2 emissions across gas and electricity use in Council owned homes and buildings, and its fleet of vehicles. Scope 3 emissions cover embodied carbon arising from our developments, staff travel and boroughwide emissions including homes and buildings where we have influence e.g. buildings and homes/buildings where we are responsible for the maintenance and installation of the heating systems; including homes where we own the freehold. A pathway is proposed to deliver the net zero target, which includes carbon offsetting for residual emissions in 2040. Baseline emissions were modelled against 2016 metered data and are detailed below.

Scope	2010 Baseline tCO2	2016 tCO2	2019 tCO2	2040 Net Zero Scenario tCO2

<b>Scope 1</b>	15,576	17,055	17,601	190
<b>Scope 2</b>	26,643	15,464	6,828	1,345
<b>Scope 3</b>	149,361	118,263	94,805	10,387

Scope 1 – All Direct Emissions from the activities of an organisation or under their control. Including fuel combustion on site such as gas boilers, fleet vehicles and air-conditioning leaks.

Scope 2 – Indirect Emissions from electricity purchased and used by the organisation. Emissions are created during the production of the energy and eventually used by the organisation.

Scope 3 – All Other Indirect Emissions from activities of the organisation, occurring from sources that they do not own or control. These are usually the greatest share of the carbon footprint, covering emissions associated with business travel, procurement, waste and water.

- 5.2 The Strategy highlights some of the ongoing initiatives which are at varying stages of deployment and which when completed, will secure a range of benefits. These include Solar PV rollout, REGOs (Renewable Energy Guarantees of Origin (REGO) provide transparency to consumers about the proportion of electricity that suppliers source from renewable generation) and the work Housing Services is undertaking to categorise the Council’s housing assets and identify the route to decarbonising the stock. Apart from addressing Council own emissions, the Strategy provides an important statement of intent and a clear demonstration of the Council’s determination to lead by example on the energy agenda.
- 5.3 The initiatives proposed in the Strategy for the achievement of the net zero target is summarised under the headings:
- decarbonisation (of homes/buildings) through energy efficiency, retrofitting and replacement of fossil fuel technologies in our buildings and fleet;
  - deployment of low carbon technology and infrastructure for our existing buildings, future developments and our fleet replacement;
  - reducing embodied carbon of our new building developments;
  - encourage and support borough wide engagement in the net zero agenda, and promote benefits of engaging and investing in energy efficiency and low carbon energy production and utilisation.
- 5.4 It proposes a delivery period which covers exploration to adoption, integration and peak roll out of measures to 2030. Proposed implementation is predicated on bringing together the combined knowledge, enthusiasm and expertise of a wide range of stakeholders and partners and the team has consulted with the

internal stakeholders to develop an initial action plan which covers the exploration to adoption phase in 2023.

5.5 The action plan also addresses challenges and actions to coordinate internal and external resources. These include:

- electrical infrastructure which will need to be robust enough to cater for electrification of heat and fleet;
- delivering our district heat schemes;
- clear metrics to measure success for which we will require a robust data strategy; and
- decarbonising 9,000 homes and 206,000m<sup>2</sup> by 2040; this is against the backdrop of a complex portfolio and diverse building stock with varying tenancy types, building types and usage patterns.

5.6 Funding the implementation will require evaluating our funding/financial models as well as exploring new financial and delivery models, as there is a compelling economic case that investment in energy provides excellent 'invest to save' opportunities and can provide a healthy rate of return on investment. The proposed interventions detailed in the strategy and accompanying action plan aim to balance the Council's ambition with the feasibility of implementation. The governance and public engagement recommendations will be considered as part of developing the Hackney Climate Action Plan and its future scrutiny.

If you have feedback on the Strategy please email [energy@hackney.gov.uk](mailto:energy@hackney.gov.uk).

5.7 The Strategy, scoping report and draft action plan is attached as Appendix 1a, 1b and 1c.

#### **- Borough wide emissions baseline assessment and net zero pathway modelling**

5.8 Consultants were appointed in 2021 to undertake an initial assessment of boroughwide emissions (Phase 3) that builds on the completed Net Zero Energy Strategy for Council emissions (Phase 1 and 2). The Phase 3 report is currently in draft.

The purpose of the Phase 3 report is to:

- provide an overview of Climate Emergency Action Plan strategies and modelling undertaken by other boroughs and local authorities;
- identify main sources of emissions from Hackney residents and businesses;
- scope and baseline key emissions types for Hackney to monitor in future years;
- model policy interventions and decarbonisation interventions needed to achieve net zero, considering the suitability of existing policies and targets to align with the existing Council net zero 2040 targets; and

- provide a clear and concise evidence base that can be used to engage with a range of relevant stakeholders on this issue (including community stakeholders, London Boroughs, industry bodies, manufacturers and Government ministries).
- 5.9 The assessment has identified that Council emissions represent only circa 5% of overall emissions in the borough. This proportion is low for several reasons. Firstly, only operational emissions are considered – waste, transport (excl council fleet) and Scope 3 emissions from procurement are currently excluded. Secondly, the Net Zero Energy Strategy extends only to those heating and power systems over which the Council has direct control. This means only metered gas managed by the Council, and electricity consumption in communal areas of council-run buildings is included.
- 5.10 Key territorial emissions as a percentage of boroughwide emissions are: Domestic operational 9%, non-domestic operational 7%, F-gases 5% and Transport 4%. In particular the assessment identified that resource consumption emissions are by far the largest emission category (71%) and will need a wide ranging, concerted and collective effort by many parties to make reductions over time.
- 5.11 Models of the decarbonisation pathway options, consider emissions across the whole borough and provide a clear baseline for decarbonisation planning, as well as serving as evidence for the development of new policy and targets to accelerate climate action in the borough. It includes:
- a review exercise to identify key policy landscape, targets and approaches to planning and modelling decarbonisation taken by other Local Authorities;
  - a scoping exercise to review and assess relevant territorial and consumption emissions types, considering their relative magnitude and Hackney Council’s ability to influence them;
  - a modelling exercise to baseline and map three future decarbonisation scenarios for Hackney’s Borough-wide emissions; and
  - modelling outputs were then assessed and compared, with a comparison of residual emissions levels to offset parameters and sequestration potential of local tree canopy and planting.
- 5.12 The final models include all emissions that Hackney can easily measure, track and influence:
- BEIS territorial emissions (building operational energy consumption and road transport);
  - F-gas territorial emissions (building operational energy consumption and road transport);
  - household waste processing emissions; and
  - new building embodied carbon emissions.

- 5.13 Other consumption emissions, including food, aviation, electronics, clothing and textiles and more, are included in the scoping assessment but are not presently modelled and included in a net zero target; although recognising that this doesn't preclude us from taking action to influence more sustainable lifestyle choices.

**- Draft Green infrastructure Strategy**

- 5.14 The London Borough of Hackney covers approximately 1,900ha, making it London's fifth smallest borough. Hackney is the third most densely populated borough in London with 129 people per hectare. Almost 40% of Hackney is classified as green cover, amounting to 739ha. Although this is a significant quantity compared to some of our neighbours (Islington) it is unevenly distributed and could better support a broader range of multi functional needs.
- 5.15 London Plan policy on Green Infrastructure recommends that boroughs should prepare green infrastructure strategies. The term green infrastructure describes the network of parks and green spaces, trees and woodlands, rivers and wetlands, and new green features in the urban environment such as green roofs and walls. This network can be planned, designed and managed to provide a wide range of environmental, social and economic benefits that support more sustainable, liveable and resilient neighbourhoods. Green Infrastructure Strategies are therefore a framework that identifies: what green infrastructure is present or needed; the functions this can perform; the benefits this can provide to address local needs, as well as more strategic objectives; and how these benefits can be secured through a more integrated approach to protecting and enhancing green infrastructure. In addition, a green infrastructure network almost always spans administrative boundaries. It is therefore necessary to understand the spatial distribution and function of a borough's strategic green infrastructure assets in relation to the strategic green infrastructure in neighbouring boroughs. Where features such as river corridors need to be considered at a catchment scale, green infrastructure may need to be considered at a sub-regional scale.
- 5.16 A Green Infrastructure Strategy is also the overarching approach which informs a series of operational plans that determine the management of particular elements of the green infrastructure network. These include: a Parks and Green Spaces Strategy and annual delivery plan; and a Local Nature Recovery Plan amongst others.
- 5.17 Many green infrastructure assets are not owned or managed by the borough. Some, such as railway lines-sides, or grounds of schools or hospitals, will be owned and managed by other public bodies, or non-profit, charitable, or non-governmental organisations such as housing associations and environmental organisations. Other assets might be in private ownership including, for example, private gardens, reservoirs, and most green roofs. Although we may not have any direct responsibility for these assets, their existing and potential value and function in supporting the objectives of the

Green Infrastructure Strategy is highlighted as appropriate in order to influence the plans and decisions of other owners and managers of green infrastructure.

- 5.18 In 2020, the Council appointed consultants to develop a Green Infrastructure Strategy (GIS). This has been overseen by an internal working group which includes representatives from strategic planning, parks and green spaces, corporate delivery and the former senior lead at the GLA responsible for green infrastructure. One of the benefits of GLA participation has enabled us to assist with the development and shaping of guidance to London boroughs on best practice in creating a GIS which is scheduled for issue later this year.
- 5.19 The work has also been influenced by external community stakeholder groups and there have been a number of sessions with the Hackney Biodiversity Partnership at key points in its development, with one scheduled for 12th July 2021. The needs assessment and proposed objectives were also tabled at the Living in Hackney scrutiny commission in January 2021 as part of an inquiry related to the functionality of our own green spaces.
- 5.20 The draft strategy has identified three key needs (health and wellbeing, climate adaptation, and nature recovery), as well as a number of objectives alongside a spatial plan of key interventions. The draft objectives are:
- improve health and well being;
  - be more resilient to the impacts of climate change;
  - reduce deficiency in green open space; and
  - increase ecological connectivity.
- 5.21 The draft strategy has also identified a number of opportunities including:
- **modifying our parks and open spaces by:** better integrating the active travel network with the parks and green spaces network; blurring the boundaries between park and built environment where of value by greening the public realm surrounding parks and creating more seamless transitions between park and street and increasing the structural and species diversity of vegetation to improve habitat for wildlife;
  - **transforming our streets and public realm by:** developing pocket parks to meet deficiency needs; improving green links and corridors; building on our existing extensive programme of street tree planting; and increasing the multi functionality of our streets to better respond to reducing flooding etc; and
  - **promoting urban greening by:** using regeneration and development opportunities for more targeted and co-ordinated delivery of green infrastructure, incorporating SUDs (Sustainable Urban Drainage Systems) features more extensively: and utilising policy instruments effectively such as the Urban Greening Factor.

- 5.22 An executive summary and a forward plan covering key projects both proposed and potential for the next five year period is currently being finalised. Further public consultation requirements will be confirmed subsequently.

### **- Draft Local Nature Recovery Plan**

- 5.23 There is now a widely-acknowledged biodiversity crisis. The UK State of Nature report indicates that the abundance and distribution of species has, on average, declined over recent decades, and many measures suggest this decline is continuing. Our green infrastructure network in Hackney supports a wide range of wildlife. The majority of species use a range of semi-natural and amenity green spaces and the areas of open water in the borough, but the built environment can provide important wildlife habitat too. The link between the nature and climate crisis is clear and solutions involve addressing them both in tandem.
- 5.24 Hackney has a long-tradition of conserving wildlife, much of it led and delivered by community groups and volunteers. Abney Park Cemetery was declared a statutory Local Nature Reserve in 1993 and the first Hackney Biodiversity Action Plan was published in 2012. Between then and now wildlife conservation has been bolstered by a range of projects and initiatives including: changes in parks management to allow for the establishment of wildflower meadows and other habitats; the creation of Woodberry Wetlands nature reserve; an extensive tree-planting programme; an increase in biodiverse green roofs and many community-led projects aiming to increase opportunities for wildlife in parks, on housing estates, along the canal, and in private gardens.
- 5.25 Despite many successes, there have been losses too and wildlife is facing a range of threats, including: increased recreation pressure on open space, the need for densification to accommodate a growing population, and the vagaries of climate change which can have a major impact on often isolated and relatively small areas of semi-natural habitat.
- 5.26 National government has indicated that it will require local authorities to prepare Local Nature Recovery Strategies to help reverse biodiversity decline. In London the Greater London Authority has recommended that these are Local Nature Recovery Plans (alongside plans for parks and the 'urban forest') that are delivery plans for a comprehensive and integrated Green Infrastructure Strategy.
- 5.27 A Local Nature Recovery Plan (LNRP) is therefore a component part of our wider Green Infrastructure Strategy. It operationalises the nature conservation, biodiversity and ecology objectives of the Green Infrastructure Strategy. The LNRP replaces our earlier Biodiversity Action Plan and acknowledges some of the shortcomings of the BAP approach, in that it often does not provide many spatially specific actions or recommendations, being produced as stand-alone

documents that didn't align as well as they should to other strategic documents. We believe we are one of the first local authorities to prepare an LNRP to meet the recommendations of the draft Environment Bill.

- 5.28 An LNRP is informed by a core set of aims for local nature recovery (Protect, Connect, Create and Enhance, and Engage and Promote) which in turn identify the necessary policies, spatially specific actions, partnerships and communications needed to deliver local nature recovery. By focusing on spatially specific actions and recommendations that are founded upon the protection of a core nature network (the Sites of Importance for Nature Conservation (SINC)) and the ways in which this network can be conserved and enhanced through the application of a landscape-scale approach to conservation, it addresses the need to create “a coherent and resilient ecological network”.
- 5.29 In early 2020 the Council appointed London Wildlife Trust to update our extant Biodiversity Action Plan, but as part of the commissioning process we modified the approach in order to develop a Local Nature Recovery Plan for Hackney. The draft LNRP has divided the borough into five priority ‘nature recovery areas’ which identify opportunities for projects and interventions that can help make ecological connections that protect, augment and connect the SINC network through, for example, enhancements to parks, wildlife-friendly planting in amenity green-spaces, and urban greening in new developments. The plan also identifies a range of plant and animal species that are flagship species which require particular measures to conserve and protect locally important populations, or which can be indicators of local nature recovery as the plan is implemented and they become more widespread across the borough.
- 5.30 The plan focuses on projects and interventions that can be delivered by the Council, with its key partners and stakeholders, on land that it owns or over which it has influence through planning designations and controls or partnership agreements. It also highlights some of the examples of community-led projects that are delivering local nature recovery at the neighbourhood level through collaboration between residents, tenants management organisations and private land-owners under the guidance of local environmental groups.
- 5.31 Although not an exhaustive suite of projects and proposals it provides a framework which will improve ecological connectivity across the borough based on a core network of protected and well-managed SINC. With this framework in place, everyone with influence on the design and management of land (including the built environment) can make a contribution to making Hackney richer in wildlife. It would also not have been as comprehensive and locally rooted without input from those leading and implementing action for nature across the borough, especially members of the Hackney Biodiversity Partnership and Sustainable Hackney who have been involved as stakeholders at key stages of its development. We are intending to finalise this document shortly and then make it available more widely.



## **- Sites of Importance for Nature Conservation Review**

- 5.32 A review of Sites of Importance for Nature Conservation (SINC) is undertaken to provide information on the areas of land with intrinsic nature conservation value within the borough and their spatial distribution. This information is essential for informing Local Plan policies and supplementary planning documents regarding biodiversity conservation and ecological enhancement, and also for shaping other relevant policies such as use of open space, access to nature, climate change adaptation and sustainability. Furthermore, an understanding of the SINC network provides the foundation for the development and implementation of a Local Nature Recovery Plan, as the majority of the most valuable habitat for wildlife across the borough will be within SINC.
- 5.33 London Wildlife Trust was commissioned in 2020 to undertake a review of SINC. The specific purpose of the Hackney SINC review was to:
- review the current SINC and identify potential changes to boundaries or status, and justify these changes as necessary;
  - engage with the Hackney Biodiversity Partnership (HBP) and other stakeholders to glean local information about existing SINC and potential new SINC;
  - undertake a gap analysis based on available data, aerial photography assessment and ground-truthing;
  - identify and justify potential new SINC to reduce areas of deficiency, contribute to strategic green corridors or complement existing SINC.
- 5.34 This work has now been completed and its findings and recommendations will be considered at the next review of our Local Plan.

## **- Air Quality Action Plan (AQAP)**

- 5.35 Air pollution is a serious issue with significant adverse health impacts. The evidence showing the negative effects that air pollution is having on human health, especially the most vulnerable in society, such as the young, the old, and people with pre-existing medical conditions is now indisputable. As a local authority in a highly-populated urban area, improving air quality is going to be a challenge. However, we can, and must, take action to address this major public health issue.
- 5.36 Our urban built environment is predicted to grow significantly over the next decades. Working across our organisation, we have set out our commitment and actions in nine core themes. These will not only address air pollution, but will deliver co-benefits in areas covered by other council strategies, plans and policies, such as noise pollution, green energy and the climate emergency. For example, by introducing measures that discourage the use of motor vehicles and move people to more active modes of travel, carbon emissions will be reduced. The reduced levels of motor transport will also deliver a decrease in

noise pollution while increased activity will improve people's health. All of these benefits will lead to a better quality of life.

- 5.37 A draft AQAP was approved by Cabinet on 30 November 2020 and consent was granted to undertake a statutory consultation exercise in line with Part IV and Schedule 11 of the Environment Act 1995. Following consultation, the draft AQAP has been amended to take account of comments and feedback that was received.
- 5.38 Hackney is required to have an AQAP in place as the borough was designated an Air Quality Management Area (AQMA) in 2006. The AQAP sets out the actions that the borough will implement in order to improve air quality so as to meet the Air Quality Objectives but, more importantly, to protect the health of people who spend time in the borough.
- 5.39 Hackney's updated draft Air Quality Action Plan (AQAP), 2021-25 sets out 47 actions to help improve air quality and thereby protect the health of all who live, work, study and visit the borough. These actions will help ensure that we meet the air quality objectives in the borough for all pollutants under the system of London Local Air Quality Management<sup>1</sup>. Hackney is also going further by committing to meet the World Health Organisation limit levels for particulate matter by 2030. The AQAP has been developed taking into account the relevant guidance including the actions recommended by the Mayor of London.
- 5.40 Having regard for not only the environmental implications of poor air quality, but the very real public health impacts on our society, our action plan has gone above and beyond the standard GLA requirements and developed nine broad themes that will help to improve the air quality in Hackney:
- **Monitoring and other core statutory duties:** evaluating the air quality monitoring throughout Hackney to enhance compliance with our core statutory objectives;
  - **Emissions from development and buildings:** emissions from construction alone accounts for approximately 37% of the PM<sub>10</sub> emissions across Hackney, and therefore work in this area is important in reducing particulate concentrations. This will focus on air quality mitigation through the planning system and correlates with the Council's sustainability objectives;
  - **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as reducing exposure to air pollution. For example, a shift in attitude with respect to solid fuel burning through increasing awareness of the impact this causes, can help facilitate overall behaviour change;

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<sup>1</sup> Table 1-1 Air Quality Objectives -

[https://www.london.gov.uk/sites/default/files/llaqm\\_technical\\_guidance\\_2019.pdf](https://www.london.gov.uk/sites/default/files/llaqm_technical_guidance_2019.pdf)

- **Delivery servicing and freight:** ensuring delivery servicing and freight vehicles are re-evaluated as these are usually heavy-duty diesel-fuelled vehicles with high primary NO<sub>2</sub> emissions;
- **Borough fleet:** Hackney's fleet includes a mixture of light and heavy-duty diesel-fuelled vehicles alongside 66 electric vehicles. Building on our 2018 Green Fleet of the Year award, we will continue to make improvements in our own fleet, thereby leading by example;
- **Localised solutions:** these seek to improve the environment of neighbourhoods through a combination of measures such as Low Traffic Neighbourhoods, traffic filtering, parking schemes and biodiversity projects;
- **Cleaner transport:** road transport is the main source of air pollution in London and Hackney. We have been and will continue to incentivise and facilitate a change to walking, cycling, public transport and ultra-low emission vehicles (such as electric) as far as possible;
- **Schools and communities:** implementing initiatives that target the most susceptible groups in Hackney in order to ensure those most at risk are not disproportionately affected by the impacts of poor air quality; and
- **Lobbying:** Hackney will continue to lobby and influence regional and national organisations and stakeholders on policies and issues beyond Hackney's influence to introduce progressive measures aimed at improving air quality.

5.41 The aim of the AQAP is to address air pollution and improve air quality to meet Air Quality Objectives and WHO Guidelines for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> resulting in a safer and cleaner environment for all who live, work or spend time in Hackney.

5.42 The AQAP alongside other corporate strategies, including the Transport Strategy and Net Zero Energy Strategy aim to achieve results through the implementation of similar objectives. For example by reducing fossil fuel powered vehicular traffic on our roads with greener modes of transport such as active travel, and by improving the energy efficiency of buildings and increasing the uptake of alternative sources of energy, air quality may be improved resulting in a cleaner and more sustainable environment.

5.43 This AQAP forms a part of the broader sustainability strategies that the Council is currently developing. It covers our activities to reduce and remove pollution which has a co-benefit of reducing our carbon emissions. The final version of the AQAP is to be considered by Cabinet on 19th July 2021. Subject to approval, it will be added as Appendix 2 to this report.

## HEADLINE PROGRESS ON ACTIONS OUTLINED IN ANNUAL UPDATE 2020

5.44 The details below provide a brief update on some of our key practical actions identified in last year's annual update. The list is not fully exhaustive but draws attention to some of the key successes and provides some detail where the delivery of projects continue to be impacted by the pandemic. They are

arranged in accordance with the priorities established last year; these priorities will however be reviewed as part of our programme for developing a Hackney Climate Action Plan.

### **Reduce the borough's carbon emissions - including the target of net zero carbon emissions by 2040 for the Council's own functions**

- We continue to prioritise those in fuel poverty securing circa £900,000 of central government LAD2 funding as well as our own £1 million Green Homes programme to make the homes of residents on low incomes more energy efficient and reduce their energy bills - we are installing cavity and loft insulation and/or heat pumps at 100 households, with total measures currently valued at £250,000. We are planning to launch Phase 2 of the Hackney Green Homes Programme in October 2021. We will continue to bid for available funding to retrofit our housing stock to enable transition to a low carbon heat supply.
- Hackney Light and Power successfully completed its first solar pilot projects at West Reservoir Water Sports Centre and London Field Lido, installing solar panels at two much-loved local facilities. We plan to deliver up to 10MW of additional solar capacity across our residential and commercial portfolios in the short term, We will be installing the first 1MW of solar power across our non-residential buildings, including community halls, leisure centres and depots to be completed by March 2022. We are working on the Delivery Plan for solar panels installation on residential assets, including existing and new build blocks. Funding for a heat pump system at the West Reservoir has also been approved recently.
- A number of strategic district heat network (DHN) opportunities identified in our Energy Masterplan are being explored with a view to bring these forward, these networks are planned to provide low carbon heat to more than 6,000 homes and a range of Council owned and private commercial assets. Together, an estimated saving of 74,000tCO<sub>2</sub>e could be achieved over the lifetime of these schemes compared to using gas boilers.
- Developing a programme of work to identify low carbon retrofit opportunities in our non domestic buildings and local authority maintained schools by the end of 2021.
- To accelerate our plans for the roll out of electric vehicle charging infrastructure (one of the principal barriers to transitioning to electric vehicles) we have approved going out to procurement for a long term concessionaire partnership arrangement for approximately 3,000 residential charge points by 2030.
- As of the end March 2021, 69% of the Public Highway lighting stock has been upgraded to LED. The replacement programme will continue to upgrade the remaining 31% until 2023.

- During 2020/21, 13% of the Council's road registered fleet (66 vehicles) were fully electric. Based on total fuel consumed, of the remaining 87% of the fleet, 32% no longer run on fossil fuels - these now run on a renewable biofuel which is approx 92% CO2 efficient and up to 69% NOx efficient depending on the drive cycle.

### **Improve local resilience to impacts of climate emergency**

- Overall totals of 2,500 new street trees have been planted with 11,760 trees planted in parks and green spaces to date.
- 7 further SUDs schemes have been implemented in 2020/21 with almost 1400m<sup>2</sup> of highway depaved.

### **Promote active travel and public transport**

- 48 School Streets implemented (50 schools), helping over 18,000 children on their journey to school. We have also developed a School Streets toolkit, to help parents and local authorities in the rest of the country introduce School Streets in their areas.
- Our Zero Emissions Network service continues and has seen great success in supporting businesses to access cargo bikes during the lockdown periods as many businesses took up deliveries for the first time. The expansion of the initiative continues into N16 through the LEN16 project that will complement the wider changes on Stoke Newington Church St scheme using funding from the DfT emergency active travel fund. This will reduce traffic levels across this important shopping street.
- Procured our Electric Cargo Bike rental scheme which is awaiting installation, the associated bike trial, in partnership with TfL, is due to launch in summer 2021.
- First tranche of permanent parking solutions for dockless bikes is underway at 74 locations, with a further 80 in progress. Contracts with existing dockless operators have ended and are being re-tendered in 2021.
- Currently installing 120 EV charging bays (complete early summer 2021) that exceed the target for 80% of residents within 500m of a charging installation, delivered earlier than the original commitment (by 2022).
- 15 new Low Traffic Neighbourhoods were introduced, creating a wider network of low traffic roads that serve as cycle quietways. About 17% of Hackney's residents now live in new low traffic neighbourhoods. Consultation has been open on these schemes since they were introduced via Experimental Traffic Orders - attracting over 19,000 responses so far.
- Completed a number of cycle improvement schemes including: Queensbridge Road protected cycle track between Hackney Road and Albion Drive, Cycle Superhighway 1 interventions - Balls Pond Road; and 2km of light segregated cycle lanes on Green Lanes.

- Installed 40 new cycle hangers. This was less than predicted last year (120) due to the funder TfL pausing the availability of funding for 9 months and only reinstating it at a late point in January 2021.
- £3 million funding secured for a major upgrade of Hackney Central station; the Council's release of its own land was a key enabler. Work includes a new second entrance on Graham Road to ease congestion providing quicker and more direct access to the town centre, new cycle parking spaces and additional trees and greenery plus an additional staircase within the station to make the interchange between Hackney Central and Hackney Downs stations easier for customers. The changes, due to start in June 2021 should be completed early next year.
- We expect to have prepared a draft of our Parking and Enforcement Plan for public consultation this year.

### **Reduce waste and promote the circular economy**

- Introduced fortnightly collections of residual waste to street level properties in March 2021. After a couple of months of implementation the overall borough recycling rate has already risen to 31%.
- Library of Things: Due to Covid-19, followed by the cyberattack on the Council's systems at the end of last year, completing the IT support infrastructure has been delayed. The LoT is now due to open to the public in September 2021.
- Estate Recycling Programme: Implementation of waste facility upgrades on our estates has continued throughout the lockdown, works for Phase 4 are now complete with Phase 5 about to begin.
- Secured £34k of funding from the North London Waste Authority (NLWA) Recycling Fund to replicate a successful estates intervention which had previously been trialled. This involves the delivery of targeted communications (printed and social media) to 5,000 properties across one collection round and the introduction of 180 new design bins which increase the ease of use of the service, improve the user experience, reduce contamination and increase recycling. Project roll-out was completed in April 2021, with results and analysis expected later this year from the NLWA.
- Low Plastic Zone (LPZ) launched a hyperlocal campaign in September 2020. 26 businesses signed up to reduce or stop plastic items and an online LPZ map was launched enabling consumers to identify low / plastic free shops.
- Recycle for London: Promoted 'One Bin is Rubbish' online and secured funding for delivery of 'Know Your Plastics' online campaign in July 2020.
- Participated in the annual campaign to promote the national Refill app to reduce single use plastics via signposting residents to businesses where they accept reusable containers and refill water stations.
- Zero Waste Hackney Campaign: Launch of Zero Waste Challenge for International Zero Waste Week last Autumn, (the Council's Recycling Manager is the ambassador for this international campaign, whereby 140 residents signed up to the challenge to reduce waste.

- Promotion of Hackney shops that offer refills and food without packaging with the Hackney Zero Waste map, generating 18,000 views.
- Our Pledge Project connects local businesses who have pledged to reduce their plastic, making it attractive to residents who are keen to support the development of their green neighbourhood. The project started in June 2021 with campaign delivery in September 2021.
- Reuse hubs: Initially postponed due to pandemic. One clothes fashion swap took place in October for Repair Week London 2020.
- Contracts awarded to deliver Circular Economy initiatives include The Toy Gift Appeal, Real Nappies and Halloween Costume Appeal.
- Hosted events and a social media campaign during Circular Economy week.
- Launched the EcoSchools Programme (ESP), with a target to get 10 Eco Schools in two years. 15 schools have signed up and 3 Schools have already achieved their EcoSchool status.
- Out of 32 schools nationally, 7 Hackney Schools (5 Eco-Schools & 2 others) have been selected by WWF for a World Book Day competition for their efforts towards sustainability & saving the planet.

### **Reduce and remove pollution**

- Work to develop the Air Quality Action Plan is covered earlier in this section.

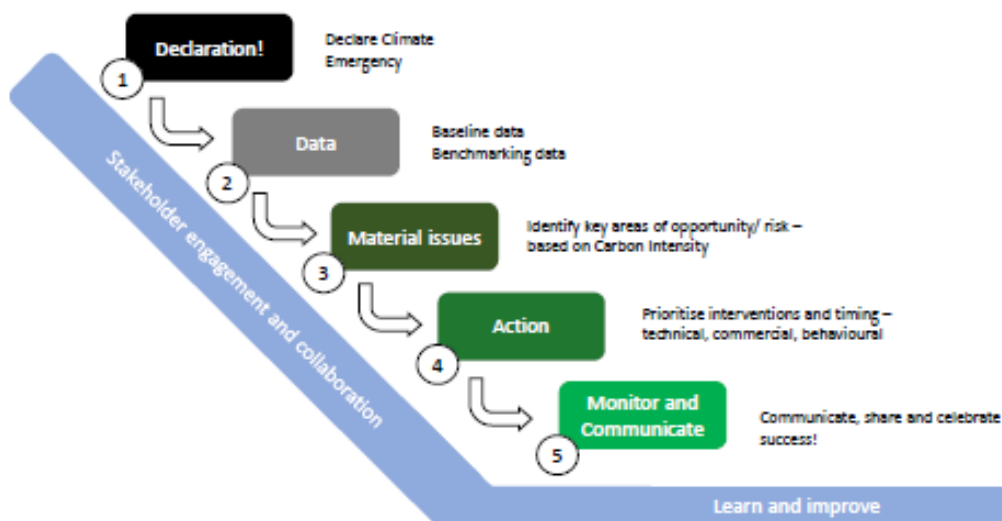
## **6. DIRECTION OF TRAVEL**

### **Developing a Hackney Climate Action Plan (CAP)**

- 6.1 In our previous Full Council report in July 2020 we committed to producing an overarching published Climate Action Plan (CAP) in 2021 - this has now been revised to 2022, principally as a result of the impact of the ongoing pandemic.
- 6.2 The CAP will provide the strategic framework to work through a number of key issues and challenges, utilising recently completed evidence assessments to underpin a more strategic approach for future delivery and integrate better with external stakeholders. In particular it seeks to confirm our position and responses to key borough-wide emissions beyond the Council's immediate responsibility, alongside developing a KPI set that will support more robust future scrutiny and progress tracking. The existing interim delivery plan will act as a background to the work which has identified the breadth of the authority's work currently in train or planned to respond to the needs of the Climate Emergency but its focus will be expanded to meet the full range of needs for a CAP.
- 6.3 As stated in our annual report on progress last year, there has been a significant focus on delivery to date, to demonstrate to the Borough's residents that urgent action and progress is both necessary and possible. Future actions were noted to not only need to continue at pace but in an increasingly systematic fashion.

- 6.4 To this end, we have commissioned a number of evidence based studies, such as the Energy Strategy (now called Net Zero Energy Strategy (see Appendix 1a, 1b and 1c) and Green Infrastructure Strategy both pledged in the 2018 Manifesto. The former, in particular, has established both baselines and decarbonisation pathways that will embed, through annual target-setting and performance monitoring, structural commitments against which the success of the Council can be clearly and effectively scrutinised by the public. Further studies and plans have been commissioned in the last 12 months, including a Local Nature Recovery Plan and a boroughwide emissions assessment. The various documents that comprise Hackney’s decarbonisation plans will be integrated under the larger umbrella of the **Hackney Climate Action Plan (CAP)**, to be formally published in 2022.
- 6.5 A schematic of key stages since the climate emergency was declared are outlined below. It should be noted that the Council is already delivering activities across the spectrum of tasks. Our CAP will deliver Task 4.

## Planning and taking action



### - Alignment with London Councils CAP themes

- 6.6 To support the development of our CAP we are building on our relationship with London Councils, firstly by ensuring that we have participation in each of the Task and Finish groups that have been established to develop the London wide climate action plans that will inform our own CAP but secondly to:



- develop better regional and sub regional relationships that foster collaboration and enable stronger collective advocacy;
- assist with developing stronger collaborative funding bids;
- learn from others whilst sharing our own best practice;
- support the future delivery of carbon emissions reduction at scale; and
- position ourselves better as a key player in London utilising the opportunities provided by our Mayor in their roles as TEC Chair for London Councils and Co-Chair of the Green New Deal Advisory Board which supports the London Recovery Board.

6.7 London Councils recognise that each borough will need to respond to its own local circumstances. However, to allow London local government to speak with one voice on the climate agenda, all boroughs are being encouraged to adopt the thematic areas as outlined below.

6.8 The lead boroughs to develop the London wide action plan task and finish groups for each thematic area are shown. Council officers are currently participating in #1,#2, #3,#5,#6 and #7. Note #4 has only recently been initiated.

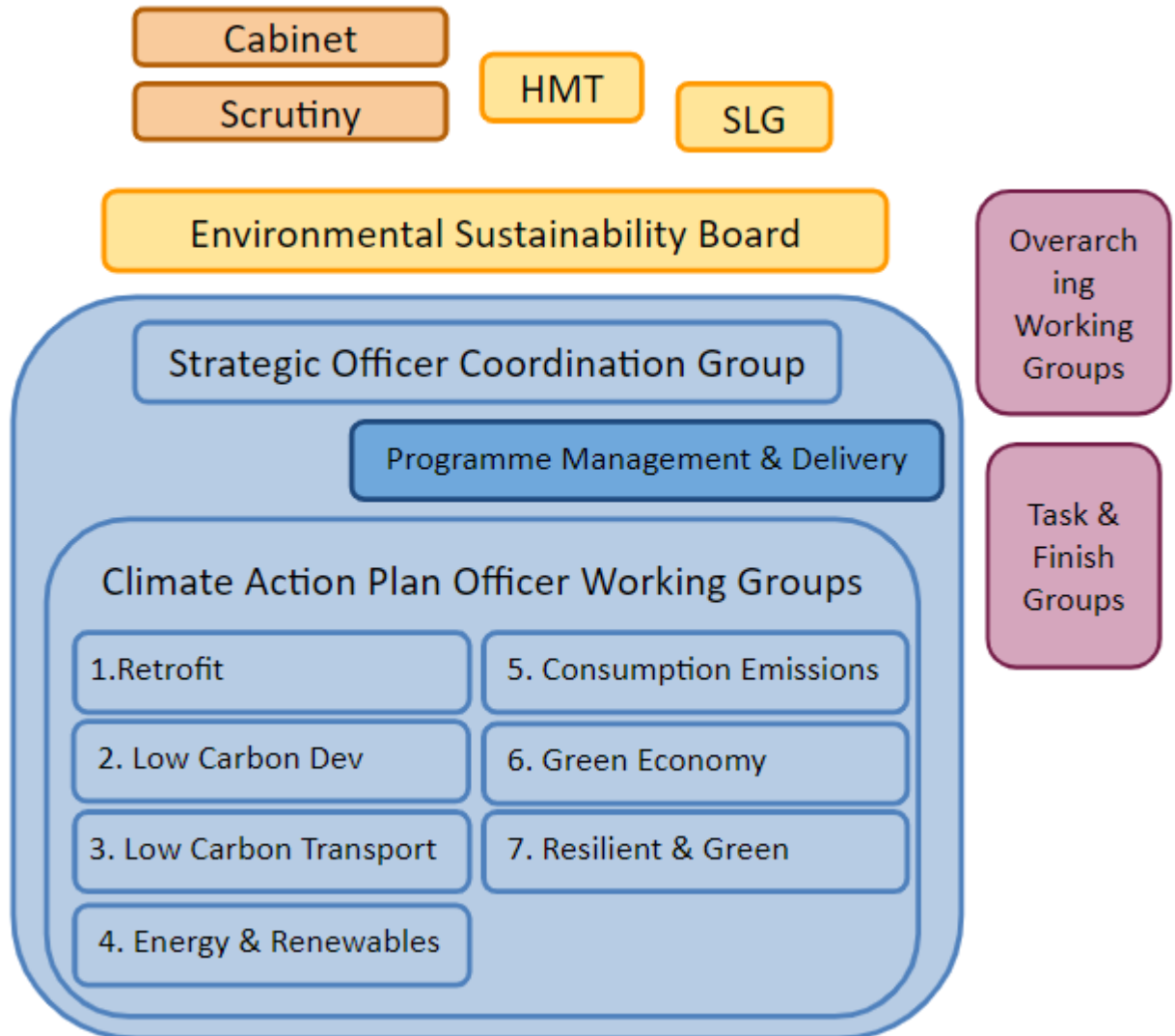
- #1 Retrofit London: LB Enfield and LB Waltham Forest
- #2 Low Carbon Development: LB Hackney and LB Tower Hamlets
- #3 Renewable Power for London: LB Islington
- #4 Low Carbon Transport: RB Kingston and City of Westminster
- #5 Consumption Emissions: LB Harrow
- #6 Green Economy: LB Hounslow
- #7 Resilient and Green: LB Southwark

### **Refresh of internal governance of Environmental Sustainability**

6.9 To underpin the more systematic response required, we have refreshed our internal governance based on a number of the findings that were identified through: interviews with staff with a responsibility for sustainability; the opportunity created through the senior management restructure, and a broader consideration of the various needs for future governance:

- **Decision making:** Financial (to be aligned with new capital spend governance) and non-financial, including agreeing net zero targets;
- **Checks and balances:** Community and member based scrutiny activity;
- **Oversight and strategy:** Senior and mid tier level oversight of the authority's response to the climate emergency including input to/ or preparation of key strategic responses (Net Zero Energy Strategy, Green Infrastructure Strategy and related strategies such as the new proposed Housing Strategy etc), monitoring targets, annual progress reporting, addressing challenges eg funding; and
- **Coordination and delivery:** Governance structures for the programme management needed to implement our practical responses.

6.10 The organogram below outlines the agreed internal governance structure which will sit beneath the Hackney Management Team and the new Strategic Leadership Group, reporting into them as required. Further proposals are being established to include how the community will be involved in development of and future governance of our CAP in particular. Some preliminary detail is included in the section below on community engagement.



**- Hackney Management Team (HMT):**

**Membership:** Chief Executive (Chair), Group Director of Finance and Corporate Resources, Group Director of Neighbourhoods and Housing, Group Director of Adults, Health and Integration, Group Director of Children and Education.

**- Strategic Leadership Group (SLG):**

**Membership:** HMT, Strategic Director Inclusive Economy, Corporate Policy & New Homes, Strategic Director Engagement, Culture & Organisational Development, Strategic Director Customer & Workplace, Strategic Director Housing, Strategic Director for Sustainability & Public Realm, Director of Public Health, Director of Legal and Governance, other Directors to provide strategic and technical advice as required, other operational level officers by invitation.

6.11 The above two executive level meetings focus on providing distributed leadership across the organisation, working across systems and institutional boundaries to deliver change and the objectives of the refreshed corporate plan including the climate emergency.

**- Environmental Sustainability Board (ESB)**

6.12 The existing Environmental Sustainability Board has been effective in:

- defining the emission scope and pathway to our own net zero commitment by 2040;
- publishing its first annual update on progress with our decarbonisation commitments;
- developing an outline stakeholder engagement and communication framework with associated principles;
- producing an interim delivery plan to capture the extent of activity in train across the Council.

6.13 Although Board membership has evolved over time it does not reflect the breadth of membership for our future needs, particularly as we take a more embedded approach across the organisation. It has been supported to date by a group of officers which we have now expanded and brought together in a more collaborative sub group with clear priorities to support the Board and its objectives - **see Strategic Officer Coordination Group**.

6.14 Board membership includes the new Members (Cllrs Coban and Woodley) alongside Cllr McKenzie who holds the housing portfolio. It continues to be Chaired by Ian Williams in his role as Group Director of Finance and Resources. Other members have been broadened and are at mid-tier (Head of Service) and Director level.

**Purpose:** To provide executive oversight, leading the strategic activity required to deliver our collective organisational response to the climate emergency. This will include ensuring that climate implications and actions to meet our targets and ambitions are firmly embedded in our policies, processes and procedures, and ensuring the delivery of an annual work plan.

**Frequency:** Two monthly scheduling to maintain momentum and critical oversight during a time of change.

**- Strategic Officer Coordination Group (SOCG)**

6.15 The purpose, role and membership are set out below:

**Purpose:** This group will be the key tool for delivery of the Board's work plan including overseeing the Climate Action Plan Working Groups but also leading on the necessary organisational transformation. Its membership includes the accountable leads for each Climate Action Plan Working Group (CAPWG), as well as a wider grouping that encompasses representatives from finance, procurement, transformation, communications/engagement and organisational development/workforce strategy. Additional working groups may be established that sit alongside the Climate Action Plan Officer Working Groups and the ESB led by the Strategic Officer Coordination Group. In particular, groups should be established around communications, funding and resourcing. Where required, the Strategic Officer Coordination Group will also establish task and finish groups to address specific challenges that may arise.

Role of members:

- overseeing strategic delivery to address the most complex and challenging; aspects of addressing the climate emergency (CE), through collaboration and transformation not just individual service contributions;
- embedding commitments to shape the response to the climate emergency within business as usual and by working differently;
- ensuring that responses to the climate emergency is meaningfully embedded into wider strategy and economic recovery;
- identifying opportunities to maximise our resources (jobs and capacity, assets, procurement) in our CE response;
- developing a funding and resource strategy, including determining funding gaps and identifying and coordinating any external opportunities for funding;
- coordinating and feeding into the pan-London climate programmes, sharing best practice and ensuring learning from others is embedded in our programmes;
- monitoring progress against CAP activities, milestones and targets;
- critically challenging strategic delivery to ensure it is impactful; and
- ensuring communication messages are better supported by an overarching communications strategy/narrative.

**Proposed membership:** Climate Action Plan Working Group accountable leads, finance lead, communications/engagement lead, procurement lead, organisation development/workforce lead. To be co-chaired by Sam Kirk (Neighbourhoods and Housing) and Matthew Carrington (Policy and Strategic Delivery at the corporate centre).

**Frequency:** Group to meet every six weeks. However, additional meetings may be required depending on the agenda and input into the ESB.

**- Climate Action Plan Working Groups (CAPWG)**

6.16 Details of the roles of CAPWGs are set out below:

**Purpose:** These working groups (each driven by an accountable lead) will:

- develop the seven draft Climate Action Plans broadly in alignment with the themes identified by London Councils;
- assess the impact of external policy and strategy related to the individual workstreams; and
- be sufficiently granular to reflect, where needed, any specific aspects of Hackney's wider carbon ecosystem.

It will be for the accountable leads of each of these groups to establish any other groups that may be required to develop the CAPs or utilise existing ones.

**Frequency:** Given the timeframe proposed to develop a CAP, it is expected that the CAPWG meet as a minimum monthly in this initial period to maintain momentum.

## **Community Engagement**

6.17 Preliminary work has already been undertaken to develop a more robust framework/methodology for engagement externally. Outlined at Full Council in July 2020 it sat alongside commitments to deliver an external engagement event centred on the topic of Green Recovery to gain wider community input. The latter is being progressed and has utilised an independently facilitated co-design approach working with external stakeholders to develop the event's content. The event is currently to be scheduled for 28th September 2021.

6.18 Last year's annual update undertook an analysis of the requirements for an annual Citizens' Assembly (outlined in our Climate Emergency Motion) composed of a representative group of local residents to allow for effective public scrutiny of the Council's progress, and explore solutions to the challenges posed by global warming.

6.19 Deliberative processes that include Citizens' Assemblies continue to appear to be most applicable to the objective of exploring solutions to the challenges posed by global warming, rather than scrutinising Council progress on its own commitments. We feel that key elements of the CA approach would most usefully be embedded in the development of the Hackney Climate Action Plan and hence we will review suitable mechanisms as we develop the community engagement framework that will support that future work. We continue to be mindful of the resource commitments of running Citizens' Assemblies per se which would be significant particularly if recurrent and held over a number of days as is usual. In addition our response will involve a Climate Summit in November 2021 post COP26 which we see as part of delivering our earlier Citizens' Assembly pledge when considered alongside our other engagement activities.

6.20 In terms of public scrutiny of our progress with decarbonisation commitments, further work is required though to develop the public scrutiny process fully to meet this Climate Emergency commitment. We had originally anticipated this being completed prior to this year's annual update. However rescheduling the CAP development process has meant that identifying more detailed performance targets to support public scrutiny and track progress meaningfully has been delayed as the two tasks are seen as heavily interrelated. This has however given us an opportunity to start evaluating externally available software to provide a robust and transparent system for monitoring and reporting in the future.

#### **- Hackney Green Recovery Discovery and Co-Design event planning**

6.21 This work has been framed by the opportunity to align recovery from the pandemic with meeting climate change goals in Hackney. Independent consultants were appointed in early 2021 to manage the engagement process. The commission consisted of a Discovery phase based around structured interviews with a range of community stakeholders, and a Co-Design phase working with a sub-group of stakeholders who had taken part in these interviews. The purpose of the Discovery phase was to seek a range of views on the idea of a green recovery and what this might mean in practice in Hackney, as well as how the engagement needed to achieve this might be taken forward. Based on its findings, a Co-Design phase was undertaken. The purpose of the Co-Design work was to:

- reflect on the themes that had emerged from interviews,
- co-develop with stakeholders some wider principles that might promote positive community engagement on the issues, and;
- develop a specification for an event to take things forward.

A fuller description of the work and its findings is included as Appendix 3.

6.22 This is however just the start of a more in depth process of external engagement and will be followed by the preparation of a more detailed engagement plan that maximises external input into developing the CAPs, enabling a better understanding of the 'lived experiences' of our residents, whilst also informing the future external engagement structures that will enable scrutiny and enhanced community participation in the delivery of our plans.

6.23 The further governance structures that are needed in terms of engagement with external community stakeholders are currently being developed further but will:

- be further shaped by the outcomes from the Green Recovery community engagement event scheduled for September 2021;
- build on the outline engagement framework mapped out in the report to Full Council in July 2020 and further principles identified in the co-design activity;

- use the opportunities created by the development of the Climate Action Plans outlined above to provide a comprehensive forward plan of our engagement activities; and
- reflect existing climate emergency motion commitments for more engagement and scrutiny, ensuring that it be shaped by what is considered most effective.

### **Outline annual Environmental Sustainability Board work plan**

6.24 The key tasks/objectives for the Environmental Sustainability Board forward plan for the next 12 months include:

- oversight of the programme of development of the Climate Action Plans;
- oversight and approval of annual progress reporting on decarbonisation to Full Council;
- oversight of community engagement, starting with that associated with the Green Recovery community event scheduled for September 2021;
- further development of the external engagement framework required as part of developing the CAPs;
- finalising our internal position in respect of boroughwide emissions and agreeing a modelled pathway to net zero to complement the existing evidence base that has been developed for our own emissions;
- ensuring a system is put in place the reporting/monitoring requirements of the plans for the various completed strategies and plans including the Net Zero Energy Strategy, Green Infrastructure Strategy, Local Nature Recovery Plan etc whilst ensuring they become effectively integrated in the CAPs;
- ensuring robust participation with the London Council led regional climate action plan work and associated oversight structures, plus the London Recovery Board Green New Deal mission;
- ensuring an effective interface with political participation in regional climate emergency governance to enhance economic recovery from the pandemic;
- driving the development of a future funding and resource strategy for the delivery of the completed climate action plans;
- overseeing the further development of an overarching communications strategy/narrative;
- establishing and approving further governance structures where required to support this work;
- establishing robust future internal and external scrutiny arrangements; and
- ensuring sufficient COP 26 support resources are available where requested.

## **7. COMMENTS OF THE GROUP DIRECTOR FINANCE & CORPORATE RESOURCES**

- 7.1 The Council recognises that it has a major role to play in shaping the Green agenda within the borough, not just with its own Net Zero targets, but in driving behavioural change from its residents and businesses. That Full Council notes this Annual Update on progress with our decarbonisation commitments and attached Appendices.
- 7.2 Stretching targets have been set, which require funding beyond that which would ordinarily be available to the Council, meaning that we must be proactive and creative as a Council in seeking out new funding and financing mechanisms, for example by building on the work done by Warrington and West Berkshire Councils in issuing Green Bonds as a source of funding, partnering with private sector bodies to deliver a cost-free network of Electric Vehicle Charging Points, maximising Government funding for housing retrofit and working with neighbouring boroughs to maximise efficiencies from procuring at scale.
- 7.3 In the UK, cities and local authorities have been announcing 'climate emergencies'. Despite this heightened activity, the investment case for designing and delivering programmes of work remains poorly developed. The barrier to investment is not the availability of finance, but rather the ability to create robust business cases. Core Cities, London Councils and the Connected Places Catapult have come together to address this challenge. Using their collective networks and capabilities they are seeking to leverage the combined scale of cities to mobilise finance and drive investment in low carbon projects addressing opportunities across ten cities rather than individual ones - known as UK Cities Climate Investment Commission (CCIC) This will develop the first ever low carbon investment prospectus for major UK cities.

The objectives of this work are:

- support UK cities in achieving their carbon reduction targets;
  - create increased confidence within the investment community in low carbon projects by leveraging the benefits of the scale offered through networks of cities rather than individual ones;
  - identify opportunities for philanthropic investors;
  - provide the basis for engaging with industry on the opportunities for the supply and deployment of low carbon technologies into the marketplace; and
  - build stronger relationships between UK cities, the investment community, supply chain and academic institutions.
- 7.4 The Council is heavily involved in the Commission - the Mayor is a senior member in their role as the Chair of the London Councils Transport and Environment Committee alongside the Mayor of Bristol and Leader of Glasgow Council amongst others. The Group Director for Finance and Resources



(currently Acting Chief Executive and Section 151 officer) is the CCIC Chief finance officers group Chair that is supporting the Commission and who will be giving a strategic view on the financial viability of the collective borough proposals.

- 7.5 This initiative holds significant promise for London, and can make a bold and compelling case for private finance to support our climate ambitions, working at scale with our UK city partners. This will be launched at COP26 in what we expect to be a highlight for cities and the green finance community.
- 7.6 At a more local level and recognising the need for a more systematic approach we are putting in place an internal Finance and Resources Group specifically to provide the oversight of the financial requirements identified through our Climate Action Plans which will inform the development of a Climate Change Financial Strategy for Hackney to support delivery of our CAP ensuring that we maximise all available funding opportunities.
- 7.7 The Government released its ‘10’ point plan in November 2020 which sets out its approach to build back better, support green jobs, and accelerate the path to net zero supported by funding. We are taking steps to ensure that we are ready to be able to secure some of this funding to support the delivery of our objectives for net zero. We are also expecting future announcements in the near future from the Chancellor in terms of positioning the City of London as a centre for green finance.
- 7.8 Alongside these ambitious and bold proposals for unlocking significant amounts of future funding from new sources, Council also recognises the importance of the here and now in tackling the Climate Emergency and has allocated a total of £26.1m to green initiatives in the period 2021/22 - 2023/24, with proposals for further green projects being worked up. Further projects will be added to this capital programme as funding is confirmed. However, it should be noted that as a result of the pandemic, some major funders such as Transport for London (TfL) are facing uncertainty with their finances and hence it is not possible to state what level of funding will be granted for future years, but we continue to work closely with TfL and are ready to respond as new funding initiatives are announced to ensure we can deliver green initiatives across the borough.

**- Budgeted Green Initiatives**

- 7.9 As part of the **Council's** budget setting for 2021/22, over £26m investment on green **initiatives** was approved over the next three years to support the Council’s response to the Climate Change Emergency.

Theme	2021/22 (£)	2022/23 (£)	2023/24 (£)	Total (£)
CO <sub>2</sub> Reduction	5,124,580	3,715,000	4,190,000	13,029,580

Energy Efficiency	2,730,539	929,866	1,132,463	4,792,888
Recycling	1,152,781	595,459	600,000	2,348,240
Green Space	1,180,718	1,215,359	1,200,000	3,596,077
Other	2,374,257	0	0	2,374,257
<b>Total</b>	<b>12,562,895</b>	<b>6,455,684</b>	<b>7,122,463</b>	<b>26,141,042</b>

## 8. COMMENTS OF THE DIRECTOR OF LEGAL & GOVERNANCE

- 8.1 In line with Article 4.2 of the Council's Constitution, Full Council meetings are held to determine the Council's policy framework and to agree the strategic direction for the Council. This report recommends that Full Council note the annual update on the progress of the Council's decarbonisation commitments. The Council commits to a decarbonisation program in line with its obligations to comply and contribute to the UK reduction in CO2 emissions by 2050 in accordance with the Climate Change Act 2008.

### APPENDICES

#### APPENDIX 1a, 1b and 1c: Net Zero Energy Strategy for Council emissions

APPENDIX 2: Air Quality Action Plan - To be tabled-see further comment in Paragraph 5.43

APPENDIX 3: Report by CollaborateCIC regarding co-design/engagement work with external stakeholders for the future green recovery event in September 2021

APPENDIX 4: Roadmap to COP26 and beyond

### BACKGROUND PAPERS

None

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