



Camden Climate Citizen Panel: Carbon Reduction & Net Zero

FAQ

Date: Wednesday 31 March

Time: 18.00 – 19.15, MS Teams

Attendees: Anna W, Jo, Niall, Shana, Will, Mike, Sarah, Anna P, Dwayne, Penny

From Camden: Abigail Roberts, Jackson Bylett, Harold Garner

Carbon Descent: Chris Dunham

Apologies: Beverly, Naomi, Victor, Rumi, Chandrima

Areas of interest to arise from panel discussions and presentations:

1. Car Parking Zones (CPZ)

- What has been the impact of the CPZ diesel surcharge?

In 2019, residents parking permit CO₂ emission-based charges were increased by, on average, 55%, with the highest tariff band level now £475 per annum plus a 21.5% diesel surcharge, to reduce car ownership and encourage switching to cleaner vehicles.

The permit numbers show that the current level of diesel surcharge has not gone far enough in discouraging the uptake of diesel vehicles. The number of diesel permits in 2019/2020 was 10,089 compared to 11,493 in 2018/2019 despite the introduction of the diesel surcharge. In response to this, Camden undertook an engagement exercise in Nov/Dec 2020 to increase the level of diesel surcharge from 21.5% of the petrol vehicle permit price to 50%. The [Parking Permit and Charges Review 2020](#) sets out the engagement approach, alongside the diesel charge and other changes. A decision on whether Camden moves ahead with the proposed changes is pending.

2. Future cost of heat pump technology

- Is it possible to project how the cost of heat pumps may fall as demand and supply for them increase?

The Carbon Descent update is going to explore the assumptions around costs of heat pumps in a lot more detail. A decline in costs can be factored in, however for the purpose of the study, the starting cost of heat pumps will be set higher than what was used in the first study. This is because the cost of radiator replacement was not previously factored in. It is also worth noting that costings will also vary depending on levels of insulation.

3. Carbon reduction – Housing v. Schools

- Do we get better carbon benefit from spending on schools or housing? Where should spending be targeted?

Consumption across Camden's portfolio of properties has seen an uneven reduction. Gas consumption is significantly higher in housing than it is schools, however schools are easier to target given the Council's level of influence and control over emissions.

Housing presents a more complex challenge. Where Camden can exert the most influence e.g. council-owned homes, the housing stock represents a much smaller proportion of emissions compared to those privately owned. Camden continue to deliver projects that target reduction across its own estates, as well as initiatives aimed at engaging private sector housing to demonstrate the benefits from making energy efficiency improvements e.g. warmer homes, improved respiratory health, fuel poverty reduction and carbon savings.

Activities from schools have both a direct and indirect impact e.g. procurement of equipment, transport, waste disposal and energy consumption of school buildings. However, energy efficiency within school buildings is the primary focus, with gas heating identified as the number one direct source of emissions.

Camden have commissioned a study to undertake analysis of three school archetypes to show how far they can get towards net zero carbon and what this could potentially mean for the whole school stock in Camden.

4. Finance

- Has Camden got access to a green/social investment advisor?

Camden's Head of Finance is well versed in social investment and green finance opportunities. In all cases a return on investment is required and the big issue in the context of social housing is how to extract that return from residents i.e. redirecting realised energy cost savings from residents to investors.

5. Embodied carbon

- In the context of CO₂ impact on new-build and demolition, does the Carbon Descent modelled data include embodied carbon from new build?

Embodied carbon from new build has not been included in the Carbon Descent dataset; all the carbon is operational. Embodied carbon emissions are scope 3 emissions and the focus of Camden's carbon reduction programme is currently centred on Scope 1 and 2 emissions. From the planning figures, Carbon Descent have interpreted the data as a 'loss' or 'gain', so are unable to pinpoint if these are demolitions or in fact conversions, for example the data could be accounting for the conversion of a warehouse into a block of flats.

Embodied carbon is addressed through the planning system with all major developments referable to the Mayor of London required to follow the new London Plan policy on whole life carbon assessment. Camden developments involving "substantial demolition" also have to complete a whole life carbon evaluation.

6. Carbon reduction – industrial and commercial sector

- How much influence can Camden exert?

The industrial and commercial sector accounts for 66% of the carbon emission mix in Camden, however the Council has limited influence on reduction. This makes Camden's engagement approach with businesses and organisations in the borough, a really important tool, to help communicate the scale of the problem and provide support.

The [Camden Climate Change Alliance](#) (CCCA) is a sustainability network for businesses, schools and the third sector. Many of the services provided by the alliance are free and can provide organisations with the tools, resources, and guidance to manage emissions and make savings. The CCCA recently launched the [Camden Climate Pledge](#), which encourages as many businesses to pledge their support for a net zero carbon Camden by 2030. By taking the pledge a business is committing to acting in a minimum of three key areas where an impact can be made, and the CCCA will then offer support to help achieve those goals.

This will be a key area of focus for discussion at the next panel meeting in May, where the panel will be tasked with how can they help to increase sign-ups and support community engagement.