London Borough of Hounslow

# Climate Emergency Action Plan

## 2026 - 2030

# Purpose of this document

**This is the updated London Borough of Hounslow Climate Emergency Action Plan 2026 - 2030.**

The original Climate Emergency Action Plan 2020 - 2030, that was approved in July 2020, identified that a midway review would be necessary, given the challenging targets and evolving knowledge and understanding that would be developed over the first period of the Plan delivery. The review point provides an opportunity to celebrate the achievements of the first five years of delivery and to apply lessons learned to the updated Plan for 2026 - 2030.

The Climate Emergency Action Plan 2026 - 2030 reiterates our ambition in responding to the Climate Emergency. The key priority areas for action remain unchanged, with one additional priority area that is now explicit in the revised plan:

- Decarbonisation of Council operations and estate to achieve net zero by 2030
- Influence a reduction in wider borough emissions
- Make the borough resilient to the impacts of climate change
- Promote sustainable lifestyles for residents and staff (new)

Key learning has been built into the updated plan associated with the council's internal net zero target. This is that tight and accurate definition of scope is required to ensure clarity on what needs to be delivered and that tracking of tCO2e emissions is fraught with challenges. Emissions will still be tracked, but reporting will focus on the number of assets that are being decarbonised.

# Contents

# Review of progress against Climate Emergency Action Plan 2020-2025

# Review of Climate Emergency Action Plan 2020-2025

**The Climate Emergency Action Plan 2020-2030, approved in July 2020, set out a challenging set of actions to be delivered across the plan period. The following pages outline the progress made in delivering these actions.**

The Action Plan delivery was phased with an initial year of action, short term (2022-2025) and medium to long term (2025 - 2030) with the programme split across Council Direct Emissions and Wider Borough Emissions with distinct thematic workstreams.

## Council Direct Emissions

- Energy efficiency
- Renewable energy
- Electrifying vehicle fleet
- Reducing employee transport emissions
- Waste management
- Culture change and governance
- Sustainable investment and funding

## Wider Borough Emissions

- Retrofit Hounslow and zero carbon new housing
- Sustainable travel promotion
- A transition to electric mobility
- A greener and more resilient Hounslow
- Develop net zero lifestyles
- Culture change and governance
- Stimulate a local green economy

# Review of Progress Against Climate Emergency Action Plan Targets

## Council Direct Emissions

The tables below set out the progress made to date on the actions that will enable the Council to achieve net zero by 2030.

**KEY:** Achieved | In progress | Superseded | Not started

*now reclassified as wider borough

| | Year of action 2020/21 | Year two - five (short term 2021/22 - 2024/25) | Year six - ten (medium to long term 2025/26 -2029/30 |
|---|---|---|---|
| **Energy efficiency** | Decarbonise all Local Authority maintained schools* | | |
| | Support schools in declaring a climate emergency | Hounslow schools declare a climate emergency by 2020 | All Hounslow schools are carbon neutral by 2030* |
| | Develop and adopt corporate Energy Action Plan | Implement a corporate Energy Action Plan | |
| | Pilot Pasivhaus design in new council social housing* | Ensure all social housing stock is minimum EPC C* | Fully decarbonise all social housing stock to minimum EPC B* |
| | Retrofit corporate buildings with energy conservation measures | Achieve minimum EPC C rating for all corporate properties | |
| | | Complete all building and upgrade programmes as identified in the Housing Strategy 2019-2024* | |
| | Complete review of the district heat network study* | Complete feasibility and secure Green Heat Network Fund grant for District Heat Network* | |
| | Explore options for setting up ESCO to deliver at scale retrofit* | | |
| | Utilise 100% renewable electricity by October 2020 to power the corporate estate, social housing stock and schools | | |
| **Renewable energy** | Complete Strategic Business Case for Solar PV investment across Council Estates | Council generates 25% of its energy requirements | |
| | Implement schools large scale Solar PV PPA programme* | | |
| | Utilise 100% renewable electricity across corporate estate, social housing and schools | | |
| **Electrifying vehicle fleet** | Complete feasibility study on electrification of Council's vehicle fleet | Trial the use of sustainable bio fuels in the waste vehicle fleet | Roll out a zero-emission parking enforcement operation |
| | Trial the use of electric vehicles in delivering council services | 50% of the council fleet is electric or hybrid | 100% zero emission council vehicle fleet |

# Review of Progress Against Climate Emergency Action Plan Targets

## Council Direct Emissions

The tables below set out the progress made to date on the actions that will enable the Council to achieve net zero by 2030.

**KEY:** Achieved | In progress | Superseded | Not started

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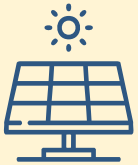
| | Year of action 2020/21 | Year two - five (short term 2021/22 - 2024/25) | Year six - ten (medium to long term 2025/26 -2029/30 |
|---|---|---|---|
| **Culture change and governance** | Reduce the use of operational permits by more polluting vehicles | | |
| | Intensify sustainable travel promotion for all council employees | All council employees are commuting to their place of work using sustainable modes of transport | |
| | Increase number of electric pool cars for employee business use | All business activity to be completed by employees using electric pool cars | |
| | Complete feasibility to understand the emissions from school travel | All school employees are commuting to their place of work using sustainable modes of transport | |
| **Waste management** | Adopt the Waste Recycling and Reduction Plan* | Implement the Waste Recycling and Reduction Plan* | |
| | Implement Hounslow House waste minimisation plan | Implement waste Minimisation Plan across all corporate buildings | |
| | Review the provision of waste management facilities for flats* | Achieve a 5 per cent reduction in residual waste from flats* | |
| | Implement initiatives to increase food waste capture* | Refresh and redesign the provision for street bring sites* | |
| | Review provision of street litter bins* | | |
| | Increase recycling rates in schools* | | |
| | Implement new bulky waste collection policy* | | |
| | Review options for a commercial waste collection service* | Redesign and implement upgrades to Spaceweye Recycling centre* | Implement the updated Reduction and Recycling Plan 2026-2030* |
| **Culture change and governance** | Embed CEAP in One Hounslow Delivery Programme | | |
| | Corporate functions to consider the impact of the their services on the CEAP | | |
| | Adopt a Sustainable Procurement Guide | Ensure council procurements have supply chain net zero requirements | |
| | Promote lower emissions food stock | Ensure all catering contracts offer plant based food options | |

# Council Direct Emissions - Achievements 2020-2025


Approximately 81% of the corporate estate has been fully or partly decarbonised

£23.4m invested in retrofitting corporate assets

21 buildings retrofitted with air source heat pumps



21 buildings retrofitted with Solar PV

16 schools have been certified green flag eco schools status

Installed 2.031 MWp of solar PV

Refuse and Recycling Collection Vehicles powered by HVO fuel

Implemented the bulky waste collection policy

West London Low Carbon Procurement Toolkit embedded in tenders

Introduced the tusker electric car salary sacrifice scheme

Launched the Green Ambassadors network

Promotion of active travel initiatives such as Cycle to Work Scheme, Try Before You Bike, Council Bike Loan and Dr Bike Health Checks

# Review of Progress Against Climate Emergency Action Plan Targets

## Borough Wide Emissions

The tables below set out the progress made to date on the actions that will result in a reduction in borough emissions.

**KEY:** Achieved | In progress | Superseded | Not started

*now reclassified as wider borough

| | Year of action 2020/21 | Year two - five (short term 2021/22 - 2024/25) | Year six - ten (medium to long term 2025/26 -2029/30 |
|---|---|---|---|
| **Retrofit Hounslow and deliver zero carbon housing** | Roll out Better Homes and Better Health Programme, targeting minimum 1,000 households annually over ten years | | |
| | Increase the carbon offsetting cost for new developments to £95 per tonne to carbon aligned to the London Plan | Adopt and implement the Climate Change SPD | Review the carbon offsetting cost and where required update the SPD |
| | Facilitate community energy projects and energy workshops / training for community group and businesses | | |
| | Work with landlords to overcome barriers to invest in energy efficiency in rented properties | By 2025, no new homes to be connected to the gas grid – target adopted in the Local Plan or the Climate Change SPD | |
| | Assist with the implementation of Smart Meter devices | | |
| **Sustainable travel promotion** | Review parking fees | Introduce a price differential between zero, low and higher emissions vehicles for all pay & display bays both on street and off street in order to help incentivise a shift towards lower emissions vehicles | |
| | Commence implementation of Cycleway 9 along with first tranche of routes related to cycle priority network | | Hounslow Priority Cycle Network implemented |
| | Progress workplace parking levy business case for Great West Corridor in Brentford | Implement workplace parking levy in Great West Corridor in Brentford | Roll out workplace parking levy across the borough |
| | Continue to offer free cycle training for children and adults | | |
| | Pilot school street initiatives | E-bike schemes rolled out across the borough | |

# Review of Progress Against Climate Emergency Action Plan Targets

## Borough Wide Emissions

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|---|---|---|---|
| **Sustainable travel promotion** | Complete roll out of Legible London pedestrian wayfinding across all our town centres | Car club and car share schemes rolled out across the borough | Progress extension of Cycleway 9 to Heathrow and to Feltham |
| | Work with TfL to enhance bus services serving growth areas | Implement step-free access at all rail stations on the Hounslow Loop | Support the continued rollout of Low Emission Bus Zones in all town centres |
| | Deliver the South Chiswick Liveable Neighbourhood scheme | Commence construction of Brentford to Southall rail link | |
| | Reduce the amount of unnecessary idling in the borough through the targeted enforcement activity of the anti-idling Traffic Management Order | Support approval of West London Orbital scheme and a new Southern Rail Access to Heathrow airport | Ensure the implementation of remaining Hounslow priority cycle network |
| **A transition to electric mobility** | Supercharge the EV charging point programme: install c400 EV charging points by April 2021 | Ensure all council car parks have EV charging (fast or rapid) available | |
| | | Ensure all new developments with car parking delivery EV charging in line with London Plan standards | |
| | | Deliver 2,000 EV charge points, by 2026 | |

# Review of Progress Against Climate Emergency Action Plan Targets

## Borough Wide Emissions

The tables below set out the progress made to date on the actions that will result in a reduction in borough emissions.

**KEY:** Achieved | In progress | Superseded | Not started

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| | Year of action 2020/21 | Year two - five (short term 2021/22 - 2024/25) | Year six - ten (medium to long term 2025/26 -2029/30 |
|---|---|---|---|
| **A greener and more resilient Hounslow** | Develop and approve Biodiversity and Greening the Borough Action Plans | | |
| | Complete an assessment of the risks that climate events pose on Hounslow and its communities | Implement the most practical and cost-effective actions that will enable the borough to adapt to the impacts of climate change | |
| | Implement Green and Blue Infrastructure Strategy including Nature Recovery Action Plan | | |
| **Stimulate the local green economy** | Review of the Council's s106 training for developers and Development obligations | Develop and provide training programme for local people to provide them with skills and education to work in the environmental sectors | |
| | Utilise the procurement process to require contractors to positively impact the local green economy | Develop guidance for small businesses to implement carbon reduction and install energy conservation measures | |

# Wider Borough Emissions - Achievements 2020-2025

In partnership with Thames Water and Thames21 nine SuDS schemes completed to prevent surface water flooding

Climate Change Supplementary Planning Document adopted which strengthens our powers to ensure low carbon homes and regeneration


£350k Community Energy Fund granted to community organisations across 11 projects

Hounslow Green Investment launched raising its first £1m of £5m over five years for local environment and resilience projects

Innovate and Grow supported twenty businesses to retrofit office premises and embed sustainability into their business operations

Supported tenants and leaseholders through the rollout of the Better Homes, Better Health Scheme providing over 50 home visits and 140 phone consultations to residents

Local Area Energy Plan developed identifying net zero infrastructure requirements across the borough and a pathway to net zero

Secured £10.5m from Green Heat Network Fund for delivery of phase one £50m heat network and potential £450m borough wide district heat network

36 schools retrofitted including 34 transitioned to Air Source Heat Pumps and 25 installed with Solar PV and battery storage

Adopted Kerbside, Parking, Electric Vehicle and Transport Strategies

37 school streets delivered. Priority Cycle Network 9 completed from Hammersmith and Fulham to Brentford. 3 stations upgraded to step free access.

Expansion of e-bike cycle hire and introduction of emissions-based parking charges

# Climate Emergency Action Plan 2026-2030

# Climate Emergency Action Plan 2026-2030

**The Climate Emergency Action Plan has four key priorities:**

- **Decarbonisation of Council operations and estate to achieve net zero by 2030**
- **Influence a reduction in wider borough emissions**
- **Make the borough resilient to the impacts of climate change**
- **Promote sustainable lifestyles for residents and staff**

# Decarbonisation of Council operations and estate to achieve net zero by 2030

- Corporate buildings
- Vehicle fleet
- Business travel
- Procured goods and services

# Corporate Buildings - Definition

*Objective: Replace gas boilers with low carbon heating, increase thermal efficiency and generate renewable electricity*

### Energy usage and emissions arise from:

- Gas for heating buildings and water
- Electricity for lighting, general power usage and decarbonised heating

### Our goal:

Our aim is to achieve **net zero for the 37 buildings in the corporate estate by 2030**. We have defined full decarbonisation as implementation of the following combination of interventions:

- Replacement of gas boilers or heating system with low carbon alternative such as heat pumps or heat network*
- Installation of energy efficiency measures resulting in a level of demand reduction
- On site energy generation using Solar PV
- Implementation of Building Management Systems (BMS) to optimise energy usage

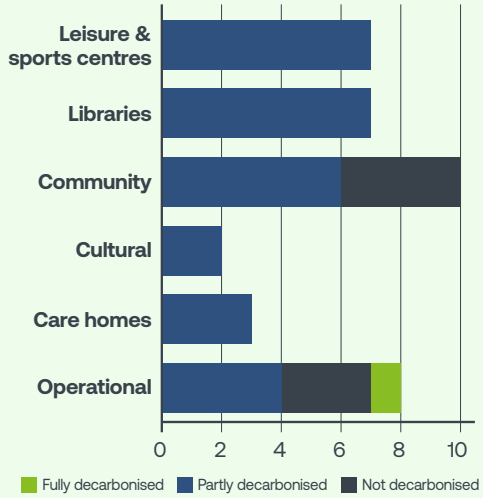
Over 50% of our corporate estate now utilise Air Source Heat Pumps. The focus for these assets is optimising building operation utilising BMS and other energy efficiency tools to ensure these low carbon technologies are operating at peak efficiency and meeting the majority of energy demand for heating and cooling. This will ensure that the buildings are fully decarbonised based on having the right measures installed and operating correctly.

In practice it may not be possible or practicable to fully decarbonise individual buildings and the full portfolio of corporate assets. This will result in residual emissions which will have to be accepted or offset.

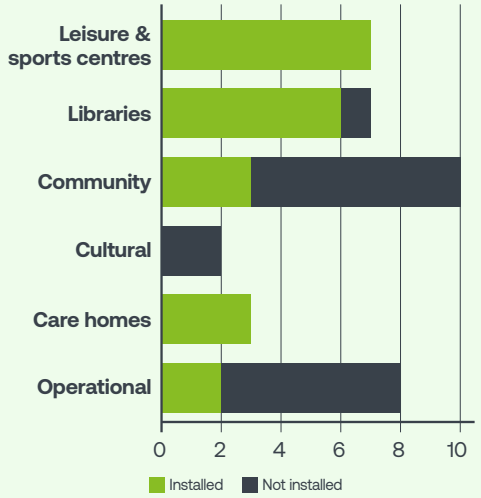
** In some limited instances gas boilers which are not end of life may be retained for backup or to meet exceptional peak load scenarios*

### Corporate Assets comprise of

**37 Corporate buildings by asset class:**




**Air source heat pumps installed:**




### Decarbonisation achieved against target

- 1 asset fully decarbonised
- 29 assets partly decarbonised
- 7 assets not decarbonised

### Metrics of Success

- Reduction in gas consumption
- Increase in kwh energy generated by Solar PV

# Corporate Buildings - Key Activity Timeline

*Objective: Replace gas boilers with low carbon heating, increase thermal efficiency and generate renewable electricity*

## Key Actions 2026-2030

**KEY:** Asset Action | Enabling Action

| 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|
| Net zero carbon surveys to identify scope of work and investment need | Progress business cases for specific or clustered assets | | | Offset or accept residual emissions |
| Develop investment programme and agree funding sources | Decarbonise remaining corporate estate | | | |
| | Maximise Solar PV energy generation on the corporate estate | | | |

# Corporate Buildings - Risks and Constraints

*Objective: Replace gas boilers with low carbon heating, increase thermal efficiency and generate renewable electricity*

### Key Constraints/Dependencies

- Whilst overall energy consumption will reduce as more corporate assets are decarbonised there will be a proportional increase in electricity usage relative to gas consumption. To achieve true net zero the Council is dependent on the UK government meeting its objective to decarbonise the grid by 2030.

| KEY RISKS | | | |
|---|---|---|---|
| **DESCRIPTION** | **IMPACT** | **MITIGATION** | **RAG** |
| **Insufficient funding available to maximise grant funding** | Grant funding often requires the Council to match fund with its own investment. Financial constraints could hamper our ability to secure the desired level of match funding. | Ensure the Carbon Offset Fund is prioritised towards decarbonisation measures for corporate assets that are within the scope of our net zero by 2030 target. | |
| **No successor grant funding to Public Sector Decarbonisation Scheme** | Significant source of grant funding no longer available. | Develop investment mechanisms including SPVs and PPA to reduce the reliance on public funding sources. | |
| **Ongoing costs for low carbon technology** | Increase in utility costs and revenue budgets. | Ensure business case developed to decarbonise a building takes into consideration the ongoing asset management and maintenance costs.<br><br>Ensure appropriate thermal efficient measures are considered from the outset. | |

# Vehicle Fleet - Definition

*Objective: Transition away from fossil fuel powered to ultra-low emission vehicles*

### Emissions arise from:

- Vehicles powered by internal combustion engines using petrol and diesel fuel

### Our goal:

Our target is to move to a **100% ultra-low emission vehicle fleet**.

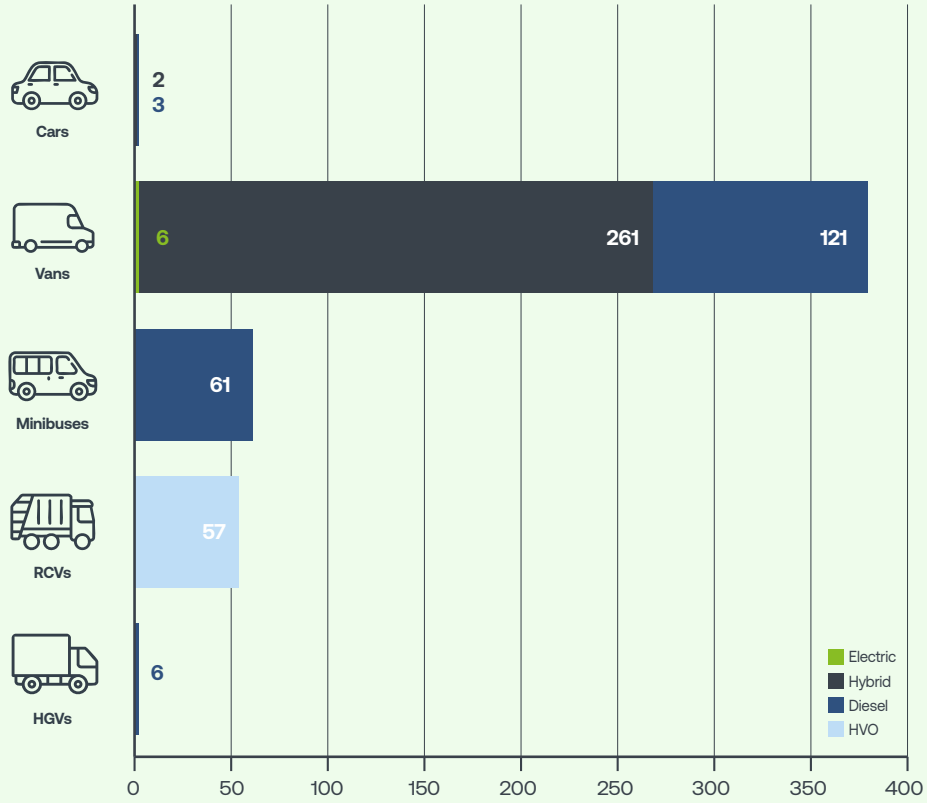
For larger vehicles, it will take several years to reach the right balance between reliable technology, affordable costs and proven performance.

During this interim period, we have transitioned to alternative sustainable fuels such as HVO, which can cut emissions by **85-90%**. These fuels acts as a temporary bridge until other ultra-low emission options are ready to be rolled out across the fleet.

### Metrics of Success

- Proportion of mileage met from HVO and electric vehicles
- Reduction in fossil fuel consumption

### Fleet is comprised of Council owned vehicles:

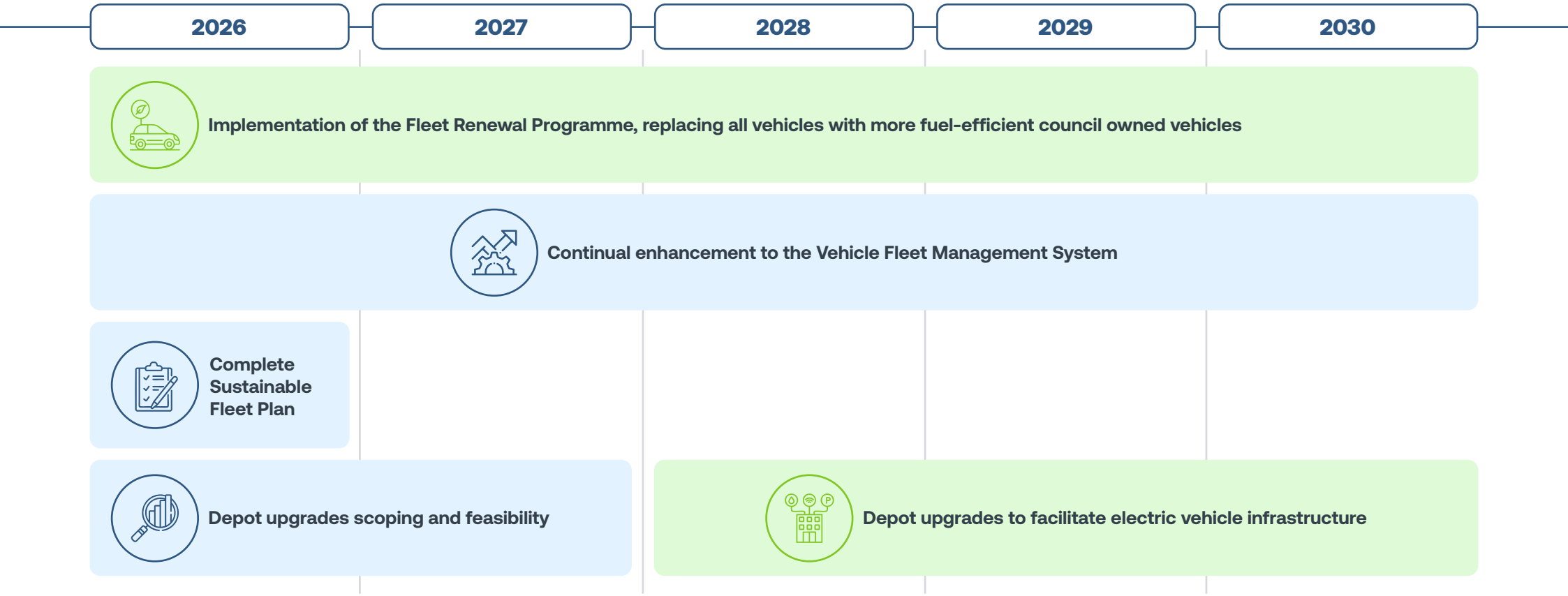


# Vehicle Fleet - Key Activity Timeline

*Objective: Transition away from fossil fuel powered to ultra-low emission vehicles*

## Key Actions 2026-2030

**KEY:** Asset Action | Enabling Action



# Vehicle Fleet - Risks and Constraints

*Objective: Transition away from fossil fuel powered to ultra-low emission vehicles*

### Key Constraints/Dependencies

- Depot charging capacity is limited and requires an upgrade to accommodate large-scale EV deployment. An energy audit of the depot will be required to determine site capacity before phased infrastructure upgrades are implemented.

| KEY RISKS | | | |
|---|---|---|---|
| **DESCRIPTION** | **IMPACT** | **MITIGATION** | **RAG** |
| **Timing of the fleet replacement** | Replacing vehicles before true end-of-life creates embodied carbon and financial inefficiencies. This undermines the carbon savings and is unnecessary expenditure which is a risk to the Council. | Managed by replacing vehicles only at the end-of-life stage prioritising clean replacements; and optimising vehicle life extension through maintenance. | |
| **Technology readiness and reliability** | EV and heavy-duty vehicles remain less proven than other categories of electric vehicles. This poses a potential reputational risk if operational reliability affects service delivery and disruption occurs. | Ensuring sufficient technology maturity before procurement and implementation. Trial EV and heavy-duty vehicles before scaling up to a full transition which must be supported by robust maintenance contracts. | |
| **Timing of depot infrastructure upgrades** | If depots are consolidated or new ones created there is a risk of upgrading EV infrastructure for assets that will be disposed and replaced. | Complete a feasibility study of the council owned depots to understand requirements across the whole portfolio including future EV infrastructure requirements and the timing for their deployment. | |

# Business Travel - Definition

*Objective: Reduce emissions from employee business travel*

### Emissions arise from:

- Business travel undertaken by employees by road and in limited instances aviation.*

### Our goal:

Our goal is to reduce emissions from all travel associated with business related activities undertaken by council employees.

In practice, the Council has some influence over which modes of transport employees utilise to undertake business related activities. Specifically, the type of vehicle they use. Where possible, employees are encouraged to use our pre-bookable pool cars, or utilise another form of active or sustainable travel, such as public transport or cycling. For some council employees such as social workers that require more flexibility to travel to client's homes - they may require the use of a personal vehicle.

To date, the Council has made significant progress in promoting sustainable options to staff that undertake business related travel such as:

- Improvements to cycle parking infrastructure
- Electric vehicle leasing scheme available at favourable terms for council employees

Using practical policy implementation, we can aim to keep emissions arising from business related travel as low as possible. A fair sustainable travel policy reflecting that operational staff have different challenges to office-based staff, will be consulted on and implemented. For exceptions where sustainable transport options are not viable, for example any air travel, we will explore options for offsetting such emissions.

** Previously all work-related travel including employee travel to and from work was considered part of the net zero by 2030 target. In practice the Council has only limited influence over how employees choose to commute and no ability or desire to mandate how employees travel to and from work.*

### Metrics of Success

- Proportion of car hire fleet which is ULEV
- Reducing business related mileage from ICE vehicles
- Zero air travel where climate friendly alternatives are available

# Business Travel - Key Activity Timeline

*Objective: Reduce emissions from employee business travel*

## Key Actions 2026-2030

**KEY:** Asset Action Enabling Action

| 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|
| Develop a fair sustainable travel policy for all business related activity | | | | |
| Transition our car hire fleet contract to 100% zero emissions | | | | |

# Business Travel - Risks and Constraints

*Objective: Reduce emissions from employee business travel*

### Key Constraints/Dependencies

- Accurate and reliable data is crucial if the council is to set a baseline and track emissions reduction from employee related business travel.

| KEY RISKS | | | |
|---|---|---|---|
| **DESCRIPTION** | **IMPACT** | **MITIGATION** | **RAG** |
| **Poor data capture to determine accurate business related mileage** | Errors in the carbon footprint calculation | Identify a suitable tool and accurate dataset to calculate emissions reduction from business related travel | |
| **Use of personal vehicles to undertake council activity** | Increase in mileage and carbon footprint | Promote sustainable options to staff that undertake business related travel | |

# Procured Goods and Services - Definition

*Objective: Incentivise our suppliers to decarbonise their operations and the goods and services delivered to the council*

**Emissions arise from the activities of our supply chain**

**Our goal:**

We aim to embed **sustainable principles** throughout our **procurement processes**, encouraging prospective and existing suppliers to adopt high environmental standards. This, in turn, aids in strengthening the capacity of our local supply chain and reducing indirect carbon emissions.

The Council procures a wide range of goods and services. Assessing which of our supply chain activities produce the greatest carbon impact is an essential first step to meaningfully reducing emissions associated with these procurements.

This will allow us to determine any additional measures required to encourage a continued reduction in emissions throughout our supply chain. It will also ensure that responsible sustainability practices are central to our procurement processes and decisions we make.


**Metrics of Success**

- Reduction in emissions for high impact goods and services
- Increase in number of suppliers who have signed the West London Low Carbon Procurement Charter
- Increase in suppliers who have contractual net zero commitments

# Procured Goods and Services - Key Activity Timeline

*Objective: Incentivise our suppliers to decarbonise their operations and the goods and services delivered to the council*

## Key Actions 2026-2030

**KEY:** Asset Action | Enabling Action

| 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|
| Develop a methodology for estimating the emissions of our highest impact goods and services | Update the West London Procurement toolkit and incorporate into our own corporate procurement processes | | | |
| Develop an action plan focused on decarbonising our highest emitting supply chain activities | Implement an action plan for reducing emissions from procured goods and services | | | |

# Procured Goods and Services - Risks and Constraints

*Objective: Incentivise our suppliers to decarbonise their operations and the goods and services delivered to the council*

### Key Constraints/Dependencies

- Measuring emissions associated with procured goods and services can be challenging due to the lack of availability of data and the lack of processes in place to ensure a consistent approach to measuring and tracking progress. It is important to develop a methodology which moves away from utilising a spend based approach and focuses on a product based approach that targets our highest emitting goods and services.

| KEY RISKS | | | |
|---|---|---|---|
| **DESCRIPTION** | **IMPACT** | **MITIGATION** | **RAG** |
| **Availability of data** | Unable to source data to calculate emissions baseline. | In collaboration with Procurement Team, develop a robust methodology to enable the council to estimate emissions from highest impact goods and services. | |
| **Lack of supplier engagement** | Unable to source required information and data to develop a meaningful baseline. | In collaboration with West London Boroughs explore opportunities to secure data from suppliers by updating the West London Low Carbon Procurement Charter. | |
| **Cost of contracts increases through suppliers meeting net zero requirements** | Higher cost of procured goods and services. | Influence and negotiate with suppliers during market testing stage and adopt a consistent approach across boroughs. | |
| **Supplier appetite for bidding decreases due to additional net zero requirements** | Reduced supplier interest in bidding for contracts. | Early engagement with potential suppliers at market testing stage. | |

# Influence a reduction in wider borough emissions

- Built environment
- Transport

# Wider Borough Emissions

## Wider borough emissions are all emissions generated within Hounslow not just those from Council operations. These emissions are comprised of

### Buildings
Primarily electricity and gas used to heat domestic and commercial buildings

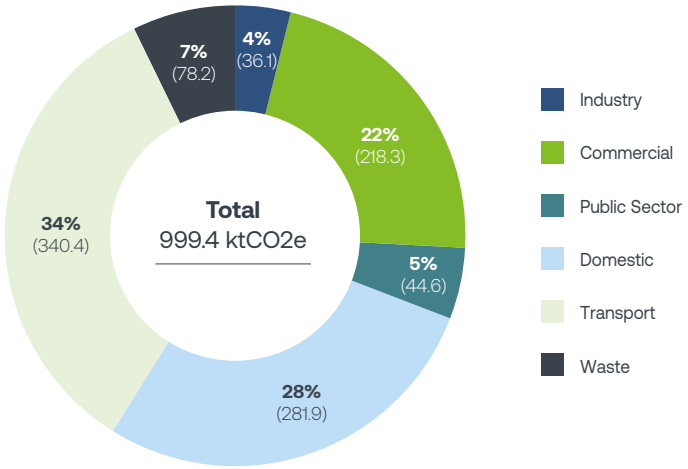
### Transport
Movement of persons and goods by road and rail

### Industrial
Fuel consumption and energy use from industrial processes

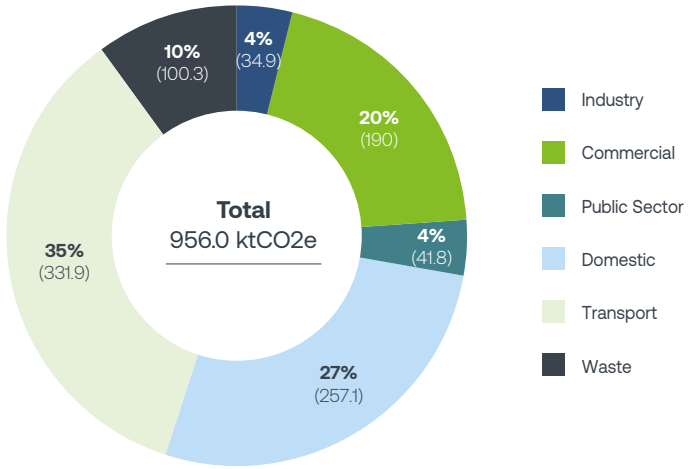
### Waste
Waste recycling and collection, treatment, disposal and materials recovery

To track emissions across the borough we use Department for Energy Security and Net Zero (DESNZ) territorial emissions data which is available for every council in England and Wales. Due to the complexity generating this large dataset there is a two year time lag on the data.

**2022 Hounslow greenhouse gas emissions (kt CO2e)**




**2023 Hounslow greenhouse gas emissions (kt CO2e)**




**2022-2023 Change (kt CO2e)**

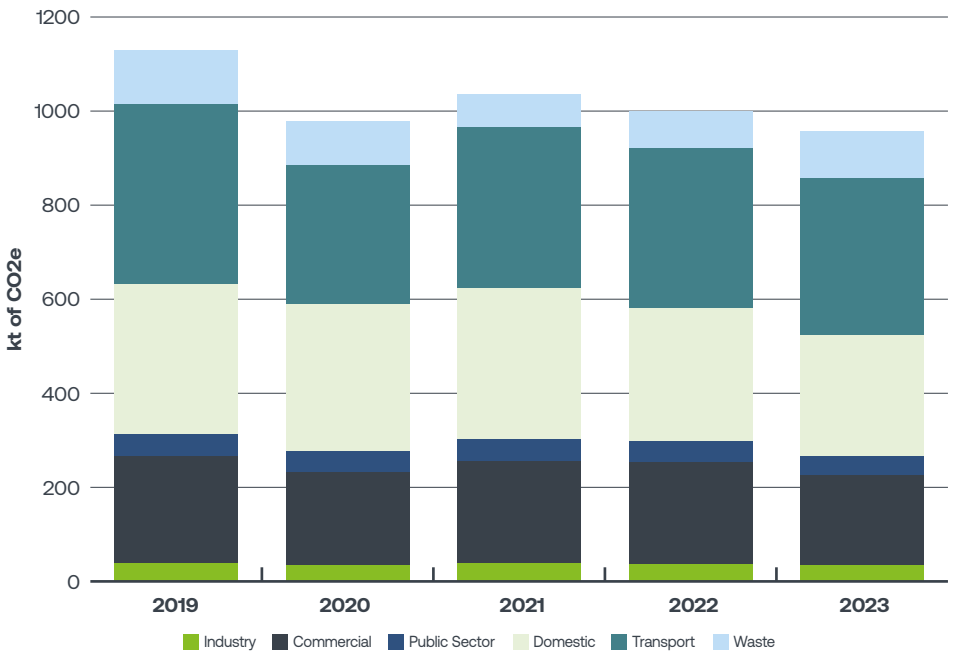
| | | |
|---|---|---|
| **Industry** | -3.5% | -1.26 |
| **Commercial** | -12.97% | -28.31 |
| **Public Sector** | -6.13% | -2.73 |
| **Domestic** | -8.8% | -24.80 |
| **Transport** | -2.51% | -8.53 |
| **Waste** | +28.33% | +22.15 |
| **TOTAL** | -4.35% | -43.5 |

# Wider Borough Emissions

Transport and domestic emissions are combined the largest source of emissions in the borough at 62%. Within transport by far the single largest driver of emissions is road transport at 82%.

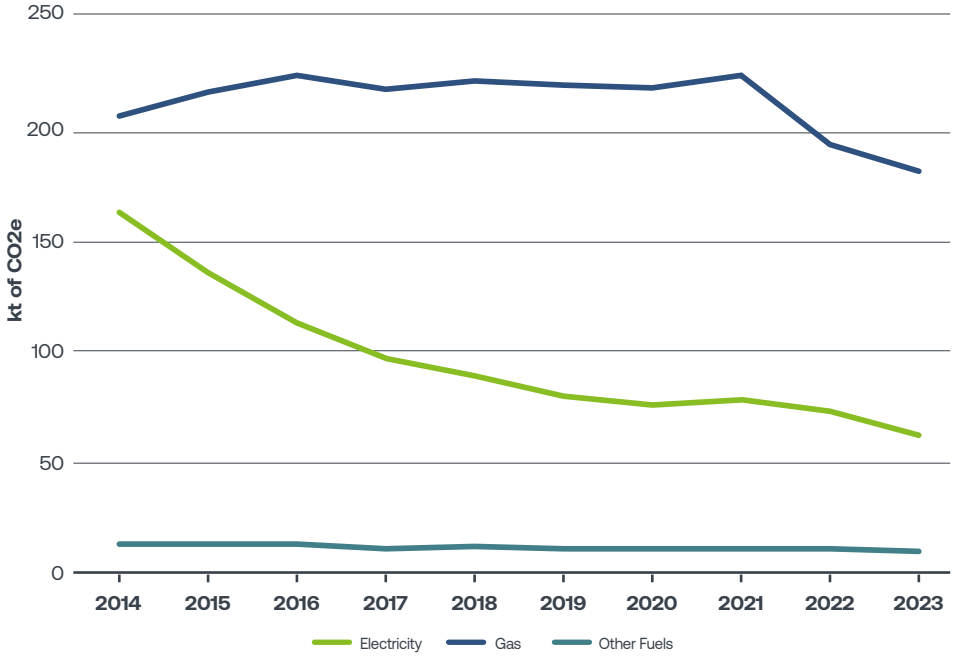
Commercial and public sector emissions are third accounting for 24% of all emissions in the borough. Industrial and waste processes are the smallest contributors accounting for 14% of all borough emissions.

**Carbon Emissions**




Overall trend of emissions is on a downward trajectory noting the outlier of significantly reduced emissions 2019 to 2020 reflecting inactivity attributed to Covid lockdown.

**Emissions by energy source**




Gas usage has been on a downward trajectory since 2021, reflecting the increased adoption of low carbon heating and cooling technologies. Decline in electricity usage over the same period is less significant, reflecting transition to low carbon technologies such as Air Source Heat Pumps and Solar PV are reliant on increased electrification.

# Wider Borough Emissions

## Scope of wider borough emissions the council can influence

The Climate Emergency Action Plan 2026 - 2030 focuses wider borough activities on the built environment and transport where the Council can use its control and influence to drive meaningful reductions in carbon emissions.

### Built Environment

- Domestic properties
- Commercial buildings
- Community buildings
- Schools and nurseries
- Hospitals, clinics and health centres
- Colleges and universities
- Police, fire and ambulance stations

### Transport

- Public Transport
- Road
- Active Travel

### Scope of wider borough emissions outside the Council's influence

Industrial processes are largely outside of the Council's control. Waste management emissions are largely from processes of dealing with waste created rather than the consumer or business activities which generate the waste. Whilst the Council through its wholly owned companies undertake waste collection and recycling, treatment and disposal is managed by the West London Waste Authority multi-borough partnership.

### Our goal

Our target is to influence wider borough emissions reduction to help achieve net zero across Hounslow by latest 2050 in line with UK legislation. The Council will work alongside partners including residents and businesses to accelerate decarbonisation and deliver growth ahead of the national 2050 target.

# Built Environment - Definition

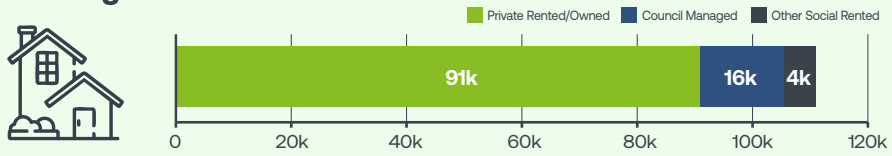
*Objective: Influence wider boroughs emissions reduction and promote a just transition*

### Carbon emissions arise from:

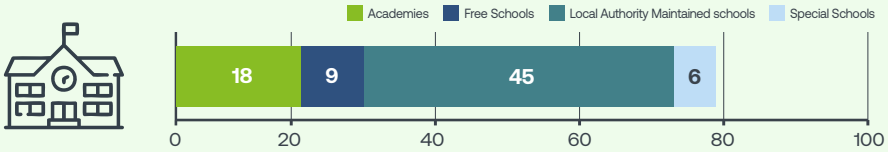
- Electricity and gas used to power, heat and cool homes and buildings
- Development and construction of new homes and buildings

### Our Built Environment consists of

**Housing**




**Schools**




**Community and Cultural**

**Public Sector**

**Commercial***

**Accurate building counts are not available for community, cultural, public sector and commercial buildings in the borough*

## Housing

Our objective is ensure all residents benefit from cheaper-to-run, warmer and healthier homes. Our priority is residents most at risk of fuel poverty, particularly people living in homes with EPC rating of D or below and in identified Equality Opportunity Areas.

To achieve this we will use the findings of our net zero neighbourhoods feasibility study to develop a pilot compromising 500-1,000+ homes which will benefit from zero upfront cost deep whole house retrofit. If successful net zero neighbourhoods will serve as an approach to deliver retrofit at scale across the borough regardless of building type or tenure.

Once adopted, our updated Local Plan will require all new homes to meet more stringent net zero and resilience standards. The Climate Change Supplementary Planning Document provides further guidance to support these aims, and will be updated to reflect the new Local Plan.

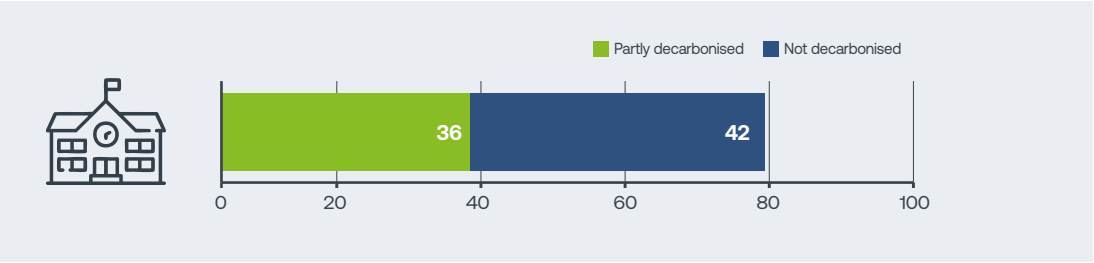
# Built Environment - Definition

*Objective: Influence wider boroughs emissions reduction and promote a just transition*

## Schools

We will expand our schools decarbonisation programme to cover all state-funded schools. This will require transitioning schools that currently rely on gas boilers to Air Source Heat Pumps and completing the full decarbonisation of schools that have already begun this process. To achieve this, we will:

- Bid for and utilise grant funding
- Integrate decarbonisation opportunities into the schools capital maintenance programme
- Incorporate schools decarbonisation programme into a strategic energy partnership



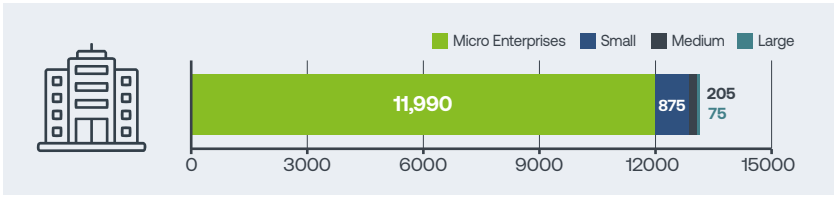

## Public Sector

Where feasible and appropriate we will encourage public sector estate to connect into the future borough wide district heat network.

## Commercial

The Council has delivered several pilots to support SME decarbonisation utilising Covid Recovery and UK Shared Prosperity funds. Whilst these have been successful and impactful for the businesses it has engaged, the overall reach has ultimately been limited by available funding and capacity. Our ambition is to scale a borough wide programme working with partners for SMEs to:

- Adopt sustainability and Net-Zero transition
- Access supply chains opportunities to deliver our climate ambitions




Large businesses are better equipped and have more regulatory drivers to transform their businesses and premises.

Our updated Local Plan and Climate Change Supplementary Planning Document will ensure new commercial developments meet net zero and resilience standards.

# Built Environment - Definition

*Objective: Influence wider boroughs emissions reduction and promote a just transition*

## Community & Cultural

We want to empower our communities to identify, develop, and deliver their own decarbonisation projects which cut emissions, reduce operating costs and make spaces more comfortable for wider community beneficiaries. To achieve this, we will:

- Expand the Community Energy Fund
- Deploy Hounslow Green Investment to place based decarbonisation and resilience projects
- Incorporate community led decarbonisation initiatives into a strategic energy partnership

### Metrics of Success

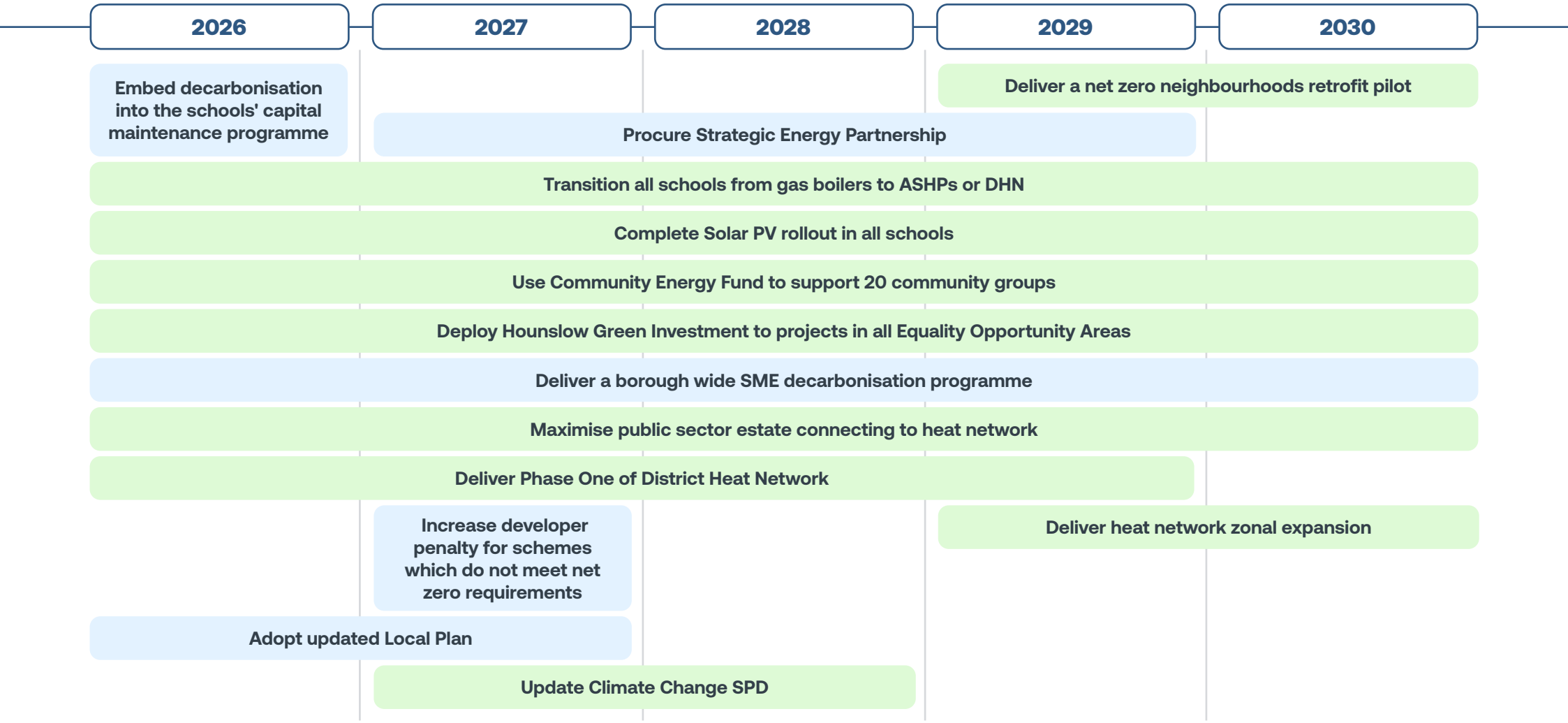
- Reduction in wider borough emissions
- Number of domestic properties fully or partially decarbonised
- Improvement to EPC ratings
- Number of schools fully or partially decarbonised
- Number of public buildings connected to the District Heat Network
- Increase community energy generation

# Built Environment - Key Activity Timeline

*Objective: Influence wider boroughs emissions reduction and promote a just transition*

## Key Actions 2026-2030

**KEY:** Asset Action | Enabling Action



# Built Environment - Risks and Constraints

*Objective: Influence wider boroughs emissions reduction and promote a just transition*

### Key Constraints/Dependencies

- Replacement of gas heating options with ASHPs, heat networks and solar PV increases electrical demand. This places reliance on government's pledge to decarbonise the grid to meet net zero and reinforcement of the grid to meet the required demand.
- Assets which are not owned or managed by the Council have limited access to public funding to implement decarbonisation. As the Council is not the primary beneficiary its ability to fund decarbonisation projects to these assets is limited.

| KEY RISKS | | | |
|---|---|---|---|
| **DESCRIPTION** | **IMPACT** | **MITIGATION** | **RAG** |
| **Limited grant funding with specific restrictive criteria** | Opportunities are pursued based on eligibility rather than need resulting in only partial decarbonisation of assets and areas most in need are not prioritised. | Utilising multiple sources of funding to where possible implement combined interventions to fully decarbonise assets. Implement Strategic Energy Partnership to secure private sector investment. | |
| **Incorrect use of new low carbon technologies** | The right measures are installed but do not yield the full potential of emissions reduction, energy consumption and bill savings due to incorrect application of technologies. | Embed asset operation into the delivery and handover processes including optimisation of Building Management Systems. | |
| **Lack of PSDS successor fund** | PSDS has been a significant source of grant funding to deliver decarbonisation. | Implement a Strategic Energy Partnership to leverage additional sources of funding including private sector investment to fund projects. | |
| **Funding constraints limit match funding** | The Council may be unable to maximise grant funding due to pressure on funding sources for match funding. This challenge is particularly acute for Warmer Homes. | Funding outlook may require the Council to accept this risk whilst accelerating a Strategic Energy Partnership to leverage additional sources of funding including private sector investment to fund at scale decarbonisation. | |

# Transport - Definition

*Objective: Support a fairer, growing borough by improving sustainable travel*

### Carbon emissions arise from:

- Transport within and passing through the borough including private and public road journeys and rail

Hounslow's Transport Strategy has two focus areas linked to the Climate Emergency Action Plan:

- Focus 3: Improve our local environment and respond to the Climate Emergency
- Focus 4: Support a fairer, growing borough by improving sustainable travel

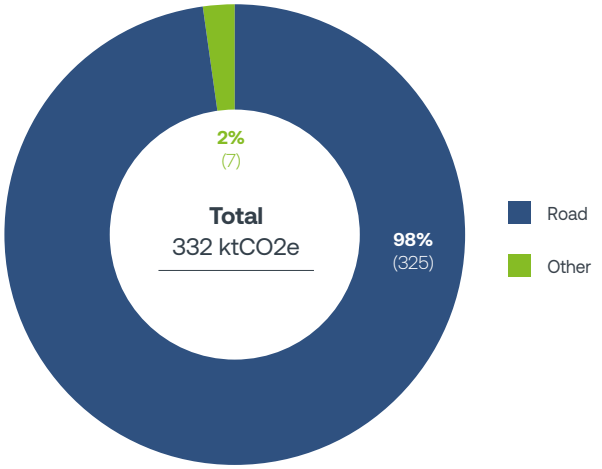
### Our Goal

One third of all car trips in the borough are under 2km and two thirds are under 5km. Shifting private car journeys to public transport and active travel will have the greatest impact on transport related emissions. Recognising that as an outer London borough some car journeys will be required we are rolling out EV charging infrastructure across the borough to support electric car journeys.

### Metrics of Success

- Number of journeys made by walking and wheeling, cycling, bus, tube and rail
- Length of new and upgraded cycle routes which meet TfL quality criteria
- Number of EV charge points

**Transport emissions breakdown by proportion and number (kt CO2e)**

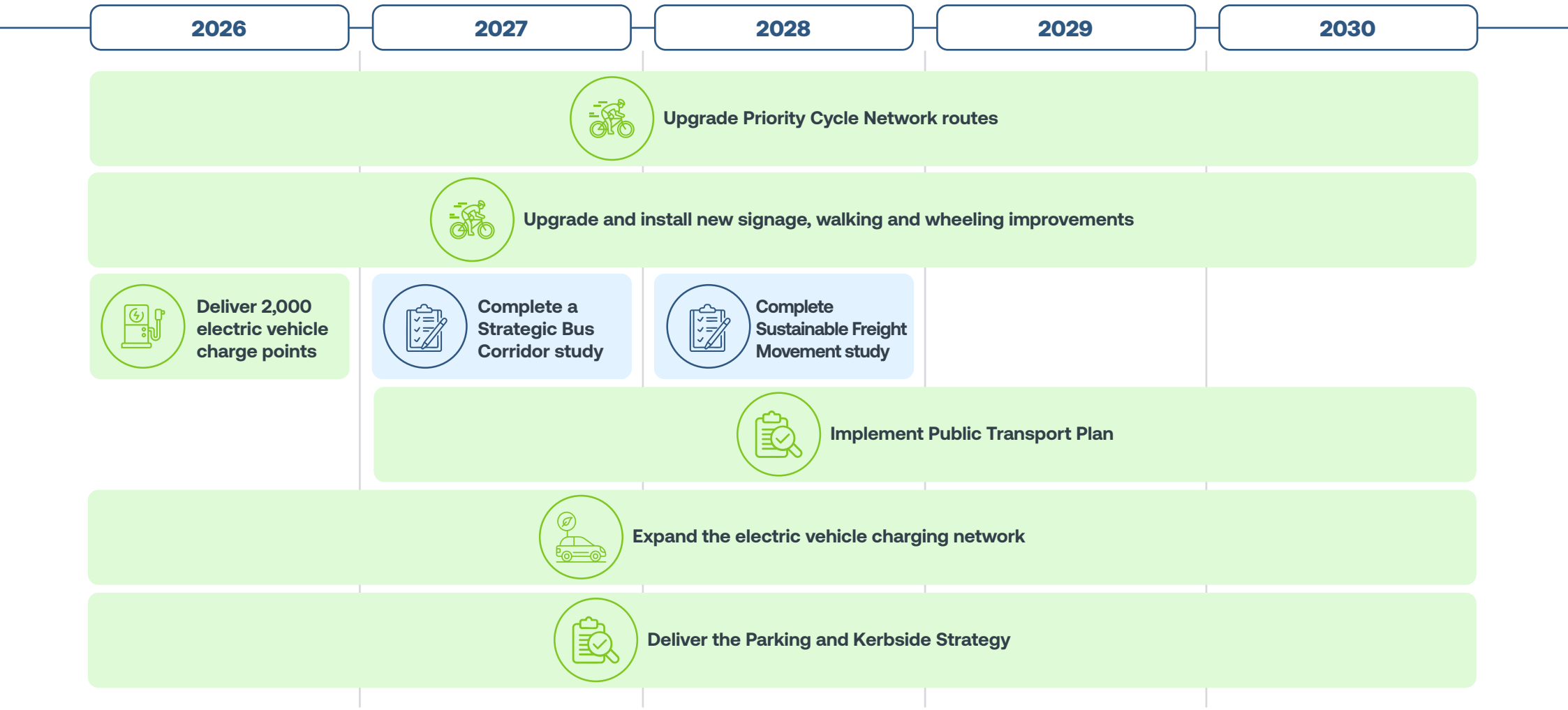


# Transport - Key Activity Timeline

*Objective: Support a fairer, growing borough by improving sustainable travel*

## Key Actions 2026-2030

**KEY:** Asset Action | Enabling Action



# Transport - Risks and Constraints

*Objective: Support a fairer, growing borough by improving sustainable travel*

### Key Constraints/Dependencies

- The Council has limited direct control over transport emissions and must work with key partners, including Transport for London (TfL), to influence progression of large-scale public transport schemes.
- Delivery of transformational active travel schemes and rail schemes are heavily reliant on funding from TfL, DfT and private finance.
- Current technology advancements are not yet sufficient to enable cost-effective, large-scale decarbonisation of heavy vehicle transport such as HGVs alongside widespread rollout of EV passenger cars.
- Relative to other London boroughs Hounslow has a higher level of car journeys because of challenges to the accessibility of public transport.

| KEY RISKS | | | |
|---|---|---|---|
| **DESCRIPTION** | **IMPACT** | **MITIGATION** | **RAG** |
| **Lack of investment to deliver transformational rail schemes** | Key projects partially or not delivered at all<br><br>• Heathrow southern public transport access<br>• Strategic Bus Corridor improvements<br>• West London Orbital link<br>• Brentford to Southall connectivity improvements | Maximise existing sources of funding, leverage new opportunities for funding and continue lobbying government and the Mayor to fund rail infrastructure schemes alongside our private sector businesses and partners. | |
| **Lack of investment to deliver transformational active travel schemes** | Key projects partially or not delivered at all<br><br>• Upgrades to priority cycle networks<br>• Upgrades to and installation of new signage to improve connectivity<br>• Walking and wheeling improvements | Maximise existing sources of funding, leverage new opportunities for funding and continue lobbying government and the Mayor to fund rail infrastructure schemes alongside our private sector businesses and partners. | |

# Make the borough resilient to the impacts of climate change

# Resilience and Adaptation - Definition

*Objective: Make the borough resilient to the impacts of climate change and protect vulnerable groups*

**Our climate is changing leading to wetter winters and hotter, drier summers. This means more severe climate-related events such as:**

**Floods**

**Wildfires**

**Heatwaves**

Extreme flooding in recent years has damaged properties, displaced residents and disrupted critical services.

The warmest temperatures on record have caused an increase in heat related deaths. We need to adapt our buildings, infrastructure and behaviours to be resilient to the impacts of climate change so we can:

- minimise disruption
- recover quickly when extreme events do occur
- protect life and property

**For certain areas of climate resilience Hounslow as a local authority has a lead role working with partners to develop plans and put in place adaptation measures to appropriately manage the risk and impact of extreme events. These include:**

- **Local Flood Risk Management Strategy (LFRMS) –** This strategy outlines how the council and other key stakeholders such as the Environment Agency will manage local flood risk in the borough
- **Surface Water Management Plan (SWMP) –** This plan assesses surface water flood risk in the borough and how to manage this including integration of SuDS
- **Thames Estuary 2100 Flood Risk Management Plan –** The Thames Estuary 2100 (TE 2100) Plan was developed by the Environment Agency and provides strategic direction for managing flood risk in the Thames Estuary
- **Severe Weather: Heatwave Plan –** Outlines processes for alert dissemination, responsibilities and provides guidance on utilising the Met Office Heat Watch system
- **Green and Blue Infrastructure Strategy –** This strategy is an essential component of resilience. It sets out programmes in our green and blue spaces to both mitigate against climate change and support adaptation
- **Nature Recovery Action Plan (NRAP) –** This plan identifies the priorities for nature recovery in the borough and sets out a programme of strategic actions to conserve, promote and increase biodiversity across the borough and develop resilience
- **Thames Landscape Strategy –** A programme of work delivered in partnership with landowners and the local community that aims to improve, enhance and conserve the waterways

# Resilience and Adaptation - Definition

*Objective: Make the borough resilient to the impacts of climate change and protect vulnerable groups*

## Climate Change Resilience Plan

**Critical infrastructure**

**Built environment both residential and non-residential**

**Nature based solutions**


**Emergency planning and response**

**Data and monitoring**

**Council operations and services**

**The plan will be completed in March 2026 and will allow the Council working with its partners to:**

- Ensure key council services and operations have climate change impacts embedded into business continuity to minimise disruption and recover effectively from extreme events
- Increase resilience of residents and places in the borough, particularly those more vulnerable to climate impacts
- Update emergency planning and preparedness for events such as floods, hot weather and wildfires
- Build capacity to strengthen co-ordination of community action in response to climate events

**Metrics of Success**

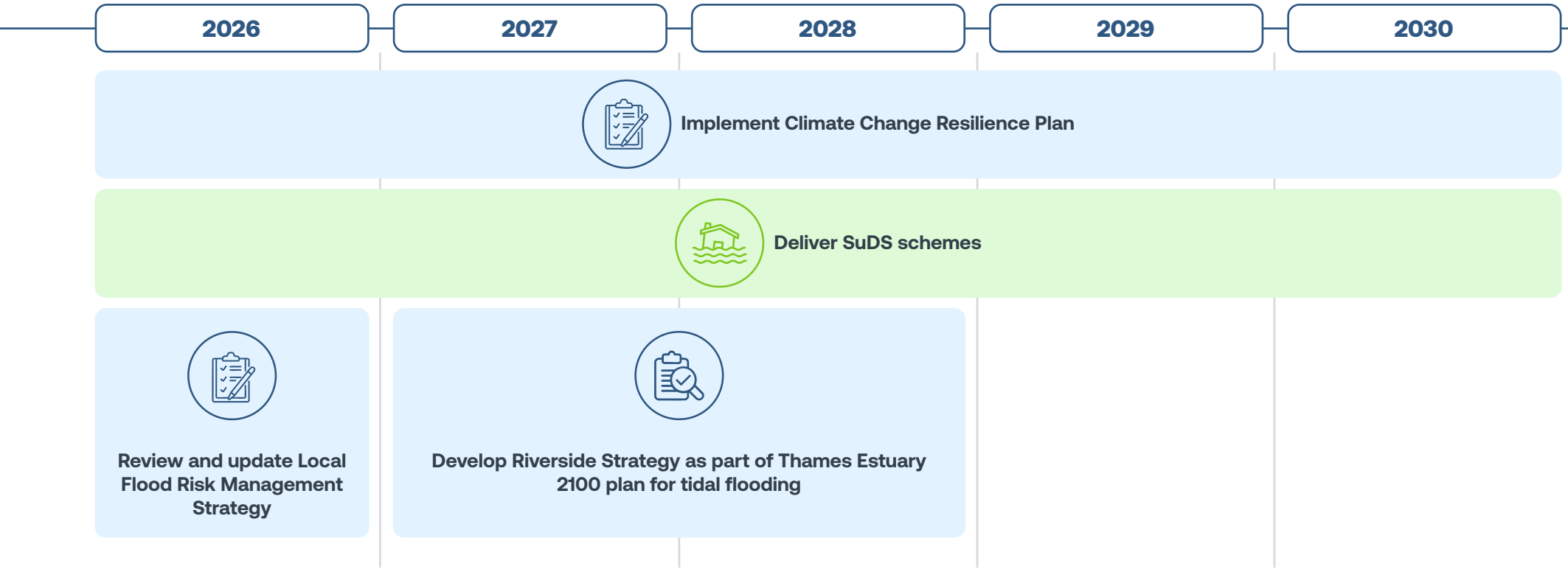
- Will be defined as part of the Climate Change Resilience Plan

# Resilience and Adaptation - Key Activity Timeline

*Objective: Make the borough resilient to the impacts of climate change and protect vulnerable groups*

## Key Actions 2026-2030

**KEY:** Asset Action Enabling Action



# Resilience and Adaptation - Risks and Constraints

*Objective: Make the borough resilient to the impacts of climate change and protect vulnerable groups*

### Key Constraints/Dependencies

- Delivery of flood risk management schemes including SuDS is heavily reliant on successful funding bids to our partners including Thames Water and the Environment Agency

| KEY RISKS | | | |
|---|---|---|---|
| **DESCRIPTION** | **IMPACT** | **MITIGATION** | **RAG** |
| **Lack of funding to meet full scheme costs** | Delays progressing projects from feasibility to delivery | Utilise Community Infrastructure Levy, s106 and Hounslow Green Investment as additional match funding to meet investment gaps | |
| **Lack of co-ordinated strategic approach across all areas of climate resilience** | Lack of preparedness or suitable response | Develop and implement Climate Change Resilience Plan | |

# Promote sustainable lifestyles for residents and staff

# Promote Sustainable Lifestyles for Residents - Definition

The focus of our activities to promote and encourage sustainable lifestyles for residents are:

### Circular Economy

Consume less, repair, reuse, share and recycle more

### Energy efficiency

Improve awareness of how to use appliances, heat and cool homes to reduce energy usage and save money

### Travel choice

Increase active travel and use of low emission transport

### Community and social well-being

Empower residents' participation in tackling the climate emergency

### Schools

Supporting schools to become Eco-schools

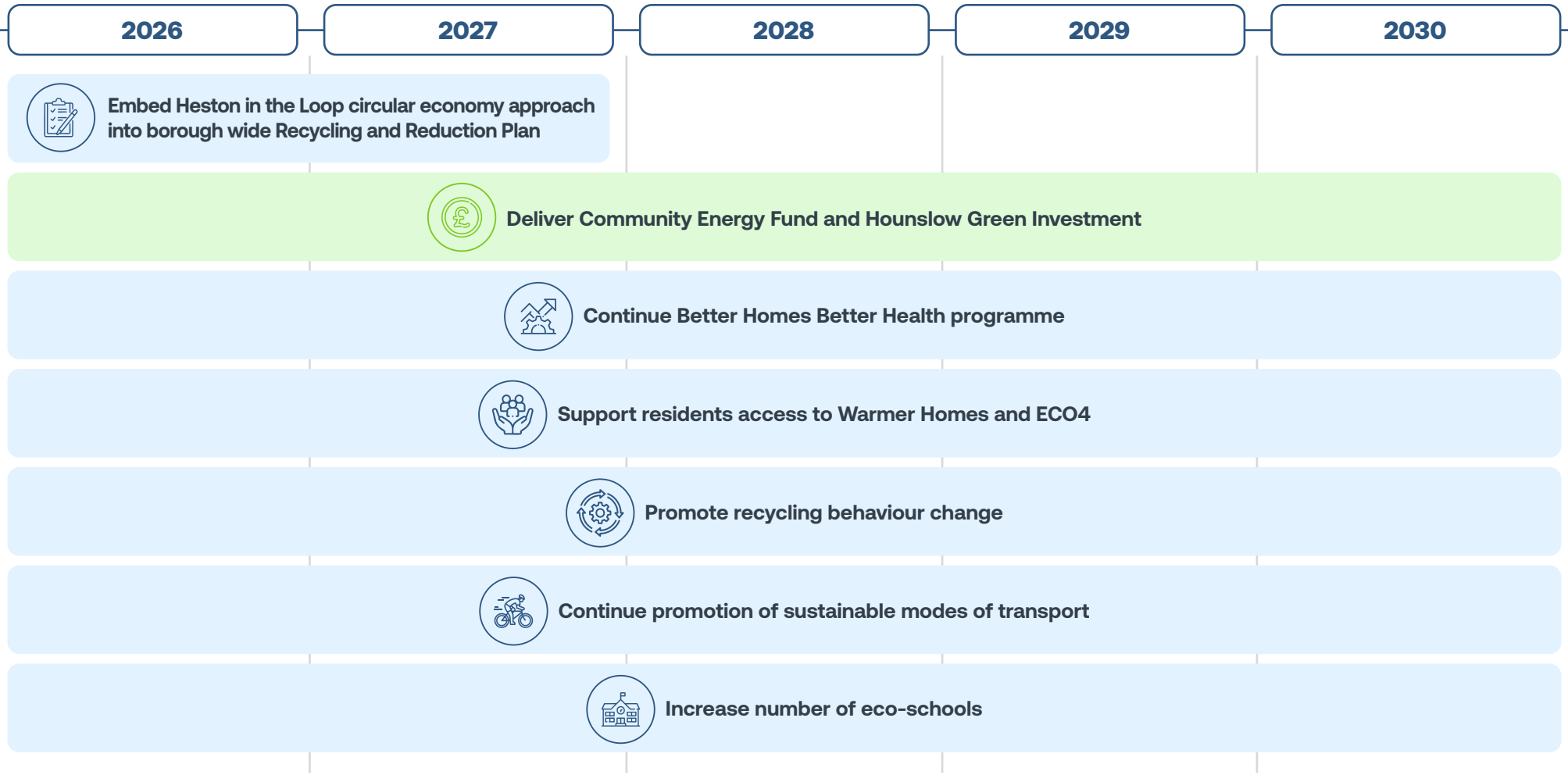
**To achieve this we will**

- Expand the successful Heston in the Loop circular economy pilot across the borough by embedding the approach in our Recycling and Reduction Plan
- Continue to deliver our Better Homes, Better Health programme for energy saving advice
- Ensure residents are accessing support they are entitled to for energy efficiency upgrades
- Expand the Community Energy Fund and complete further raises for Hounslow Green Investment
- Implement the Transport Strategy and supporting action plans
- Signpost to third sector led environment volunteering opportunities

# Promote Sustainable Lifestyles for Residents - Key Activity Timeline

## Key Actions 2026-2030

**KEY:** Asset Action | Enabling Action



# Promoting Sustainability for Staff - Definition

## The focus of our activities to promote and encourage sustainable options for staff are:

Empower staff designed and led environment initiatives

Incentivise sustainable travel options to and from places of work

Promote sustainable behaviours in the workplace to reduce consumption and increase recycling

Ensure sustainability and resilience are at the heart of projects and services

**To achieve this we will**

- Increase numbers of Green Ambassadors and opportunities to develop and deliver staff led initiatives
- Promote staff benefits which support sustainable travel and where possible enhance incentivisation
- Deliver behaviour change campaigns to minimise waste and promote sustainable food options at work
- Ensure continuous improvement to governance and processes requiring climate change considerations are embedded into decision making

# Promoting Sustainability for Staff - Key Activity Timeline

## Key Actions 2026-2030

**KEY:** Asset Action Enabling Action

| 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|

Review sustainability focused HR incentives

Review available climate training for staff

Expand Green Ambassadors and increase staff led initiatives

Encourage staff to use free volunteering days for environmental activities

Promote cycle to work and electric car leasing scheme

# Our approach to Carbon Offsetting

# Carbon Offsetting - Definition

**The Council will continue to prioritise decarbonisation projects to achieve our net zero ambitions. However, we recognise that despite decarbonisation efforts, we will be left with a small level of residual emissions which are hard to eliminate.**

Carbon offsetting offers a viable alternative to mitigate these emissions. It involves removing or reducing the residual amount of greenhouse gas emissions from the atmosphere so that net zero targets can be met.

### There are two ways this can be applied:

- Emission mitigation projects: projects which reduce emissions by switching to renewable fuel sources or improving energy efficiency of buildings.
- Emission sequestration projects: projects which physically remove greenhouse gas emissions from the atmosphere, like tree planting, reforestation or peatland restoration or use of carbon capture and storage technologies.

The Council will determine if it is appropriate to offset residual emissions. Any offsetting projects will align with the Council's strategic values and have external credibility and be from certified sources. Several factors will be considered when evaluating the suitability of offsetting in meeting net zero targets.

### Financial Implications

Investment in offsetting impacts the amount that can be directed to decarbonisation initiatives and other Council projects and services. There is an opportunity cost associated with the pursuit of offsetting projects, in addition to their development, they require monitoring. Which requires Council Officer time. It is likely a financial cap would be set, establishing a maximum limit of Council investment in carbon offsetting both cumulatively and per tonne. This will assist in securing suitable value for money in carbon offsetting projects.

### Strategic Fit

The Council must consider whether it offsets ahead of the 2030 target for Council emissions by using a projection of estimated residual emissions. This option invests in initiatives at an earlier point, acknowledging that offsetting projects will take time to identify, deliver, monitor, and realise their benefits. Alternatively, the Council may choose to allow for the maximum possible time for decarbonisation measures to be implemented, only then investing in offsets from 2030. This aligns with Council criteria to only implement offsetting when all reasonably practicable decarbonisation has been undertaken, leaving a small percentage of emissions to be mitigated to reach zero. However, this option risks not realising benefits until after 2030.

### Locality

Offsetting in countries where it is difficult to verify the projects and their impact has been subject to increasing scrutiny. As a local government entity with limited global reach, it is unlikely we will fund offsetting projects outside of the UK. It is more likely that we will need to determine whether to offset at national, regional or local (borough) level, or a combination of these options.

### External Credibility

Should the Council pursue offsetting, all projects must be verified, offer permanence relating to long-term emissions reduction, and be additional to current and planned decarbonisation initiatives. Clear transparency, reporting and methodology for emissions calculations will help to mitigate potential reputational challenges including accusations of greenwashing.

# Carbon Offsetting - Key Activities Timeline

## Key Actions 2026-2030

**KEY:** Asset Action Enabling Action

| 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|
| Explore the Feasibilty of a shared policy position with other London boroughs | Develop a methodology for calculation of actual and projected residual emissions | | | |
| Agree a policy position on implementation of offsetting to meet net zero | | | | |
| Evaluate the feasibility of and agree a policy position on monetisation of the Council's own projects as Carbon Credits | | | | |

# Key terms and Abbreviations

| | |
|---|---|
| **Air Source Heat Pump** | Low carbon renewable heating solution that takes heat from the air outside and uses it to warm a building or provide hot water. |
| **Building Management System** | Smart control system for buildings that manages heating, lighting, ventilation, and energy use. |
| **Carbon insetting** | Reducing emissions directly within a company's own supply chain or operations, such as supporting suppliers to switch to clean energy. |
| **Carbon offsetting** | Paying for projects (like tree planting or renewable energy) that cancel out the emissions a company cannot avoid. |
| **Circular Economy** | An approach where products, materials, and resources are reused, repaired, or recycled for as long as possible, instead of being thrown away — reducing waste and protecting natural resources. |
| **Community Municipal Investment** | A way for local people to invest money directly into council-led green projects, such as solar panels or electric buses. |
| **District Heat Network** | Low-carbon energy system that supplies heat from a central source called the energy centre, to buildings through a network of pipes carrying hot water or steam. Heat network zoning is the process where heat networks will be selected by the national government as the lowest cost, low-carbon heating option in designated areas. |
| **Environment Agency (EA)** | National organisation responsible for protecting and improving the environment in England. It manages flood risks, monitors water quality, and helps reduce pollution. |
| **EPC (Energy Performance Certificate)** | A document that rates how energy-efficient a building is, shown on a scale from A (very efficient) to G (very inefficient). |
| **ESG (Environmental, Social and Governance)** | A way of measuring how responsibly a company operates: its impact on the environment, treatment of people, and quality of management. |
| **Fleet Management System** | A computer system that helps companies keep track of their vehicles, drivers, and fuel use to work more efficiently. |
| **Fluvial flooding** | This occurs when rivers overflow after heavy or prolonged rainfall, flooding nearby land. The Environment Agency manages and monitors these risks for main rivers in the UK. |
| **Full asset decarbonisation** | Replacing or upgrading buildings so they no longer rely on fossil fuels and improving the energy and thermal efficiency. |

# Key terms and Abbreviations

| | |
|---|---|
| **Grant funding** | Money given (not loaned) by a government body, charity, or organisation to support a specific project or goal, such as improving energy efficiency or protecting the environment. |
| **Heavy Goods Vehicle (HGV)** | Large trucks or lorries designed to carry heavy loads, usually over 7.5 tonnes. |
| **Hydro-treated Vegetable Oil (HVO)** | A type of renewable fuel made from waste vegetable oils and fats, used as a cleaner alternative to diesel. Hounslow only use waste vegetable oils instead of oil derived directly from the food supply chain. |
| **Internal Combustion Engine (ICE)** | A type of engine that burns fuel (like petrol or diesel) inside the engine to power vehicles. |
| **Just Transition** | The shift to a low-carbon, environmentally sustainable economy in a way that is fair and inclusive for everyone. |
| **OBC** | An Outline Business Case (OBC) is a structured proposal that justifies the initiation of a project or investment. It provides a high-level overview and assessment of potential solutions to a problem or challenge, including the rationale, benefits, costs, and risks of the recommended solution. |
| **PSDS (Public Sector Decarbonisation Scheme)** | A UK government fund that helps public buildings (like schools, hospitals, and council offices) switch to low-carbon heating and energy systems. |
| **Recycling and Reduction Plan (RRP)** | A plan developed by local councils to set out key actions for reducing waste and increasing recycling in their area. These plans support local efforts to cut the amount of waste we produce, especially food waste, and help meet the Mayor of London's city-wide targets — including halving food waste per person and recycling 65% of household and business waste by 2030. |
| **Refuse Collection Vehicle (RCV)** | A bin lorry used to collect household waste and recycling. |
| **Residual emissions** | The small amount of emissions that remain after a company has reduced everything it reasonably can. |
| **Retrofit** | Upgrading buildings or equipment with new technology to make them more energy-efficient |
| **S106 Carbon Offset Fund** | Collected from developers through Section 106 Town and Country Planning Act 1990 to fund local carbon reduction projects where developments cannot provide the required carbon savings on-site. |
| **Scope one emissions** | Emissions released directly from a company's own sources, like fuel burned in company vehicles or on-site boilers. |

# Key terms and Abbreviations

| | |
|---|---|
| **Scope two emissions** | Emissions created from the energy a company purchases, such as electricity or heating from an energy provider. |
| **Scope three emissions** | Emissions caused indirectly through a company's activities, such as business travel, suppliers' operations, or how products are used. |
| **SEP (Strategic Energy Partnership)** | A long-term agreement where organisations (such as councils, businesses, or energy companies) work together to plan and deliver energy projects. The aim is usually to cut carbon emissions, and improve local energy systems. |
| **SMEs (Small and Medium-Sized Enterprises)** | Businesses with fewer than 250 employees |
| **Solar PV** | Solar Photovoltaic Panels, a low carbon renewable technology which captures sunlight and turn it into electricity for homes or businesses. |
| **Surface water flooding** | This occurs when heavy rainfall cannot soak into the ground or drain away fast enough. This is more common in urban areas with lots of hard, paved surface that is impermeable. |
| **Sustainable Drainage System (SuDS)** | A way of managing rainwater during heavy rainfall by slowing the flow of water into drains, reducing the risk of flooding, and allowing more water to be soak naturally into the ground. SuDS can take many forms including rain gardens, swales, green roofs, and wetlands. |
| **Sustainable lifestyles** | Ways of living, social behaviours and choices, that minimise environmental degradation (use of natural resources, CO2 emissions, waste and pollution) while supporting equitable socio-economic development and better quality of life for all. |
| **Thames Estuary 2100 Plan (TE2100)** | A long-term plan by the Environment Agency that sets out how to manage and reduce tidal flood risk along the Thames Estuary up to the year 2100, including maintaining and upgrading the Thames Barrier and other flood defences. |
| **Tidal flooding** | This occurs when very high tides or storm surges push sea water onto land. In Hounslow, the risk is low because of the Thames Tidal Defences, including the Thames Barrier, which protect against major storm events. |
| **Ultra Low Emission Vehicle (ULEV)** | A vehicle that produces very little pollution from its exhaust, such as electric or hybrid cars. |
| **'Well-to-tank' emissions** | Emissions created when fuel is extracted, transported, refined and delivered before it reaches our vehicles. |

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London Borough of Hounslow