

**Luton 2020 - 2040**  
**A place to thrive**

<b>Becoming a greener and more sustainable town, to meet our long-term ambition to be carbon neutral and climate resilient by 2040</b>								
<b>Period</b>	<b>September to December 2020</b>							
<b>Project</b>	<b>Officer Responsible</b>	<b>Completion due date</b>	<b>Key milestones Y/N</b>	<b>KPI's in place Y/N</b>	<b>Enough resources for delivery? Y/N</b>	<b>Any budget issues? Y/N</b>	<b>Project commenced Y/N</b>	<b>Pages</b>
A comprehensive climate change action plan being delivered across the town	Sue Frost		Yes	Yes	Yes	No direct budget	Yes	2-4
The Luton DART will be operational, providing a greener route to the airport for passengers	Gary Collins	March 2022	Yes	Yes	Yes	No	Yes	5-6

**Project: A comprehensive climate change action plan being delivered across the town**

<b>Directorate/Department</b>	Inclusive Growth/Sustainable Development	<b>Officer(s) Responsible</b>	Sue Frost
<b>Lead Board</b>	Both	<b>Lead Member</b>	Cllr Shaw
<b>Lead Luton 2040 Priority</b> Becoming a greener and more sustainable town, to meet our long-term ambition to be carbon neutral and climate resilient by 2040.			

**Summary of project (what it is trying to achieve)**

The council declared a climate change emergency in January 2020 and have a goal to be Nett Zero carbon by 2040.

Net-zero carbon refers to the balancing of the amount of emitted greenhouse gases generated by the council's activities & services with the equivalent emissions that are either offset or sequestered. Our aim is to primarily achieve this through a rapid reduction in carbon emissions, but where zero carbon cannot be achieved, offsetting through sequestration through tree planting or carbon capture and storage may need to be utilised.

The generation of greenhouse gas emissions can be defined by Scope (origin). Scope 1 covers direct emissions from council controlled or owned sources such as its buildings and fuel used by its own fleet. Scope 2 covers indirect emissions from the generation of purchased electricity consumed by the council's buildings. Scope 3 includes all other indirect emissions that occur in the councils supply chain including transport, waste and service items. Based on its leadership and delivery via its own carbon reduction projects, the council will work with local and national business as well its own residents to embed net-zero carbon emission in their working practises, supply chains and everyday life. This will encompass direct emissions from the council own fleet and premises, indirect emissions from the energy it purchases and uses through to emissions that occur due the activities of the council in delivering its services and provisions to residents and businesses in the town.

Achieving a carbon neutral and climate resilient town cannot be achieved by the council alone, it will require transformative actions by many organisations both locally and nationally as well actions by citizens themselves.

The projects, and ultimately the nett zero carbon, will be delivered by the services themselves, with over 700 separate services delivered by the council, we believe that we can lead by example over the next 20 years to deliver the 2040 nett zero carbon goal.

We want carbon reduction to be a core principle for the council alongside the 2040 vision of eradicating poverty in the town.

<b>Key milestones</b>	
<b>Milestone</b>	<b>Date</b>
Climate change Emergency Declaration	January 2020
Climate Change forum	February 2020
Climate Change Members Advisory Board – meets quarterly	March 2020
Updated action plan – all services	November 2020
Climate Change E-learning module for employees	September 2020

<b>KPI's and measuring success (can include both quantitative and qualitative information)</b>	
<b>KPI or other measure of success</b>	<b>How will it be measured</b>
Cumulative reduction of 9% pa in the councils energy demand	Purchased /usage of electricity & gas across the council – reported annually, reviewed at least every 3 years.
Cumulative 9% year on year reduction in the carbon emissions from all council services and activities	Measured against a carbon emission's baseline on annual basis with at a minimum 3 year reviews – data supplied by all services across the council ie transport, housing, energy contracts, buildings, construction, schools.

<b>Resources for delivery (please detail if there are currently no resources to deliver or if there is a request being submitted to deliver this project)</b>	<b>Budget (please detail if there is no budget currently allocated to this project, if there is a bidding request submitted or you are still seeking further funds)</b>
1x climate change officer working as enabler with services to deliver carbon reduction projects.	No direct budget

<b>Cross department and partnership working</b>
Working across the council with teams to develop and deliver climate change action plans. Externally liaising with DEFRA, BEIS and a wide range of professional bodies and partnerships; SEMLEP, EEH, OxCam Arc, ADEPT, NAWDO, SUSTRANS, APSE.

Which target outcome does it achieve	
Reduced net carbon emissions from organisations and households	X
Better air quality enjoyed by people across Luton	X
A greener transport network that supports employment and increased use of sustainable travel across Luton	X
Increased walking and cycling by residents, workers and visitors in the town	X
The most sustainable airport in the UK	X

<b>Project:</b> The Luton DART will be operational, providing a greener route to the airport for passengers			
<b>Directorate/Department</b>	LLAL	<b>Officer(s) Responsible</b>	Gary Collins
<b>Lead Board</b>	Both	<b>Lead Member</b>	
<b>Lead Luton 2040 Priority</b> Becoming a greener and more sustainable town, to meet our long-term ambition to be carbon neutral and climate resilient by 2040.			

<b>Summary of project (what it is trying to achieve)</b>
<p>As part of LLALs ambition that LTN will be the UKs greenest airport and LLAL the most socially responsible airport owner, the Luton DART seeks to deliver</p> <ul style="list-style-type: none"> <li>• Significant modal shift for passengers and staff using London Luton Airport. From a baseline of 15.7% travelling by rail (October 2017) the initial target is 27% with aspirations to move towards 36% and beyond</li> <li>• High levels of customer experience and satisfaction</li> <li>• Employment and apprenticeship opportunities for local people</li> <li>• Contract opportunities for local businesses</li> </ul>

<b>Key milestones</b>	
<b>Milestone</b>	<b>Date</b>
Trains onto tracks for final fit	Feb 2021
Train test running commences	April 2021
Train ready for operation	Oct 2021
Civils Work completes	Late Jan / early Feb 2022 (winter weather dependent)
DART operational	Early March 2022 (after final 4 week mobilisation phase)

KPI's and measuring success (can include both quantitative and qualitative information)	
KPI or other measure of success	How will it be measured
Actual numbers of people using the DART	Ticketing statistics
Modal shift	Applying numbers using DART with numbers using LTN against 2017 baseline

<b>Resources for delivery (please detail if there are currently no resources to deliver or if there is a request being submitted to deliver this project)</b>	<b>Budget (please detail if there is no budget currently allocated to this project, if there is a bidding request submitted or you are still seeking further funds)</b>
Delivery resources debenture loan by LBC to LLAL Operational costs met by ticket income	Approved capital expenditure of £243m. Operating revenue and expenditure (commercially confidential as LLAL is in a tendering process) provided for in LLAL's Medium-Term Financial Plan."

<b>Cross department and partnership working</b>
<p>Have worked with</p> <ul style="list-style-type: none"> <li>• Inclusive growth team and Bedfordshire Chamber of Commerce with meet the buyer events.</li> <li>• LBC procurement team on procurements.</li> <li>• VFK (civil engineering contractor) hosted and delivered the Construction Training Centre on the DART site</li> <li>• Adult leaning team connecting it to Dopplemayr Cable Car that with operate the Luton DART to take forward recruitment</li> </ul>

<b>Which target outcome does it achieve</b>	
Reduced net carbon emissions from organisations and households	X
Better air quality enjoyed by people across Luton	X
A greener transport network that supports employment and increased use of sustainable travel across Luton	X
Increased walking and cycling by residents, workers and visitors in the town	
The most sustainable airport in the UK	X