

Appendix E

Camden's Second Climate Budget published as part of the 2025/2026 Council Tax setting report

1. Introduction

- 1.1. The Council formally declared a “climate and ecological emergency” in November 2019 and committed to do everything it could to help make the borough of Camden net zero carbon by 2030.
- 1.2. The cost of achieving a zero-carbon borough exceeds £10 billion and therefore far exceeds available Council budgets. The Council also only has influence or control over approximately one-third of emissions in Camden. The Council’s approach to addressing the decarbonisation challenge therefore seeks to galvanise climate action by everyone living and working in Camden through our Climate Action Plan (CAP) 2020-2025. The CAP sets out a five-year programme of projects and activities across the themes of People, Places, Buildings and Organisations.
- 1.3. The CAP 2023/24 annual review shows that good progress continues to be made on delivering climate action in Camden with 95% of the actions either delivered or underway, and borough wide carbon dioxide emissions are now 48.3% below 2005 levels.
- 1.4. A new Climate Action Plan (CAP) 2025-2030 is currently being developed which will set out a programme of projects and activities up to 2030.
- 1.5. As part of the Council’s approach to decarbonising those parts of the borough under our control and influence, the Council operates a Carbon Management Plan for its own estate and operations.
- 1.6. This Climate Budget provides transparency on progress and funding secured towards the decarbonisation of our own estate and operations through the Carbon Management Plan.
- 1.7. The information provided in this Climate Budget describes the position at the 2024/2025 Financial Year and looks ahead to 2030.
- 1.8. The scope of the decarbonisation programme for our own estate includes schools, corporate buildings, leisure centres, libraries and our fleet but excludes housing. The scope excludes housing because the Council has limited visibility on carbon emissions that result from energy consumption in homes as the majority of

Council homes are subject to private electricity and gas supplies with metering and billing arrangements which are not visible to the Council.

- 1.9. Camden has so far spent or allocated £20.5 million to decarbonisation projects across our own estate and operations which are forecast to decrease emissions by more than 650 tCO₂e annually. Projects are currently underway to reduce emissions across the portfolio of Corporate, Leisure, Schools and Fleet.
- 1.10. Making the Council's own estate and operations zero carbon through our Carbon Management Plan remains a major challenge given that the financial investment required will be in the region of £225m. This has increased from the previous estimate of £167-181m reflecting the inclusion of Camden's vehicle fleet in this year's estimate, as well as improved understanding of decarbonisation costs from real life projects such as the recently completed Highgate Library retrofit.
- 1.11. The national funding landscape in support of energy efficiency improvements to public buildings and decarbonisation of fleet remains limited. Funding rounds typically only meet approximately 25% of the costs of energy efficiency improvements to buildings.
- 1.12. The Council has therefore supplemented successful funding applications to Government with its own budgets and new forms of finance such as Community Municipal Investment "bonds" and local carbon offsets. The Council has also continued to work with regional partners such as London Councils, the Greater London Authority and Future Cities Catapult to make the case to Government for additional funding for Council retrofit programmes.
- 1.13. With the aim of improving transparency, the following sections set out the extent of funding secured by the Council to decarbonise its own estate and operations, progress on emissions reductions and the residual funding gap the Council would need to bridge to sustain progress to 2030.
- 1.14. This budgeting approach follows the Greater London Authority's decision to disclose a Climate Budget in their Consolidated Budget for the 2023/24 financial year. London Borough of Camden was one of the first Councils to publish a climate budget in 2023/24 and this budget builds on this first budget by updating progress, budget estimates and giving more detail on our work to decarbonise Housing and Fleet.

2. London Borough of Camden's Carbon Footprint

- 2.1. As illustrated by Figure 1, in the reporting year 2023/24 the Council's greenhouse gas emissions stood at 11,873 tCO₂e (tonnes of carbon dioxide equivalent).

Through the delivery of Council’s Carbon Management Plan, the Council exceeded its target of a 40% reduction in emissions by 2020 in 2018/19 and has reduced emissions by 64.5% in 2023/24 when compared to a 2009/10 baseline.

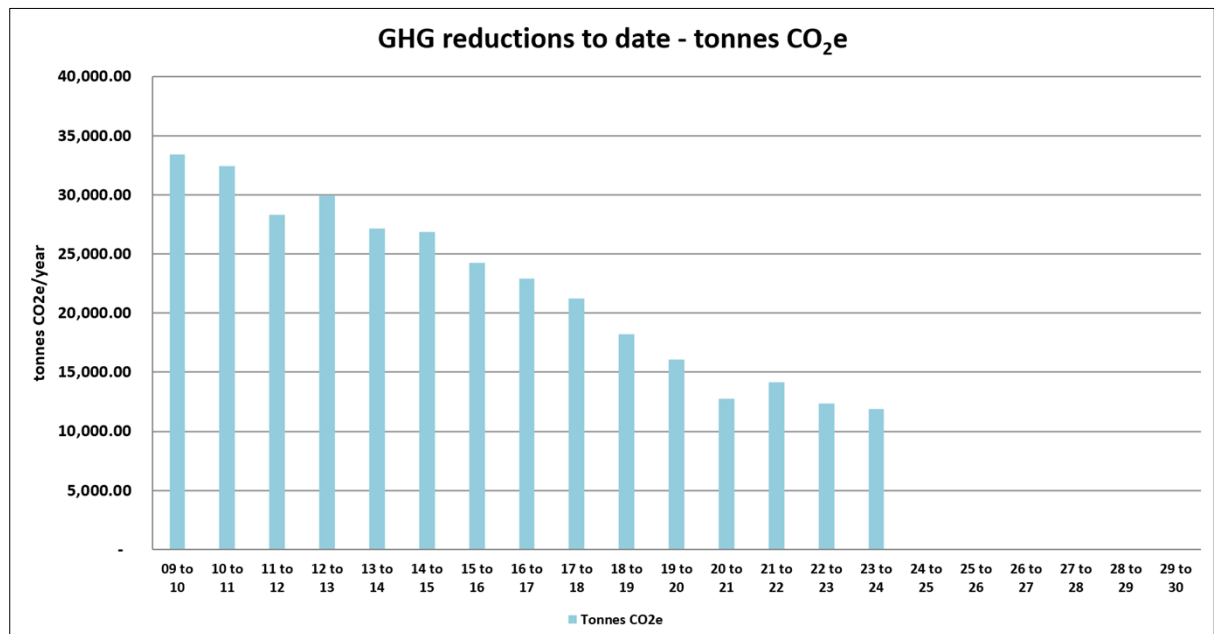


Figure 1 : Camden Council GHG reductions 2009/10 to 2023/24

2.2. The Council’s carbon footprint covers operational energy use from its own estate and operations including Scope 1 and Scope 2 emissions from energy used in schools, council corporate buildings, leisure centres, hostels, fleet and street lighting. The contribution that each sector has on the Council’s overall carbon footprint is shown in figure 2.

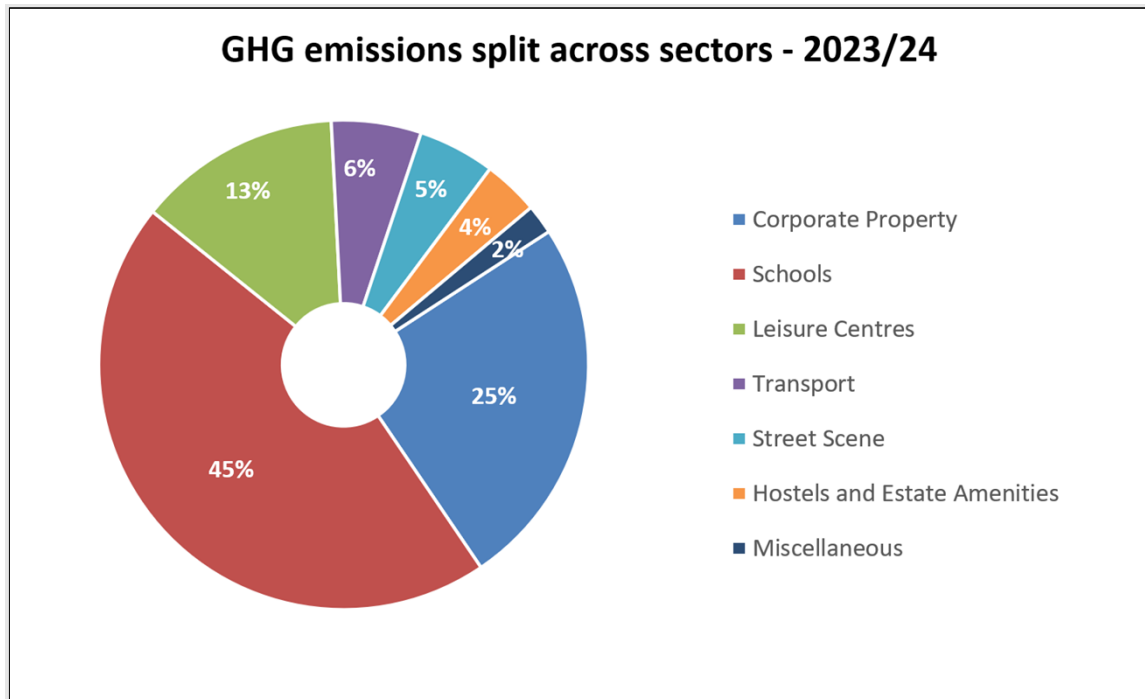


Figure 2 : Camden GHG emission split across sectors 2023/24

3. Camden Housing

- 3.1. There is not a definitive estimate of what it would cost to decarbonise Camden's approximately 33,000 council homes. A study was undertaken in 2021 which estimated costs of £700 million but this has not aligned with real-life costs to date and is likely to be a considerable underestimate.
- 3.2. In 2021 the Council carried out a detailed review of our housing portfolio, which estimated the total annual carbon footprint to be 75,000 tCO₂e annually based on [Standard Assessment Procedure](#) figures for council housing. This aligns with [estimated territorial emissions](#) for the borough as a whole. It suggests that Camden's Council housing accounts for approximately 32% of household emissions in the borough.
- 3.3. As explained in 1.8 the Council does not report emissions from council owned housing as part of our corporate emissions. Nevertheless, the Council continues to invest in improving the energy efficiency of Council homes as part of the Climate Action Plan.

Completed works include:

- 3.3.1. **Belsize Grove full retrofit** - £3.6m retrofit of 58 units within 5-7 Belsize Grove is now complete. This included the installation of double glazing, internal and external wall insulation, high efficiency electric heating and a communal solar

energy system. The project is being supported with a was supported with a £0.7m grant from the Social Housing Decarbonisation Fund, Wave 1.



3.3.2. **Brooks Court partial retrofit** - £2.3m retrofit of 21 dwellings within Brookes Court estate is now completed and included the installation of double/triple glazing across all dwellings, with some dwellings also benefiting from internal and external wall insulation, and loft insulation. The project was supported with a £0.2m grant from Social Housing Decarbonisation Fund, Wave 1.



3.3.3. **Better Homes and Voids energy efficiency works** - £0.4m retrofit invested into 12 properties which were in the Better Homes and Voids programme, this involved increasing the scope of works to improve energy efficiency to EPC band C. This project was supported with £0.2m from the Social Housing Decarbonisation Fund, Wave 1.

Projects in progress:

- 3.3.4. **Henderson Court Solar panels** – A £0.7m project to install solar panels on a Sheltered housing block (68x1 bedroom units). Once installed these will generate electricity which will directly reduce residents' electricity bills. This was part funded by Camden's Climate Community Municipal Investment bond, demonstrating success at raising alternative financing for climate projects.



- 3.3.5. **Social Housing Decarbonisation Fund, Wave 2.1** - 140 homes borough wide will be supported with a £1.5m grant, requiring a Council co-fund contribution of £5.4m and will be retrofitted to an Energy Performance Certificate standard of EPC band C.
- 3.3.6. **Maiden Lane, low carbon heating upgrade** – £10m heating and hot water estate wide system upgrade. Involves installation of air source heat pumps. This project will be supported with £3m with The Green Heat Network Grant Fund benefitting 717 homes.

Forward programme

- 3.3.7. **Retrofit at Scale** - Supported by the Social Housing Fund Wave 3, and part funded by institutional finance, the Council will install solar PV on approx. 3,000 social housing homes which have an EPC band D and less bringing them to an EPC band C. The total cost of the project including the Council and institutional finance contribution will be in the region of £21m, and it is expected 25-50% of this cost could be offset via the Wave 3 grant.

4. Road to 2030 – Camden's emission pathway for its own estate and operations

- 4.1. Figure 3 below is taken from the Council' Carbon Management Plan and indicates that emissions across the Council's estate and operations can be reduced by as

much as 82% against the 2019/20 baseline. To achieve this reduction the following conditions will need to be achieved:

4.1.0. Fossil fuel use (predominately gas for heating and hot water) in schools, corporate buildings, leisure centres, replaced with high efficiency electrification and improvements to building energy efficiency and renewable capacity as part of a whole building decarbonisation approach rolled out across the estate by 2030.

4.1.1. Conversion of petrol and diesel vehicles to electric vehicle vehicles by 2030.¹

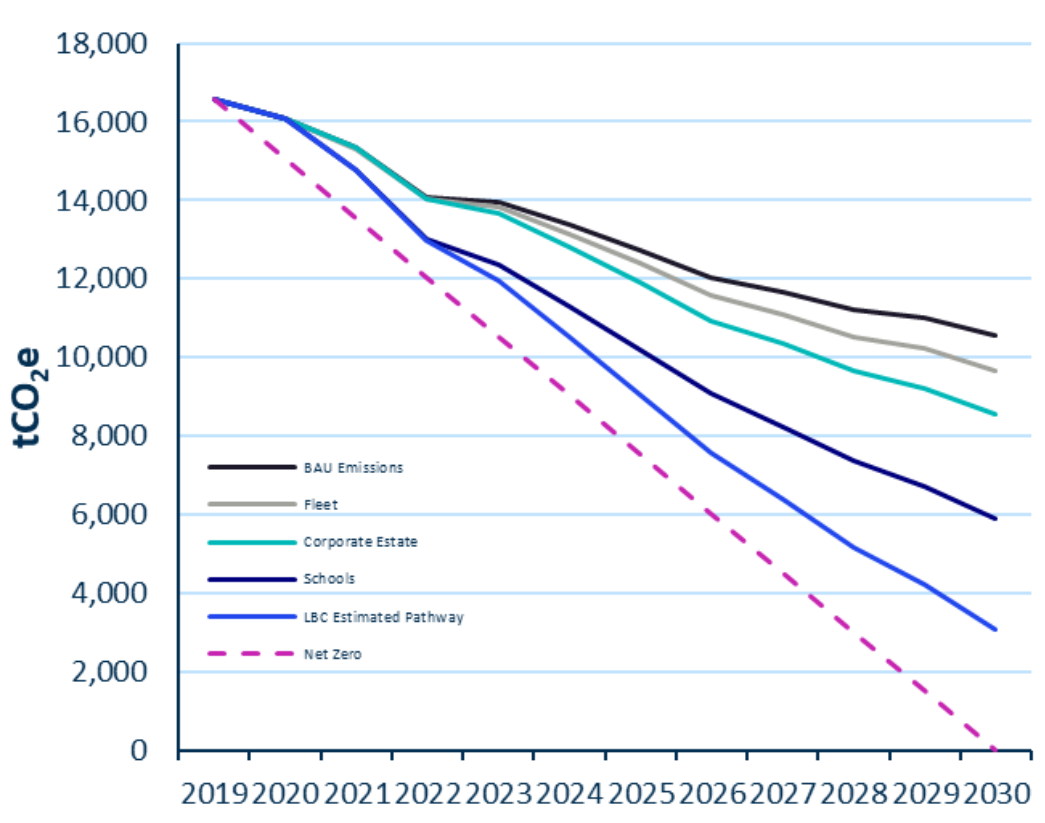


Figure 3 : LBC emissions pathway by sector (note Corporate Estate covers emissions reductions from Council Corporate Buildings and Leisure Centres)

4.2. The carbon reduction pathway in Figure 3 considers the cumulative effect of emissions reductions from each sector. It confirms that emissions can be reduced to 3,060 tonnes of CO₂e in 2030 with the delivery of the measures outlined in 4.1.1 and 4.1.2 above. Further decarbonisation is limited by factors that include, but are not limited to, the rate of decarbonisation of the national grid (the grid is not expected to fully decarbonise until after 2030), constraints on building construction, the ability for all buildings to be retrofitted to the net zero standard, electricity grid constraints and associated capital costs.

¹ The current Greening the Fleet strategy takes a phased approach to removing the highest emitting vehicles first with some remaining to be converted to electric in 2030. As such the emissions pathway illustrated for fleet is not representative of the current strategy.

- 4.3. The 'BAU' (business as usual) scenario within figure 3 depicts how far emissions can be reduced, based on the expected decarbonisation of the grid between now and 2030 and the impact of planned disposals across the Council's estate, with no further interventions being delivered in line with the measures proposed in 4.1.1 and 4.1.2. This shows that only a 36% reduction in emissions can be achieved by 2030, the equivalent of reducing emissions to 10,569 tonnes of CO₂e per annum by 2030. The Carbon Management Plan estimates that this business-as-usual approach would prevent the realisation of energy cost savings of approximately £1.2m annually when compared to deeper decarbonisation scenarios.
- 4.4. The emission reduction pathway for Schools has been informed by the *Net Zero Carbon Schools by 2030 plan* (see section 6 for full details).
- 4.5. Currently there is no budgeted plan to offset residual emissions should Camden not reach its zero-carbon ambition; however, strategies for offsetting emissions will be explored through the latter half of this decade.
- 4.6. The following sections provide further detail on the emissions reduction potential and the available and required budgets needed to make progress across the three key sectors of the Council's estate and operations: Corporate Buildings, Leisure Centres, Schools and our Fleet.

5. Camden Corporate Buildings and Leisure Centres

- 5.1. Figure 4 shows the emission reduction pathway for Corporate Buildings and Leisure Centres and confirms that emissions can be reduced by 78% by 2030 based on the decarbonisation approach outlined in 4.1.1. This represents an emission reduction from 6,489 tonnes of CO₂e in 2019/20 to 1,426 tonnes of CO₂e in 2030.
- 5.2. Cost modelling from the Carbon Management Plan originally put the budget in the region of £55m-£69m to realise this emission reduction pathway. This costing was based on high-level decarbonisation surveys that were conducted across a sample of corporate and leisure centre buildings. The estimated cost and emissions savings from these surveys were then extrapolated across the corporate and leisure portfolio to develop the emission reduction pathway and costings across all buildings in this sector.
- 5.3. Updated cost modelling based on real-life costs from completed and ongoing projects suggest that the cost will be in the region of £70m - at the top end of previous estimates. This revised estimate was generated by extrapolating real project costs across corporate estate buildings which have not yet undergone a

process of decarbonisation. These higher costs result from inflation in construction costs and the inherent uncertainty in how the costs were originally calculated.

- 5.4. These budget estimates from real projects supersede the Carbon Management Plan's costs which were developed in 2022 on a theoretical basis and without further indexation.

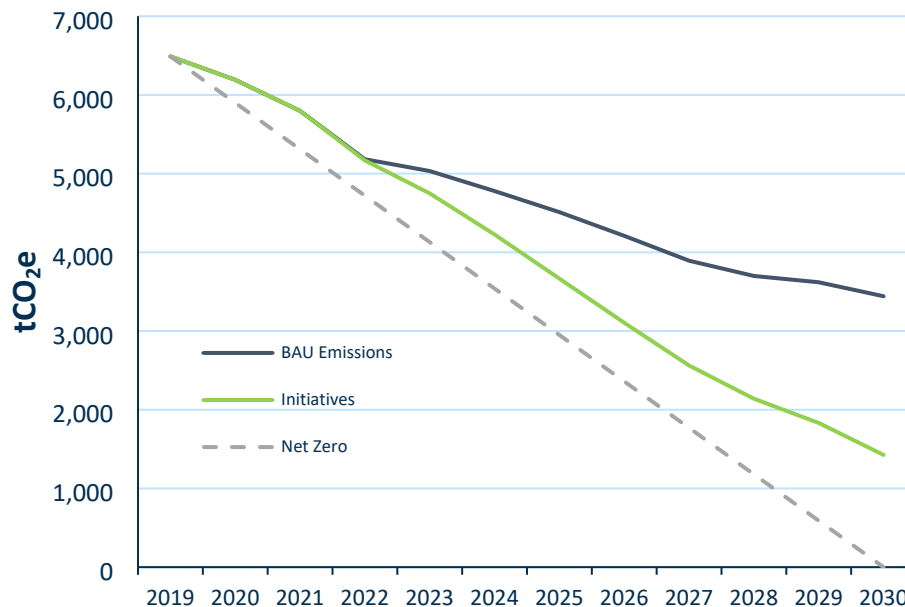


Figure 4 : Corporate Estate Emission Pathway

- 5.5. The Council has delivered decarbonisation projects across its corporate buildings, with notable project highlights including:

5.5.1. £3.7m energy efficiency retrofit of Swiss Cottage Library which completed in March 2023 and has led to a 30% reduction in energy use. The project included the installation of air source heat pumps, LED lighting, insulation, ventilation improvements and double glazing. The project was supported with a £1.4m grant from the Public Sector Decarbonisation Scheme.

5.5.2. £1.9m energy efficiency retrofit and refurbishment of Highgate Library which completed in November 2024 and is expected to save 39 tonnes of CO₂e per annum. The project has included the installation of air source heat pumps, LED lighting, insulation, ventilation improvements and double/secondary glazing. The project was supported with a £0.3m grant from the Public Sector Decarbonisation Scheme and s.106 Carbon Offset funding.

5.5.3. £2.1m energy efficiency retrofit projects in progress at three buildings; Netherwood Youth Centre, West Hampstead Library and Waterlow Park Visitor

Centre. The projects aim to replace fossil fuel heating with air source heat pumps and will also introduce energy efficiency measures including LED lighting, glazing upgrades and insulation across some sites. The projects are part funded with a £0.3m grant from the Government’s Public Sector Decarbonisation Scheme and are expected to complete by March 2025. The projects are expected to save more than 36 tonnes of CO₂e per annum once complete.

5.5.4. £1.8m towards planned projects at Talacre Sports Centre and the Spectrum Centre. These have been awarded Public Sector Decarbonisation Scheme funding of £0.4m The projects involve installation of air-source heat pumps, LED lighting, improved ventilation and partial insulation. Projects are due to complete by March 2026 and will save more than 55 tonnes of CO₂e per annum.

5.6. The Council’s £1.5 million Sustainability capital budget and a proportion of carbon offset contributions secured from developments in Camden through section 106 agreements are the main sources of capital funds that can be allocated towards supporting projects across the corporate estate ². The “*Budget available*” column in Table 1 confirms the total value of capital held in these funds and compares this against the estimated budget to deliver emission reductions for this sector.

| Estimated budget required to deliver emission reduction (£/m) | Spend allocated to projects to date (£/m) | Budget available (£/m) | Estimated gap in budget (£/m) | Budget type | Projected CO ₂ e reduction by 2030 (tonnes of CO ₂ e saved) |
|---|---|------------------------|-------------------------------|-------------|---|
| £69.5m | £9.4m | £4.0m | £56.1m | Capital | 5,063 tCO ₂ e |

Table 1

6. Camden Schools

6.1. The schools’ emission reduction pathway in Figure 3 is based on the Camden *Net Zero Carbon Schools by 2030* plan which estimates that a 92.9% reduction in emissions from schools is achievable by taking the decarbonisation approach outlined in 4.1.1. The plan states that emissions can be reduced from 5,015 tonnes of CO₂e in 2020 to 313 tonnes of CO₂e in 2030 for 39 schools that are currently maintained by the Council.

6.2. The *Net Zero Carbon by Schools 2030* plan estimated that a budget of £112m is required to achieve this target. This was based on extrapolation of costs from a

² In the previous Climate budget, all s.106 Carbon Offset Balance was reported as available for corporate estate, this has now been split proportionally to the projected carbon reductions to 2030 for Corporate, Schools and Fleet to maximise funding opportunities for projects across our own estate and operations.

small sample of three schools for which detailed decarbonisation studies were undertaken. This cost estimate was developed in 2021 without further indexation.

- 6.3. Updated cost modelling based on real-life costs from completed and ongoing projects revises the costs upwards to in the region of £139m. This estimate was generated by extrapolating real project costs across school estate which has not yet undergone a process of decarbonisation. These higher costs reflect inflation in construction costs and the inherent uncertainty in how the costs were originally calculated.
- 6.4. The budget estimates provide a high-level estimate of the likely cost for achieving the emission reduction pathway for the schools estate. The Council continues to develop detailed decarbonisation plans for schools as part of our programme. The plans will provide further cost and technology certainty for achieving decarbonisation, with budgeted figures subject to change.
- 6.5. The Council has commenced delivery of decarbonisation projects across schools, with notable project highlights including:
 - 6.5.1. £1.3m retrofit of Acland Burghley and Eleanor Palmer schools, with measures including air source heat pumps, LED lighting, draught proofing and building energy management systems. The projects are expected to save 45 tonnes of CO₂e per annum. The projects were supported with £0.3m grant from the Public Sector Decarbonisation Scheme and were completed in 2023.
 - 6.5.2. £3.78m towards retrofitting Kingsgate Upper School and Hampstead School. New double-glazed windows and loft insulation will be provided at Kingsgate, the existing gas boilers will be upgraded with high efficiency equivalents as heat pumps were not feasible. At Hampstead, the scope includes air source heat pumps, loft insulation, LED lighting, double glazing, and solar PV. Hampstead is currently on site with an expected completion by May 2025, Kingsgate is currently at scoping stage. Both schools are expected to save over 200 tonnes of CO₂e annum. The Hampstead project was supported with a £1.2m grant from the Public Sector Decarbonisation Scheme.
 - 6.5.3. £2.22m towards retrofit work at Brookfield Primary School including the provision of new wall insulation, double glazing, mechanical ventilation improvements and solar PV. The project is currently on site with expected completion by May 2025. It is expected to save 24 tonnes of CO₂e per annum once complete.
 - 6.5.4. £2.5m has been allocated to upgrade Primrose Hill Primary, works include installation of heat pumps, secondary glazing, solid wall insulation and LED

lighting. The project is currently at procurement stage and have received a grant allocation of £0.4m from the Public Sector Decarbonisation Scheme.

6.6. The Council’s dedicated capital budget to support the decarbonisation of schools has been fully allocated against the retrofit project at Brookfield Primary School. Up to £2.5m of additional funding is now available from the s.106 Carbon Offset Fund to bring forward further projects. Other projects which have been delivered or are in delivery have been financed on a building-by-building basis with funding requests to the Council’s Capital Programme and associated grants to the Public Sector Decarbonisation Scheme.

6.7. Table 2 summarises the estimated budget requirements to deliver emission reductions in schools compared to budgets currently available. The budget available is a proportion of the s.106 Carbon Offset budget attributed to schools according to the projected emissions reduction to 2030.

| Estimated budget required to deliver emission reduction (£/m) | Spend allocated to projects to date (£/m) | Budget available (£m) | Estimated gap in budget (£/m) | Budget type | Projected CO ₂ e reduction by 2030 (tonnes of CO ₂ e saved) |
|---|---|-----------------------|-------------------------------|-------------|---|
| £139m | £9.8m | £2.3m | £126.9m | Capital | 4,702 tCO ₂ e |

Table 2

7. Camden Fleet

7.1. The Council is committed to decarbonising its fleet by 2030, in line with its pledge following the declaration of a Climate and Ecological Emergency in 2019. Decarbonising our fleet also supports our commitment to improve air quality in Camden to World Health Organization levels.

7.2. Through the *Greening the Fleet* programme, the Council aims to significantly reduce its carbon footprint by transitioning to low-emission vehicles, improving air quality and operational efficiency. Key targets include reducing the fleet size by 10%, electrification of all local vehicles, removing and downsizing vehicles, and promoting alternative transport options such as public transport and vehicle sharing.

7.3. With insights from the Energy Savings Trust, initial estimates indicate that transitioning to a fully decarbonised fleet, based on 2023 purchasing processes, will require an investment of approximately £13.5 to £15 million. In addition, necessary upgrades to the electric vehicle charging infrastructure may add around £1 million to the total cost.

7.4. Financial mechanisms such as the Camden Climate Community Municipal Investment, which launched in 2022 contributed £250,000 to the Greening the

Fleet programme. This investment enabled the purchase of 15 electric vehicles, with additional electric vehicles to be acquired using the remaining funds to replace existing diesel and petrol models.

- 7.5. The Council recently completed an open procurement process to select a supplier for the installation of a new Compressed Natural Gas (CNG) filling station, along with maintenance services for the next 5 to 7 years. The new station, funded by a secured capital bid of £1 million, is scheduled for installation by February 2025 and will support the fuelling of an existing fleet of 32 CNG vehicles.
- 7.6. The programme aims to address various operational, financial, and practice-related challenges associated with the deep decarbonisation of Camden's fleet. A key issue is the lack of secure funding for this strategy. Service departments are expected to use their own budgets to transition to electric vehicles, which generally have higher upfront costs compared to diesel or petrol options. Additionally, there is no allocated funding for installing electric vehicle charging points at Camden sites; thus, departments are required to self-fund these installations. For instance, CATS and Parking Services allocated £35,000 for upgrading 20 charge points at York Way and Regis Road depots, while Housing Repairs spends £4,000 annually to maintain the back-office support for electric charging at Holmes Road. With no central funding or oversight for electric vehicle charge point availability for staff, several units remain out of service at shared locations like Crowndale.
- 7.7. Another challenge includes the uncertainty around future development plans for Camden's depot sites, as well as limited grid supply capacity and restricted parking spaces at existing depots. These limitations complicate fleet electrification and efforts to reduce commuting mileage. Energy Savings Trust found that nearly half of Camden's fleet mileage, around 950,000 miles per year, occurs outside the borough. The asset management team is currently defining the Council's development goals and exploring various options for the redevelopment of the York Way depot. Recent data from Islington Council, which recently installed a new electric substation and electric vehicle charge points at their depot, show that an upgrade from UK Power Networks could cost approximately £5 million. Although this cost falls outside the scope of the Greening the Fleet programme, it significantly impacts the potential progress of fleet decarbonisation efforts.
- 7.8. Currently, most of Camden's fleet operates on short-term leases. However, findings from the Energy Saving Trust suggest that longer-term leases or outright vehicle purchases could deliver greater financial benefits. Short-term leasing provides flexibility and includes maintenance, yet it incurs a higher daily cost. For electric vans, outright purchase over a seven-year period can be more economical. For example, purchasing a Vauxhall Vivaro Electric could reduce costs by approximately £13,000 over seven years compared to successive short-term

leases. Electric vehicles also present clear advantages over petrol and diesel alternatives, with simpler drivetrains, a lower risk of major repairs and typical battery warranties lasting up to eight years. Camden’s steady demand for vehicles supports a shift towards purchases, particularly for core fleet assets. Additional funding is therefore needed to expand Camden’s electric vehicle fleet, while maintaining leases on alternative fuel vehicles until service departments can make the full transition.

7.9. Transitioning Camden’s fleet to electric vehicles can yield substantial CO2 savings, with the potential to reduce current emissions by 86% to 93% by 2030. At present, the fleet generates approximately 860 tonnes of CO2 annually, but a shift to full electrification, especially replacing high-emission diesel vehicles, could bring emissions down to as low as 59 tonnes per year. This reduction aligns with Camden’s net zero targets and supports the Council’s commitment to improving local air quality. Secure funding for the Greening the Fleet programme will be essential to accelerate these goals, enabling Camden to minimise reliance on diesel and deliver a more sustainable fleet operation.

7.10. The budget available from s.106 carbon offset is currently £0.4m. This contribution is a percentage of total s.106 carbon offset commensurate with the fleet’s emissions as a percentage of total emissions across our own estate and operations. A further £20,000 is available from existing budgets from the Camden Accessible Travel service.

| Estimated budget required to deliver emission reduction (£/m) | Spend allocated to projects to date (£/m) | Budget available (£m) | Estimated gap in budget (£/m) | Budget type | Projected CO ₂ e reduction by 2030 (tonnes of CO ₂ e saved) |
|---|---|-----------------------|-------------------------------|-------------|---|
| £17m | £1.25m | £0.04m | £15.37m | Capital | 740 tCO ₂ |

Table 3

8. Conclusion

8.1. Experience of real-world project costs since the first Climate Budget has led to an upward revision of estimated budgets for schools and corporate buildings. In addition fleet costs are included in this second Climate Budget. The gap in budget to deliver projected CO₂e reduction by 2030 has therefore increased to £198.3m.

8.2. Through its established Carbon Management Plan, the Council continues to make strides to reduce emissions from its own estate and operations, investing in projects which are aimed at removing fossil fuel use from buildings and improving energy efficiency.

8.3. A Fleet Carbon Management Plan has also been developed to identify a viable route for decarbonising the Council’s fleet operations by 2030. Estimated costs suggest that a decarbonised fleet will cost in the region of £17 million, with a funding gap of £15.37 million.

8.4. While progress continues to be made on reduction emissions from the Council’s own estate and operations, funding conditions remain challenging with Table 4 illustrating an estimated funding gap of £225.5m to deliver profiled emissions reductions across schools and the Council’s corporate estate to 2030.

| Estimated budget required to deliver emission reduction in Corporate Estate, Schools and Fleet by 2030 (£/m) | Project spend/allocation to date (£/m) | Remaining budget (£/m) | Gap in budget (£/m) | Budget Type | Projected CO₂e reduction by 2030 (tonnes of CO₂e saved) |
|---|---|-------------------------------|----------------------------|--------------------|--|
| £225.5m | £20.5m | £6.7m | £198.3m | Capital | 10,505 tCO ₂ e |

Table 4

8.5. The Council continues to access a diverse portfolio of established and emerging financing mechanisms, which include central government grants such as the Public Sector Decarbonisation Scheme and social financing in partnership with community energy groups such as Power Up North London, alongside Council funding. The delivery of the Council’s Carbon Management Plan will require the scaling of financing to bridge current and future funding gaps.

8.6. With Council funding constrained and central government grant programmes such as the Public Sector Decarbonisation Scheme heavily oversubscribed and providing only a partial contribution towards projects there is need for other financing mechanisms to bridge the funding gap.

8.7. To help address this, the Council has developed and tested new forms of finance including community municipal investment “bonds”, raising £1m from this in 2021/22 to help fund a range of projects including fleet decarbonisations, and local carbon offsets to support our social housing retrofit programme.

8.8. The Council is also working with London Councils, the Greater London Authority and Future Cities Catapult to continue to make the case to Government for additional funding to support area-based net zero investment nationally.

8.9. However, these new financing models are still unlikely to fully bridge the funding gap to the Council’s zero carbon ambition, without a significant change in the national funding landscape. To address this, a long-term credible plan for

financing local authority climate action, which is led and supported by Central Government and considers the role and use of private sector finance is required.

END